



Watercolor by Bob Bastian

THE SAGA OF THE GALLOWS WHEELS

By Dave Gotz and Alan Brune



Gallows frame in operation circa 1950 (Fred Codoni collection)

Now that the gallows wheels are back as close as possible to their original location, we would like to trace their journey from their lofty original home by the Bay to potential scrap to an historic monument.

The gallows frame was last used by Southern Pacific on September 25, 1967 when eight rail cars containing furniture, building materials and beer were loaded onto a barge. Shortly after that the approach to the gallows pier was fenced off; however, adventurous children and adults continued to go out onto the loading platform for fishing and amusement. In the spring of 1973 Tiburon Fire Chief Frank Buscher wrote to Southern Pacific stating that the pier and platform were unsafe and constituted a fire hazard. He requested that SP “either repair the pier so people can use it safely for fishing or play, or secure the pier to prevent public access.”

The wood was so rotten that repairs were not practical, so SP contracted with the Ghilotti Bros. to remove the entire structure. In February of 1974 as the structure was being dismantled, Mayor Bran Fanning made it clear to SP that the Town wanted to

retain the gallows frame and wheels for possible use as a railroad monument. After on-site discussions with SP and Ghilotti, the uprights and cross bars of the frame along with the six small wheels and two large ones were moved to the far side of the rail yard just below Mar West.

Eleven years later in January 1985, once again Ghilotti Bros. were tasked with removing gallows frame and wheels, this time to make way for the completion of the Point Tiburon



Demolition of the barge dock – Ghilotti was hired by Southern Pacific to take down the barge dock and gallows frame. Photo by Phil Molton, Feb. 1974.

Inside:

Belvedere Land Company

What's In a Name?

TYCOON

President's Corner

By Jim Allen



Dear Landmarks Members,
Fall 2015

A lot has happened so far this year. The Gallows Wheels are back on the waterfront. After 10 years at the corner of Tiburon Boulevard and Mar West they are on display in front of the Railroad Museum at 1920 Paradise Drive. If you haven't yet seen them you should. They have been stripped of old paint, preserved and moved to their permanent location. They look great and remind us of Tiburon's industrial past.

Walk Your History had a great turnout of hikers checking out the area around Old St. Hilary's. We had plant experts, milkers, geologists, historians in costumes and great hosts serving food and drinks. Many people I talked to that day were amazed to find out about the dairies, the livestock and the railroad workers of the late 19th and early 20th Century. The event served to introduce locals to the history of the area. Many of the children I saw that day were able to inform their parents because of the 3rd grade tours of Landmarks sites over the past years. We are making progress toward teaching the Community about its history.

The Board meetings are actually fun social and business

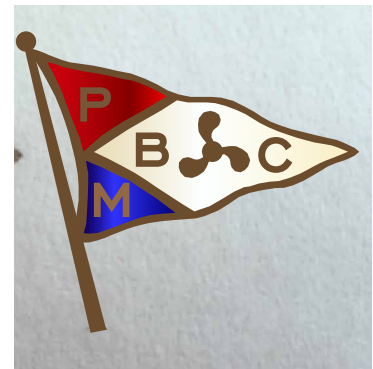
meetings. The July meeting was close to full. We are fortunate to have many very dedicated volunteers doing great work. Most Board members also volunteer at the sites or at the Thrift Shop. That represents tons of dedication to Landmarks.

The staff continues to do an amazing job. The Archives are more used and more visited than ever before thanks to Dave Goetz. Leslie and Alan have kept things running perfectly. Michelyn continues Pam's tradition of a friendly and very efficient office. Stop in any day and you will get a friendly smile and a complete answer to any scheduling, spelling, address, relationship question you may have.

Landmarks is stronger

and better than ever. We are well managed. The sites and the office and the historic records are being well preserved and maintained—just like our Mission Statement says.

Thank you, Jim Allen



Pacific Motor Boat Club burgee, Beach Road, Belvedere, CA c. 1900

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THE SAGA OF THE GALLOWS WHEELS *continued*

condos. Longtime Landmarks photographer and member of the Tiburon Heritage Commission Phil Molton spotted workmen cutting up the timbers and loading them onto a flatbed trailer. He alerted the Town, reaching financial director Alan Nadritch (filling in for the vacationing Town manager Bob Kleinert), who contacted the dump, where the timbers were headed, and had them turn the truck back to Tiburon. The timbers and the wheels were then stockpiled on Ed Zelinsky's land near the corner of Mar West and Tiburon Blvd., "awaiting final determination" according to Mr. Nadritch.

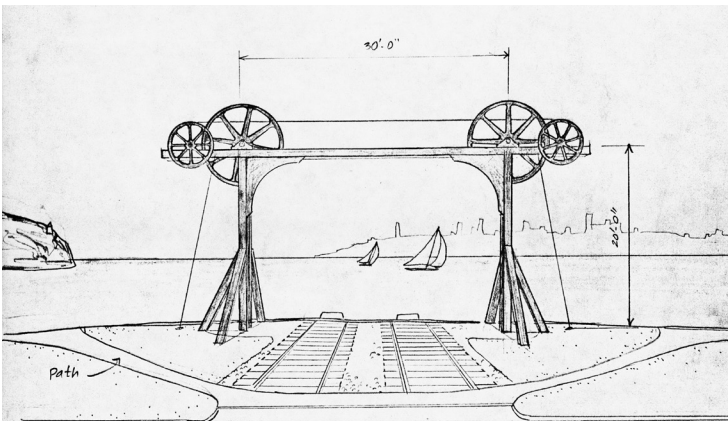
The original precise plan created by SP for the development of Point Tiburon stipulated, "Where possible and appropriate, historic vestiges of the railroad yard, such



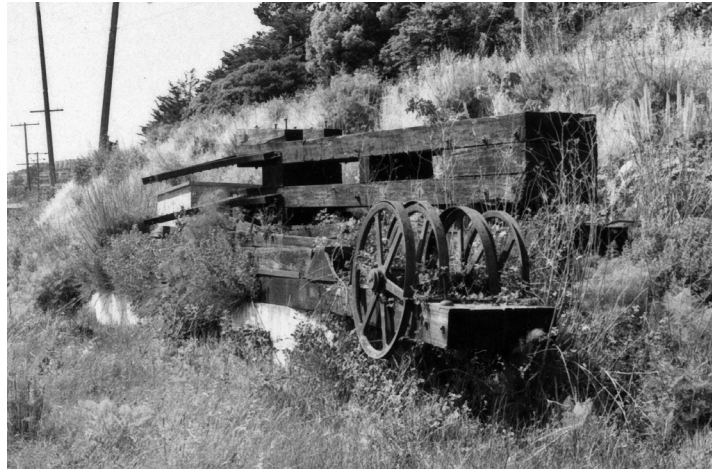
Gallows wheels and frame at Point Tiburon construction site summer 1984. (Marens collection)

as the ferry dock hoisting wheels, shall be incorporated into the design of the project, as approved by the Town..." In March 1985, Landmarks president Tom Brown worked on an effort to reestablish the gallows frame and wheels on the waterfront. His design was presented to the Council and was supported by the Heritage Commission, but the effort faltered when an appropriate place which satisfied all parties could not be found.

After seeing the wheels looking very sad in a heap near the corner for several years, Tiburon Heritage & Arts Chairman Janet Braff got the approval from the



Tom Brown's concept drawing for the Gallows Frame display 1-12-1985.



Gallows wheels and frame stored on the old RR yard near Mar West circa 1975-6. (Phil Molton)

Commission, and the support of Landmarks to make a permanent display of the wheels complete with an informational plaque. As we have found out recently, moving the wheels is no easy task, even just a few feet. Fortunately the Town was making improvements to Tiburon Blvd. in 1989 and heavy equipment was in the vicinity. Janet was able to get the assistance of Town engineer Stan Bala to facilitate moving the wheels onto to a bed of tanbark, closer to the corner. On a Saturday afternoon in September, Janet supervised the artistic layout of the wheels. The finished design included wooden bollards linked with chain installed by Town Public Works Super Tony Iacopi and Eagle Scout Daniel Snoek to give the look of the waterfront. The display was dedicated on December 7, 1991, with Frank Buscher and Mayor Jerry Thayer addressing the gathering, and Janet unveiling the plaque that she and her husband had designed.

When the new Town Hall and Library were completed in 1997, on the lot which the Zelinsky family had donated to the Town, the gallows display



Gallows Wheels Dedication – Janet Braff receives recognition by Mayor Jerry Thayer after unveiling the plaque. (Diane Smith)

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THE SAGA OF THE GALLOWS WHEELS *continued*



Gallows Wheels today in Shoreline Park near the Railroad & Ferry Depot Museum.

on the corner lost a bit of its visibility. By this time the Landmarks Society had signed a 99-year lease with the Town to turn the Peter Donahue Building on the waterfront into a museum. These two factors spurred Landmarks to investigate moving the wheels display closer to their original location, near the museum and the Bay.

In 2003 Landmarks President at the time, Phil Cassou, began the process by presenting a scale model of the wheels to be located on the small berm near the museum to the Tiburon Heritage & Arts Commission. The Commission approved the design and the Council also approved the move subject to Design Review. Overriding concerns of the Point Tiburon Bayside residents, the Council voted 4-0 to relocate the wheels to the waterfront near the museum in August 2005.

Armed with the approval, Landmarks made some initial progress in designing the layout and getting bids for the move; however, more pressing issues such as maintenance and repairs on our four historic sites and fundraising to support ongoing activities sidelined the project for several years.

The Railroad Gallows Wheels project came back to life in the fall of 2014. With the generous help of Board member Peter Geissler (Geissler Civil and Structural Engineering) construction drawings were drafted showing the site plan, gallows frame wheels display plan, concrete footing plan and relief drawings. This was a necessary step in meeting the Design Review requirements that had been established as part of the Tiburon Town Council approval process. The Tiburon Planning Department approved the plans in November 2014 and the project moved full steam ahead.

Approval from the Bay Conservation and Development Commission or BCDC was required due to the close proximity of the proposed Gallows Wheels display to the San Francisco Bay. This critical approval was received January 21st, 2015 allowing us to move forward and apply for the final building permit. During

the application process, Landmarks selected Tiburon native Mark Pearce as the lead contractor for the project. Mark worked with us previously on the restoration activities at Old St. Hilary's in 2014.

Now that Landmarks had selected a contractor and had developed a construction estimate, a formal written campaign was launched to raise the necessary funds to move and prep the wheels, excavate the location, build and landscape the display area and place the wheels. The budget was \$35,000 and to date nearly \$30,000 has been raised from over 65 local donors and the generosity of the Town of Tiburon. We are thrilled by the support that community has provided for this historic project.

The first step of the construction project was moving the six cast iron wheels from their display by the library to an offsite location for cleaning and painting. With the two large wheels weighing over four tons each, lifting them off the ground and putting them on the flatbed truck was a challenge. Another Tiburon native, Rob Poole, and his Redwood Engineering crew, succeeded on their first attempt, hoisting them using a backhoe and heavy duty straps, placing them carefully on his trailer for transport. (A short video of this procedure can be seen on the Landmarks website.)

The wheels were scraped to remove loose metal and the roughest edges were softened with a grinder. The axels were removed from the smaller wheels while the larger wheels had their axels trimmed to produce as flat a profile as possible. The four smaller wheels were mounted on a temporary axle to completely coat both sides with several layers of a special rustproof protective paint, creating a permanent weatherproof coating. The larger wheels required the backhoe to flip them over so both sides could be properly coated.

As the wheels were being prepared, excavation of the lawn area adjacent to the Railroad Museum began. A small retaining wall was built on the inland side of the display and pavers were installed as an attractive platform for the display of the wheels. Existing irrigation controls were moved and an additional valve was added to provide irrigation for the new boxwood hedge surrounding the display.

The wheels were brought back, laid in the specified pattern on the display and welded together to ensure their stability. The finishing touch is a commemorative bronze plaque with a descriptive history of the NWP Gallows Wheels Frame which was placed near the Shoreline Park walking path. The wheels were finally back at home by the Bay!

Special thanks goes out to Landmarks Board member and Railroad Museum curator Phil Cassou for sticking with this project from the very beginning, going to every meeting, getting his hands dirty and overseeing every stage described above.

The Belvedere Land Company - Celebrating 125 years

Adapted from a Beverly Bastian article
on Belvedere:

Marin County Historical Society Newsletter (10-1980)

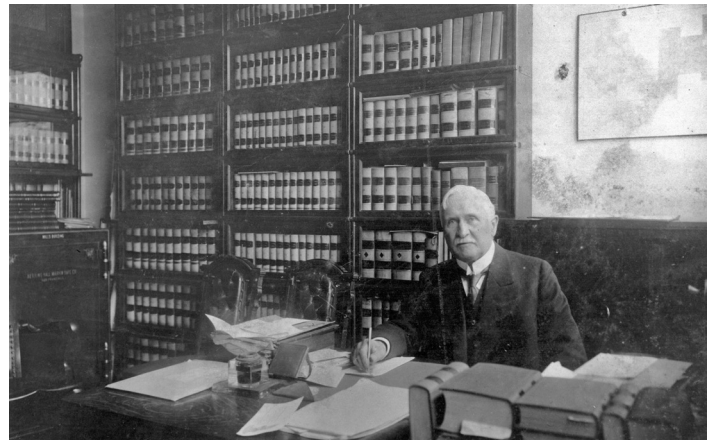


Three buildings designed by Albert Farr for the Land Company (all photographed in about 1930): The Belvedere Land Company building completed in about 1896. In addition to the Land Company offices, it housed a grocery store, Belvedere City government, the telephone exchange and several apartments upstairs; The Farr Cottages were completed in 1899 on Beach Road. Down the road, just before the Pacific Motor Boat Club, you can see the China Cabin with the peaked roof, which was installed in about 1907; and the Pacific Motor Boat Club was completed in 1912.

“There are two phases to the development by the Belvedere Land Company. Beginning in May 1890 and for the first 45 years, the shareholders, a small group of business and social friends, elected a Board of Directors who retained management personnel to handle improvements and sales. They also built the first homes and encouraged others to join them in escaping from “smoke and dust and sewer gas and fogs” to “a country home thirty minutes from your office.”

The crest and east side of the island overlooking the cove was the most desirable location as it was protected from the prevailing westerly winds, provided the easiest walk or shortest buggy bus ride to the Tiburon ferries, and was a safe distance from the odiferous codfishery along the west shore on Richardson’s Bay, which operated from 1877 to 1937.

Amenities provided by the Land Company to enhance the “popular resort and suburban residence



Edgar M. Wilson, attorney and director for the Land Company in his law office. He negotiated the sale of the company to Harry B. Allen in 1935.

town” included a community dock at Belvedere Point for the ferry Marin to stop on its Tiburon and Sausalito runs; a nine-hole golf course, clubhouse, and tennis court for lease as the Belvedere Golf and Country Club; a large clubhouse and docks on the cove for the Pacific Motor Boat Club; a stable to “accommodate residents who desire to keep horses”; an excellent sewer system “requiring all houses to sewer directly into the bay;” pick-up every day of “debris and ashes;” to dump them into “deep water at the south point thus keeping the peninsula clean;” “telephonic communication” in the office of the Land Company until houses on the hill could be “supplied with this valuable adjunct to civilized life;” a “regular system of lighting;” five miles of water mains with pure water pumped from artesian wells; donation of land for a non-sectarian church; the lot and building for a grammar school “open ten months of the year;” six miles of roadways connecting with the county roads to Tiburon, San Rafael and points north, “sprinkled daily during the summer;” the planting of 3,500 trees of which, unfortunately, a thousand were eucalyptus.

Between the two world wars, there was a decline in the steady growth of Belvedere and the Land Company shareholders became property poor with tax liens and responsibilities for maintenance creating a serious cash problem. When Harry B. Allen, a very successful San Francisco realtor who had developed Seacliff, was asked if he would manage the Company, he offered to buy it instead. Edgar M. Wilson, attorney and counsel to the Land Company, was the only original director to remain active in the company until 1935 when he negotiated with a diversity of heirs the sale of all shares to Allen and thus began the second phase of the Land Company ownership. In the 80 years since then, Harry B. Allen, his three children, Beth Straus, David and Howard Allen, and now the third and fourth generations have managed the company.

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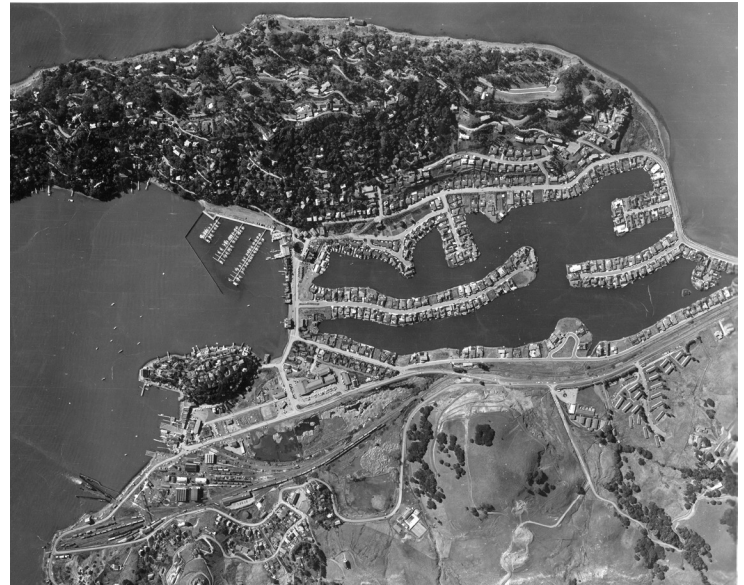


In the summer of 1914, Harry Beckwith Allen married Winifred Bridge in Belvedere at the home where she grew up. This union was perhaps one of the most significant events in the history of Belvedere. If Harry had not married Winnie, his great talent for real estate development would have gone elsewhere; and if Winifred had married someone of another profession, her beloved hometown would probably have not been treated with the care and attention it deserved. (Allen Collection)

In the summer of 1914, Harry Beckwith Allen married Winifred Bridge, whose parents had discovered that Belvedere was an attractive picnic place in their courtship days. Winnie's parents, May and Frederick Bridge, built two of the first homes on Belvedere, where with her sister Helen and brother Arthur grew and attended school. Although the Allen family lived in Seacliff, they spent summers in the Bridge house on Golden Gate Avenue. Harry and Winnie bought the house next door when he had completed Seacliff in the 1930's. Their sons David and Howard attended Tamalpais High School. W.B.A., as she referred to herself, happily had come home and she no doubt encouraged Harry to look after her beloved town.

In the Great Depression, the Golf Club went bankrupt and the Land Company settled the rent debt for the assortment of furnishings. Plans were started for the subdivision of the neglected course but this was not practical until the north end could be rid of the mosquitoes breeding uncontrolled in the lagoon mudflats below. The lagoon was no longer flushed with the saltwater tides because the area had been filled with the dredge from the cove to provide a deep-water harbor for NWP rail-road barges and ferries, and moorings for Corinthian and the San Francisco Yacht Clubs. Reclaiming the lagoon was Mr. Allen's solution

to the pest problem and the Land Company worked on this project, interrupted by the World War II, for twenty years before achieving the proper balance of land and water flow to create a unique and attractive reclamation financed by the sale of new home sites on the island.



The Lagoon development was the largest project taken on by the Land Company and spanned the two ownerships of the company from 1927 when filling first started until the late 1940's when the first homes became available. In the aerial from 1936 the drawbridge is closed off and the tidal flow is controlled from the San Rafael Ave. culvert. In 1960, only a few lots remain undeveloped and most of the former golf course is also covered with houses.

During the first fifty years of Belvedere, there was an active business life on Beach Road including a pharmacy, grocery store, coal and wood yard, laundry, art store, hairdresser, plumbing shop, gas station and garage following the demise of the stable. As the lagoon was developed, the once thriving commercial district was crumbling. The ramshackle rows of buildings at the eastern end, like the landed arks, were relocated or demolished.”

The Belvedere Land Company - The last 25 years with Jim Allen



The east end of Beach Road after the big storm of December 1921, with snow on Mt. Tam. The Lagoon has yet to be filled and the businesses clustered at the end of the road are still active, albeit a little run-down. Notice the boardwalk along the shore was destroyed by the storm. The building on the far right still stands at 7 Beach Road. (Allen Collection)

Archivist Dave Gotz had a chance to interview Belvedere Land Company president, Jim Allen, about the last 25 years of the company and how the future looks.

In the last 25 years:

The biggest thing that occurred in the last 25 years was that all three of Harry's children are now deceased. It has been a long, slow, multifaceted transition to shift the authority to the next generation.

One of the early things I pushed for, and my generation generally agreed with, was that the rents were ridiculously low in 1985. There were a lot of friends who were given really good deals to live here. That met the older generation's goals of having neighbors who were community oriented; they made it affordable for many people to stay here. But we were in a pinch, where all of the expenses were rising with the cost of living, but the rents were not keeping up with it. So we did some market surveys and found out that the rents were about half of what they could be. So we wrote a letter to all of the tenants and let them know that the rent would go up about 60% over four years. So they had four years to adjust to the market; in the first year only about 6-10% of the tenants felt they could not afford the increase.

Company Structure:

The company structure in, I think 1981, was a corporation, which they collapsed into a general partnership which included just Howie, Dave and their sister, Beth Allen Straus. That lasted until about 1996, when we changed the structure to a limited partnership. In those intervening years Dave, Howie, and Beth passed slivers of the Land Company to their family members. So, we ended up with 24 trusts, owning various sizes of the partnership, and that is where we sit now.

Ongoing Activity:

Ongoing activities include no new development, just refining what we've got, a lot of which has been at The Boardwalk over the last few years. We have had a very long term policy of updating the rental properties whenever there is a vacancy, so we are spending hundreds of thousands a year to keep up with the times.

The BLC management company runs 120 apartments, about 100 of which are owned by the Land Company. At the Farr Cottages we put a lot of money into a new foundation. The way they were built was with a lot of pier blocks on the beach and they would rock and roll a little in stormy weather; so all of the buildings along the Beach Road waterfront now have new foundations, we did big jobs on two of them, the Farr Cottages and the Motor Boat building.

The Allen Foundation:

The Harry B. Allen Foundation was created at my grandfather's death; his will took all of his life insurance money and established the foundation, to support charitable endeavors. It's not limited geographically but we have made that policy, we try to keep it to primarily in Marin and maybe San Francisco. We have donated some in Sonoma County because there was a project up there that I was interested in. It is a very useful foundation that allows us to support local endeavors like the Landmarks, the Library, the Car Show and The Ranch.

Future Changes:

I think we are close to a tipping point where my generation, who are almost exclusively in their 60's and a few in their 70's, are seeing the future as the family ownership will stay, but the family management will probably disappear. If it was my decision I would like to have family members involved in the property management. I think it is short sighted not to have a few family members who are thoroughly acquainted with the properties. I've worked around here exclusively for 20 years and before that, even when I was a kid, I did jobs around here and I am very familiar with every nook and cranny. To have no family members who have that kind of intimate knowledge you are, I think, opening up possible fraud opportunities or sacrificing the quality of the owners' touch. Very few of generation four (great-grandchildren of Harry Allen) grew up around here, or have only spent part of their lives here. So the non-family management appeals to them. This is a really typical family business problem; how do you get from one generation to the next? As the percentages of ownership get smaller with each generation, so does the interest in being personally involved.

I feel that it has been a huge privilege growing up in Belvedere and having the opportunity to work here with the family business. This is a great place to be.

What's In a Name?

By Bran Fanning

The first Town Historian, Louise Teather, published a book of place names of sites in southern Marin in the 1960's. A copy is available in the Landmarks Archive. Louise died in 1996, and a lot has changed since then. It is time to bring the list up-to-date, especially for those who have recently moved to Tiburon and Belvedere.

Hilary, Bishop of Poitiers, France, died in 368 AD. He was later named a saint of the Roman Catholic Church. Hilary became a saint of the Sanchez family who settled in San Francisco. They named their daughter Hilaria. She married John Thomas Reed, owner of the largest land grant on the Tiburon Peninsula, and they named their eldest daughter Hilarita. Hilarita inherited all of Strawberry and 1,000 acres on the east end of the Tiburon Peninsula, and married Dr. Benjamin Lyford. Therefore, we have Hilary Drive, Hilarita apartments, St. Hilary's Church and School, Old St. Hilary's landmark, Lyford Drive, Lyford Cove, Lyford Tower (the entrance to Lyford's Hygeia), and Lyford House at the Richardson Bay Audubon Center and Sanctuary. We already had Reed Ranch Road, Reed Heights, the Reed School and Reed School District, the Reedlands, etc.

Many years ago Fred Zelinsky started buying Tiburon swampland (wetlands today) and started filling it in. He was the head of D. Zelinsky and Sons, the world's largest painting contractor. He and his wife, Juanita, lived in San Francisco but loved Tiburon. For many years they used the China Cabin as a weekend residence. He also acquired much of Main Street and Ark Row (owning a painting company came in handy). Fred built several of the new buildings on Main Street, and on both sides of Tiburon Boulevard. His son, Ed, Ed's wife Laleh, and daughter Barbara Abrams, donated the land for Tiburon Town Hall, the Belvedere-Tiburon Library, and several parks. We have Juanita Lane, Zelinsky Landing, Zelinsky Park, and the Blue & Gold fleet ferry boat, MV Zelinsky.

McKegney Green was named for George McKegney, an avid hiker who endlessly walked the trails of Tiburon, many of which had been used by the Miwok Indians and the early Spanish ranchers. George was our "go to guy" in the early days of Town government when we wanted to know anything about the ridges and open spaces on the peninsula. He would not have approved CALTRANS filling the bay for a four-lane highway, but when we stopped the plan and could not "unfill" the bay, the land was named for our relentless open space advocate.

The Sam Shapero Bridge across the little creek in Blackie's Pasture took a number of years and a lot of "horse trading" to assemble the property for Blackie's Pasture. Sam was determined that it would be a town park and, often using his own funds, made it happen. The park was already named for the swayback horse who stood there for many years, so the bridge was named for Sam.

David and Louise Teather Park is the little park on Beach Road behind CVS. Louise was our first town historian and a relentless advocate of the town, David was our first (and only) Poet Laureate. Dave was a devotee of the Ogden Nash School of Poetry and could always be counted on for something to liven up a celebration.

Bran Fanning was honored in the Tibuorn council chambers for his tenure as Town Historian (2001-2015) where Bran produced numerous historical articles for the Town Newsletter and five books in the "Images of America" series: Angel Island, Marin County, Maritime Marin, The Tiburon Peninsula and Then & Now: Tiburon and Belvedere. He worked closely with Landmarks Archivists Piper Berger and Dave Gotz on these books and used many images from our collection.

Pictured here passing the 'historical baton' to Dave Gotz, incoming Town Historian and Landmarks Archivist. Thank you, Bran for your many years of service for the Tiburon Peninsula.



Photo by Deirdre McCrohan, used courtesy of the Ark Newspaper.

SAVE THE DATES

SIGN UP NOW

Thursday
September 17

Belvedere-Tiburon Golf Tournament

A Landmarks Event

RAILROAD TYCOON



10-10-15

The Belvedere Land Company will be celebrating its 125th Anniversary with a museum display in the China Cabin representing the first 125 years of business in Belvedere.

Please join us in celebrating our history on
Wednesday, September 30th from 1:00 to 4:00
&

Saturday, October 3rd from 1:00 to 4:00
in the China Cabin, 52 Beach Road, Belvedere.

Landmarks

Holiday Art & Craft Sale

Saturday, December 5th
10 to 4

Landmarks Art & Garden Center
841 Tiburon Boulevard, Tiburon

VOICES FROM THE BOTTOM OF THE SOUTH CHINA SEA

THE UNTOLD STORY OF AMERICA'S LARGEST
CHINESE EMIGRANT DISASTER

ROBERT S. WELLS



Author Lecture:
Robert S. Wells
will speak about
his book,
*Voices from the Bottom
of the South China Sea*
| *The Untold Story of
America's Largest
Chinese Emigrant
Disaster*
October 16, 1 p.m.
China Cabin

Landmarks

Annual Member Meeting

Sunday, November 8, at 4:00 p.m.
Tiburon Town Hall

New Members

May 2015 through August 2015

- Nicole Anderson
- Alf Brandin
- Carol Choy
- Jennifer Collins
- Gary Cookhorn
- Vanessa Cordero
- Kealan Cronin
- Kerry Devine
- Mark B. Freiberg
- Thomas Friedman
- Mill Valley Flowers
- Earthjustice
- Emily Fowler
- Sarah Franklin
- Tyler Gumbrecht
- Susan and John Jack
- Colleen Kobussen
- Kathleen & Jeffrey Lovold
- Kristina L. Palos
- Mike Perry
- Talia Roets
- Ellen and Walter Sanford
- Stephanie Santoso
- Anne Seidler
- John Sunga
- Jeanne Wilson
- Tina Wolk

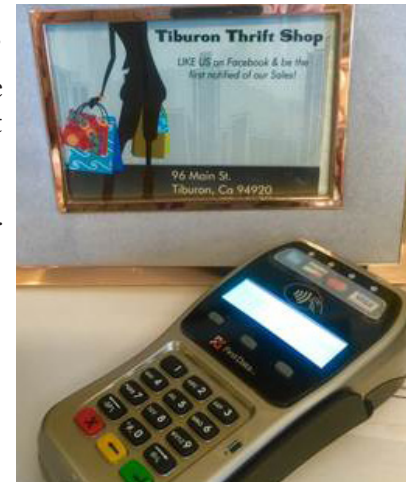
Tell a friend to become a member of the Landmarks so they will get invited to fun parties, interesting lectures and historical photo and art exhibits!

Making History

The Tiburon Peninsula Foundation (TPF) has a unique program named "Pocket Grants" which are small one time grants that are made available to fund volunteer based projects that benefit the Tiburon Peninsula communities. The Tiburon Thrift Shop, which Landmarks participates in by staffing the Friday volunteer slots, recently received a grant for \$650 from TPF.

This grant paid for a new credit card reader that can process the EMV technology chips that store and protect cardholder data which is rapidly becoming the global credit card standard.

As well, the grant paid for a Social Media Training class for the Thrift Shop manager who is actively searching for new and innovative ways to bring more business to our local Thrift Shop. Thanks again to TPF for their generosity and uniqueness of this program!



Thank you to Juan Gonzalez and Pete Velles of the Tiburon Public Works for their help and support with preparations for this year's Walk Your History - Into the Open Space. And a huge thank you to ALL the volunteers who made the 'Historic Hot Spots' come to life!



The Old St. Hilary's Gang, Coordinators of Walk Your History - Into the Open Space, held last May. Top: Cathleen Andreucci, Dave Gotz, Leslie Doyle, Alan Brune, Bottom: Dana Thor, Michelynn Russell French, and Pam Wight. Photo by Elliot Karlan.

Donations to Landmarks

MAY 2015 - AUGUST 2015

General Donations

Barbara Cupper
David H. Quinn
Jr. & Jo Ann E. Quinn Trust
Frank & Barbro Greene Charitable Fund
Sallie Griffith

In Memory of Michelle Roads
Rosalie Ross Sennett
Mimi and Peter Clark

In Memory of Carol Forell
Marilyn V. Knight

History Collections Donations

Leslie Doyle – “Shorebird” wood sculpture

Diana Bradley – 2015 Walk Your History
original artwork.

Bran Fanning – Council Member shirt;
Tiburon 100 Years T-shirt; research
for his Angel Island book.

Pat Buck – Two photos of Tiburon

Mike Durrie – Ceramic Model of
Old St. Hilary’s by Belinda Durrie.

Pat Locke – Landmarks books;
large postcard collection.

Janet Braff – Documents and photos
of the NWP gallows wheels move
to the Library corner.

Mark Reed – Large collection of books,
pamphlets, and Documents from
early Tiburon

Charlie Judson - Pelican Newspapers
from the 1950’s

Gallows Wheels Donors

**Thank you very much to the
following donors who jumped on the train
to help restore and move the
Gallows Wheels.**

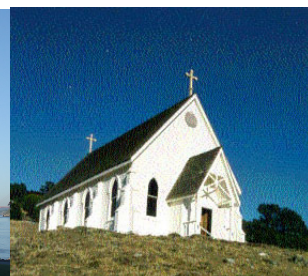
James H. & Lynda P. Allen
Janice Anderson-Gram
Bank of Marin
Miles & Piper J. R. Berger
Joan R. Bergsund
David E. & Jean M. Bordon
Maureen E. Buscher
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Carol & Richard W. Canady
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Betty McD Connor
Donald W. & Leona Davis
Peter J. Davis
Thomas L. Davis & Marden N. Plant
Sandy Donnell & Justin Faggioli
Mary W. & David A. Eklund
Hilary & Joan Don
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Robert Finch
Erdmuth Folker
Michelyn Russell French
Rodney F. & Shirley S. Friedman
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John H. Harrington & Ida Baugh
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**Landmarks Open to the Public April-October
 or by appointment - please call 415-435-1853**



Art & Garden Center
 Open by appointment
 841 Tiburon Blvd, Tiburon

China Cabin
 Open Sat & Sun 1-4 p.m.
 52 Beach Road, Belvedere

Railroad & Ferry Museum
 Open Wed thru Sun 1-4 p.m.
 1920 Paradise Drive, Tiburon

Old St. Hilary's
 Open Sun 1-4 p.m.
 201 Esperanza, Tiburon

ON THE CALENDAR

September 17	Belvedere-Tiburon Golf Open	San Geronimo
September 30, 1-4 p.m. October 3, 1-4 p.m.	Belvedere Land Company 125th Anniversary Museum exhibit of 125 years of BLC	China Cabin
October 10, 6 p.m.	TYCOON	Railroad & Ferry Depot Museum
October 11, 4 p.m.	Joe Warner Trio Concert	Old St. Hilary's
October 16, 1 p.m.	Voices from the Bottom of the South China Seas	China Cabin
November 8, 4 p.m.	Landmarks Annual Member Meeting	Tiburon Town Hall
November 22, 4 p.m.	Divisa Ensemble Concert	Old St. Hilary's
December 5, 10- 4 p.m.	Landmarks Holiday Art & Craft Sale	Art & Garden Center
December 13, 4 p.m.	Musae Concert	Old St. Hilary's
April through October We Need Your Help! Shadow a Docent to see if you'll like it!	Landmarks OPEN to Public Railroad & Ferry Depot Museum China Cabin Old St. Hilary's Art & Garden Center	Wed thru Sun 1-4 p.m. Sat & Sun 1-4 p.m. Sun 1-4 p.m. by appointment

Please visit our Web site at www.landmarkssociety.com for up-to-date information.