EASTBAY MODEL ENGINEERS SOCIETY, INC.

CLINKERS AND SPARKS
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4075 HALLECK ST.
OAKLAND,
CALIFORNIA

THE OFFICIAL PUBLICATION OF THE EASTBAY MODEL ENGINEERS SOCIETY, INC,, PUBLISHED MONTHLY (WHEN THERE IS ENOUGH COPY) AND DISTRIBUTED TO ALL MEMBERS WITHOUT ADDITIONAL CHARGE.

EDITOR ;; Ed Marshall
AUTHORS;;; J.F. Munro ,
Frank Rigney

Volume 30 October 1963 Number 4

LONG AGO
by
Frank Rigney

Long years ago before the clubrooms of the EBMES were located on Halleck st it was possible to use Public Transportation to reach the Judson Iron Works, Michigan - California Hardwood Lumber Co, Shellmound Park, The Oakland Trotting Park and other early day establishments adjacent to the foot of Park Ave.

As early as 1872 horse cars operated on San Pablo Avenue from 14th(to First and Broadway on the rails of the Oakland Railroad) to Park Avenue, with a branch to the foot of the Avenue. In 1876 The Central Pacific's East and West Berkeley local trains made a stop here.~~and~~ In about 1889 a traveller on the California and Nevada Railroad from Orinda and way points could have detrained at a combine station and hotel facing the S.P. tracks just west of the HO trainroom.

Friday, November 19th, 1886 saw cable cars replace the horse car on San Pablo Avenue and Broadway, First to 7th and Broadway and then to the foot of Broadway. Turntables at this location and at Park Avenue provided the necessary rerouting of the cars. Horse cars continued to be used on Park Avenue until the branch as well as the San Pablo Avenue cableline, were electrified in July of 1900. It is not known who built or operated the line but the Golden Gate District was served by a horse railroad with rails laid near the west curb of San Pablo Avenue from Park Avenue to Stanford Avenue. This line continued until electrified in the year 1900.

HIGH IRON
by
J. F. MUNRO

(Continued from Mar-April issue)

In 1930 Alco out shopped another 2-8-0 called the James Archibald with a wopping 500 pounds boiler pressure. The J.A. had a semi - streamlined casing, a fecessed headlight, and 63 inch drivers, instead of the 57 inch drivers used on the previous models. The J.A. was however a cross compound as its predesessors.

The last of the high-pressure experimentals was the L.F. Loree built in 1933 by Alco. The Loree was the most remarkable of the group in that it was a triple expansion, opposed cylinder 4-8-0 with a 500 pound working pressure. The high pressure cylinder was under the engineers side of the cab while the intermediate pressure cylinder was under the firemans side of the cab. The two low pressure cylinders were mounted in the conventional place. All four cylinders were connected to the 2nd pair of drivers and were timed by rotating cam poppet valve gear.

The drivers as well as the main and side rods were equipped with roller bearings. With the tender booster cut in the Loree developed a starting tractive effort of 108,000 pounds.

All you advocates of diesel electrics please take note, this performance was attained 30 years ago. All joking, aside, these locomotives would make interesting and unusual models for the iron horse connoisseur...

WILL THERE BE A NOVEMBER ISSUE ????????
FELLOWS TAKE PEN IN HAND AND HELP......

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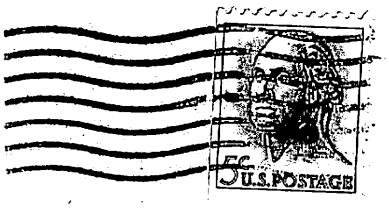

I. J. Brain
665 Wala Vista Ave.
Oakland 10, Calif.

EASTBAY MODEL
ENGINEERS SOCIETY, INC.

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Volume 30 March - April 1963 Number 3 & 4

CALENDAR OF EVENTS

Compiled by Joe Narcisso

Friday, April 19th ..... EBMES Operating night - opent 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 <u>not</u> 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 precedings 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

<u>ONLY FOUR WEEKS UNTIL SHOW TIME</u> !!!!!!!

GOOD OLD DAYS ?

by
Frank Rigney

Much has been said abuout 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 bussiness 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 witing for him. At the expiration of another voyage in 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. Plams are now afoot to put the photos on permanent display on the walls of the EBMES club room.

(Cont. col 2, page 2)

O - GAUGE GOSSIP

BY
Harold Demmon

The donation box at the ticket boot. 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 s 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 th 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 retu .....In the meantime Hurtado and Ic. 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 defference in " Know How", and "No How".....

(cont. page 3, col. 1)

LIFE , MAGAZINE PHOTOS RELEASED

Incidentilly, 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 followin is stamped bigger than lif on the back of each print: "THIS PHOTOGRAPH IS OWNED BY LIFE. REPRODUCTION OR RE*USE FOR ADVERTI SING, PUBLICITY OR PROMOTION IS FORBIDDE 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 b brand new ladder, he was athorized to buy, someone cpplained 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 l 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 so some destinctive 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 de - velopment of Stockton and Bakersfield. There will soon be a third track through Stockton. This will greatly releive the pressure on the Richmond Yardmaster at show time. The five thru traks at MoJave do the same thing for the Barstow Y.M. Whats 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 experimen tals designed and operated by the Delaware and Hudson.

These locomotives represented a radical radical departure from standard practice in both specs and performance.

The first attempt was outshopped ni 1924 by the D & HShe was a 2-8-0 christe ened 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 admi mission was controlled by a youngs valve gear. With its tender booster cut in (another D&H innovation) the "ALLen" exerted a 105,500 lb starting tractive effort with the enging in simple gear.

The unprecented 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 cylenders but the boiler pressure was increased to 400 psi.. Walschaerts valve gear replaced the youngs 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:
2225 Rosedale Ave, Oakland 1, Calif.

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