

EASTBAY MODEL
ENGINEERS SOCIETY, INC.

4075 HALLECK ST.
OAKLAND, CALIFORNIA

Volume 30

March - April 1963

Number 3 & 4

CALENDAR OF EVENTS

Compiled by Joe Narcisso

Friday, April 19th EBMES Operating night - open to the public 7:30 - 10:00 PM. Come early; be ready to whent the public enters. Store posters will be distributed at coffee..

Friday, April 26th EBMES work night.

Fri., Sat., Sun.,
May 3, 4, and 5.....PCR Annual Conv.
Bakersfield, Cal.

Fri., Sat., Sun.,
May 17, 18, and 19th....EBMES Annual Spr.
Open House.

Sunday, May 26th.....Coast Div, PCR
quarterly mtng at EBMES;
Open at 10:00 AM; Bus.
mtng starts 2:00 PM;
Auction immediately following.

Sunday, Aug. 18th.....Coast Div, PCR.
quarterly mtng. at the
Peninsula Model R.R.
Club, San Mateo County
Fairgrounds. Business
mtng starts at 2:00 PM.
Auction immediately
following.

August 21-25.....NMRA Nat. Conv,
Indianapolis, IND.

MAY SHOW POSTERS TO BE DISTRIBUTED
APRIL 19th

The store posters promoting the May Show have been delivered by Bruce Cryderman and will be distributed after operating night on April 19th. As you may know it has been our practice not to give out the posters prior to operating night of the month preceeding the show. Experience has indicated the the public does not read to carefully. When the posters are up prior the preceedings month's operating night, many people show up a month early for the show having noticed the dates but not bothering to note the month.

As discussed at a previous meeting (Business Meeting), we are desiroud of finding out the amount and type of placement these posters receive so as to better place a value on the cost of printing. For the past several shows there have been quite a few posters left over after the show.

We are now going to keep track of the number of posters each member takes and ask that he in turn keep track of how he uses them so that we can make a tally of how many posters were actually used as well as the type of distribution we have been receiving. This will be a great aid in determining how many posters to order but, more important, it will aid in our evaluating whether or not to continue with this form of propmtion. The co-operation of each memberof EBMES will be greatly appreciated.

by Joe Narcisso

ONLY FOUR WEEKS UNTIL SHOW TIME !!!!!

GOOD OLD DAYS ?

by
Frank Rigney

Much has been said about life in the Horse and Buggy days. No smog, no freeway jams, no tire or auto repair bills to pay, but, did they have transportation problems. Consider the Oakland citizen who desired to carry on some legal business at the county seat in San Leandro in the year 1866. Lacking a carriage or riding horse, he boarded a local train of the San Francisco And Oakland Railroad at 7th and Broadway, thence to the "Point" where he stepped on board the steamer WASHOE, for the bay crossing to the Davis st. W Wharfe. If his timing was right the steamer ALAMEDA was waiting for him. At the expiration of another voyage on the Briny deep, he boarded a San Leandro bound train of the San Francisco And Alameda R.R. at the foot of Pacific Avenue in Alameda, another journey by rail and in forty minutes or so, he beheld the San Leandro station on the east side of 14th street near Estudillo Ave. A mere nine miles as a horse would travel, but, some three to four hours by the method just described.

Should he have desired to continued on to Hayward, the same train would have carried him to that town on rails laid on a private right of way east of 14th str. to a point north of the village where they crossed East 14th to a terminal near the present city hall park.

LIFE MAGAZINE RELEASES PHOTOS

By
Joe Narcisso

Nobody was more surprized than this writer when several weeks ago we received in the mail a package containing forty D ten in. by twelve in. photographs blow-ups of pictures taken at last years May Show as part of the coverage in connection with the article which ran in the Sept. 28th issue of LIFE.

The photos are permanent record of some of the more photogenic members in our midst. Plans are now afoot to put the photos on permanent display on the walls of the EBMES club room.

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O - GAUGE GOSSIP

BY
Harold Demmon

The donation box at the ticket booth in the form of an "O" Gauge box car, was designed and presented to the club by Frank Rigney. We thank Frank for his thoughtfulness, and also hope that he will soon recover from his sick spell... ..When debris and trash are left on the floor following repairs, installations and other kinds of work, the mess should be policed to leave the premises in a safe and tidy condition. This is not work that should be covered by "Students Clean Up" That isn't their job.....Herb Schoeller called on us again on March 8th and brought us a good supply of Celotex. It will come in handy, when finishing the stationgrounds. The only thing better would be for him to get his outside work done so he could be with us to help use the Celotex. He is mighty handy with tools..... John Hall left on March 12th for a trip to Europe. He will be gone until about June 1st. We hope the graphite has leached out of the roadbed in Bakersfield Yard by the time he returns.....In the meantime Hurtado and I berry will have to figure some antidote for the misery. Maybe time will heal it, You can't blame Demmon, all he did was to make the paint available, which contained the graphite.....Our practice session of operation for our own amazement, on the second Friday of March, was not very well attended. Scarcely anyone appeared until 8:00 PM. Let us not be naive, we can certainly use some operating practice. There is a lot of deference in "Know How", and "No How".....

(cont. page 3, col. 1)

LIFE , MAGAZINE PHOTOS RELEASED
Incidentally, it will not be possible for the club to use these photos in any of our publicity activities. This condition was specifically outlined in the letter of transmittal from LIFE and the following is stamped bigger than life on the back of each print: "THIS PHOTOGRAPH IS OWNED BY LIFE. REPRODUCTION OR RE*USE FOR ADVERTISING, PUBLICITY OR PROMOTION IS FORBIDDEN" Any way we're glad to get them for our clubroom.

4 wks to go 4 big May Show, ho, ho, ho..

O - GAUGE GOSSIP (cont.)

..... When I. J. Brain produced the brand new ladder, he was authorized to buy, someone complained when he destroyed the old dangerous one (ed: Darn dangerous, ouch, my achin' back) That kind of person would insist on keeping his old leg around after being fitted with a new cork leg... ..Don't forget!!! It is very desirable that all rear end cars be fitted with 1 lights, or resistances. The detection which will be shown, by appropriate lights on the operating panel may save a rear end collision. The damage you prevent, may be to your own equipment. We should have some distinctive mark, so that yard - masters can identify cars with lights or resistances at a glance..... Have you noticed ? Since cars have been inspected for insulated wheels and heights of couplers, how the operation of trains have improved. Any cars not stamped that should give trouble will be removed from service during open house operations. Present it to Icanberry for inspection after corrections are made. The center of coupler should be 11/16 in. above top of rail. There must not be any electrical connection between couplers and wheels.. .. Some progress shows in the development of Stockton and Bakersfield. There will soon be a third track through Stockton. This will greatly relieve the pressure on the Richmond Yardmaster at show time. The five thru tracks at MoJave do the same thing for the Barstow Y.M. What's needed now ?... The Oakland passenger yard should be completed before the May Show. It would not only add to the flexibility of operation, but would remove an "Eyesore" that has been with us too long. Who is going to do it ?
 (Please submit items for O Gauge Gossip to Harold Demmon)

HIGH IRON
by
J.F.Munro

Perhaps the most unusual steam loco - motives ever to appear on a class I U.S. railroad were the High-pressure experiments designed and operated by the Delaware and Hudson.
 These locomotives represented a radical departure from standard practice in both specs and performance.
 The first attempt was outshopped in 1924 by the D & H She was a 2-8-0 christened the "Horatio Allen". She featured a welded water tube boiler working at 350 p.s.i. which supplied a cross compound engine. The Main rods were connected to the third pair of drivers and steam admission was controlled by a young's valve gear. With its tender booster cut in (another D&H innovation) the "ALLEN" exerted a 105,500 lb starting tractive effort with the engine in simple gear.
 The unprecedented success of the "ALLEN" prompted the D&H to produce a duplicate and in 1927 Alco completed the "John B. Jervis. This loco had smaller cylinders but the boiler pressure was increased to 400 psi.. Walschaerts valve gear replaced the young's gear. Another unique feature was the offset position of the cylinders with respect to the stack...

(ed note: This article will be continued in the May issue of Clinkers & Sparks)

In Deep Regret Clinkers & Sparks
Must Record The Passing Of :
JAMES H. "SPARKY" SPARKS

Please send contributions for publication in Clinkers & Sparks to:
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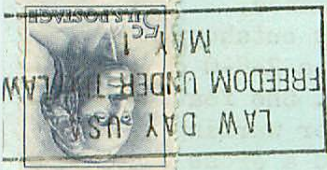
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