

VICE-PRESIDENT'S MESSAGE

Due to the enforced absence of our President, Jim Dodge, I'll fill you in on some of the things that have happened, or will happen.

Last spring several of us attended the P.C.R. Convention at Bakersfield. Most of us agreed that it was well worth the effort, and if we are able, we intend to go again next year. Next year the convention will be held in May at San Diego

Regarding the P.C.R. and N.M.R.A. each of us is entitled to personal opinions, but as in most cooperative ventures, you reap what you sow. This same fact is true in the case of the COAST DIV. meetings. As a bay area club we have been taking our turn hosting the quarterly meetings. I have invited them to use our club room May 24, 1964. More about that later.....

I would like to thank Don Messenger for the film programs for Fifth Friday evenings. Carl Dean earns a vote of thanks for his part in the Fifth Friday evening programs also.

Dwight Johns tried to make the auction on the Fifth Friday a success, but evidently all the junk has been sold, or you think too much of your fellow club member to try to slip something over on him.

The auction, as far as we are concerned is a dead issue. You are welcome to take a trip to the city dump.....

Before we elect a new slate of officers, I would like to commend both our Building Supt., I.J. Brain, and Electrician, Bill Williams. Both have done many things this year for which they have received no thanks. Some "Boos" however, when things have not worked too well. Most of the members attend the meetings and use the facilities, for Model Railroading only. These fellows who have to do building and electrical work all evening are not getting much model railroading fun. When they ask for help, give them help as cheerfully as possible, because they would like to do some railroading too. If it was not for their interest in model railroading, they would probably not be down here faithfully each Friday.....

(cont. page 2, col. 1.)

TAKE A RIDE ON THE TROLLEY

by
Galen Sarno

Are you looking for something different to do? For business or pleasure you will be pleasantly surprised when you take your next ride on an EASTBAY TRACTION CO. trolley.

This line serves several HO communities. Fast, through passenger trains ply between Azusa and Bakersfield via Porterville. Local trains operate from Porterville to Raton Pass, at the foot of the Tehachapis.

Local trains via Chipps Junction provide fill in service between Azusa and Bakersfield shippers. Shippers should also note the freight service on all routes.

In recent months EASTBAY TRACTION CO.'s reputation for dependable service has been enhanced. A stepped up maintenance program has corrected several minor trouble spots. A new freight yard at Bakersfield has already begun operation (limited), and a new passenger line is presently under construction in the city. Several customers have already noticed the strategically placed clocks that are part of the line's timetable operation.

The next time you have a chance, ride the "Electric"; you'll be glad you did. For a personal tour, contact a member of the operating staff: Dave Cooper, Jay Harnsell, Ken Harrison, Karl Peery, Otto Pniower, Pniowner, Galen Sarno or B.J. Keitel....

MEMBERS PLEASE TAKE NOTE

by
H.R. Demmon

During the time you may be in the mix building and no one else is present can be dangerous not only to you the individual but also to the club as well. Please keep the doors that you cannot see locked on the inside. Curious passersby seem drawn to our unlocked doors. You don't know who they are, nor what their business is outside of being curious.

We like to have friends, and visitors at the proper time. Let's keep the barn locked before the horse disappears.....

Narrow Gauge Chatter (cont.)

I am sure we have all been well rewarded by the substantial deposit in our treasury, but more important than that, by the feeling of self satisfaction in the knowledge of a job well done.

We should all bear in mind that this sort of thing "snowballs". The enthusiasm of the members creates enthusiasm for the guests. The guests pass on this enthusiasm to their friends and with the same hard work and cooperation our next show could be even more rewarding than the last.

Well I have digressed from the theme of narrow gauge but I am sure we all feel that each individual profits from anything that is done or said for the benefit of the club in general.

Although the construction of the new section of the narrow gauge, to the casual observer, seems to be moving slowly, there is a great deal behind the scenes activity going on. Chuck (Stogie) Trombley is quietly building several strings of rolling stock. Most all of you have seen the early examples of his full working beautifully detailed drop bottom D & R G W gons. Coming along closely behind are some older D S P & P and C & S box cars and reefers which will display just as meticulous workmanship.

Art Rice has some cars coming along which will be bettered for his own road, CONTRA COSTA COUNTY NARROW GAUGE R.R.. He is also working on some interesting reefers.

x Ray Kelseo pleads that the club Treasurer'ship takes up all of the time he can spare from a busy work schedule and refurbishing his famous stud of beautiful locomotives.

Your reporter is engaged at present in research, setting type, creating or getting art work where ever it may be found to go into processes for accurately lettering rolling stock. These processes are either photo reproductions, silk screen or stencil. We are concentrating on the first or more obscure roads that are not so often seen on layouts such as, The DENVER, SOUTH PARK & PACIFIC; UNION PACIFIC; DENVER & GULF; NEVADA COUNTY NARROW GAUGE; EAST BROAD TOP; COLORADO CENTRAL; CARSON & COLORADO, etc, etc....

(cont, page 5)

THE "CALIFORNIA & NEVADA R.R.

by

Frank Rigney

Many years ago, in fact it was in the year 1882 one Captain Smith and his associates incorporated the California & Nevada Railroad, with the full intention of building a narrow gauge railroad from Oakland California to a city in Nevada. Needless to say the projected line never lived up to its corporate title.

Bryants Station near the present day Orinda crossroads being its terminal for the few short years of its operation, ending about 1900.

In the beginning it was planned to build the line locally from Watts Station (the "B" street, later 34th Street) on the CENTRAL PACIFIC R.R. to a point on Harlan St. (three blocks southwest of San Pablo Ave.) near its northern end along Park Ave.

Had the rail been laid, as franchised on February 2nd, 1882 they would have crossed diagonally through the yard of the OAKLAND TERMINAL R.R. as well as the present SANTA FE R.R. yard, north easterly to a point on Adeline Street near 47th st.

On April 4, 1882, however, the railroad was franchised to build a line on Yerba Buena Ave. from the bay to San Pablo Ave., thence curving on a private right of way to Adeline st., north to Lowell St., and following the present line of the SANTA FE R.R. through Berkeley and beyond to the town of San Pablo.

It might be noted here that "Borax Smith", of OAKLAND TRACTION and KEY ROUTE fame bought the defunct railroad in the early 1900's for his proposed SACRAMENTO SHORT LINE, incorporated as such, so as to bring an electric line to Sacramento via the approximate route in Contra Costa Co., later selected by the OAKLAND, ANTIOCH & EASTERN R.R.. He sold that portion of the right of way where the SANTA FE R.R. leaves the present Sacramento st. to the SANTA FE.

His fortunes failed and the proposed conversion of the CALIFORNIA & NEVADA R.R. to an electric line never came to be.

When "Borax Smith", built his ferry lines in 1902 -03, the trolley poles of the main line rails from the SP underpass to San Pablo Ave., were placed in the center of what was once the roadbed of the C&N line on Yerba Buena Ave.

(cont. on page 5)

MAIN - LINE NEWS - HO

by
R. Beeke

Richmond yard, Sate Fe Central steam locomotive facilities have been expanded by the addition of two more tracks, leading to the turntable. Oil servicing facilities are also being added to serv the oil burning locomotives.

A switch engine escape track has been built.

The Diesel service area has been returned to the west end of the yard.

The next project is to build a new control panel. Many problems that we are now experiencing should be solved with the installation of this new panel.

A progress report will be issued for the next edition. (Ed; Thanks)

NO THEY'RE NOT FLYING SAUCERS

H.R.Demmon

The headline is absolutely correct, instead we have found on closer inspection that they are cake platters. These cake platters have been taking up valuable space in the clubroom. We wish the owners would please take them, as we would like to stay on the good side of the ladies who so kindly sent them bearing gifts of their time, talent, and energy. Remember there will be another show next year....Let them eat cake.....

CHATTER FROM THE NARROW GAUGE CUPOLA
"On3"

by
Bill Reynolds

"Push the rails on across the divide", is the theme of the narrow gauge crew now that the October show has passed into history. However before that show passes too far into history, your reporter would like to point out that we had the finest operation on our small strip on narrow gauge that we have had for many shows past in fact since the narrow gauge was under construction the skillful hands of Cliff Grandt and Ray Kelsoe.

The good operation was due to two important factors. First of all every one put forth a great deal of skillful effort, but Charlie Trombley, put in several

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VICE-PRESIDENT'S MESSAGE (cont.)

Another man who works cheerfully with out much commendation is our, "Little Old Bell Ringer", Winniker. When he brings the doughnuts (alas poor fate, to be eaten early or to be eaten late. ed.) every Friday, he uses his own time ordering, and picking them up. I'm sure he would welcome any constructive criticism regarding his stewardship, otherwise a bouquet would be appreciated. Personally I am very thankful for his cooperation during the year, both for Fridays and Shows. It certainly has made my job easier.

The October show was a success. We were fortunate in having good weather. The attendance was good, and our operation was better than many shows of the past. Many comments were heard from satisfied visitors. That should help us strive for improvement in our next show.

We need to spend money in various areas to improve our operation. As long as we can afford it, we should put money into the projects that need improvement. The money need not be spent equally by each section. It should be spent where it will do the most good. That which helps the overall picture, helps all of us. We should check each project, and the estimated cost. If we are convinced it is reasonable, and will help the club, let us vote to spend the money, regardless of which section needs it. Operating overhead of the entire club must always be considered first however.

There was a lot of cooperation during the last show. No one refused to do anything that was asked of them. For that your officers are grateful. Jim and I both thank you.

H.R.Demmon, Vice President.....

THE CAJON & WEST POKE CHOP R.R.
(branchline news HO)

by
Dwight Johns

Dispite nenerous indications to the contrary, the C & WPCRR has foreseen the requirements for increased car loadings. It has, as the Pacific Great Eastern Ry. in British Columbia, expanded and is in the process of laying additional trackage. The new trackage has already been laid at Permanente to handle increased output of the mine. Mainliners exclaim at the sight

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NARROW GAUGE CHATTER (cont.)

BRANCHLINE NEWS (cont.)

late, late hours of work readjusting turn-outs, regauging track, and shooting the bugs out of the electrical systems. He worked long after the rest of us poor mortals who need sleep had quit. Secondly each individual member brought his equipment down in perfect operating condition.

While we were operating we were pleased to receive many compliments on the operation and on the equipment, on the standard as well as a few on the narrow gauge.

Most members I am sure realize that as we are operating the narrow gauge, we are closely in contact with the paying guests, who are viewing the show from the finest vantage point on the whole layout.

Through their comments, Mr. and Mr. Averagefolks, and their kids indicate that they enjoy the "cute" little narrow gauge in the foreground, and marvel at the spectacular parade of trains roaring both directions on the double track main line as it curves around the north end. Then like a rooting section at a football game, they pull for the engineer who is using all his skill to coax every bit of power and traction out of an engine straining to climb the tortuous grade above Barstow. They are always impressed by the drama of seeing a heavy train stalled in the hill, waiting while a helper is brought up from the yard, then the two locos straining to boost the tonnage over the crest.

They also enjoy the operation of the Barstow "Y" at this point. So as a three ring circus, there is always something going on at the north end.

By the way the guests get quite a kick out of Charlie (Steam Whistle) Trombley's sound effects, as the trains move around the bend. I personally wish to applaud and congratulate all who did so much to make this such a fine show.

Joe Narcisso, and those who assisted on publicity, for inducing a large number of people to come out and see the show. Each individual member who cooperated to put on such a smooth running show, and last but not least, Wink and the Ladies who provided Goodies to keep us all from starving to death..

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at the sight of the impossible grades; however necessity and geared locos rule.

Earl Chanda's operating shovel was not without considerable comment from visitors during the October show.

Future expansion has only been started in the Poke Chop area where a sawmill is being built. The new trackage will take off of the yard and will provide two tracks for dumping logs into the log pond and one track for hauling the cut logs and lumber from the mill.

For the benefit of those who have not been to the club in the last year, this will serve to advise that the Cajon yard was completely relaid and rotated about ninety degrees to give more storage trackage and to give the public a better view of the locomotives, cars and facilities.

"O" GAUGE GOSSIP

By

H.R. DEMMON

What do you know? We had a recent visit by Russ Ahrnke. Why don't you get here more often Russ? We can use you

Fred Beach has gone to Seattle to visit his sister. We saw him start on his way. He had his seat belt buckled, and he also had one on his siamese cat. Fred, recently showed us a new locomotive. He is the proud owner of a 4-8-8-4, The prototype, UNION PACIFIC'S "Big Boy". Fred worked the engine over from Max Gray's original. He has two K&D #2 motors in it. Each part of the engine has its own drive. The front engine may slip, and spin the drivers, while the rear engine pulls the load. Fred is clever.....I. J. Brain has plans to keep some of the water off the "O" Gauge tracks. As soon as he gets his sheet metal work, He'll need some help getting it installed. The last rain put some water in our lake, which can be seen in the vicinity of Hanford. Even the trees on the shore, proved to be Weeping Willos.

During the show Ralph Caughman helped us one afternoon. We'll be glad when he gets all the money he needs, earned, so that he can spend a little more time with us.....Carl Dean's Empire Builder drew a lot of praise from show visitors. We

(cont, page 4)

REMEMBER TO VOTE, DEC. 6, L(#), 1963.....

May be so ?????????????????????????????????

CALIFORNIA & NEVADA R.R. (cont.)

Captain Smith intended to operate a ferry to San Francisco in connection with his narrow gauge railroad, and to this end built a trestle out into the bay some 2000 feet or more. This project was never completed and the pilings and cross stringers remained unused until the KEY ROUTE pier was built out to the deep water. For some reason lost to the ages, pilings for a small wharfe were driven at an angle to the main trestle near the bayshore. These pilings were still visable at the time the present East Shore Highway was built in tunneling for the Key Subway contractors installing the giant sewer lines. Lines encountered some of the submerged pilings driven so many years before. (to be continued next month)

NARROW GAUGE (cont.)

If any of you have any information, photos, or lettering diagrams of any roads mentioned, I would be pleased to hear from you. Well as they say in the corny travel logues,-- as our narrow gauge caboose sinks slowly in the west, we will say so long until next time we meet..

"O" Gauge Gossip (cont.)

We note that it gets pulled occasionally by an espee loco. It is a new one which Carl bought from Max Gray.....We were very anxious for Loren Dewey to show up during the show. We have a sick soldering gun.....We have been patiently waiting for Dave Gums to show up. Surely the honeymoon must be over now..... Russ Demmon is a new "O" Gauge member student. He has proved to be a first class dishwasher. His dishwashing days will be over before the first of the year. He is hard at work building some "O" Gauge cars in his spare time. We are ashamed to admit it but Russ also owns an "HO" loco.... You can thank John Hall for the new look as you come in the front door. He worked over the river, and its surrounding scenery. It looks so good some of the visitors felt the river bed, to see if it felt as wet as it looked..... (cont, on page 6.)

CALENDAR FOR DECEMBER EVENTS

- DEC. 6th--- Business Meeting, ELECTION OF OFFICERS
- DEC. 14th--- Operation for our own amazement (amuzement).
- DEC. 20th--- OPEN HOUSE*****
- DEC. 27th---Convalescence from the Holiday.....

ABSOLUTE DEADLINE FOR MATERIAL TO BE USED IN THE DECEMBER ISSUE WILL BE DEC. 13th, 1963..... SEND CONTRIBUTIONS FOR PUBLICATION TO Ed Marshall, 2225 Rosedale Ave, Oakland 1, Calif.

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- Bill Reynolds
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NEXT MONTH READ :

THE CALIFORNIA & NEVADA R.R. by F.Rigney,
"O" Gauge Gossip by H. Demmon, and other articles of lasting interest by members of EBMS, inc.....

Thanks from the desk to all the fellows who made this issue a success. Lets keep the ball rolling and give our editor for 1964 a helping hand. More about how members can help in the next issue. *****

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