

# CLINKERS & SPARKS

EASTBAY MODEL ENGINEERS SOCIETY, INC.

1075 HALLECK ST., OAKLAND, CALIFORNIA

Volume 30

December 1963

Number 6

## PRESIDENT'S MESSAGE

Nineteen sixty-four should be a big for us to remember. EBMES will be thirty years old in May. We should make plans to celebrate this event in some way. Suggestions from the membership are welcome. We also have some ideas, and they will be unfolded at the proper time.

We will start the new year in good financial condition, but of course we can't spend money without replacing it. Shows reimburse us the greatest. So when you vote for one or two shows in 1964, let us be serious about it. Each and every one of us has an obligation to make the shows a success. We have a reputation to uphold, each show must show progress over the previous one.

EBMES is governed by a constitution and Quorum vote. Whatever the majority wants to do, we'll do all in our power to push to a conclusion, within the limits of our constitution.

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NEW LOCKS ON FRONT DOOR

The first week in January we will change the locks on the front door. New keys may be secured from Don Messenger for the super sale price of 50 ¢.

Roy Cushing has taken the time to number the keys. Your key number will be registered for your protection.

Paul Icanberry has taken the time to handle the changing of the locks.

H.R.D.

## STUDENTS

EBMES welcomes the following men into club as students:

- Ernest C. Bay, HO
- Donn F. Pease, HO
- E. B. Ohman, HO
- B. J. Keitel, Jr, HOt
- Al Baratto, HO
- H. R. Demmon, Jr., O
- Joe Goodson, HO
- Jack Farley, O

Welcome aboard fellows, good luck, and many happy hours of model railroading.

## ELECTION RESULTS

The annual election of officers was held on Friday, December 6th, 1963. It wasn't exactly a heated election, there being little competition. There was only one opposing vote, and it wasn't very loud.

The officers for 1964 are:

PRESIDENT	-----Harold R. Demmon	(phone) 525-0625
V. PRES.	----- Robert Beebe	471-1482
SEC.	----- Don Messenger	532-2883
TREAS.	----- Frank Rigney	655-8464
TRAIN MASTER "O"	Paul Icanberry	523-6167
TRAIN MASTER "HO"	Dave Cooper	589-6685
BUILD. SUPT.	--- I. J. BRAIN	832-7391
BUILD. ELEC.	--- Bill Williams	223-1530
EDITOR	-- Otto Graf	793-1053

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Continuing in appointed positions are:

PUBLIC RELATIONS	- Joe Narcisso	756-9629
STEWARD	- G.W. Winiker	522-2790
ASSISTANT TRAIN MASTERS :		
"O" Gauge	----- Ed Hurtado	685-7850
"HO" Gauge	----- ? ? ? ? ? ? ? ? ? ?	

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OLD BOARD OF DIRECTORS AND NEW BOARD TO  
\*\*\*\*\* MEET \*\*\*\*\*

On January 3rd, 1964 The 1963 Board of Directors will meet with the incoming Board of Directors for 1964.

The Board Meeting will be called to order at 9:00 p.m. (2100 Hrs.) BE PROMPT

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## "O" GAUGE TRAINMASTER'S REPORT by

Paul K. Icanberry

During 1963 the "O" Gauge divisions have shown very good progress.

The four new cabs for the SANTA FE WESTERN are in service. It is the consensus of opinion that they are an improvement over the old cabs that were in service for many years. There is still one cab to be installed and other features yet to be added. The new cabs use a step switch system with block indication and red - amber - green occupancy indication.

(continued on page 2 somewhere)

## TRAINMASTER'S REPORT, Cont.

EAST BAY TRACTION EXPANSION  
BY

Ken Harrison

The bugs are being worked out of the track and operation. The operation continues to grow more reliable. I have heard it said that it is a pleasure to run trains and not have to chase them all over the layout.

The Oakland passenger yard and station was put in service on the SANTA FE WESTERN. This has removed passenger service from the Richmond yard.

At the other end of the SFW the Barstow wye has been extended allowing for longer trains to be turned.

Mojave and Bakersfield have seen the installation of industry tracks and spurs. Neither point has been finished as yet. Main line sidings at these points are in full service. Stockton is in the same state of completion.

The Dispatcher's Control Board has been rearranged with provisions for future additions and modifications.

Scenery has been added and renewed. The old Draw bridge over the "Big River" has been rebuilt into a fixed span with new approaches. The river has been given a new coat of varn, cops,, water.

There are still many projects to work on. There is a list posted on the bulletin board at the Oakland yard of the SFW.

On the OAKLAND, ANTIOCH & EASTERN the track north of Antioch has been put back into service.

Progress is bountiful on the Narrow Gauge. Much new construction is going on in the mountains back of Walnut Creek Jct on the O&E.

Qualified operators are always in demand. If your fancy runs in this direction you will find operating rules posted at the CABS and on the bulletin board.

Our wiring has been improved. Many outlets conveniently located have been installed, and a new switch panel located by the main entrance door to the club.

The linoleum in the spectator's aisle is also a very nice improvement.

I am looking forward to another successful and productive year in 1964.

I thank all members for their courtesies and cooperation during 1963.

May I extend the Seasons Greetings to all.

Officers of the E B T have announced the acceptance of bids for the construction of the new Bakersfield car house facility. The building of the two track, four car house will be constructed by the KWH Construction Co.

New # 70 rail is being laid in this city by Sarno Associates, noted for its high degree of quality in track construction. It is hoped that the car house and terminal facilities in Bakersfield will be completed before service to the city center commences.

In other areas reconstruction continues. A new passing siding and realignment of Bakersfield Junction has been planned, which will eliminate operational difficulties in that area. New # 29 Trolley wires replacing worn wire on the Raton Pass line, and in Azusa, at the station, and over High Bridge and its approaches. Peery & Co. are the contractors.

Design contracts have been let for new modified NMRA cab route control boards, and it is expected that they will be in operation by May of 1964. The new cabs will allow for greater flexibility in the new timetable operation that has been a trademark of our shows.

(cont. on page 3, I think )

## "O" GAUGE GOSSIP

by

H.R. Demmon

On December 6th, 1963 history repeated itself. Paul Icanberry was reflected as "O" Gauge Trainmaster. He is faced with a busy year. There are a number of projects on the books to be pushed to completion. Track changes and repairs to certain spots in Richmond, and Oakland Passenger yards, are high on the list.....The Oakland Trolley Frt. Yard must be built...

Stockton needs a local cab, some industry spurs, and track #3 must be completed....Tresno has tracks to be put into service and other things are needed.....A cross over and an interchange switch is needed at the O&E junction..... Hanford must have some sidings, spurs and industries..... An interchange with the narrow gauge line is planned.....(cont. on page 3)

SUPPORT EDITOR GRAF IN 1964\*\*\*\*\*

NEWSPAPERS NEED NEWS, NEWS AND MORE NEWS

## E B T EXPANSION , Cont.

The expansion of freight facilities especially in the Bakersfield area, enabled the company to start scheduled freight service, and four freights a day are currently operated. In addition, there are six thru round trips daily from Bakersfield to Azusa via Porterville. Frequent shuttle service from Azusa to Bakersfield via Chipps, and connecting service to Raton Pass from Porterville

The EAST BAY TRACTION COMPANY is a company expanding to meet the needs of an expanding economy. For fast, safe and courteous service, try a trip on the Trälley

Last minute news note:

The Porterville yard had to be relocated toward the Porterville Cab. B & J Keitel & Co. was contracted for the job.

Remember folks, For fast, safe and courteous service, try a trip on the, EAST BAY TRACTION Co.....

## GOSSIP (cont.)

Bakersfield yard cannot be used until switch machines, and wye tracks are completed.... The station must be finished, and local cab installed.... Tehachapi needs some industries and all the things that are included with there installation ....The present tracks at Mojave cannot be used until switches will operate.... Plans cover making yard tracks at Barstow longer, so that trains of maximum length may be handled without so much delay.....

All the above does not complete the linoleum on the floor, and scenery repairs after other projects are completed.....You can see that there is no excuse for any of us to be idle..... An ~~organization~~ organized plan of attack on these projects is sorely needed, so that each of us has a job to do.... Each of us should offer to do the job he likes to do, whether experienced or not... There are plenty of us to help, aid, or teach those with less experience... Ask for help, then do the best you can. We should avoid finding fault with those who do the best they can on projects. Before you criticize his efforts, ask yourself how much you helped the beginner.. Of course a word to the beginner is important. Do not tear out work until you have a definite outline of exactly what  
(cont. on page 4)

CALIFORNIA & NEVADA R.R. (cont from Nov)  
by

Frank Rigney

From a point about i front of the old Key Route Power house, rails were laid parallel to the SP tracks, terminating at a small hotel fronting on the SP line. Here passengers from San Francisco bound for Orinda and way points would transfer from SP Berkeley and West Berkeley locals to the two car train of the C & N. The hotel serving as a station at this point, was in existance up until a few years ago. Although moved from its original location south of Park Ave. and serving its last days as a junk storage battery warehouse.

The present building now housing the EBMS and other buildings to the north now occupy the site of the freight yard of the C & N Portions of the building to the south cover the site of the one stall engine house. where engine #3 remained for many years, until broken up and hauled to the melting cauldrons of the Judson Iron Works.

The station building once located at Yerba Buena and San Pablo Aves, was still serving a railroad as a yardman's shack until a few years ago, Long since removed from its original location. The SANTA FE wrecked the old station, bereft of much of its gingerbread trimmings, when the new freight station was erected.

At last report the other station is still in existance and located on the Laveaga estate at Orinda. The two passenger cars remain on a hay and rock unloading spur near San Pablo Ave. The target for every rock throwing kid in the neighborhood. Their fate unknown. A number of flat cars remained at disconnected rail at Orinda, a monument of sorts to the unfinished dream of Captain Smith.

## "O" GAUGE CALENDAR FOR JAN. 1964

Jan. 3rd - Installation of Officers.  
Jan. 16th- Practice Operation.  
Jan. 17th- Open House, 3rd Friday.  
Jan. 24th- Plenty of work.....  
Jan. 31st- Movie Night, 5th Friday.

## NEXT MONTH

Read about the "Giant Footprints", A story about strange markings found in the foothills near Walnut Creek Jet., on the OAKLAND, ANTICH & EASTERN -"O"-Trolley.

"O" GAUGE GOSSIP , (cont.)

NEWS ITEMS NEEDED

Editor

Do not tear out work, until you have a definite outline of exactly what to do. Then do not hesitate to ask for advise from the old timers, or those who know what to do. One of our faults is the tearing out of tracks, scenery, etc, and then not completang the project. Nothing should be removed, without the Trainmaster first passing on the removal. We hope through this method we will have more improvement as the months pass. Model Railroading is fun, and co-operation will make it possible.

Operation continues to improve. The inspection of cars has helped. Our couplers are not shorting, or mismatching, nearly as much as they used to. Are you doing your part ? Get your cars inspected and stamped. If you have insulation problems ask some of those who do not have this problem. They are willing to give you sound advice. Check your wheels for Gauge. Fewer operational problems mean much more fun for all (including the paying spectators, ed.)

On the first of December we had 644 cars registered in th book, which makes ownership easily proven. With so many cars it is an easy matter to get cars mixed, during operating sessions. All cars should be registered in the book. The following information is needed: Initials or name of RR, Car number, Kind of car, and a check mark if the car is stamped. Your initials should also be on the bottom of the car. Furnish name of cars, if not numbered. Let's get all cars registered, SO THERE WILL BE NO TROUBLE IDENTIFYING (&/\$#/\*\*\*"&#) so there will be no trouble identifying each others cars.

Ed Hurtado and Paul Icanberry are making more progress on the cabs. Each cab will eventually have its own power pack.

A new board is in the making, which will be placed in front of the cabs. It will show which blocks are occupied, and switches will show green light, so that proper routes can be followed. Engineers will take a train and follow the green light into un-occupied blocks. With a light, or resistance, in each rear car, a signal will show on the cab, whether the 1st or 2nd block ahead is occupied.

News items are needed for a successful Clinkers & Sparks. What is Clinkers & Sparks ? As I see it, Clinkers & Sparks is a mirror of our collective interests in railroading, model or otherwise.

Fine stories of Historical note as written by Frank Rigney are of great interest to many of our readers.

What about the steam and diesel fans, doesn't a story such as Traction Company Expansion by Ken Harrison create an interest in taking a closer look at the Trolley fans layout, and operational mode.

Speaking about Trolley fans, have any of you been up in the mountains lately? Why dontt you take a trip up to see what Bill Reynolds brought us through his fine story, Narrow Gauge Chatter.

Different bits of information tied together cleverly by H.R. Demmon these past months have added interest and enjoyment to Clinkers & Sparks.

What about home layout items? Stories about individual pikes created by our fellow club members certainly would add interest and variety to our publication.

What about a home pike directory ?

What about the Public-Relations Dept?

What are the plans underway for the next year in the advertising dept.?

The President's Message each month should be of interest to all members.

What about a suggestion box ? We ~~can~~ could possibly get some good ideas through unsigned notes (sounds wild) from members who are reluctant to voice an opinion otherwise.

One suggestion might be the formation of a news staff consisting of a member from each gauge in addition to the Editor. These gauge representatives would serve as on the spot news hounds and roving reporters. Of course it goes with out saying, we must have the individual writers for the specific areas of interest ;History, Narrow Gauge, Trolley, Mainline, Branchline, etc.

Remember we all can help in some way to help make Clinkers & Sparks a bigger and better newspaper..... E.M.

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TO ALL MEMBERS OF EBNES AND THEIR FAMILIES:

MERRY CHRISTMAS and a

HAPPY NEW YEAR

Staff----- Clinkers & Sparks

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NEXT MONTH...How about a news item from each division in "O" and "HO". Trolley Tips, Steam Splatter, Diesel Talk, etc.

THE OFFICIAL PUBLICATION OF THE EAST BAY MODEL ENGINEERS SOCIETY, INC., 4075 HALLECK ST. OAKLAND, CALIFORNIA. PUBLISHED MONTHLY AND DISTRIBUTED TO ALL MEMBERS WITHOUT ADDITIONAL CHARGE.

EDITOR..... Ed Marshall

Authors..... Harold Demmon Frank Rigney Paul Icanberry Ken Harrison

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As outgoing editor may I thank all the fellows who gave me support during my tenure as Editor of Clinkers & Sparks.

May I wish all members of EBMES a very,

MERRY CHRISTMAS and HAPPY NEW YEAR

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SUGGESTION BLANK

..... Please deposit in suggestion box in clubroom if you wish. This blank need not be signed.....

Horizontal lines for writing suggestions.

CLINKERS & SPARKS  
4075 Hileck St.,  
Oakland, California



EDITOR: Ed Marshall

ADDRESS: World's Progress

TO: I. J. Brain  
665 Wale Vista Ave.  
Oakland 10, Calif.

As outgoing editor, I thank

all the folks who gave me support

during my tenure as Editor of Clinkers & Sparks.

May I wish all members of Clinkers & Sparks

Happy Christmas and Merry New Year!

out going editor

Please deposit in suggestion box in elevator if  
you wish. This blank need not be signed.

SUGGESTION BOX