

GSMRM ZEPHYR

Edition 2009

Summer-Fall

SNYDER LAYOUT DEDICATION



Snyder layout dedication, with Rob Fassano (l.) and Jim Ambrose (r.)- photos Jeff Rowe collection

The official dedication of the Tom Snyder layout took place on June 20th. About 40 guests enjoyed the celebration, including many of Tom Snyder's friends, former colleagues, family members and GSMRM members. The California Culinary Academy provided lunch based on a variation of a 1969

"Zephyr" menu. A special thanks to those members who helped clean and prepare for this event and to all the members who worked on moving and installing the Snyder layout at GSMRM.



The Buffet car!



John Morrison, Pam Snyder look on as Jim Ambrose speaks to guests.

In October we received the late Tom Snyder's gauge 1 home layout. The layout was dismantled by the builder with the help of our club members over a three day period and transported from Snyder's Tiburon home to the GSMRM site. GSMRM's Jim Ambrose coordinated the group responsible for re-assembly and wiring of the layout.

The layout is now open for viewing during museum public access times. More information on the layout and the move to GSMRM can be found at http://www.gsmrm.org/tom_snyder/.

http://en.wikipedia.org/wiki/Tom_Snyder

-- ed.



Dedicated to Tom Snyder!



Rob Fassano running trains



Jim Ambrose (r.) watching the dedication crowd.

GENERAL MANAGER'S REPORT

Here's a brief update on the various Museum Projects.

Bathroom/kitchen remodel. Parks has tentatively scheduled work to start during the first week of January. As part of this project, the front entry step will be replaced with an ADA ramp (as a result of a visitor complaint). We will need your help emptying these rooms prior to the remodel. Also, we will have to use the Porta-Potty during construction, and may have to do without running water at times. Please be patient, and remember that the results will be worth it!

Landscaping. Randy Smith has been working on the plans, and has 'recruited' the help of a landscape architect. Parks has provided input during the process, along with the help of their regional gardener. In the meantime, we have continued cleanup. Scrap metal has been recycled and Bill Bigley has helped empty almost half of the block house. As reported earlier, Dan Furtado (PLA member) has started refurbishing our wig wag, which we will install near the front gate as part of the plan. We haven't set a date to start work. Please volunteer to help, so that we can improve our 'curb appeal'.

Meeting room remodel. The LRP Committee is working with Parks on these plans – expect more news shortly.

Trailer donation. Due to Parks requirements, we will probably not be able to act in time to accept the 60-foot trailer donation now being considered. However, more opportunities are out there, and we will be better prepared for the next one. Thanks for responding to our survey; we will consider your responses as we move forward.

Offsite storage. We are considering rental of a small, secure place to store items such as the Ryan collection and archive records. This should be finalized soon.

Recycling. Historically, we haven't been very good at this (except for aluminum cans). The Board has arranged for a recycling bin as part of our garbage service, and placed containers in the public areas as well as within each scale. Some of this stuff is still going into the regular trash cans. Please use these for cans, paper, and other recyclables.

That's all for now. I want to take this opportunity to thank all of you for your support, and wish you a Merry Christmas and Happy New Year! --- John Morrison, GSMRM General Manager

ARE YOU ONLINE?

In order to keep up with the times, the museum is now also present on some of the popular social networks: Facebook and Twitter. We also have a channel on YouTube. Take a look:

<http://www.facebook.com/pages/Point-Richmond-CA/Golden-State-Model-Railroad-Museum/165356379874>

<http://twitter.com/gsmrm/>

<http://www.youtube.com/gsmrm/>

Please follow us on Twitter, become a fan on Facebook, so you'll always be informed about upcoming events, and you can see the latest pictures as soon as we post them!

-- Martin Jahner, Webmaster

O SCALE

During Summer-Fall 2009, the GSMRM O Scale group has continued work on the scenery area between Midway and the Zenith yards. Texturing, foliage and trees have been applied to most of the upper Midway area. Most of the trees are custom built using native materials from our area. Several new factory buildings have been installed along the Midway station area. Some rock-work was added to the oil refinery spur. The canyon area behind the south mountain is being prepared for plastering. A track maintenance scene with lighting effects was built inside the long tunnel below Midway and is visible from the walkway. Pictures are available at the O Scale web site link below.

Work on the O Scale Interurban layout has progressed. All the mainline blocks and most of the turnout motors are wired and operational.

Block detectors were installed in the Zenith division for all mainline blocks. A turntable was installed in the east Zenith yard and is waiting for a power supply.

On our On3 layout, electrical work in the Palisade division is being completed.

We also purchased some small high resolution pin-hole TV cameras to replace the low resolution X10 wireless cameras we currently use. The first cameras cover the south Midway area and

the Post Rd. - Passenger yard area. The new cameras will be hardwired to multi-processor video controllers so operator can easily flip between cameras or view several pictures together.

Design work on the computer interface prototype (OSCI) also continues. A new PC was donated and moved to the layout for OSCI-JMRI use (Java Model Railroad Interface). The older PC will be used for on-line train throttles and engine setup. The Arrival, Midway and Zenith screen panels are being built, as well as a single panel showing the entire layout. These panels will show signal aspects and block occupancy as trains progress.

The O scale public and member web sites have been updated. Take a look at http://www.gsmrm.org/o_scale/index.shtml or http://www.gsmrm.org/members/o_scale/.
-- Jeff Rowe



Long Tunnel action scene with an arc welder and observation window. by Bob Brown and Harry Critchfield. --Jeff Rowe

HO SCALE

Warm summer days gave us the perfect environment to do a number of much-needed trackwork maintenance projects. The layout, now 15 years old in areas, experienced a spate of turnout failures that could not be repaired or were difficult to repair in place. Close to 20 turnouts were replaced on the main ladders of the heavily-used SP and WP Oakland yards, in a critical area of the Elvas wye and at a couple of crossovers. Our standard replacement is now the Walthers/Shinohara "DCC-Ready" Code 83 turnout.

Our crew working on scenery for Donner Pass continues to make progress with detail work and planting several hundred trees. A number were purchased but, given the cost and number required, we are now gearing up to make large numbers from scratch using both natural materials, chopped foam and wire armatures. The scratch-built buildings for our Towle Bros. lumber mill complex are coming along nicely and are planned for permanent installation over the winter shutdown.



Donner Pass forest area. --Jeff Rowe

During our August scale meeting, a number of members indicated interest in exploring DCC. We believe that we could attract more new members by offering a DCC option. So our main focus since then has been on seeing if we can run DCC as an alternative to DC/Chubb. The intent is not to mix DC and DCC – we will run **All DC** or **All DCC** on any given day – and be able to switch back and forth. Based on recommendations, a few members took the initiative to buy and loan us Digitrax starter-set equipment and quickly demonstrated feasibility, including a successful test of radio reception. We have also been able to confirm that we can integrate DCC with our Chubb system, which provides line-side signaling in DCC mode. Plans and a budget for initial installation was approved by the scale membership in November and we will order for installation over the winter shutdown. Also at the November scale meeting, Morgan Denegree was elected Trainmaster.

-- Walt Freedman

N SCALE

Feel like picking some oranges? We have our first Grove of orange trees in Edison, planted by Jeffrey Pribyl. Let's hope he can keep the fruit flies away! We're going to have to make up switch lists for our DCC throttles, since we have over thirty switches we can control remotely now, thanks to Martin Jahner (I just can't remember them all). Each month our members have a choice of running either Analog or DCC days, on the other Sundays, its both (using the block control system of course). Maintenance and updates



Work is progressing on the new Bakersfield roundhouse and turntable --Jeff Rowe

of our block wiring and turnout control wiring continues to ensure reliable operation.

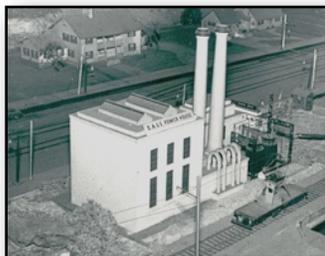
Joel Frangquist has been busy adding tracks to the new turntable in Bakersfield. This time of the year we have to wear long sleeves or sweatshirts because of the freezing temperatures in the building, but this won't keep us from making progress so we can show our new additions and improvements at the beginning of the next season in April.

-- Barry Wilson

EBMES TROLLEY HISTORY AT HALLECK STREET

BY TOMAS BUCKINGHAM

The OA&E Power house was built by Elmer Cummings, and for many years it was on the north end of the Halleck street trolley line. It is now on the south section of your O gauge line. California Railway 10 was also built by Elmer in early 1940s or before. I added the link for the link and pin couplers and repainted it. Trim and lettering is still missing. Key System 701 and 3 thirty six foot flat cars were originally built by Elmer. I helped Elmer motorize the 701 and made an air compressor for it. Recently I modified one of the flat cars to accept link and pin couplers. Elmer also made the 271 and a 900 series Key System street car. I added proper fenders to 271. It requires painting, and much work is needed to finish the 900. The Long 500 was originally built by Bill Hoffman and owned by Jack Collier. It runs fine.



The OA&E Power house was built by Elmer Cummings, and for many years it was on the north end of the Halleck street trolley line. It is now on the south section of your O gauge line.

Prior to WW 2 there were 2 motor flat cars under construction for operation on the Halleck St. trolley layout line. One was Elmer Cummings Key System 1208. The other prototype was Northern Electric 701 that ran between Chico and Halminton City. The smallest motors available for use in an O gauge model was the Pittman DC 60. The problem was fitting these motors in the model.



Elmer Cummings also made the 271 and a 900 series Key System street car. I added proper fenders to 271. It requires painting, and much work is needed to finish the 900. The Long 500 was originally built by Bill Hoffman and owned by Jack Collier. Tomas Buckingham built SN 660 with help from Elmer Cummings

The fate of Northern Electric 701 is unknown. I built SN 660 with help from Elmer Cummings.

During WW 2 there was a derailment in Shepherd Canyon. Sacramento Northern's two 1500 Volt Baldwin Westinghouse locomotives were descending from the tunnel headed for the Oakland Army base. A box car loaded with #10 cans of pears derailed. The first locomotive went on to 40th and Shafter. George Hademan stayed in the rear locomotive, and spent the night guarding the the rear half of the train. My mother made Georges dinner.



Deraillment in Shepherd Canyon

This narration was compiled and edited from email conversations with Tomas Buckingham, Nov. 2008. Additional information and photos are available in the O Scale History section of the GSMRM website: http://www.gsmrm.org/o_scale/OSHISTORY/OSThist1948Buckingham/index.shtml

--Jeff Rowe. All photos by Tomas Buckingham.

PRIZE WORTHY!

Congratulations to one of our members! Jeff Robinson of HO Scale was awarded 2nd Place for his display entry of scratch built buildings from Main Street in Pleasanton at the Alameda County Fair this last July. Jeff had been working on these structures from photographs for the last couple of years to incorporate into the HO layout. It was at the suggestion of John Fagan that Jeff enter the model buildings in the fair, which is located in Pleasanton. The detailed



Jeff Robinson's Main Street, Pleasanton in HO scale -- photo by Jeff Robinson



Jeff Robinson looking over the Pleasanton area on the HO layout. -- photo by Jeff Rowe

buildings represent how they may have looked in the 1950's and some required hundreds of pieces of plastic to create the right shapes. The buildings are currently on display in the downstairs clubroom where kids of all ages can press push buttons to turn on interior, exterior, and vehicle head and tail lights for different times

of the day or night. Each building has at least one interior light and many have neon signs, people, and detailed interiors - including a wedding reception at the Pleasanton Hotel.

--John Fagan, Jeff Robinson

OUR 2009 THEME DAYS

During the 2009 season we celebrated special trains every 4th Sunday of the month. Some of these included ATSF/BNSF Day on June 28, Steam Day on July 26, UP/WP Day on August 23. A number of different passenger trains were featured on September 27, the Southern Pacific Railroad was the theme on October 25. A rather unusual theme was our Wreck Train / MOW (Maintenance of Way) Day on November 22. The photos show some of the highlights. Our last theme day



A Plasser&Theurer "Track Tamper and Liner" -- photo by Martin Jahner



Crane rescue on the N scale layout -- photo by Martin Jahner

for the 2009 season will be "Foreign To California" Day on December 27th, which is also our last operating day this year.

--Martin Jahner

MEMBER ACTIONS

- June 09:** Danylo Hawks approved for Junior Apprentice
Reid Dennis approved for Honorary membership.
Rob Fassano approved for Senior O-Scale
Harry Critchfield approved for Senior O-Scale
James Christopher-Norris approved for Senior N-Scale.
Al Perruquet HO Associate membership terminated.
- Sept 09:** Morgan Denegree. approved for Senior HO-Scale.
- Oct 09:** Bob Siemsen approved for Senior Apprentice HO-Scale.
- Nov 09:** Arul Tandavan approved for Senior -HO.
Grant Lichtle terminating.

Calendar

April-Dec

Museum open:
Saturdays: 12 noon - 5 pm for viewing, no trains running.
 Free admission
Sundays: 12 noon to 5 pm with operating trains.
 Admission charged.
Wednesdays: 11 am - 3 pm for viewing only, no trains running.
 Free admission.
December: Open Sat and Sun
12 noon - 5 pm, trains running.
Admission charged.

Contributors

Walt Freedman



GSMRM
 Assistant Secretary,
 EBMES
 Secretary and
 HO Scale Train Master.
 Member since 1998

John Morrison



GSMRM
 General Manager.
 Member since 1986

Martin Jahner



GSMRM
 Chief Financial Officer,
 Webmaster, and Company

Store manager.
 Member since 1999

Jeff Rowe



O Scale Train Master and Zephyr editor.
 Member since 2001

Randy Smith



EBMES Vice President
 Member since 2006.

Barry Wilson



N Scale Train Master.
 Member since 2002

Looking Back...



HERE WE GO AGAIN!!!

It seems that winter used to come and go much slower years ago. However, if you look at your calendar you will notice that it is already running time.

Now's the time for East Bay members to take a look at their personal schedules so that they can commit to some operating dates. On the second page there is a listing of the dates that the layout section will be open to the general public, as well as which scales will be operating.

As a related story, the Golden State Model Railroad Museum and East Bay Model Engineers' Society are proud to present their first annual SCOUT DAY AT EAST BAY, April 30, 1994. SCOUT DAY AT EAST BAY is an open invitation to all Cubs, Scouts, Explorers and Scouters to visit one of the largest model railroad exhibits in the United States. Anyone who shows up with a Scout uniform, or identification indicating that they belong to a scouting organization will have the entrance donation waived. So don't be surprised when you see lots of little ones walking around the public area asking lots of questions.

mother earth revisited

By Robert Marshall
Editor's special

It should be pretty obvious to anyone who has not been to see our layouts since the opening of last season that there has been quite a bit of mud being slung since last season began. HO continues to lay work on the Altamont Pass area. Take a second to examine the trees and streams and you may just feel like you are standing there waiting for a couple of centennials to make their appearance. It must have been a wet winter, judging by the constant flow of water from the canyon's small drainage pipe

Handicap Access In Place

After two years of limited handicap access, the East Bay Regional Park District has neared completion on the wheelchair access ramp to the door on the northern end of the building.

This completion will now allow unaided access to the public viewing gallery.

It is not known yet when the ramp at the southern end of the building will be completed.

started to hang profile supports on the walls so that they can 'make mountains in minutes.'

O Scale isn't letting a lack of completed track put a stop to their efforts at scenery building. The south mountain should hopefully be finished by the time that we open up for the general public. I would like to particularly point out the effort of O students Armando and Dan Vargas. They have been putting in a majority of the scenery since the first time they showed up in January, and it really looks great!

N scale is marching up the hill, working on the Tehachapi Loop area of their empire. Now that track has been put in place, members have

The Zephyr, April 30, 1994. You can see this in greater detail at <http://www.gsmrm.org/zephyr>.

**Golden State
 Model Railroad Museum
 ATTN: Zephyr
 P.O. Box 71244
 Point Richmond, CA 94807-1244**

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|-----------------------|---------------|
| Editor | Jeff Rowe |
| Associate Editor | Martin Jahner |
| Contributing Editors | |
| GSMRM General Mgr. | John Morrison |
| GSMRM CFO | Martin Jahner |
| EBMES President | Jeff Robinson |
| EBMES Social Sec | Floyd McCarty |
| O Scale Train Master | Jeff Rowe |
| On3 | Jim Ambrose |
| HO Scale Train Master | Walt Freedman |
| N Scale Train Master | Barry Wilson |

Email zephyr@gsmrm.org
 Website www.gsmrm.org

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