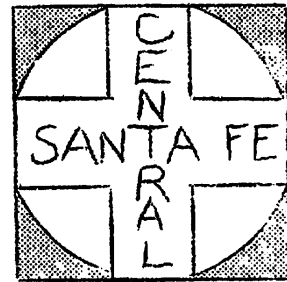


CLINKERS & SPARKS



EAST BAY MODEL ENGINEERS SOC. INC.
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October 1964

-- FROM THE FRONT DESK --

The October Show was a success. So much so, that some individual or individuals thought they might enjoy our harvest. Last Saturday, someone broke into the building and made off with our petty cash drawer. Fortunately, that's all that was taken. The income from the show had been deposited to our account prior to the visit of our unwelcome intruders. Our thanks go to Dick Mills for discovering the foul deed last Saturday evening and reporting same to the officers and to the police. Once again we get the run around from the local law enforcement. Oakland saying that we are in Emeryville, and Emeryville saying we are in Oakland. New locks will be obtained and new keys issued as soon as possible.

Getting back to the success of the show, a great deal of credit goes to our very able treasurer, Ed Marshall, who held down the ticket booth for at least fifty per cent of the time, that the show was open. Many thanks go to Bill Williams and his circus. It was indeed a three ring attraction. Thanks go to Galen Sarno and his committee for all the work they did before and during the show. The unsung crew of painters is also to be commended for their efforts. I think that everyone will agree that a good time was had by all.

At this time, I would like to present two new students to the membership. They are Phil Gale and Al Roberts who are both interested in HO Trolley. I'm sure they will
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NOVEMBER CALENDAR

- 6 Board Meets 9 PM
Business Meeting 10 PM
- 13 Operating Night
- 20 Open to Public
- 27 Worknight

FRED BEACH'S PRIDE AND JOY

Lately, I have been able to enjoy the thrill of watching my re-worked Max Grey, U-P Big Boy, S F W 4884, latch onto thirty three miscellaneous freight cars and make the round trip, from Richmond to Barstow, and return, without putting a wheel on the ground, except in an off-beat switching manouever, while turning the train at Barstow. To touch on the obvious, I am very pleased with the performance of S F W 4884, and to those who have not heard what the re-working of this loco amounts to, I herewith tell all. First, the original Max Gray gearing was removed and discarded. Lobaugh ball-bearinged, 19 to 1 worm-drive sets replace it. The single large D C permag motor was replaced with two Kendrick and Davis (K and D) No. 2, series-type, wound-field motors, because of their free-running armature-effect, when coasting. cont. p. 2

FRONT DESK

enjoy working with the East Bay Traction Co. and various subsidiaries.

That's about it for this month.

Bob Beebe

== HO TRAINMASTERS REPORT ==

Another show is past and I feel that this one was a large success from the viewpoint of the HO side of the club. All of the habitual members were there most of the time and we even saw some of the long lost brothers that come once in a while. All of the yards were well manned and the cabs took a bit of a beating as Jim Dodge and his cohorts operated several hours each day without relief. If we had had even five more members each day we would have been better able to spell each other for coffee, smokes and other necessities.

We all owe a big vote of thanks to Ed Marshall, our treasurer, and Neal Kelso, an HO student. These two, to the best of my knowledge held down the door Friday and Saturday. Sunday they were assisted by Irene Cushing, Phil Grover, and B J Keitel. By doing the door work so unflinchingly, they relieved the rest of us so that we could keep the trains running. My warmest thanks to each of you.

Having spent most of the time while I was at the show in the dispatchers tower, I noted that we still have one major problem with the mainline. We get a train out on the mainline in either direction, and there it is forgotten, running round and round in circles until the engineer or dispatcher get tired of seeing it. The train is then taken back into the yard. This is not operating a railroad, but rather running trains. I have been talking to various members about an idea that I have for relocating the red mainline. What I propose is that the red line be moved out to the edge of the layout, separating it from the blue by about 15 to 18 inches. I would then build a combination of hills and industrial sidings with their own track between the red and the blue. The relocated red would enter the the Permanente hills in its own

cont. col. 2

... MORE HO REPORT

tunnel portal running along the north wall and then under the mountain division. The red would climb to the level of the Bakersfield-Mountain approach and would cross over to the inside of the blue just short of the switch 42, thence dropping down to connect to the blue. This would then allow the trains to leave Oakland and go almost twice around the room without retracing its route ending at Bakersfield. Fifty percent of the trains would then go on to the Mountain Division and then back to Oakland. Trains would then operate railroad fashion rather than simply as show pieces. Even if my full proposal is not accepted, I would like to rebuild at the front in conjunction with the rebuilding of Bakersfield.

Again, thanks to all for making the show a success.

Dave Cooper

FRED CONTINUES REBUILDING...

The two motors fit nicely into the enormous space that represents the huge firebox on the prototype. Each of these motors drives independently one of the eight drivered "Engines", simulating the prototype's "double-engines", in the front and rear-chassis articulation. Of course, this combination involves some tricky jack-shaft lay-out, in contrast to the commoner non-powering of the "front engine", or driving the front engine by an extension of the worm-shaft through a universal-joint from the "rear engine and the same motor. This of course, means the two engines will always remain in the same relative sequence. My two-motor drive allows one engine to slip independently of the other, which is frequently the case in the prototype when she is working to capacity.

Fred Beach

*** "O" GAUGE GOSSIP" ***

The October Show is over! Congratulations to Trainmaster Icanberry and crew for its apparent success, the hours spent on the layout, preparation of crew schedules, coordination of operations, and the food served to the gang after hours.

Bill Williams Circus and Circus Train was an active center of interest throughout the entire show. Clever use of everyday materials is a feature of this exhibit to me. An item, not apparent to the casual observer, is the method of erecting the tents. True to prototype, the poles, guys, and pegs actually hold up the "canvas". Presumably a scale windstorm could be as destructive as a genuine "Twister" would be to a full size circus tent.

Close by the Circus, Dick Mills had a neat and well modeled truck terminal. Attention to detail was most apparent, as trucks, loads, and plant layout were close to "life". Dick claims this is the first part of a project that will include a Piggy-back Terminal and other models of buildings etc., used in the trucking industry.

The signals, installed by John Holt, recieved critical attention from many visitors. More adults than kids, stood for some time watching the signals change ignoring the passing trains. Perhaps they were watching for a failure. If so, they were disappointed as the signals worked to perfection the entire show. Surprisingly, not one signal was damaged by the Public though several signals were within arms reach of the spectators.

The temperature of the cabs at Mojave were in 12" to the foot scale. A tin roof close overhead and lack of ventilation brought on some short tempers at times.

cont. col. 2

MORE "O" GAUGE...

All agree the future may have some sort of cooling and also a reduction of verbal "Hot Air". Something must be done about both problems. Members who stand around and discuss "ol times" etc. only hamper operations, when our first obligation is to put on a show. Members who don't contribute time or effort should be required to remain in the spectators' area.

Fred Beach's taped background music and commentary provided an effective addition to the task of establishing better public relations.

Santa Fe Pacific was taxed to furnish motive power to the disastrous "Roundhouse" fire in August. Ed Hurtado managed to save many locos and they performed well at the show.

Most over-worked and reliable trains were furnished by Carl Dean. His GN trains, The Empire Builder and the International, ran trip after trip without incident presenting their usual neat and trim condition.

As the show progressed, the rails and loco wheels became more polished and slippery. The Santa Fe Chief, having trouble negotiating the grade from Barstow to Mojave, called for assistance. Yardmaster Trombley promptly sent a Climax to assist and the question is who pushed or who pulled uphill at around three miles per hour. A retired Road Foreman of Santa Fe saw this, and his expression was priceless.

Jim Stanley

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