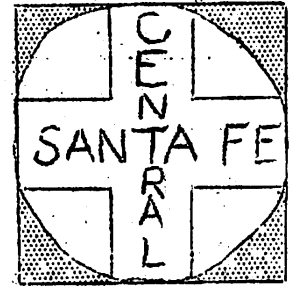


# CLINKERS & SPARKS



EASTBAY MODEL ENGINEERS SOCIETY, INC. 4075 HALLECK ST. OAKLAND, CALIF.

Volume 31

January 1964

Number 1

## - PRESIDENT'S MESSAGE -

Making me the President is almost like marrying the hired girl to keep from paying her. I'll be your hired girl for another year.

As we look back over 1963 from EBMES viewpoint, we can be thankful for many things. We had two good shows, better in many ways than those of the past. We kept our financial balances. If you remember our retiring Treasurer's report, he showed us how well we have done for the past 36 months. During that time, we have made some important investments. The new roof, though not 100 percent satisfactory; the pavement around the building, ruined due to no fault of ours; and the space heaters which have been a comfort and a great asset to the club.

The improvements to the scenery and to the various rights-of-way are progressing. New cabs for better operation will be evident in the months to come. The front door locks have been changed and keys are available from me for 50 cents. Each key is numbered, and recorded in your name.

We have a good group of students whose names are in a separate item in this issue. We want you to learn to know them, so that when they become senior members, you will recognize them personally.

Coast Division of P.C.R. will meet at West Bay Club on February 16th. The date will be placed on the blackboard. If you can get there, I'm sure you will enjoy it. The West Bay boys always make you feel welcome. The Coast Division will meet in our club rooms on May 24th, 1964. We will need many of you that day as hosts.

(cont.col2)

## !!! HEY LADIES !!!

Dear Mrs. East Bay Member:

You were kind enough to make a cake for our show last October. If you did not have your plate returned take it up with friend husband right now. We have three Japanese plates and a plastic covered plate with "J.C." painted on the bottom. We would like to see them returned to the proper owners, as we are having another show next May.

Sincerely,  
E.B.M.E.S.

## ...DEMMON ROLLS ON...

During the January business meeting a sad thing happened. An HO car was damaged, probably beyond repair, by a guest or some members uncontrolled child. Events such as this are regrettable, and cause the very justifiable stand many members take against small children running at large, with no supervision throughout the club. Remember this happened when the members were attending the business meeting.

There are five Fridays in January and I'm sure Don will have some good entertainment for the members. He will publish the program as soon as he can.

We now have things rolling, let's keep up the good work! Make our 31st Anniversary, one to remember.

Harold R. Demmon  
President

THE GIANT FOOTPRINTS !!  
(A Mystery from "O" Trolley)

The last owl service for the night had just passed the west-bound when the circuit breakers started popping at the powerhouse supplying power to the Havens section of the Oakland, Antioch and Eastern. ("O" Trolley

Upon closer inspection the trouble was found not to be in the sub-station, but somewhere along the mainline to the East. A gasoline motor car was dispatched along the line from Oakland Yard.

As we approached the grade out of Havens we still had no indication of what we were to find. As we came around a sweeping curve leading to the entrance of the only tunnel on the line we were astonished to find the tunnel portal buried under a landslide.

Fortunately no trains had been in this section during the time of the earthquake and no one was injured. The strange thing about this however, was that the damage was just in and around the tunnel and the temblor was not felt at the sub-station down the line a few miles.

Track and tunnel crews were called in to restore the line as quickly as possible. Reports at this time indicate at least three to five weeks of work before scheduled service can be resumed.

About a week after the so-called earthquake, a power company helicopter was inspecting the high voltage lines that go over the range of hills where our tunnel is located. Shortly after landing, the power company crew called our office and told us what they had seen. From the air it was quite clear that the area was covered with "Giant Footprints".

Naturally the O.A.+E. chartered a helicopter so that we might make our investigation.

(cont. Col. 2)

--- MOUNTAIN DIVISION "HO" ---

A new control panel is being built for the mountain division. At the present time you have to be a piano tuner, electrical wizard, with a computer to operate all parts of the complicated mountain trackage. The new board will have everything at your fingertips and simple enough to operate without a Master's Degree.

The panels will be of engraved formica with colors put in the depressions. This should do away with paint or tape being rubbed off. Two identical panels will be separated with a 6x12 inch panel which will carry all power indications and Master Switches. The two identical panels are 12x20 inches with a track diagram engraved on it, and will have block switches and are all turnout switches with lights to show occupancy and direction. Finishing date is sometime before the May Show.

Doc Scudder

TROLLEY MYSTERY CONTINUED---

We have all heard of "UFO'S" (Unidentified Flying Objects). Well after our flight over the area we we discovered we had some kind of a "ULW" that is "Unidentified Layout Walker".

If you doubt this story, just come over to the O.A.+E. offices and ask to see the damage done by this "U.L.W."

It will take many hours of work to restore the overhead wire and mountain scenery before the eyesore is mended.

Perhaps out of this will come some good. Maybe we will be better prepared for this "U.L.W." next time.

Remember fellows, if you see a "U.L.W." give him the word. We would like to preserve whatever scenery we have.

E. Marshall

## \* "O" GAUGE GOSSIP \*

"O" Gauge group is very fortunate this month. Two new senior members have been added. Russell Demmon graduated from his student ship, and James Stanley, who was a member several years ago, was reinstated.

Chuck Trombley spent Christmas and New Years with his folks in Michigan. Being a good railroad modeler, he made the trip by train. Santa-Fe - All the Way!

Another member who has been on leave for a year or two is back in the cash register. Jim Reno has been sojourning near Fresno while on leave.

"O" Gauge Trolley has been showing signs of emerging from hibernation. Trains have been operating by means of the North Tower which has not happened for some time. I.J. Brain, Ed Marshall and Frank Rigney are the most active presently in Trolley work. Of course we know that Paul Icanberry and Bill Williams were primarily Trolley members.

Dick Mills has taken a homestead at Barstow, and is busy repairing tracks and switches in that yard.

The repairs to scenery seems to be in the capable hands of John Hill. You would be surprised at what he can do with a brush full of paint and a shovel full of concrete.

Carl Dean has been giving the electrical twins Ed Hurtado and Paul Icanberry some help. Repairs to one of the older cabs was one of his projects.

Hurry up and get back from Seattle Fred! You have some unfinished work staring us in the face. Bill Reynolds, Chuck Trombley and Art Rice will probably have more help from Ray Kelso now that he is not watching the money. As Treasurer he helped the club over three very important years. When one needs help, usually the most help comes from a busy man.

(cont. Col. 2)

## \*\*\* STUDENTS \*\*\*

The following make up our present group of students:

Ernest C. Bay.....HO  
 Donn F. Pease.....HO  
 E.B. Ohman.....HO  
 B.J. Keitel, Jr.....HO-T  
 Al Baratto.....HO  
 Joe Goodson.....HO  
 Kent Benedist.....HO  
 Jack Farley.....O

You men come under the jurisdiction of Bob Beebe, Vice-President. He is responsible for your orientation. If you have any problems, take them up with him. Be sure to sign in at every Friday session you attend.

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 MORE "O" GAUGE GOSSIP

We are going to have some new bridges, in a couple of spots, one of these days. They are being fabricated at the shops of Sunset lines, and will be ready to install when delivered. It is the intention to tie up traffic as little as possible.

we will soon have a supply of Rotary Switch machines. Some of the first projects to tackle will be to get the new tracks in Mojave and Bakersfield into service. The old siding at Fresno can be activated also. Track 3 at Stockton is ready to couple to the main line, at which time the industry tracks can be added. Don't hang back and wish you had something to do.

Car registration is progressing very slowly. See December Clinkers and Sparks for details. There are many unregistered cars now operating on the railroad, which is contrary to the rules you made.

Only four months until the May Show. That makes fourteen Friday nights, starting in February, and three of them are third Fridays. Budget your time!

H.R. Demmon

## \* \* "HO" GAUGE TRAIN MASTER'S REPORT \* \*

As I feel the weight of the job settle on my shoulders, I will give you all some of my thoughts.

Last Friday evening I had my first baptism as a Main Line Dispatcher. Several items came to light almost immediately. Switch 46 was out of gauge (too wide) and caused trouble to several engines. This was aggravated by the worst offending engine because the pilot wheels were slightly narrow gauge. I think that we should have a check of all tracks and switches for gauge. There was a repeating problem of the engine on the yard lead from Oakland running into the side of the main line train through switch 47. While this is a crossover, one switch is controlled by the Yard and the other by the Dispatcher. I am informed that similar problems exist around Bakersfield. Chuck Kratzer and the men at Oakland Yard agree that the crossover should act as a pair and will rewire it this way. A toggle switch or similar device will be put on the Oakland board to allow holding a train on the Wye Tail.

A serious discussion was held with several of the older members on operating procedures. During the show we had only two cabs manned and each was handling 3 or 4 trains. When the main was blocked by a derailment, all the trains on the red or blue lines stopped. I would like the HO Gauge's feeling on more operators. We now have SIX cabs and very seldom have I seen more than two manned. If we don't plan on using them, they ought to come out. Along these same lines, I have talked to several HO members about a progressive cab for the main line similar to the HO Trolley cabs that I am building. This will be simpler and cheaper than the trolley, due to less complex track pattern. An inspection rating system for equipment

(cont. Col. 2)

similar to "O" Gauge has been discussed. This can be as rigid or loose as the members desire. This will eliminate derailment problems similar to those mentioned earlier. Along these same lines I would like to ask each member bringing motive power to rate the speed of his engine. To standardize, I would like to know the number of inches the engine travels in five seconds, at 10 volts. This is the number of scale miles per hour the engine is going. The 10 volts is specified to give a common reference. The Dispatcher needs the speed knowledge to properly schedule trains. This is true, either to set up three trains on one cab that will run without overtaking, or to deliberately use a slow train to show overtaking.

During the last 3rd Friday Show, I was looking for members to man the entrance. A suggestion was made to use the students. I feel that we all benefit from the money taken in and therefore it behooves us to take our turn at the gate. My policy will be to rotate this chore through all of the HO members, as required, with a record kept to prevent inequity. A check indicates that no member should have to attend the door more than twice a year and not longer than one-half hour each time.

The only new construction at present authorized by the Train Master is for the construction of the lumber industry by the Branch Line, the building of the City of Bakersfield by the Trolley Group and the rebuilding of the control panels for the Mountain Division. If there are any other projects underway or contemplated let me know. No funds will be disbursed without prior approval.

I am interested in your comments on my thoughts and policies. I am here to serve you.

Dave Cooper

= = CALENDAR OF EVENTS = =

Friday, Feb. 7th  
EBMES Monthly Business Meeting  
9:00PM Board of Directors  
10:00PM Membership Meeting

Friday, Feb. 14th  
EBMES HO Gauge Switching nite

Sunday, Feb. 16th  
Coast Division, PCR Quarterly Meeting at West Bay MRA, Menlo Park.(See below)

Friday, Feb. 21st  
EBMES Operating Night- Open to Public 7:30-10:00 Come early: be ready when the public is let in.

Friday, Feb. 28th  
EBMES work Night.  
Roll up your sleeves!

Fri. Sat. Sun., May 1, 2 and 3  
PCR Convention, San Diego.

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-- COAST DIVISIOV MEET --

Coast Division of P.C.R. will meet at West Bay Club, 1090 Merrill St., Menlo Park,(S.P. Station), on Feb. 16th. Doors open at 10 AM. Meeting at 1 PM, followed by an auction.

Register contest entries by Noon. The catagories are:

- 1) Steam locomotives
- 2) Freight cars
- 3) Cabooses
- 4) structure
- 5) Traction

Anyone who would like to be a judge, pass your name to Demmon or Messenger. Take equipment in HO, S and O Gauge to operate on their layout.

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Editor.....Otto Graf  
writers.....H.R. Demmon  
Doc Scudder  
Ed Marshall  
Dave Cooper  
Joe Narcisso

= DATES SET FOR SPRING SHOW =

At the January 3rd 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 Spring Show remains unchanged:

- Fri., May 15th...7:30-10PM
- Sat., May 16th...2:00-10PM
- Sun., May 17th...2:00-8PM

The Admission charge is to remain the same:

Adults-----Fifty cents

Children---Twenty-five cents

Publicity plans are well underway with the first releases going out to the magazines and other periodicals during the next two weeks. work with other local media will commence in about 30 days. A plan is under way to study expansion of the publicity program, perhaps requiring a small expenditure. A report is due at the next business meeting.

President Harold Demmon made an appeal for the members of both gauges to start NOW to prepare for the show. Waiting until the last minute invites trouble. Let's make this the best show in EBMES history!

Joe Narcisso

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- THE SWAP SLOT -

Jim Reno has HO Gauge to trade for O Gauge or Lionel.

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\*\*\* COMING ATTRACTIONS \*\*\*

Oakland Cable Cars by Frank Rigney  
The Manila Railroad by Sarge  
Profiles of Members and Officers  
by your editor

Contributions from the Divisions  
\*\*\*\*\*

!!! THE LAST WORD !!!

Another year, another editor, and an excellent example has been set by Ed Marshall! Many, many thanks to this month's writers. Let your editor know how this issue reads. IT'S YOUR PAPER!!! Otto Graf, Ed. Delayed due to pneumonia- much better now, thanks.

