

# GLIMMERS & SPARKS

FROM THE ASHPIT

FROM THE TROLLEYWIRE



EAST BAY MODEL ENGINEERS SOCIETY, INC.  
4075 Halleck Street, Oakland, Calif.



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## THE EAST BAY MODEL ENGINEERS SOCIETY

## P. C. R. NEWS

By Joe Narcisso

By Carl "Tiny" Carsten

The East Bay Model Engineers Society, Inc. was organized in 1933 for the purpose of bringing together those whose common interest lay in scale model construction. In those early days, members of the club built scale power boats, stationary steam engines and gasoline powered airplanes, as well as steam and electric types of railroad motive power, and freight and passenger rolling stock.

These craftsmen first held meetings in the machine shop of one member, in the homes of others, in the basement of an Oakland bookstore, and later in the old Western Pacific depot, and in the now defunct Key System's offices.

Since 1937 EBMES has been strictly a scale model railroad club and following its incorporation in 1940, occupied its present quarters in a Santa Fe freight warehouse at 4075 Halleck Street, just south of Park Avenue, in Oakland.

During the past twenty-two years, two large rooms of trackage and scenery have been built. This model railroad exhibit is judged to be one of the most extensive in the country.

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

Sunday, May 27, 1962, is to be a noted day for the Pacific Coast Region of the NMRA, as they are having their quarterly meeting at EBMES. All those who attend will hear from the delegates who will have attended the P. C. R. Convention in Phoenix, Arizona, in the early part of this month, and will see what's to be expected in the future of P.C.R.-NMRA. May is therefore a railroading month, with the P.C.R. Convention, the EBMES semi-annual show, and then the P. C. R. meeting here.

EBMES SEMI-ANNUAL MAY SHOW	
Friday, May 18. . . . .	7:30 to 10:00 pm
Saturday, May 20. . . . .	2:00 to 10:00 pm
Sunday, May 20. . . . .	2:00 to 8:00 pm

Anyone who wants to join P.C.R. (or even N.M.R.A.) should contact me any time that I'm at the club,

which is getting to be more often these days. Just look for the big moose with a large badge on his hat in red and white, "Tiny". I'll gladly sign anyone up for only the small sum of \$1.00 (one buck) for P.C.R., if you are already a member of NMRA, or \$4.00 for both NMRA and P.C.R. How about it fellers? Join now before I try to pester you into it!

As a member of the East Bay Society of Model Engineers, I speak for the whole club in welcoming the Pacific Coast Region of the National Model Railroad Association to our clubrooms.

## CLINKERS &amp; SPARKS

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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.

SEMI-ANNUAL MAY SHOW

By Galen Sarno

The month of May is finally upon us, and once again we are faced with the presentation of our semi-annual May show. From all indications so far it appears that it will be the usual less than spectacular performance that has become typical of EBMES. Repeated attempts have been made to convince the staunch defenders of the big-show-twice-a-year theme that it takes more than the appearance on show nights of a large number of poorly instructed, although willing, operators if satisfying results are expected. Even adequately trained operators cannot cope with dirty or badly gauged track, faulty relays, loose connections, "run"-rolling stock, communication breakdowns and poor overall planning. In addition to this, if the layout is neither clean, neat appearing, nor free of messy distractions, it certainly does not enhance the effect of railroading in miniature.

Model railroading is supposed to be fun. It has ceased to be fun at this club for many of our members who have either become disgusted with the widespread apathetic attitude, or who have felt forced to make unnecessary sacrifices to compensate for the lack of teamwork, in order that the layouts  
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would be in a condition that they would not have to be ashamed of.

It is not necessary to maintain the club in gen-like condition, nor to go to excessive lengths to provide an interesting show. But simplifying the preparation for a show does not mean reducing the number of working personnel; a club of about seventy-five adult men should not expect only five, or even ten, men to do over 90% of the work, because most of the necessary work can be performed without special previous training.

We should not invite people to view a grand presentation that we have no serious intention of preparing. Either more people should take an active part in correcting (not merely complaining about) the existing trouble spots, as there is no possibility of a smoothly run show until this is done, or if a mediocre performance is the best we are capable of, we should limit the extent of our show publicity. Largeness in size in no way compensates for poorness of quality.

I suggest that each member take note of his own actions and the actions of those around him that are (are not) performed in connection with the May show, in order that he will be prepared to take part in a mature discussion of EBMES show policy at the June business meeting.

EBMES (Cont'd.)

It encompasses over 6,800 actual feet of track in both "O" and "HO" gauges, including narrow-gauge railroads and trolley lines. Scenery, trackage, wiring and electrical facilities are constantly being changed, extended, and improved; a model railroad pike is never completed.

All of the equipment operating on these roads is the personal property of the individual members. There are literally hundreds of interesting items, including steam, diesel, and electric locomotives, and even models of old-time trains from the days of the Civil War .... an entire world of railroading reproduced and operating in miniature.

At present the club has nearly one hundred adult members from all parts of the Bay Area. These model railroaders represent many different walks of life: professional men, white collar workers, blue collar workers, and even some professional railroad men. At the club they have the opportunity to concentrate on the particular phase of the hobby which interests them most. Some members work on scenery exclusively, while others find satisfaction in overcoming a problem in the complex electrical systems, which, incidentally, utilize both AC and DC currents.

The "O" gauge "steam" layout ( $\frac{1}{2}$ " scale,  $1\frac{1}{2}$ " between the rails), is called "The Santa Fe Western Railway", and has 8.29 scale miles of single- and double-tracked mainline, with 5 yards. The yards and sidings add another 16.48 miles to the system.

The "O" gauge trolley layout, current for which is picked up by operating pantographs and trolley poles from overhead wire, is known  
(Continued at right)

as the "Oakland, Antioch & Eastern", and has 3.7 scale miles of double-tracked mainline, and 2.5 scale miles of yard trackage.

In addition to these there is the "O<sub>n3</sub>" narrow-gauge layout ( $\frac{1}{8}$ " scale,  $\frac{3}{4}$ " between the rails), which is called "The Rio Grande and South Park". Here the locomotives are wood and coal fired steam types and portray some of the famous early-day engines. They run on 2.5 scale miles of crooked track and through old-time "stub" switches in an atmosphere of realistic mountain railroading.

In a separate 90 by 36 foot room are the "HO" gauge (3.5 mm scale, 16.5 mm between the rails) layouts. As in the "O" gauge room, the principal layout is the "steam" road, known as the "Santa Fe Central", which owns 8.35 scale miles of double- and triple-tracked mainline, and has yard trackage totaling another 13.16 scale miles.

The "HO" electric trolley system is similar to its "O" gauge counterpart in that it operates from the overhead wire in the same manner. It is known as the "Eastbay Traction Company", and has about 3.0 scale miles of mainline trackage, plus an unsurveyed amount of space devoted to yards.

Presently under construction is the "HO<sub>n3</sub>" narrow-gauge "Sierra and Pacific Coast Railroad". Here you can see how a model railroad is constructed and what is under the scenery.

Do not overlook the "HO" branch line, "The Cajon and West Po'k Chop Railroad". Here one will see the old-time trains of the Civil War era. The branch line interchanges with the Mountain Division of the Santa Fe Central, where the railroad takes on the atmosphere of the  
(Cont'd. on Page 4, Col. 2)

HERE'S WHY AN ENGINE SHOULD ALWAYS BE "SHE"

The following amusing letter from "Japanese Lady" appeared some time ago in the Shipping Register of San Francisco, and obviously relates to the steam locomotive:

"Sometime ago you publish in your voluble paper article on female shipping steamer. I have thought to write you about female engine on train. You know why? Yes, they call she for many becauses.

"They wear jacket with yokes, pins, hangers, straps, shields, stays. They have apron also lap. They have not only shoes but have pumps. Also hose and drag train behind. They are behind time all time. They attract men with puffs and mufflers and when draft too strong petticoat goes up. This also attract. Sometime they foam and refuse work when at such time they should be switched. They need guiding — it always require man manager. They require men to feed them. When abuse are given they quickly make scrap. They are steadier when coupled up but my cousin say they hell of expense. Is not enough reason?"

NEW FACES

In recent weeks several new people have joined our ranks as students; a hearty welcome is extended to them. The presently undermanned "O" gauge section is glad to have Dave Johnston, of Piedmont, and John Hill, of San Francisco, as new helping hands. Eastbay Traction Co. is breaking in Jay Hansell, of Oakland, as a new motorman; and Herbert Reichhold, of Yosemite Nat'l Park, and Herbert Taylor, of San Leandro, have just signed on with the Santa Fe Central. We hope that all five of you will become an integral part of EBMES.

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EBMES (Cont'd.)

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Each year the club holds two big shows for the public. During these shows all club facilities are in continuous operation from Friday evening through Sunday evening. In addition to this, the club layouts are open to the public on the third Friday of each month from 7:30 to 10:00 pm throughout the year.

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