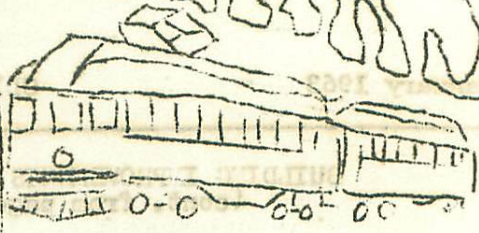
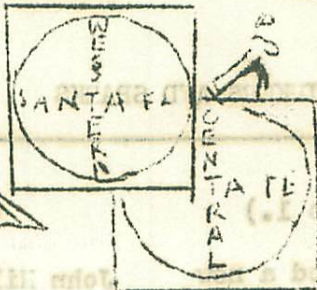
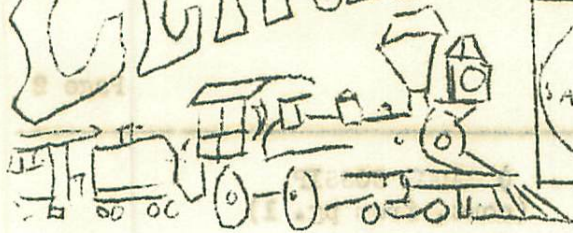


CLINKERS AND SPARKS



EASTBAY MODEL
ENGINEERS SOCIETY, INC.

4075 HALLECK ST.
OAKLAND, CALIFORNIA

Volume 30

January 1963

Number 1

ELECTION RESULTS

A new slate of officers headed by HO member Jim Dodge was elected at the Dec. business meeting. President Dodge had served as Vice President during the previous year.

Completing the 1963 slate are:

Vice President, Harold Demmon; Secretary, Don Messenger; Treasurer, Ray Kelsoe. This will be Kelsoe's third consecutive term as Treasurer.

As endorsement of "Job well done", Trainmasters Bill Schupbach and Paul K. Icanberry were re-elected for the coming year in HO Gauge and O Gauge respectively.

Building Superintendant will be I. J. Brain, while the duties of the Chief Building Electrician are to be assumed by Bill Williams. Joe Narcisso continues as Public Relations/Publicity Chairman.

A special measure of gratitude is due the retiring 1962 officers: President, Charles Trombley; Secretary, Dwight Johns; and Editor, Galen Sarno who didn't miss an issue all year.

O * GAUGE GOSSIP

by

Harold Demmon

Bakersfield's industrial trackage is being completed. There will be a spur to the freight station, one to the barrel factory, two spurs to handle business at the ice and cold storage plant. A team track, a spur to a four car stock pen, and possibly one or two other spurs.

Two 40 car passing tracks are already in service. Yard switching will be handled from a local board. Local boards will be used at several other important stations.

(cont. on page 2, col. 2.)

DATES SET FOR SPRING SHOW

At the January 4th business meeting the membership elected to proceed with plans for the annual Spring Open House.

The third weekend in May which has become the traditional date of the show remains unchanged.

Friday, May 18th, 7:30 - 10:00 PM.

Saturday, May 19th, 2:00 - 10:00 PM.

Sunday, May 20th, 2:00 - 8:00 PM.

The admission charge is to remain:

Adults, fifty cents; Children, twenty-five cents. The voluntary donation arrangement is always suspended during weekend shows.

Publicity plans are well underway with the first releases going to magazines and other periodicals during the next two weeks.

President Harold Demmon made an appeal for members of the club to start now to prepare for the May Show. Waiting until the last minute invites trouble.

BIG YEAR FOR BUILDING IMPROVEMENTS BY

Joe Narcisso

During the last twelve months we've seen what might be judged to be the most extensive building improvement program during our club's history.

A kickoff to the program was provided when O* Gauge member Harold Demmon constructed a new stairway and railings for the clubroom entrance to the building.

The most expensive project undertaken was repair of our badly leaking roof.

(cont. on page 2, col. 1.)

BUILDING IMPROVEMENTS (cont. from page 1.)

An outside contractor applied a new plastic base roof coating to the entire 20,000 square foot building. And it was well worth it, as those who experienced dry operation during the recent period of rain storms can testify!

Just prior to the winter season setting in, two circulating heaters were installed in the O Gauge room by member Donnon and his committee. It's amazing the difference those two heaters made over in that end of the building, as is evident by talking to any O Gauge member. And, the heat even spills over to benefit the HO Gauge room. The heaters are ceiling-hung, gas operated, rated at 200,000 B.F.U.s each.

A complete electrical overhaul of our entire building is near completion under the skillful direction of O Gauge member Bill Williams who in addition to being a famous "Circus proprietor" is a professional electrician. This project includes installation of a new central service unit replacing the old fuses with modern circuit breaker units plus additional circuits for adequate service and future expansion. Many new convenience outlets have been installed throughout the layouts and emergency fire and exit lighting is now in evidence at all doorways.

The outside parking area around the building was graded and oiled in September to eliminate the muddy situation which occurs each rainy season as well as overcoming summer dust and the weed problem. However, Mother Nature was not kind. The weekend before the October show an unusually heavy storm brought #1 floods with water several feet deep. Although only a slight bit of water reached the height of our building floor, it did deposit a great deal of mud around the outside of the building necessitating engaging the grading contractor once more for removal of the mud in time for the open house the following week. However all was not lost. We were told that without the grading and oiling our problem would have been much more severe. Also included in the price of the mud re-

O GAUGE GOSSIP (cont. from pg. 1)

John Hill's equipment arrived from Kansas City. He has been busy making inspection and minor repairs. Some of the equipment has been resting on a shelf for ten or twelve years. The Missouri Central had the following on display the first day, A-N Atlantic, two Thomas Consolidations, one Nipponese Pacific, one Lionel Hudson, One A-N 10 Wheeler, one A-N Mountain, one A-N Mountain converted to a Northern, two Gas-Electrics, There were also several cars and cabooses. His equipment will make a fine addition to our rolling stock, when needed.....We understand Dave Gumz pursued a lady until she caught him. Maybe he'll find time for us now. Good luck old man.....Three new cabs have been installed. Ed Hurtado and Paul K. Icanberry have been working on them with a bottle of Flit. There are a few bugs to exterminate.....When you leave the building via the caboose, watch the first step, it's a B-..... We have given a car with all Nylon wheels a good tryout. It never gave any trouble, so more Nylon wheels on hard to insulate metal cars, will soon be in evidence. Eighty pairs of wheels have arrived..... During the recent unusual cold weather our heaters made the room very comfortable. They put a big hole in our sock, but we feel it to be a good investment..... We have been having some trouble with rust on the rail. There has been little or no rain, so it must be caused by condensation. there is of course one of the world's largest lakes under us it stretches from Barstow to Fresno, this no doubt raises the humidity in the building, especially when the heaters are working.....(cont page 3)

Building Improvements

At this time the major improvement project for the 1963 season appears to be construction of new steps at the caboose entrance.

Thanks go to all those who made the 1962 Building Improvement Program such a smashing success. Especially members Donnon, Johns and Williams. Job well done.

O GAUGE GOSSIP (cont.)

...they are beauties, but Carl is a little put out, as so far their top speed is about 45 scale miles per hr. They may do better when they are used for a while..... Don't forget !! The front door locks will be changed. You will need a new key, or possibly the combination of a new lock..... The turntable is now working. Jack Munro has a few finishing touches to make, but so far he has accomplished quite a bit. We should have the round house and engine facilities in order by show time in May.There are only three more operating nights before the May Show. It certainly would be a fine gesture, if all of the members, who do not maintain a regular attendance could see fit to be here as often as possible. There is work to do, and a satisfactory operation cannot be attained without practice. The new boards, and new block limits cannot be played by ear.....Thats all for this month, see you next time, H.D.....

NOTICE TO ALL O GAUGE MEMBERS

Engine ratings must be completed by February 15th, 1963, (third Friday)..

Engines and motors not on the rating sheets will not be operated on or after the above date on formal operating sessions....

Paul K. Icanberry, Trainmaster

CLINKERS AND SPARKS

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(this issue) :

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Harold Demmon
J. F. Munro

The deadline for copy to appear in Clinkers and Sparks is the 15th of the month. C/o 2225 Rosedale Av. Oakland.

HIGH IRON

by
J. F. Munro

Last November a new high speed train on the Japanese National Railroad hit 124 MPH during a test on a stretch of track south of Tokyo.

When full service is started in 1964 the 320 mile run between Tokyo and Osaka will be covered at speeds averaging 185 MPH by the "Tokaido" electric powered streamliners. The bullet shaped trains will whip 108 trains over twelve miles of bridges and through forty miles of tunnels in a running time of three hours. The present schedule is six and one half hours. The Japanese consider this too fast for human engineers, computers will control the speeds most of the way with scheduled stops and slow downs programmed on tape.

The Japanese National Railways expect the new trains to attract 60,000 passengers daily; enough to justify its investment of close to one billion dollars.

In a number of other countries abroad, where railroading has not lost the battle to the auto and the airplane, new super express trains provide speed and service unheard of in this country. Prime examples of this are: Italy's Settebello which streaks between Rome and Milan at 98 MPH average speed, West Germany's "Rhoingold Express", 100 MPH between Basel and Hook in Holland, and of course France's "Mistral" holder of the worlds speed record of 206 MPH, which now loafs along at 80 MPH between Paris and Lyon.

" NEXT MONTH , I HOPE "

The February issue of Clinkers and Sparks will be in the mail by February 18th. The reason for the delay on this January was the fault of a green horn editor with sixteen thumbs when it comes to running a typewriter and mimeograph machine. Please bear with this delay, the February edition will be on time.

PUBLICITY NOTES in the February issue. Be sure and read the article about the publicity campaign that Joe Marcisso worked out. Remember next mo.

2225-Rosedale
Oakland 1, Cal.

MAIL ROOM

by

7. 2. 1



I. J. Brain

665-Walla Vista Ave.

Oakland 10, Calif.

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