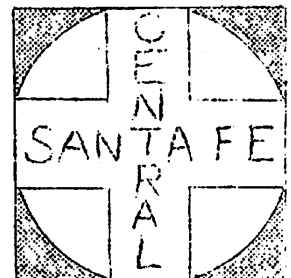


CLINKERS & SPARKS



EASTBAY MODEL ENGINEERS SOCIETY, INC. 4075 HALLECK ST. OAKLAND, CAL.
Volume 31 February 1964 Number 2

Ⓞ PRESIDENT'S MESSAGE Ⓞ

During my earlier years as a member of the club, I was always concerned with the undercurrent of animosity which prevailed. It seems we, too, have our integration problems. Why there should be any such feelings between the "O" and "HO" adherents, I am at a loss to explain. We don't choose our friends by the length of their noses, so why should we worry about the distance between his running rails? I've tried to bring us all closer together, and I am quite sure that it is becoming a fact. You will note more visiting back and forth between the two rooms, and even in the operation of trains. I'm sure that any club member is invited to visit the gauge which he does not operate ordinarily, and learn to operate the cabs. Try it and see if you are not welcome. Ed Hurtado, or Paul Icanberry will be glad to explain how the cabs operate to any member, on the "O" gauge side.

Now our only problem to remove any line of demarcation, and have 100 per cent integration, is to have those who enjoy their doughnuts at 7:30 P.M., and those who prefer those holes surrounded by calories at 10:00 P.M., to forget it. Three times the club has voted to serve them at 10:00 P.M. This reminds me of the chap who was forcefully ejected from a dance hall three times. After the third time, he picked himself up, and mumbled to himself, "I don't believe those people in there want me".

(cont. col. 2)

This issue of Clinkers and Sparks is affectionately dedicated to the happy Memory of Frank Rigney. His last contribution, Oakland Cable Cars, makes up the History Page of this issue.

Ⓞ MESSAGE Ⓞ

The January issue of C. and S. pleased me very much. The format was very good, and the subject matters were well covered. I thot "separate" was spelled with an "A", but if Doc Scudder spells it with an "E", there is no reason why my spelling should not be changed to match his. (Maybe someone else did it?) (Whoo, me? Nefer! Ed.)

Don't forget to bring your camera on both February and March operating nights. Also bring the pieces of equipment that you think would photograph well. I will personally will give one large silver Las Vegas Dollar as a prize to the club member taking the best picture, on each night. The winner to be decided by a vote of the club members, at the March and April business meetings. The prizes go to the club member who actually pulled the trigger on the camera.

We welcome B.J. Keitel-HO Trolley and Errol Ohman-HO, as Senior members. Both were accepted at our February business meeting. Their 6 months' duty of keeping the mice out of the doughnuts is over.

Harold R. Demmon
President

HO GAUGE TRAINMASTER'S REPORT

We have had our second monthly show for the public this year. We do not have the smooth operation that this type of an evening demands. The personnel who brought equipment were still putting it on the tracks ten minutes after the show was opened to the public. The "Red" mainline operated reasonably well but the "Blue" mainline never got a train around more than once. This is due to a combination of faulty equipment and some switchmachine problems. The track had not been cleared prior to the operation. These problems can be licked and our operation improved to the point where it will be a pleasure both to the public who is watching, and to us who are doing the operating.

Last month I brought up the idea of an "HO" gauge inspection and rating system for all equipment. This should apply to all equipment run on operating nights. The gist of the inspection is conformance to NMRA rules for wheel gauge, coupler height, and coupler insulation. In addition, there should be an inspection for all equipment to insure that it will clear the presently installed uncoupling ramps. On the "O" gauge side each piece of equipment is inspected by the trainmaster and a stamp is placed on the bottom of the car when it passes. Equipment that has not passed inspection will not be allowed on the railroad during operating sessions. Suspect equipment is immediately removed from the layout and not allowed back until reinspected. In the same vein, I would like to reiterate the suggestion that each member also rate his motive power both as to speed and pulling capability. If necessary, a simple device can be built to measure the tractive effort of the engine in ounces of pull.

As best as I can determine, this is the assignment of "HO" personnel: See col. 2...

ASSIGNMENTS for "HO"

OAKLAND	RICHMOND	REFINERY
Cushing	Beebe	Dodge
Schupback	Narcisso	Ohman
Scudder	Pease*	King

BAKERSFIELD	MOUNTAIN	TUNNEL
Graf	Fields	Franke
Sutton	Winiker	

BRANCHLINE	TROLLEY
Johns	Flower
Carsten	Sarno
Kratzer	Peery
Messenger	Pniower
Vinson	Hansell
weitbrecht	Harrison
de la Briandais	Cooper
Reichold	Keitel
Blackford	
Goodson*	

NARROW GAUGE

Dean J.
Grover
Dunham*

WEST OAKLAND
Mc Farlane

* denotes student
All others are considered to be assigned to the mainline in general. In addition, the following are qualified:

DISPATCHER	TROUBLESHOOTERS	
Scudder	Luecke	
Cushing	Zahner	CABS
Armstrong	Kratzer	uncompiled
Beebe		ed

I plan to call an "HO" gauge meeting to discuss the above Inspection and Rating Program. Assignments can be discussed too. This meeting will be on the Friday after Cand S is distributed. Will the Senior spokesman for each area please write out a set of operating instructions for his area. These are necessary when someone is temporarily assigned due to absence. I plan also to use these instructions for the training of students in conjunction with the Veep, Bob Beebe.

The fourth Friday night of March will be a worknight for all students to clean up the "HO" store-room. Will each member also look around and clean up the area in which he works.

D.L. Cooper

"O" GAUGE TRAINMASTERS REPORT

We have noticed now for sometime that engines have not been pulling to their rated capacity up the big hill out of Barstow. It has been blamed on oily track, low power, bad cars, etc. It is my own opinion that plain old frequent operation has polished the rails and drivers thus lessen adhesion. The remedy is to again test engines for tractive effort and more important there are many engines that have never been checked.

There is an equipment register maintained by our busy (very) president. There are still many cars not registered. This is not compulsory but it is to your advantage to do so. Among other things, it helps eliminate duplicate numbered cars. Also makes identification of owner known. You may register equipment even if you are not at present operating on Santa Fe Western.

However any equipment operating on organized sessions must have been inspected and stamped O.K. by the Trainmaster. Requirements of cars is that the couplers be of correct height (11/16") and are insulated from wheels. One other requirement is that they have identifying mark on the bottom. The last is not necessary on owners home road equipment.

Now since the Trainmaster is responsible for enforcing the rules, which state engines and motors are to be rated and other equipment inspected, I will request that on formal operating sessions which are mainly on the 2nd and 3rd Fridays, that non-conforming equipment not be operated. Please note that these rules do not apply at other times.

For anybody not familiar with the rules, there is a copy posted on the bulletin board near Richmond Yard. There are also copies of engines' ratings at Richmond and Barstow Yards. Is your engine or motor listed and rated?

MORE "O" GAUGE

Switch controls have been installed at Bakersfield and we are about ready to install a local control board. There is a list of projects posted on the bulletin board. Pick one and inform the assistant Trainmaster, Ed Hurtado, or myself, and have at it. The list is varied enough that there should be something for every member.

We derive our income from monthly and annual shows, and I have noted a shortage of members operating the trains when the doors are opened. The doors are opened at 7:30 and we should be ready to operate.

The two cabs with faulty selector switches have been repaired and now give correct signals. The double track section on the East end of block 9 has dried out and resistance has lessened. Replacement of the roadbed, crossovers and tracks is deferred for a time. On the Oakland Antioch and Eastern, trolley wire, track, switchboards and the North end have been improved. The Narrow Gauge is being worked on steadily, a shortage of manpower makes progress slow.

The May Show is rapidly approaching so if you want it working, then Do It Now!
Paul K. Icanberry

===LINES FROM "HO" TROLLEY=====

Construction on the Bakersfield branch of Eastbay Traction Co. is progressing rapidly. Track laying in the town is almost complete. Sidewalks are in and streets paved. All property available has been bought and buildings are being constructed. The May Show is the target date for complete operation of city passenger service.

The Bakersfield Wye is being rebuilt for better operation in that area. Code 70 rail is being laid on individual ties. Four single point switches have been fabricated and are in place. Overhead cantenary will be installed by Karl Peery to conform to the new cantenary in Azusa.

// NARROW GAUGE NOTES //

The Sierra and Pacific Coast, the newest and smallest segment of embes would like to stay that way but two recent operators, Phil Grover and Doc Dean, find that their 15 or 20 freight cars choke the yard. Their 15 or 20 ancient, rusting but operative locomotives have no place to get! In fact, they need twice the space.

Fact is though, that recently new money has moved into the Ponderosa and appears to be interested in our bankrupt line. Doc scudder, the standard gauge tycoon, and operator of the well known locomotive works, (perhaps the last motive power builder after the Nipponese invasion) has thundered into the high Sierra with a small stud of three foot rolling stock, and to show his good faith has already laid some track, engineered a culvert under the new right of way and has joined the well known Ponderosa tycoon, Phil Grover, in the joining of the shiny steel over some beautiful new spidery trestles prefabricated in the Grover shops and carried to the site on the narrow-gauge, and laid in place. They said it couldn't be done.

A promising new student, John Parker, also appears to be loaded as he is building a code 40 rail spur to a beautiful new sawmill in the higher reaches of the S+PC. The sawmill he built unaided before the railroad reached that altitude. The railroad will have to switch the mill with its lightest engines because of the extremely light rail. Now, one of the most amazing things about our new Lumber Tycoon is that he is rumored to have half a dozen 3 foot gauge engines, half a dozen new, luxurious 3 foot gauge passenger coaches including they say, a Pullman!

Doc Dean

*** WELCOME NEW STUDENTS ***

John Parker.....HO N3
Robert Hobb.....HO

--HONORARY MEMBERSHIPS --

Mr. E.O. Bagenstos, Superintendent of Santa Fe Railway has recently retired; his successor, Mr. O.R. Hammit has been extended an Honorary Membership by the club. Both gentlemen have been invited to visit us, at the club, on any Friday night that they desire to do so.

We owe a great deal to the Santa Fe Railway, and it behooves us to boost the Santa Fe in any way that we can. Where would we be without their courtesy?

Should either of those gentlemen visit us, it will be up to you to make their visit a pleasant one.

MARCH CALANDER

March 6.....Bl. of Directors 9pm
March 6.....Business Meeting 10pm
March 13.....Switching Night
March 20.....Operating Night
Open to public 7:30
March 27.....Work Night

== HONOR FOR PRESIDENT ==

Our president, H.R. Demmon Sr. has recently been elected to the office of Director for the Coast Division, (NMRA-PCR). He will be on the Board of Directors for two years, taking office at the May 1 st PCR Convention at San Diego.

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OAKLAND CABLE CARS

by
Frank Rigney

Cable cars in Oakland? Yes, indeed, there were. Not nearly the number used in San Francisco at the peak of their operation nor was the mileage of slotted track so great, but, in common with many cities of the nation, we adopted the cable cars as a vast improvement over the use of horse power in urban transportation. Senator Fair, of South Pacific Coast narrow gauge railroad fame, built the first cable road in Oakland. He and his associates had purchased the properties of the Oakland Railroad, then operating horse car lines on Broadway and Telegraph Ave. to the University grounds in Berkeley and on San Pablo Ave. to Park Ave. in Emeryville. Conversion of the San Pablo Ave. line began in early 1886 and in a few months, the maroon and cream cars of the Oakland Cable Railroad were running from the foot of Broadway to the turntable in Emeryville.

What kid of yesterday could forget the thrill of riding in the two front cross seats, getting an observation car view of their small world, all at the rate of 8 miles per hour, and no dust on the rumps of horses to mar the view.

Senator Fair sold the line in a few years after its construction to the Pacific Improvement Co., a subsidiary of the Southern Pacific. Although the cable road lost money in the later years of its operation, the clicking and whirring of the pulleys in the slot did not cease until May, 1899 when the line was electrified and extended to 60th Street to serve the Golden Gate district and Freeman's Ballpark.

One of the unusual features of cable car operations on Broadway, other than the three rail trackage - standard gauge Telegraph Ave. electric cars, beginning in 1892, shared joint trackage with the San Pablo narrow gauge cable cars - was the use of the turntable at the foot of Broadway by both electric cars and cable cars.

July of 1889 saw the start of the construction of the second and last cable road in Oakland. Walter Blair, builder of a number of horse car lines in downtown Oakland and the lower Piedmont area, as well as a branchline from upper Piedmont Ave. to Highland Ave. (then called Vernal Ave.), envisioned a more efficient method of providing transportation to his Piedmont Springs Hotel, a famous resort in its day, and to encourage the development of the vast hillside area for homes. He incorporated the Piedmont Cable Railway and contracted the construction of the cable line to the San Francisco Tool Co. A loop line was built in the downtown area, starting at 14th and Washington Sts. west to Clay and south to 8th street. East to Washington and north to 14th and crossing the rails of the Oakland Cable Railway on a long curve to reach Broadway. Years before Blair had built his Broadway and Piedmont Horse Railway, starting at 7th and Washington streets and over the same route proposed for his new cable road, with the exception that the cable road when first built did not extend beyond 24th Street on Broadway. At this point the new route turned east to Harrison Street and north via a private right of way to Orange Street and Oakland Avenue to the turntable at Highland Avenue in Piedmont. A feature of the road was a long wooden trestle over Pleasant Valley Road and unusual gravity line downgrade on Highland Ave. to Blair's Park on the west side of Moraga Road adjoining Mountain View Cemetery. The return trip for the gravity line to the point of pick up just north of the trestle, was made on a long circuitous route, through acres of golden

California Poppies and Blue Lupine, a beautiful and thrilling ride never to be forgotten by those fortunate enough to have ridden the line on one of the ten open bench cars in use. Only the cars going direct to Blair's Park used the gravity line, the others using the turntable for a return to downtown Oakland via the regular route on Oakland Ave.

Several years ago, the last remaining evidence of the cable line on Oakland Ave. was uncovered when contractors, removing the pavement and subgrade had to remove about two blocks of solid concrete cable slot from the roadway. No iron yokes were used in its construction as was the method used in most cable slots. Iron bolts and other metal parts held the rails and grip slot in place. A number of these metal relics were exhibited in the recent Centennial Show, sponsored by the A - C Transit Authority, in Hales store.

In spite of heavy Sunday crowds enroute to picnic areas and Blair's Park, the line failed to prosper and in a few short years was declared bankrupt. Bondholders, principally held by the San Francisco Tool Co., bought the road at a fraction of its cost. Reincorporated as The Piedmont and Mountain View Railway, it was electrified and parts of the downtown loop on 14th, Clay and 8th Sts. were abandoned. It might be noted here that a branch cable line was built several years after the original road was put in operation extending from 24th and Broadway north to Mountain View Cemetery via Piedmont Avenue. This branch was also electrified. One of the unusual features of the electrification was the continued use of the cable on the hilly sections of the road. Lack of generating capacity was the main reason plus the use of only two motors on each electrified cable car. Inverse generator capacity overcame this difficulty which existed only when the Sunday crowds jammed the cars to capacity.

In the early 1900's, "Borax" Smith's interests absorbed the line and eventually the rails on Oakland Avenue above Linda Avenue were abandoned. A new route branching off the Piedmont Avenue line serving the upper Piedmont region. The lower Oakland Avenue segment of the former cable line was looped to a connection via Linda Avenue to Piedmont Avenue.

Only a few concrete remainders of Blair's dream still exist, and still serving man as barriers to roadslides from the hillside above the Piedmont Corporation Yard on Moraga Road.

Frank M. Rigney

E.B.M.E.S. LOSE RESPECTED MEMBER

Frank M. Rigney, well known railroad historian, died February 17, 1964, at an Oakland hospital after a short illness.

He was treasurer of the East Bay Model Engineers Society, a Past President of the former Athens Parlor of the Native Sons of the Golden West and historian for the Piedmont Parlor of the Same Organization. He was also vice chairman of the Pacific Coast Chapter of the Railway and Locomotive Historical Society. Many of his writings have been published, his particular interest was Oakland's early transportation system.

After his retirement 10 years ago from Standard Oil Co., for which he was a shipping foreman, Mr. Rigney traveled widely to Mexico, South America and Europe.