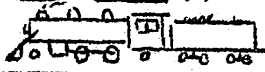


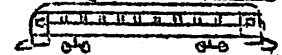
# GLINKERS & SPARKS

FROM THE ASHPIT

FROM THE TROLLEYWIRE



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



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Number 6

## O GAUGE TRAINMASTER'S NOTES

By Paul Icanberry

The May Show was operated without any major troubles and no day and night work sections the last week before showtime. The Westbound main at Bakersfield was placed in service the week before the show. Service had previously been maintained through Bakersfield on the old line, and then on the newly constructed Eastbound siding. The balance of the reconstruction, consisting of the Eastbound main, the Westbound siding, and the wye will now be completed shortly.

The approach to Richmond yard was realigned, and a new crossover installed at the yard throat. Barstow yard was partially rewired, prior to the show, and the switches on the west end were rebuilt. Considerable work was done on the trolley wire and track on the Oakland, Antioch and Eastern. All this effort was rewarded by very satisfactory operation during the show.

At this time I would like to thank all the members in the O gauge section for the very fine cooperation, and many hours of work put into the O gauge layouts.

The next major project will be the rebuilding of the Mojave area. A shoo-fly will be installed to the rear of the cabs for this project.

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## MAY SHOW IN REVIEW

Judging by comments overheard from the spectators, East Bay's May semi-annual show lived up to expectations. (The writer admits that the expectations are his own, and that his opinions were greatly influenced by the HO portion of the show.) In spite of the fact that Life Magazine considered our show worthwhile enough to spend the entire three days taking innumerable pictures, the exhibition seemed to be essentially a longer version of a typical third Friday operating night.

Both gauges were plagued with "unexpected" electrical troubles, which could certainly have been reduced to a certain extent had a little more preventative maintenance been performed. However, this was somewhat advantageous in the HO room, where it introduced an element of suspense into what otherwise would have been monotonous reappearance of each train every 100 seconds or so.

It seemed that most of the spectators knew little about our club; they knew us only by our reputation of good, clean entertainment, not of instructive, informative craftsmanship. Special mimeographed sheets explaining the club were available, but they were poorly situated and thus were generally overlooked. A few privileged hobby people saw the East Bay write-up in

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CLINKERS & 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.

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- o -

BUILDING IMPROVEMENTS

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(Continued at right)

A vote of thanks is due Harold Demmon and Al Jewell for the work they did in improving the back stairs and completing the cashier's booth to the point of being operational. This work had been promised for some time by the Building Superintendent; it's a pleasure to see that it has finally been done.

TRAINMASTER'S NOTES (Cont'd.)

Also in the works will be new controls for the Santa Fe Western, finishing of the rewiring and rebuilding of the switches at Barslow, and rebuilding and rewiring at Richmond.

Some time back the members of the 2-rail group decided to see to it that their equipment had standard height couplers, and couplers that are insulated from the rails. This has worked out very well. I have not seen any shorts between cars for some time now.

We have three new members, new to the East Bay club, but all old-timers in O gauge. John Hill is a veteran O gauger from Kansas City. Dave Merrill and I.J. Brain are past members of EBMES who have again taken an active interest in the club (I.J. is a former Treasurer).

At the present, if we can keep some of the enthusiasm that has been generated for the past several months, we are going to have much improved railroads, and have some time to enjoy the fruits of our labors in more operating fun.

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EBMES EMBLEMS

Just a reminder: the new cloth emblems (4" x 4") are here and are available to members at cost, 55¢. Dwight Johns announces a special limited sale of two for one dollar ten.

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INTERCHANGE TRACK

James Reno is very anxious to get some 'O' gauge diesel equipment, by trading his 'O' gauge steam locos. Manufacturers of his engines include: Lobaugh, Max Gray, Scale-Craft, and others.

MY SHOW IN REVIEW (Cont'd.)

the June Model Railroader (which is excellent), but the number was insignificant. There exists a taped "sketch" of our club, it is unfortunate that this recording was not played every so often.

Speaking of tape recordings, the HO room was livened up by a really interesting recording of big steam engines at work, which helped to drown out both unnatural train noises and unnatural people noises. It was eliminated before Sunday due to complaints from the HO operators.

Many people commented on the obvious lack of organization. They could understand derailments, etc., but they could not understand why passenger trains rarely stopped at stations, or why all trains found it necessary to make somewhat lengthy stops in the most unimaginable places. Another incomprehensible point was why the operators seemed to be unhappily fulfilling some sort of obligation, instead of having fun.

It sounds as if the show was a flop; apparently not, as most spectators left in a happy frame of mind. For a very small sum they had spent the afternoon or evening seeing little trains run 'round and 'round. It was not true model railroading, but it was enjoyable.

It can not be denied that a great deal of effort was expended on this show. It is unfortunate that it represented such a gross lack of planning. Perhaps the next big show will be improved on this score.

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NOTICE

No excuse is given for brevity. Content is governed by contributions.

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