

GSMRM **ZEPHYR**

Edition 2014

Summer 2013-Spring 2014

GENERAL MANAGER'S REPORT

Greetings from the GSMRM Management! The year 2014 thus far has seen a lots things happening, First, the remodel is almost completed. Plans are being finalized to include a Friday night social night which will include the public. Since the downstairs is nearing completion, the members have chosen to have a 3rd Friday night social where we will enjoy good train videos and pop corn or ice cream Sundays. Our web site will show this also and invite the public to join us. The members also are working on things to do on 4th and 5th Friday nights as we now will have room to do them again. Some ideas are rotating 4th Fridays from scale to scale and every one running trains in the selected scale that night. Another idea is a scale hosting an operations night which other clubs are invited.

We have seen an increase in visitors so far this year with items in the store selling well. We signed contracts with **Groupon**, **LivingSocial**, and **Eventbrite** which all sell our Annual passes and Day passes, bringing us to the attention of millions of users nationwide.

The new member membership drive is going well with several juniors in the program now. The members all agree we need to see an increase in memberships so many of them are stepping forward out of their comfort zones and talking to guests.

Finally, we continue to expand our presence in the Bay Area model railroad community by inviting other clubs to run trains with us on an occasional basis, and by taking steps to involve us in local NMRA OpSig activities. All in all, 2014 has been a very good year for us, with many positive changes, and more to come. My deepest appreciation to all of our members who have contributed to moving us forward. We couldn't do it without you. — *Randy Smith, GSMRM General Manager*

REMODEL PROGRESS

Throughout the year, our members have been working on the remodel project started in March, 2013. Dave Illich took over as project manager and under his directional the wiring for Boardroom, Library, Meeting room, Kitchen, and Store was redone to bring it up to latest standards. The



Meeting room last Fall with library books stacked, sheetrock and electrical supplies.— photos by Jeff Rowe, Dave Illich, Walt Freedman.

rooms also have internet and other communication wiring. After the rough-in inspection in March, sheetrock and taping work started. Following the final electrical inspection in May, the remaining sheetrock and painted began, and in June all new carpet was installed! Remaining

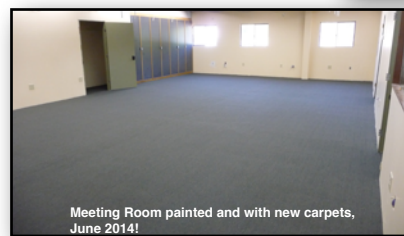


Above, Bob Brown, Josh Carpoiff with sheetrock.

work includes new ceiling tiles and insulation which will help to reduce heating and cooling costs. It was a lot of work, but the results will make for a much more enjoyable facility for our members and visitors. We hope you enjoy your next visit to the Golden State Mod-



Randy Smith helps with paint job.



Meeting Room painted and with new carpets, June 2014!

el Railroad Museum. Member may visit our web site to view remodel pictures from day one to completion. Many thanks to all who have helped make this a successful project! — *Dave Illich Project Manager*

SPRING CLEANUP, POTLUCK, AND BBQ

Our annual grounds cleanup day and potluck was held on Saturday, March 21 2013. Thirty eight members and family attended our annual GSMRM Clean-up Day, potluck and BBQ - again a great



Above: Jolynn Smith, Claus Schlund, Dave Clark, Randy Smith and Al Whitecar plan their strategy. Left: Steve Cleere at the grill.—photos by Jeff Rowe



turnout! We had more member spouses attending and helping. Lots more contributions of salads and delicious desserts. Randy prepared a delicious rubbed

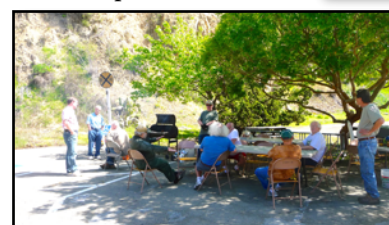
tri-tip, and Steve Cleere took over as Cook-meister! The weather was beautiful, so tables were set up outside again. Thanks also to all who helped with the cleanup, pitched in to set up and clean up after, and for their potluck contribu-



O Scale folks: John & Inga Engel, Zoe & Bob Brown, Vicky & Rob Fassano, Mark Francis, Ute Rowe

tions.— *Walt Freedman.*

Left: Time to eat already, Jeff Robinson, Rich Haupt, Randy and Phil Gale (seated), Steve (background), Morgan blue-shirt, orange, Al Whitecar and Dave Clark.



O SCALE

Our layout operating sessions continue to be very good. We have had very few electrical or track problems which make for enjoyable and fun times during our Sunday run days. Thanks to all our members for helping to make the layout as trouble free as possible and to all our crew members who keep the trains running!

During winter break period, the O Scale group completed framing work on the south mountain, now called Mt. Heller, and applied the first plaster coat. Continuing in the spring and summer, we have been busy adding rock castings, applying coloring, vegetation, and trees.



The south mountain after the winter break. Just about the entire O Scale team contributed, including Bob Brown, Josh Carpoif, Rob Fassano, John Engel, Jeff Heller, Mark Francis, Andy Olson, and Jeff Rowe. --photo by Jeff Rowe

The mountain is quite impressive and gets a lot of nice comments from our visitors. Also this February, we attended the O Scale West convention and hosted OSW visitors.

On the interurban railroad, we have motorized the interchange to the SFW and other turnouts in the Churchill yard area, plus added power to the yard leads and turnouts. Remote control of some turnouts makes it easy to control train movements from either the Churchill or Post Rd. panels.

Since the O Scale Computer Interface is able to control all signals with JMRI, we have been adding DCC signal controllers to replace the Integrated Signal Inc. signal controllers. The ISS controllers were difficult to wire program for some of our complicated turnout situations. With OSCI-JMRI, all the signal logic is built in and extremely easy to program special situations. So far, Departure, Arrival, Post Rd., and Passenger area signals are converted, and Midway is in progress. Along the way, additional signals were added at Post Rd-Interurban crossing and Passenger yard leads. Also for OSCI, the entire system was installed on a newer PC which now auto starts and shuts down from Departure panel. A DCC 10amp booster was added for the Midway division.

We have installed a 42inch flat screen for our video camera system at Departure and also an OSCI layout display monitor on the walkway.



This fine rock crushing mill was scratch built for the Eureka&Empire On3 layout by Jim Ambrose.

On the Eureka and Empire On3 layout, several new buildings have been added at the Eureka yard. There are two sidings which interface E&E with SFW which have remote control from either Eureka or Passenger yard panels.

Those sidings, plus those at Churchill will add to our future way freight switching possibilities. Eureka yard area is also receiving more scenic work, ground covers, road work, and vegetation. Visit the O scale public web site: http://www.gsmrm.org/o_scale/index.shtml. --Jeff Rowe, O Scale Trainmaster

HO SCALE

In HO Scale, we have focused almost all of this past year's efforts on upgrading our train-control system, to incorporate the latest technological developments in that field.

From the beginning of our HO layout, we employed the tried-and-true technology of direct-current, two-rail train-control wiring that was developed in the 1930's for HO-Scale model railroads. As our model railroad grew and became increasingly complex, the wiring became more and more complicated, making it difficult to alter or trouble-shoot the system.

That complexity mushroomed when we undertook to control the trains through a CMRI (computer/model railroad interface) system, developed during the 1980's by Dr. Bruce Chubb. We built most of the electronic components of that system right here at the club, following Dr. Chubb's designs.

From the beginning of the project, various 'teething problems' arose, causing disruption of our operations and leading to increasing dissatisfaction among our members. We kept going with the effort, though, because we had invested so much money and effort to make the system work.

However, as we continued to work with the Chubb system for about twelve years, other model railroaders and electronics experts were busily developing new and much better train-control methods, which became the standard in the hobby. A couple of years ago, we came to the conclusion that the only good solution to our train-control problems would be to switch to the new technology, known as Digital Command Control (DCC).

Since then, we have been steadily converting our system to DCC, with spectacular results. Section by section, our wiring system has been rebuilt to the new standard. As of now, almost all of the railroad, except for the tracks climbing up to Donner Pass at the end of the train room, has been converted to DCC.

In addition, every locomotive running on the layout has been fitted with a computer chip, which receives train-control commands from a hand-held throttle controlled by one of our train engineers. Some of our members even have apps on their smart phones, which incorporate all of the features of a DCC throttle.

Work continues to complete the total conversion to DCC operation, and we look forward to having a 100% DCC system within the next two years. As a result of the smoother and much more reliable operation we have achieved, and the maintenance headaches we have eliminated, our member's satisfaction has increased tremendously.--Morgan Denegree, HO Scale Trainmaster

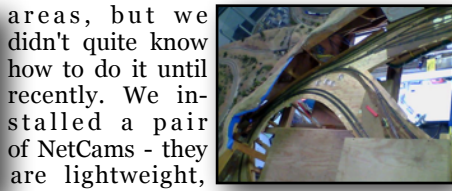
N SCALE

Here are some of the latest changes on the N scale layout:

We have new video cameras in Mojave and Reno - we had always wanted a way to be able to view our trains in these somewhat inaccessible areas, but we didn't quite know how to do it until recently. We installed a pair of NetCams - they are lightweight, wireless (except for the power connection), able



This is what a camera looks like above a yard of N scale track. —photos by Claus Schlund



This is what the video looks like on a smartphone screen

to work in total darkness, and are about the size of a pack of cigarettes. We have also had some ongoing trackwork in three areas, as seen below. —Claus Schlund, N Scale Trainmaster



Truckee track redesign is



We had track in this portion of Bakersfield, but it was in such bad condition we couldn't run over it, so it has been torn out and is being replaced. The pins trace out the path the rails will follow



The Corner require an entirely new right-of-way to be built, a trestle will span the river gully in the upper left of the image

OUR 2014 THEME DAYS



During the 2014 season we continued with our special theme trains every 4th Sunday of the month. Some of these included Unit Train Day on April 27, Amtrak Day on May 26, ATSF/BNSF Day on June 22. Upcoming theme days will

be Steam/Transition Era Day on July 27, UP/WP Day on August 24, Passenger Day on September 28, Southern Pacific Day on October 26, and concluding with "Foreign To California" Day on November 23rd. At our theme days you can expect to find many trains representing that day's theme. It's a good chance to see your favorite trains in operation. --ed.



MEMBER ACTIONS 2013-14

EBMES

Dec 2013 Elections:

Dave Clark, Jeff Robinson, elected Directors for 2-year term 2014/2015. **Colin Minekheim** appointed to fill vacancy. Board voted **Randy Smith** President, **Morgan Denegree** as VP, **Dave Clark** as Secretary, and **Walt Freedman** as Treasurer. Trainmasters for 2014: N Scale - **Claus Schlund**; HO Scale - **Morgan Denegree**; O Scale **Jeff Rowe**. —ed.

Other member actions:

Feb 2014: **Trevor Park** dropped his Trial Membership. **Chuck Bailey & Jasper Bailey** accepted for Trial Membership. **Danylo Hawks** switched to Student Membership. **Kyle MacLeod** voted to Senior Membership.

April 2014: **John Troutman** accepted for Trial Membership.

Nov 2014: **Colin Minekheim** voted to Senior Membership. **Eugene, Andrew & Adam Palmer** accepted as Trial Members. **Stephen Horsley** accepted as Trial Member.

Aug 2013: **Mitch** and **Spencer Baum** Trial Membership terminated.

GSMRM

This May, the following were elected as directors for 2014-15 period: **Morgan Denegree, Walt Freedman, John Fagan, Phil Figel, Dave Illich, Larry Price, and Randy Smith.** **Danylo Hawks** appointed as Director.

GSMRM Officers for 2014/15: General manager - **Randy Smith**; Asst. GM – **Morgan Denegree**; Treasurer/CFO – **Phil Figel**, Asst. CFO - **John Fagan**; Secretary – **Walt Freedman**; House & Grounds –na; Publicity – na; Saturday and PIC Coordinator - **Randy Smith**; Membership Secretary - **Walt Freedman**; Store Manager - **Randy Smith**.

Thanks to retiring board members for their service and congratulations to the new officers and members and for their acceptance of the Board and member responsibilities. --ed.

FREE MEMBERSHIP

We offer a Free Trial Membership in one of the three scales (N, HO, O) for those interested in becoming full members. The trial period lasts up to six months and lets us get to know each other and see if there is a mutual fit. The Trial Membership can be terminated at any time, if proven to be unsatisfactory. We are looking for enthusiastic members who want to contribute to the club's and scales's activities, so regular participation is important during the trial period. --Morgan, EBMES Vice President

STORE NEWS

The company store continues to do well. In fact, it is estimated that for each dollar in admittance, two dollars of merchandise is sold. This is a major contributor to the GSMRM budget. **Floyd McCarty**, our store manager for several years, has stepped down and **Randy Smith** took over, adding yet another job to his club responsibilities. **Randy** has been working to make sure every store item has a bar code so our clerks have a easy time at the register and reduce customers waiting. **Randy** has also made room for the each scale to display some of their donated items for sale. —Randy Smith.

ATTENDANCE

To our disappointment, visitor attendance last year was only 5578, the 12th highest in recent years. We can only attribute this to the inconvenience of the prolonged closure of the Tunnel on Dornan Drive, by far the most direct way to get to the Museum. Happily, attendance seems to be back up this year, to date, though 3rd Sunday in July, Y2013=2308, Y2014=3056, so we look forward to a new record in our visitors' attendance. Can we exceed 7833, the #1 spot that was achieved in Y2007?—Walt Freedman.



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>

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, Walt Freedman Web coordinators; Joel Frangqvist Facebook contact

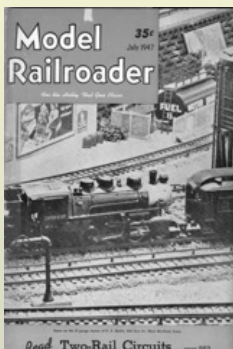


Jeff Rowe, the Zephyr editor, published an article *Trains at the GSMRM*, in the Oct 2011 issue of *Marketplace Magazine*. Check the GSMRM website at: <http://www.gsmrm.org/media/>



Looking Back at the 1947 SFW...

These photos show the 1947 SFW layout which O Scale Senior member



A Preview of the O Gauge Santa Fe Western
the Eastby Club, 1947

AFTER 15 long years, a group of model railers have been able at least to come close to their dreams. Yes, it has been that long since five brave men organized what is now called the Eastbay Model Engineers Society, Inc.

In the beginning all model building was included, but soon it was decided to concentrate on model railroading. Today, 80 men from all walks of life make up the society.

During the past year the society has entertained over 14,000 persons during public shows. Our headquarters are in a building in the heart of the railroad district. It is 132'-6" in length and 100 ft. in width.

"hogger" was a bit excited on this trip and overlooked the stop at Tehachapi, but it can be excused this time for he is rolling the N.M.R.A. Special.

The crest of the grade is at El Cajon, and from here the train has clear sailing on down the hill. At Diablo Viaduct, Grand Canyon can be seen in the distance. Then the train enters tunnel No. 6 and finally arrives at Barstow.

The terrain so far on the trip has been mostly level with only a canyon or two to hint at the mountain scenery yet to come. After leaving Vine Hill the train passes under the traction line and starts climbing up the grade through tunnel No. 9, then on up the 2 per cent grade to tunnels No. 8 and No. 7. The

points as does the steam road. The trip continues on a sweeping curve to the left and passes through tunnel No. 12. The next stop is at Stewartville, just short of tunnel No. 3. Here there is another graceful left curve and the train has moved onto the outside track for the long run to Hanford. Beyond Hanford the train enters tunnel No. 5 and takes the left-hand line en route to Vine Hill.

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A Trip Over the O Gauge Santa Fe Western

THE Santa Fe Western is in a room 132 ft. long x 64 ft. wide. The system is scenicized to imitate the Santa Fe territory between Richmond, Calif., and Barstow, Calif. However, a bit of Arizona scenery has crept into the picture. Here's what a passenger would see on a point-to-point journey over it.

Starting from Richmond Terminal, the largest, the first stop is Antioch. Here there are two tracks in the foreground. Although they appear to be double-track, they are supposed to be several miles apart. We left Richmond by turning to the left (see the plan) and are therefore on the inside single-track line. At our first stop we have joined up with the traction system that operates to some of the same

points as does the steam road. The trip continues on a sweeping curve to the left and passes through tunnel No. 12.

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Calendar

April-Dec

Museum open:

Fridays 7-10pm work time. Public welcome.

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.

Check for latest info at <http://www.gsmrm.org>

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