

memberships list  
[Model Railroading Is Fun]



EAST BAY MODEL ENGINEERS SOCIETY, INC. 4075 HALLECK ST. OAKLAND, CALIF.

Volume 29 February 1962 Number 2

DOOR DONATIONS SURPASS DESIRES

Based on December's remarkably successful door take, which was entirely due to donations, the club decided to subject the donation idea to a stricter trial: no "Toys For Tots" theme, no Christmas season, just an ordinary third Friday. The conditions were even better than hoped for. January has never been very remunerative; and besides, it was raining very heavily, and there were no large scheduled groups. Your editor is pleased to announce that the door cleared \$43.20, approximately twice the usual January take. A customer count was also made (including children), and it turned out that the average donation was about 25¢, as opposed to about 15¢ under the fixed rate method. But in order to be convinced that this was not an exceptional evening, perhaps the club should conduct another trial before reaching a final decision.

DON'T FORGET

The end of the year has passed again. Stock certificates are available for all active senior members whose dues are paid up. However, as usual, they will not be mailed out; the only way to get them is to pick them up some Friday night from Dwight Johns. And along the same line, in accordance with a motion passed by the club the front door locks have been changed again. The new keys are ready and may be obtained by presenting your old key together with a fifty cent donation to cover costs. All active senior members are entitled to front door keys. Just remember that along with the key goes a responsibility: whenever you are the last one out of the building make sure that no power is left on. Our new roof will never last ten years if we burn it down.

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PERSONALITY VISITS CLUB

Well known pianist and organist Korla Pandit, who has appeared (Continued at right)

on local TV in past years, toured our club last open house with his wife and sons. Mr. Pandit's interests lie more in the field of actual railroading, rather than in model railroading. He and his family now live in the area, in Marin County.

CLINKERS & SPARKS

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

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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.

CLUB SHOW POLICY

(The following communication was recently received. As it seems to represent the opinions of several members, it is being published with hopes that further discussion will arise. All replies will be given careful consideration.)

Dear Editor,

I am concerned about the policy our club has apparently adopted with regards to shows. I think the enclosed copy of an editorial that appeared in the September 1949 Model Railroader is much to the point:

"Must the Show Go On?"

"We have just looked into the case history of a model railroad club that failed because of its attitude regarding public shows. We think what happened will interest every model railroad club that gives or plans to give public shows. Here briefly is the record.

"Encouraged by the success of its annual shows, Club X started to hold them at much more frequent intervals. With more shows scheduled, accent gradually but definitely shifted from building a club pike that would be the

(Continued at right)

most fun for members to one that would please show-time visitors. This meant that all construction additions, revisions, and improvements had to be completed between shows.

"Under the relentless pressure brought on by the accelerated show program, the craftsmanship that had previously been a characteristic of the club disappeared. Track was hastily and poorly laid, scenery got slapped into place, and an unfathomable spider web of 'temporary' electric circuit wiring spread across the understructure. Everyone knew that much of the work would later have to be undone, then redone properly, with considerable waste of time and energy.

"The club thought that more shows would spur members to better attendance on work nights. But it didn't pan out that way. The sharpest spur was not on the 'occasional' member, as intended, but on the 'Old Reliables', who had been doing most of the work anyhow. To them club night became a nightmare. Instead of pursuing the hobby, they found they were being pursued by it. Where once the club had been a pleasant haven for leisurely craftsmanship and experimentation, it became a demanding tyrant that had to be given many more hours of their time each week than they could reasonably spare.

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

CLUB SHOW POLICY (Cont'd.)

"So the 'Old Reliables' became less and less reliable. Some eventually dropped their memberships entirely; others showed up at the club less often. But the total number of members didn't diminish. Paradoxically, it grew, for the show publicity brought in more than enough new members to replace those that dropped out. Only catch was that the new members, enthusiastic though they were, were woefully short on 'know-how'.

"As more and more 'Old Reliables' were replaced with recruits, operation became progressively less reliable. It was a case of untutored hands at strange switchboards trying to run off unrehearsed traffic schedules with inadequately maintained equipment. Matters grew steadily worse and finally got so chaotic that the shows were discontinued. There wasn't much point in continuing them anyhow, for public attendance had fallen off to the point where they were becoming financially useless.

"With most of its old members gone, and with its new members physically and technically unable to operate and maintain the large complex pike, Club X soon folded.

"The latest word from Club X is that a reorganization is under way. As one member puts it, 'It should work this time for we're a lot wiser now. We'll have shows, of course, but they're going to be paced to our speed, not vice versa. No more of this tail-wagging-the-dog sort of thing. The reorganizing gang all feel that a club model railroad is primarily for the members, not the public. We're going to regard our shows as a by-product, not an objective. From now on this club is going to have  
(Continued at right)

"THE GOOD OL' DAYS"

When the railroads were young, when they primarily served local areas and did very little long distance hauling, each railroad used its own cars. Freight for greater distances had to be exchanged at transfer points of connecting lines. Of course these transfers took time, and so as more and more long distance hauling was made, the railroads began leasing their cars to each other. This resulted in one road's cars being found on any other road in the United States. In the 1890's a freight train might have cars marked for the Union Line, Empire Line, Globe Line, Merchants' Dispatch, Overland Dispatch or dozens of other lines.

Cars for dressed meats, fruits, or other produce were kept refrigerated at certain temperatures. They were usually brightly painted with fancy and eye-catching advertising. Included were cars for Pabst and Blatz beers, and the equally famous cars of the great meat packing houses: Kohrs, Swift, Armour and Hormel; and hundreds of other companies. There was even one line operated by the Dallas Hotel Company between St. Louis and Dallas. Because of the unwillingness of one company to ship its products in a rival company's cars, the use of "billboard" reefers, as they were called, declined and was finally outlawed by the I.C.C. about 1930. O.M.

CLUB SHOW POLICY (Cont'd.)

model railroading as a hobby — not a business.

"(By) John Page"

"Anxious"

Clip this out and put it on your calendar.

MOVIETIME

It has become something of a tradition at EBMES to devote the few fifth Fridays in the year to the showing of movies or slides. Dwight Johns has contacted several railroads and movie distributors and has come up with the following (free) schedule. All the films are in both sound and color. Each of the programs runs a little over an hour, and so will probably begin about 9:30.

March 30 - S.P.

"This Is My Railroad"

"Snow on the Run"

"Men, Wheels, and Power"

June 29 - Modern Film Library

"A Million Miles of Model Railroading"

"The Petrified River"

"Mainline U.S.A."

August 31 - G.N.

"Empire on Parade"

"Glacier National Park"

November 30 - S.P. (1st), U.P.

"This Is Piggyback"

"The Last of the Giants"

"Northwest Empire"

BIRTHDAY SOON

According to reputable sources the East Bay Model Engineers Society is due for its thirtieth birthday this coming May. The name of the club stems from its origin in 1932 when hobby enthusiasts from several crafts fields banded together for furthering of their own enjoyment and the increase of their numbers. Shortly after its inception the model boat and airplane sections became overshadowed by the

(Continued at right)

THE INTERCHANGE TRACK

The following '0' gauge cars, engines and miscellaneous equipment are available from R.C. "Dick" Mills. Best offer takes each item.

Quan.	Description
125	Box cars
1	Cab forward
3	4-8-4 Northern J-GS-1
1	0-4-0 Switcher
1	GM Switcher
1	Porter Mogul
1	4 truck Oregon Electric
1	Battery Elect. North Shore
1	Max Gray P-5
1	B & O Ten Wheeler
1 set	Père Marquette cars (5)
1	A unit
2	B units
1	SP Gas-electric
1	Lionel Hudson - not completed yet - scale 2 rail
1	Snow plow - Japanese
4	Piggyback trailers

About \$50.00 of parts; cars and engine parts; car kits old and new, complete; whells, trucks, motors, car parts, sides, roofs, steps, ladders, couplers, Buckeye trucks, etc.

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BIRTHDAY SOON (Cont'd.)

model railroaders. A layout was soon constructed in the old Western Pacific depot in Oakland. In 1940 the club was forced to move, and wound up in its present, Santa Fe owned location.

It would only be fitting if some aspect of the coming MAY SHOW could be devoted to this thirtieth anniversary. In line with this the management of CLINKERS & SPARKS desires to print a special edition on the history of EBMES and would appreciate all possible help in obtaining information.

On3 Russell C. "Russ" Anrke  
5927 Tait Ave.  
OL 5-3089 Oakland 12

Loren Dewey  
2386 Kelly St.  
Hayward Ot  
LU 2-5226

Leave Roy Anderson  
530 Panorama Dr.  
VA 6-1643 San Francisco

William E. Ellis  
328 Evergreen Dr.  
So. San Francisco JU 3-9272

Fred S. Beach, Jr.  
1220 Pacific Ave.  
LA 2-0089 Alameda

C.D. "Cliff" Grandt  
2709 Los Aromas  
Oakland 11 On3  
Life  
KE 4-3477

On3 John M. Beak  
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OL 5-4202 Oakland 18

David D. Gumz  
63 Prospect Rd.  
Piedmont 11 Ot  
GL 1-6759

Stud. James Behm Apt 6  
2038 McAllister St.  
JO 7-3101 San Francisco 18

Wilton "Red" Hill  
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San Francisco JU 7-7960

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2500 - 99th Ave.  
Oakland 5

Frank L. Huff  
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San Jose AN 6-7943

Ralph W. Caughman  
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BE 3-6232 Richmond

Edward Hurtado  
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Concord MU 5-7850

Life Jack Collier  
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TE 6-3448 Oakland 10

Paul K. Icanberry  
1091 Park Ave.  
Alameda Ot  
LA 3-6167

Ot Robert J. "Bob" Dangel  
Leave 5800 Nottingham Dr.  
OL 5-0635 Oakland 11

Fred T. Jones  
109 Edinburgh St.  
San Francisco 12 Ot  
JU 6-3366

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PL 5-9130 Daly City

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28 Eastwood Dr.  
Orinda On3  
DR 6-5333

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LA 5-0625 Albany

Lee J. Klaus  
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Leave  
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Alameda O<sub>t</sub>  
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KE 6-4807 Oakland H.J. "Herb" Schoeller 5521 Taft Ave.  
Oakland 12 O<sub>t</sub>  
OL 2-8136

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GL 4-2240

Live Steam Life Louis M. McKenney 636 - 58<sup>th</sup> St.  
OL 4-5527 Oakland Frederick Tolliver O<sub>n3</sub>  
Leave

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FI 5-8492 San Mateo Charles E. Trombley 1801 Shasta  
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Jack Munro 120 Marshall Dr.  
YE 5-6306 Walnut Creek Charles E. Wilson 2217 Coloma St.  
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Leave  
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782 - 8613 Hayward Robert D. Zinke 2315 Dwight Way  
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GR 4-9860 San Francisco      Walnut Creek      YE 5-4235

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IV 3-7145 Sacramento 21 Richmond 6

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