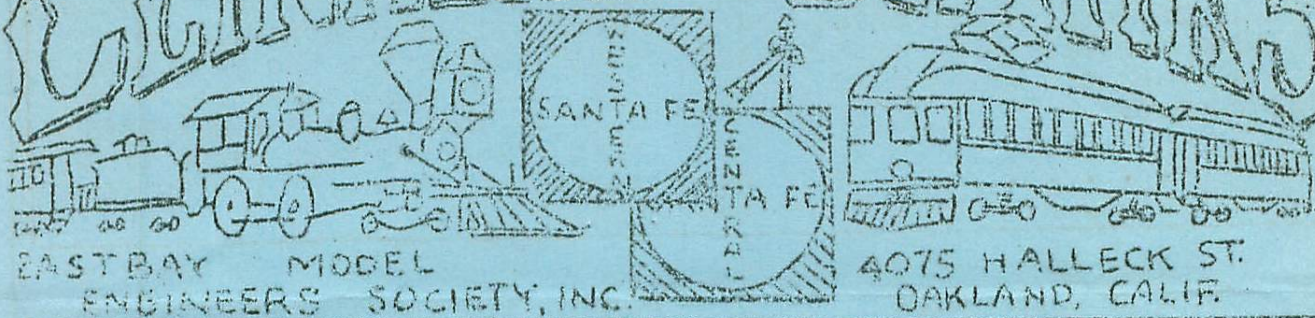


CLINKERS AND SPARKS



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NEW ROUTE OPENS

The Eastbay Traction Company's route from Porterville to Chipps, on the Bakersfield (HO) run, has recently been altered, promising improved service to all the communities served. Passengers will benefit directly, as several hundred feet (HO) of tunnel have been eliminated; instead, the new route skirts the edge of the verdent vineyards of the Musky Wine Company ("Get Husky with Musky") and then winds through the lovely Polk Chop Valley. The frontier type village of Daggett has also shared in the benefits; the single track line along the edge of the main street has been replaced with two-track station facilities at the edge of town. (The station building itself has not yet been constructed, but present plans call for its completion within a few months.)

Eastbay Traction is relinquishing all claims to the right-of-way of the old line being replaced. Negotiations had been under way to turn the line over to the nearby Cajon and West Polk Chop R.R.; these fell through, thus the end of rail service will bring to a close a little known era of EBMES history. A-

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ANOTHER LOOK AT THE ASSOCIATE-MEMBERSHIP

By Fred S. Beach

There have been numerous proposals and limited acceptances of a select number of junior or minor "guests", on a sponsorship basis, in EBMES. There has always been a strong reaction to lowering any restrictions as to age and/or sex of individuals applying for consideration as a student member.

Under Article V, Section 1, of the Constitution there are five types of membership that have been maintained: Student, Senior, Charter, Life, and Honorary. Active Charter members are getting scarce as the proverbial "hen's teeth". Active Life members are also in a rather shadowy host, since the last such membership conferred was in dispute, and was conferred only after the member had indicated his decision to resign. And so we come to the last, or catchall designation, the Honorary membership, which is only applicable, generally, as a token of esteem for persons whose good-will is desirable, and whose interests do not necessarily lie within the actual framework of ac-

(Cont'd. on Page 4, Col. 1)

CLINKERS & SPARKS

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EDITOR G. Sarno
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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.

"THE GOOD OL' DAYS"

"Leave your carriage at home and ride the rails to the Oakland Trotting Park". Had there been a need for such a slogan to entice patrons to avail themselves of the new transportation services offered by the San Pablo Avenue Railroad, the readers of the press in the era of 1871 might have been impressed with this suggestion to the owners of fancy carriages and fast horses. However, the public needed little urging to ride the new cars to escape the clouds of dust in the summer and a sea of mud in the rainy season. In less than four months the line was paying expenses, and interest on the investment soon afterward.

J.S. Emery, S.E. Olden, and Edson Adams had been granted a franchise to build a horse railroad, for passengers and freight, on San Pablo Avenue from 14th Street to the charter line at 36th Street, and a county franchise gave them the right to extend the line to Park Avenue and a branch road to Hollis Street. A later extension to the foot of Park Avenue served the workers of the Judson Iron Works, Hood's Cannery, Michigan-California Lumber Company (hardwoods supplied by this company were used in the construction of the Powell Street cable cars made in Oakland in 1889; some of them are still on the rails) and

other early day plants. Rights to operate on the rails of the Oakland Railroad Company permitted the San Pablo Avenue R.R. cars to go to the foot of Broadway (present day Jack London Square). In later years both lines were consolidated under one ownership.

A car and horse barn for the line was, until about twenty years ago, located at Watt Street (now Emery) and Park Avenue. A building of the American Rubber Company now occupies the site. About 1885 Senator Fair, of South Pacific Coast Railroad fame, bought the San Pablo line and converted it to cable car operation, with turntables at Park Avenue and at the foot of Broadway (this latter was the second one built in the downtown Oakland area: the first one was installed at 7th and Broadway). The line on Park Avenue was not de-horsed, continuing operation as built until electrification in 1899. In May of that same year the last cable car service in Oakland, on the San Pablo line, was replaced by electric cars. A horse car line, builder unknown, had served as an extension of the cable line, to Klinknerville, better known today as the Golden Gate district at Stanford Avenue. This short line passed out of existence when the San Pablo line was electrified and extended to 60th Street to serve both this district and Freeman's Ball Park.

(Continued at right)

F.R.

THIS MONTH'S ACTIVITIES
ON THE HO SIDE

By Joe Narcisso

Friday, March 2nd: Two major projects were well under way. Installation of a new three point turnout marked the beginning of extensive alterations to the Cajon yard of the Cajon & West Po'k, Chop (the Branch Line). According to Dwight Johns and Don Messenger the project includes moving the turntable and an engine house to new locations. The end result will be more yard capacity and flexibility, as well as all around better operation.

The Eastbay Traction Co. was busy installing a new route on its overhead trolley line. This project involves a half scale mile of new roadbed and track. When complete the route will replace the present connection between Porterville and Chippis.

Also under way was the installation of a new lead turnout connecting the Green passing route with the main Richmond Yard lead. The old turnout had become inoperative during the previous month's switching night and was no longer repairable.

Friday, March 9th: All agreed that this month's switching game went off very well. In on the fun were: Bill Schupbach and Jim Dodge, Oakland Yard and the Refinery Loop respectively; Joe Narcisso in Richmond and Bill Armstrong holding Bakersfield; in the higher altitudes Dave Fields and Wink Winkler kept trains running smoothly through the Mountain Division.

Friday, March 16th: A good specta-
(Continued at right)

tor crowd witnessed lots of mainline action. Some familiar trains were Roy Cushing's smooth-as-silk cab forward pulling a handsome string of Pacific Fruit Express reefers; Bill Schupbach's classy looking Great Northern S-2 with varnish; and Joe Narcisso's 30 car ore drag. For a brief time long-time member Jim Sparks was seen holding down the dispatcher's board. Operating the cabs were Jack Cannon, Sarge MacFarland and others. Getting lots of comment was Phil Grover's string of excellently modeled La Belle passenger cars. The vote for standout engine of the evening went easily to Jack Cannon's new PFM-United Crown Model D&RG 4-8-4 — it's a beauty with loads of detail.

Friday, March 23rd: Don Messenger and Dwight Johns continued work on the new alterations to the C&WPC's Cajon yard. Installation of the new three point turnout was completed as attention turned to revision of the wiring circuits.

Eastbay Traction Co. was still busy at work on the new trolley line — roadbed and track are now in place and installation of the overhead wire has commenced.

Meanwhile, on the mainline, a load pulling experiment was under way. Before it was all over the freight drag consisted of 125 cars with Roy Cushing's cab forward on the head end, Joe Narcisso's cab forward cut into the middle, and Bill Schupbach's B&O 2-8-8-4 pushing.

Chuck Kratzer was familiarizing members with the new master control switch for HO power which he recently installed in the dispatcher's booth. All HO members should know the new "on and off" procedure — Chuck will be glad to explain it.

NEW ROUTE OPENS (Cont'd.)

about ten to fifteen years ago the Porterville and Western R.R. was formed for the purposes of joining Porterville and Chipps with a high speed outside-third-rail line. Approximately a half mile of right-of-way was acquired and the track laid. Service was brief, due mainly to recurring maintenance problems, and the line fell into disuse. The franchise was then transferred to the Eastbay Traction Company, the third rail was removed, and overhead trolley wire was installed. Now, after more than ten years of almost continuous service the entire right-of-way is being abandoned, except for a small amount near Chipps station.

For the interest of the statisticians
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ASSOCIATE-MEMBERSHIP (Cont'd.)

Active participation in the hobby.

The foregoing situation leaves rather large area uncovered in the legal framework of this organization. I recognize, as do many of my colleagues who have at various times given much thought and have tried with partial success to rectify the condition, that to place active participation in the model railroad hobby within this organization within the reach of those who excluded demands the establishment of some very definite legal controls and commitments which will clearly cite the lines of responsibility of the parties concerned.

All of our active senior members must realize that the interest which they bring to the model railroad hobby as "Society" members probably started in their childhood.
(Continued at right)

Typically minded the new route is approximately the same length as the old, about a third of a mile (HO), and is laid with code #70 nickel silver rail on individual wood ties. The Eastbay Traction Company has about three miles (HO) of mainline routes plus yards, sidings, etc., and is thought to be the largest HO interurban layout. The opening of this new route brings to the half-way mark the amount of track laid with nickel silver rail, most of which is code #70. The use of n.s. rail was instituted about three years ago and has been found to be very satisfactory.

Prospective customers, passengers, and just plain sightseers are invited to view and ride on the line during the first week of April, as no fares will be charged. Regular fares go into effect April 9th.

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with the proverbial electric train around the Christmas tree. And yet we have clearly excluded this and succeeding generations of potential model railroaders among our own sons, (I am an exception, being a bachelor), from joint participation in EBMR. It is well and fitting that the active membership maintain and keep the control of activities under full adult responsibility, however, most of these same members have the responsibility of a family, also. It is clearly recognized also that some of these members cannot arrange their family responsibilities to fit the idealized membership requirements set forth in the present constitution. In light of this the following amendments and alterations are proposed:

To Article V, and Section 7: Apprentice Membership, minor persons (less than twenty-one years of age)
(Cont'd. on Page 5, Col. 1)

ASSOCIATE-MEMBERSHIP (Cont'd.)

age), may be considered for this class of membership upon the recommendation of the Board of Directors to the active membership. Apprentice Member must have three active senior member sponsors, one of whom will propose his nomination before the active membership voting on such membership. The Apprentice Member may not vote or hold office in the Society. He will be allowed within the premises of the Society only if one of his three sponsors is present. The Apprentice Member nominee can be considered only after the Authorization Release form has been properly endorsed by the parent(s) or legal guardian(s) of such person and has been submitted and approved by the three sponsors and the Board of Directors. The period of apprentice membership shall be nominally six months at the discretion of such member's sponsors and Trainmaster of the "gauge group" with which he is assigned, after which he may be proposed for nomination to the designation of Qualified Apprentice by his trainmaster and the three sponsors before the Board of Directors. Upon the approval of the Board of Directors, the Apprentice Member is thereafter carried on the membership roster as a Qualified Apprentice. Such apprentice membership qualifications thereafter will be subject to review annually by the Board of Directors and his sponsors at the business meeting of February each year until the Qualified Apprentice member has reached the age of twenty years and six months, at which time he is automatically acceptable as a Student Member, provided he has substantially met the qualification requirements of the Board of Directors in previous annual reviews. Application for Apprentice Member-

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ship must be accompanied by an initiatory fee of \$2.00.

To Article VI, add Section 7: Election of Apprentice Membership nominee shall be upon the recommendation of the Board of Directors, and a simple majority vote of the active members present at a regular business meeting.

To Article VII, Section 1, add: Apprentice Memberships may be terminated in the Society by due processes outlined in the foregoing, except that the sponsors of such apprentice have been made fully aware of such action pending and have represented the member as a committee before the Board of Directors, and are therefore willing to act as spokesmen individually and/or collectively with regard to such action. Sponsors need not be in any inclusive agreement individually in an action of this kind, since such action may place each individual in the relative position of a judge-advocate before his fellow members.

To Article VII, Section 4, add: Apprentice Membership leave of absence may be granted by member's application to one of his sponsors to represent him before the Board of Directors to request approval of such leave, provided his dues are paid to within one month in advance of date such leave is to start. Apprentice Member may terminate his leave of absence by returning to active participation, and payment of six months advance dues within period of extension covered by previous dues advance payment.

To Article IX, Section 1, add: except when such application is made by a Qualified Apprentice Member; in such case \$1.00 for first month's dues is required.

(Cont'd. on Page 6, Col. 1)

ASSOCIATE-MEMBERSHIP (Cont'd.)

Under Article IX, alter Section. 2 to: All members except Life, Honorary and Apprentice Members shall pay these dues and subscribe to "CLINKERS & SPARKS". Dues for Apprentice Membership shall be \$5.00 a year, payable only in six month advance installments, \$2.50 every six months from date of nomination to Apprenticeship, and shall include a free subscription to "CLINKERS & SPARKS".

(Editor's note: A facsimile copy of the proposed authorization (Continued at right)

Release form is posted on the bulletin board. This article is very thorough, but it represents only one side of a many sided subject. The Society should not take any action until first determining where in its best interests lie.)

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NOTICE TO ALL MEMBERS

The time is now ripe to repair and/or construct adequate protection against feelings of shame that may occur in the middle of next month.

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