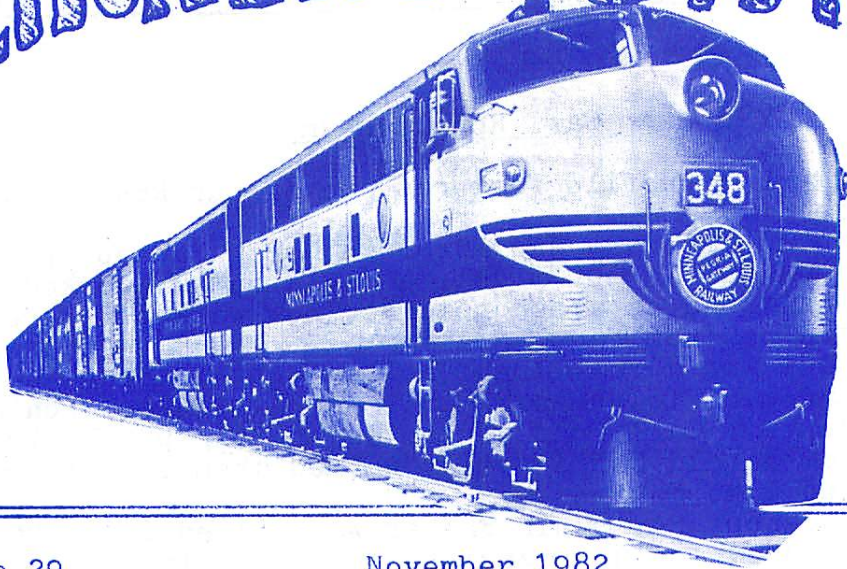


# CLINKERS & SPARKS



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## Big Fall Show Report

Our big effort for the fall was our two weeknd OPEN HOUSE. Thanks to the "extra effort" on the part of the members, we had one of our better events in recent years. Special mention must be made about the fine promotion of the show by MIKE COUSTIER and his helpers, and of the great job our ladies did in the snack bar,.....THANKYOU to Elane Slintack, Ann Coustier and Chris Debleick. The snack bar produced over \$70. in donations.

The railroads ran very well and our guests all had a lot to watch and enjoy. It was certainly the best performance put on by "O" scale in some time, and all members of "O" can be justly proud of their show.

The "H.O." railroad ran with its usual precision and attracted a lot of compliments from our visitors and it was very pleasing to see "N" scale get off to such a great start on the new permanent layout.

We, as usual, could have had a better turn out by the membership, as we were short of "door keepers" and "shagers", not to mention just plain "talkers" to answer the host of questions our visitors asked.

All things considered, we had a good show, and produced some needed revenue to cover future outlays.

## 1983 Election Nominations

The 1983 election nominating comitee of, John Holmes, Randy Eustice and Malcolm Wallace have prepared a "slate" for your consideration as follows;

President.	David Graybeal.	Dan Smith.
Vice President.	Oscar Jackson.	Mike Coustier
Secretary.	Tom Cockell,	Ed Slintack.
Treasurer.	Ed Marshall.	
Director.	Craig Austin.	Bill Byron.

At the next business meeting, the floor will be open for any nominations the membership may wish to make. This final round of nominating will be followed by the election. ALL members are urged to make plans to attend this very important meeting, and make YOUR choice for the direction of YOUR club..

Member ProfileCarl Ronald Dean

This months member profile features one of our REALY SENIOR Senior members, Carl Dean.

Carl was born on February 3rd 1920. in North Vancouver B.C. so we have a genuine CANUCK in our midst. Carls Father worked for the Canadian Pacific Railroad as a conductor so now we know where Carl got his love of trains from.

Attending school was a real treat as Carl got to ride the train every day from Vancouver to Sumas. This was a two room school with about twenty students. Carl fondly recalls the big pot belly stove that he thinks came from an old Caboose, that warmed them all after getting to school "wrapped up like Eskimos"

When Carl was about seven his Father was killed in a train accident and so the family moved to San Francisco and lived in the Post/Van Ness area and he then went to Madison grade school. At this time Carl recalls he spent many weekends riding the street cars around San Francisco on a fifty cent pass that was good for all lins and all weekend.

After passing through the George Peabody school, and then the Roosevelt Junior High Carl completed his education at S.F. Pollytechnic where he majored in carpentry. It was in his last years at school that Carl found his great interest in the movie business and he turned this into his "gainfull occupation" in later years.

During his student days, Carls Mother often took him back to Canada and this involved riding the trains ----They would take the ferry to the Oakland mole and take the train from there. He recalls The Shasta Daylight, (pulled by P.As.) The Oregonian, The Cascade, The Beaver, and The Klamath that took two and a half days to get to Vancouver riding in heavyweight cars.

One of the more exciting parts of each trip was crossing the carquinez straits as there was no bridge at that time, so the train crossed by ferry boat in three sections, to Benicia, with an old 060 doing the pushing once the main line locomotive was boarded on the center track.

Just after Carl got started on his first job as a trainee projectionist, Uncle Sam called and he found himself in the Navy only this time he was showing training films and rapidly gaining experiance in his now chosen profesion of projectionist. He eventually "shiped out" for the New Hebridies and finished his war in the South Pacific.

V.J.day came and Carl went back to work at MCM, then RKG, and eventually into the civil service for twenty one years by now, a master in the art of movie projection.

In 1957 Carl found Esther and they were married in that same year. They have two daughters, Elizabeth and Carolyn, who were married in their churches first DOUBLE cerimony.

During a model railroad convention in 1948 Carl made his first visit to E.B.M.E.S. and became a student member in the winter of 1950/51 at the time Carl recalls the "O"scalers were not very enthusiastic about his Lionel equipment but he eventually won them over.

Some of the things Carl remembers of his early days with the club need mention----A Santa Fe official came to visit with his wife, and Carl says she about froze her \*c%\$# off, so the Santa Fe man donated the gas furnace to us-----One night he heard some yelling going on outside and found a group of Vietnam war protesters laying on the Santa Fe tracks trying to stop a troop train. You should talk to CARL RONALD DEAN, - - - - He is a realy INTERESTING fellow.....

November Business Meeting Notes.

On November 5th, our regular meeting was held and is summarized as follows; As the year of 1983 will be our 50th anniversary, we will have a Spring Show on April 15th 16th and 17th this will be quite close to the actual date of the clubs formation at the end of March 1933. This should give us a really good publicity "handle"

A special Christmas Show will be held for ONE day only on Sunday December 19th from 12 noon to 4.p.m.

All members are requested to bring their cameras and flood lighting equipment on Friday November 12th for a special photo-night. the idea being to try for some good publicity shots of the railroads.

Remember, the newspapers can only use black and white photos so plan on loading with a fast film like Tri X.

The members in attendance voted to make Mr Bill Hillman, of T.V. station K.P.I.X. an Honorary member of the society, for the fine T.V. coverage he has provided for our recent shows.

Pacific Locomotive Association Notes

By Clif Marks.

The Castro Point Railway Museum returned to steam operation on November 7th. with engines #2,3, and 4 working. Shay #12 is to be moved closer to the active end of the engine track as it is now back in one piece and has successfully tested under air pressure. Final cleaning up for paintwork is under way.

Diesel switcher #462 is now operating on the main line. - - - W.P.#918 will have its body lifted off its trucks within the next few weeks, ----the trucks going to Sacramento where S.P. will install traction motors on all four axles. 918's main generator is being reassembled after cleaning and looks to be in good order.

Please remember, your used crank case oil is needed by the Museum, any quantity from a gallon or up can be turned over to a member on any day the Museum is open .

"O" Scale Report.

By Rod McClure.

"O" scale is taking on a new appearance and much more operation. Our two main yards have been undergoing extensive overhaul and improvement..

Jim Jones is responsible for changing the Richmond yard from a headache to a workable yard,

At the other end of the railroad, Bill Byron and others have been repairing switches and bringing the yard to operating standards.

Our latest project is Mojave, John Holmes, Rod McClure and Bill Armstrong have been building switches, installing the electrical and finishing the five tracks,----- Any one wishing to help, please contact John Holmes. During the Fall Show, "O"scale operated at its best in the last five years, in fact "O"trainmaster Andy McCarron said it was the best operation he had seen since he joined the club.

For the near future, "O"scale has plans for a completely new cab system and work on this will begin as soon as "O"Trolley will begin, as soon as plans are finished, the complete rewiring of its road with some track replacement, Anyone who can help please see Kirby or Mac.

As the rain season is now here, we have to take immediate steps to stop the leaks, so please may we have EVERYONE take a part in this so we can keep the road running at its Show standard.

H.O. Report

By Ken Harrison.

The following projects will be considered at the next scale meeting, which I hope to convene on the second friday in December;

1. Installation of a turntable and engine lead tracks in sumit to cut off and turn helpers.
2. Moving one cab from the back wall to the new cab areabetween Barstow and Oakland.
3. Installation of a new dispatchers cab in the location of the removed cab along the back wall.(2 & 3 will enable us to operate shows with a valley and a mountain dispatcher)
4. Installation of a local controll from Bakersfield to Barstow to allow shagers to run helpers light back to their home terminals
5. Development of a timetable for implementation of the testing and qualification program.

At the scale meeting, the caboose roster will be formulated, so get your numbers in to protect your rear end! (Members) We will also discuss the establishment of a tonnage rating for all steam locomotives all classes of diesels and all modified diesels.

E.B.M.E.S. Wins Lawsuit

By Mike Coustier.

The big oil company at Tracy has finally completed the first part of the settlement of a lawsuit brought against it early in 1982. As part of the judgement the refinery was ordered to resod the area between the Tracy and Fresno blocks of the Santa Fe Central. The refinery has hired a little known company called "Plow,Cultivate and Burrow Company, or P.C.B. for short.

The P.C.B.first of all removed all the structures in that area and cleaned them up. This included the P.G.& E.building, the freight station on the Tracy branch line, and then the big oil company itself.

While work was being done to the refinery, several things were learned about it; Its completely scratch built by one of the Grant brothers while they were active with the club, and its well over twenty years old.

After the buildings were cleaned, work began on the surface, all the old loose material was removed to provide a solid surface on which the new soil could be aplied, then a sealing coat of white glue and water (two parts water, one part white glue, one teaspoon liquid detergent)

After that had dried, a mixture of several colors of ground foam was sprinkled on. (Woodland Scenics blended turf, green,greenturf, burnt grass, and soil) this provided highlights and dark colors to enhance the contours of the area. Also, coloring was aplied under all structures, so that if they were moved, it would not be so noticable.

Alast coat of glue and water was aplied to sandwich the foam to the surface, then trees were planted and cattle were allowed to roam back into the pastures.

The big oil company has promised to maintain a carfull controll of its emisions and is so pleased with what has been achieved, it has asked we draw the attention of other industries along the rightofway of Central Santa Fe to the considerable benefits acrued.

Editorial Comment  
By Malcolm Wallace.

SOCIETY

East Bay Model Engineers SOCIETY, According to the dictionary, a society is several things, but the definition I think is best, - - - "The condition of those living in companionship with others, or in a community rather than isolation".

At some time or other, we have all had our four by eight sheet of plywood in the garage on which we have carefully installed track, switches and scenery and let this be the catalyst for a dream of Railroading in all its many facets. Then we want to "do it in style" and perhaps take over the entire garage and entertain secret thoughts of punching a hole in the living room wall for that extra bit of space needed to make the dream complete. This is the point at which we usually join a club.

Its also the point at which we have to give up some of our long treasured individualism and SHARE with others, because thats the way a society works. The society exists for the benefit of ALL , not just the pleasure of a few.

So next time you are at the club, and find there is no coffee made, or the clubroom looks like garbage dump, why dont YOU do something about it, but most of all, do your part to prevent these situations from occuring in the first place.

Finally remember that if you had decided to remain in the isolation of your garage, NOTHING would have happened untill YOU did it, but now you share the doing with others or even just watch it being done if you need to learn how

The point is, we sustain each other, either by making coffee, sweeping the floor or taking a turn on the door during shows, NOBODY is to high or to low to do their part, because we are a SOCIETY.

"E" Scale Report.

By Ray DeBleick

The board of directors of the Santa Fe Eastern announces the satisfactory completion of the environmental impact report. and the awarding of contracts to "Mother Nature Inc" for the creation appropriate topography for the line. The lawsuit brought by the environmentalist "Cascade Club, has been settled out of court with the promise that Mother Nature Inc will rest every seventh day.

As the result of overtime put in by west yard track crews, trackwork was completed in time to accomodate the final four days of the October schedule. Meanwhile the Home office is in the process of preparing specifications for bid on the C.T.C. controll system, this study should be completed shortly, and contracts awarded.

Budding civil engineer Terry Bailey, and a crew under his direction is completing the preliminary design work for the upper east yard, and they are taking into account that this will be the point of any future expansion.

For Your Calender

Next Board Meeting.	November 22nd 1982	At Clubroom
Third Friday	November 19th 1982	
Christmas Show	December 19th 1982	Noon to four
Spring Show	April 15th 16th 17th 1983	

Under The Trolley Wire.  
By Phill Gale.

The Western Traction Co still lives, despite the notice posted in the Trolley Yard. This road ran into financial difficulties and took refuge in Chapter eleven ; after reorganization, it reappeared as The Oakland & Antioch. They have been repainting the old equipment in the stylish new gray and orange colors but during the recent show, one of the old locomotives was seen running without lettering or numbers and this caused quite a bit of confusion for the dispatchers on this very busy line.

During the show, service was provided by three well known companys namely, Olema Traction (President Phill Gale) The Springfield & Xenia (President Ed Karres) and the Oakland & Antioch (General Manager David Wallace)-----Chief Financial Officer of the O. & A. Malcolm Wallace is rumored to be planing a more active roll in the roads affairs at the first of next year.

Big Show service was quite interesting with O.T. providing leased equipment in Key System colors, several three car trains were noted, while the big O.T. class C loco's hauled a variety of heavy frieght.

Track cleaning for the most part, was done by S. & X. exelent loco fondly known as "The Cement Mixer" and many of S. & X. colerful orange and cream street cars prowled up and down the main line rendering "On Time" serviceto the small towns along the way.

At this time, electric overhead is being installed again to return the Fast, Clean, and Smooth electric train service to Tracy, this to the great delight of the locals who are tired of the stinking deisels and dirty old steam trains who's infrequent stops are usually the result of a derailment or other mechical problem that is unrelated to any desire to give good passenger service.

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