

CLIMBERS & SPARKS

FROM THE ASHPIT

FROM THE TROLLEYBIDE

LAST RAY MODEL ENGINEERS SOCIETY, INC.
4075 HALLUCK STREET, OAKLAND, CALIF.

Page 2

October 1962

Number 10

O GUN-E GOSSIP

When one of Demson's diesels was a short, it really was one. Ed Hurtado had his nose adjacent to the track trying to determine the cause. It happened again, and blew out a transformer on top of a pole across Beach St. It required the services of the Fire Department, and the P.G. & E. to get power back in the building. We hope the P.G. & E. can find out what caused all this.

The famous "shoo-fly" is now in use, by using the Mojave Yard. By the time this is read, track laying should be well under way. Mojave will be back in service by snow time, if everyone does his share.

Bring your track laying tools, and there will also be some nails to bond.

The new meter was installed by P.G. & E. As soon as electricity is turned into the new lines, the Aladin Co. will test the heaters. We should then be ready for cold weather.

Ed Hurtado's new car is working very well. We have plans for installing about five of them. Our CTC board will be replaced, so that all the engineers will have to do, is watch the lights, and be governed accordingly.

(Cont'd. on Page 2, Col. 1)

LIFE AT LAST

Congratulations are in store for Joe Marcisso. His persistence and courage have paid off. The September 28th issue of Life magazine carries a page and a half picture story on our club. Unfortunately, from a purely selfish viewpoint, the story is limited to only three photos (all HO), and a negligible amount of text. Jack Collier will probably be pleased to read that we play with toys for men. But, be that as it may, I suppose we should be thankful that the article appeared at a timely occasion, snow-wise.

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EBMES OCTOBER SEMI-ANNUAL SHOW

Friday, Oct. 19	7:30 to 10:00 pm
Saturday, Oct. 20	2:00 to 10:00 pm
Sunday, Oct. 21	2:00 to 8:00 pm

TROLLEY NOTES

The S.F. Municipal Ry. celebrates 50 years of service for a

week, beginning on October 14. During this time, old Number One will operate between 11th Street and the Bridge Terminal. This should really be a sight to behold, as the car has been thoroughly reconditioned for the occasion.

Trolley fans visiting the Portland area will be interested in learning that there are two groups of electric cars worth visiting, besides the city-owned, well preserved Brill car at Council Crest, and the two cars in a "museum" at Oaks Amusement Park. The Willamette Valley group presently has four electric cars (3 are ex-O.E.) stored

(Cont'd. on Page 3, Col. 2)

CLINKERS & SPARKS

The official publication of the Santa Fe Model Engineers Society, Inc., Oakland, California. Published monthly and distributed to all members without additional charge.

EDITOR. G. Sarno
ASSISTANTS. .D. Sired, X. Pected

The management of this publication is open to comments from its readers, but it should be noted that by its very nature error will inadvertently be included for which the management will accept only token responsibility. Thus, present editorial policy dictates that corrections, retractions, etc., will be held to a minimum.

O GAUGE GOSSIP (Cont'd.)

The advance circus car has passed over the line advertising the big Bill Williams Circus. Watch for advertisements on everybody's barn and outhouse.

On3 shows progress. Ray Kelsce, Chuck Trombley, and Art Rice were noted for helping Bill Reynolds' organization in his way.

We hope Jack Munro gets his boat in top condition, because we are still waiting for him to put the final touches on the turntable.

Fred Krock has been away on vacation. He, Frank Rigney, and Dave Merrill are the backbone of the trolley system at present. Bill Williams and Paul Icanberry have been helping the Santa Fe Western boys lately. Good thing they have, too.

Fred Beach finally saw the light, and got his Hudson down off its tiptoes. He discovered that he had too much weight on his lead and trailing trucks. He now has it back on the drivers. The consist he hauled over the mountain brought a grin to his puss.

Herb Schoeller paid us a visit recently. He promised, or threatened, to get back into harness soon. We can certainly use him.

(Continued at right)

Bill Williams and I.J. Brain have been working on the new electrical system (110v AC). Some action was also noted in the HO room. When finished it will be a big improvement. No more dragging wires all over the place, when hot soldering irons, etc., are required.

We are ready to start touching up some of our damaged landscape. Chuck Trombley has volunteered to start on it. He'll need some help. If you are interested in that kind of work, offer your services to Chuck.

Fred Beach got some of the bugs out of the Barstow Yard recently, before he took off for Seattle. It should help the operation for the October show.

Carl Dean recently unwrapped two F-3 diesel units that used to have Santa Fe paint jobs. They now are Great Northern, and will be able to help get the Empire Builder up the hill, without the need of Bill Williams spare "B" unit. Or maybe it was Carl's finger and thumb that helped.

O Gauge has been showing more and more pep lately. The assistance of our four, young non-member helpers is greatly appreciated. We would hate to get along without them. Besides helping with ordinary labor, they have repaired sev-

(Cont'd. on Page 3, Col. 1)

O GAUGE GOSSIP (Cont'd.)

eral buildings, and are a big help on operating nights. They not only shoot trouble, but operate the trains as well as the senior members.

H.D.

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VIRGINIA & TRUCKEE

Word has just been received from our correspondent in the Lake Tahoe area, Jem Phelps, that the Virginia & Truckee may run again. According to a recent newspaper clipping, the Carson City Chamber of Commerce is currently considering a plan to restore to operating condition the V&T equipment on display in that city. The Nevada Heritage Association has been formed for this purpose. It has already started work in Virginia City. Ultimate goal is a line operating between Virginia City and Carson City, a distance of about 19 miles.

TROLLEY NOTES (Cont'd.)

near Union Station, in the No. Pac. Term. Ry. yard. Future plans are unknown. At Glenwood, approximately 35 miles west of Portland, the Glenwood Elec. Ry. Ass'n. has five cars in near operating condition, and two more under major reconstruction. The Ass'n is located on the premises of what used to be a lumber firm. One building has already been outfitted as a well-equipped shop. Work is progressing on a second, to be used as a carburn. Eventually, one mile of electrified trackage will be constructed, providing summer weekend service to an Ass'n owned picnic area.

Rumor has it that S.N. 1005 has been denied permission to operate. The exact reason is not known; it is conjectured that the car fails to meet a technical requirement of the state.

RESEARCH CENTER (Cont'd.)

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