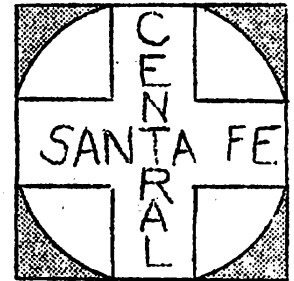


# CLINKERS & SPARKS



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

Volume 31

March 1964

Number 3

== PRESIDENT'S MESSAGE ==

It seems that now more and more of the members have gotten the message. We are having more articles for publication. That is the best way to keep me from penning so much news in my message. Keep it coming! The Editor and I will needle you if you don't. C+S will be published all during my term of office, even if I have to write most of it myself. By next year, you will have developed the writing habit and it won't be any problem. I know what I think, and it is refreshing to read your viewpoints.

The P.C.R. Convention will be in San Diego, May 1st to 3rd. All who can arrange to attend will be glad they did. San Diego should be just as good as Bakersfield was in 1963.

Our coffee and doughnut kitty has had a profit most of the time, as it should. One night the pot was 36 cents short of paying the bill for the doughnuts. Ordinarily, the \$1.10 profit buys the coffee, sugar and milk. Without profit, we will have to dip into your sock, our bank account.

I am calling a special meeting on April 24th, and want a good attendance. You will understand why, if you attend.

I try to watch for conditions that need repairing, especially any involving the public. One of the caboose steps needed repairing recently. It was a hazard to us as well as the public. We will appreciate it if you tell I.J. Brain or me of any defects you find.

Harold R. Demmon  
President

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

The meeting was held on 13 March 1964 to discuss various problems that have come up in the past few months. The problem of conformance was discussed, and it was agreed, while no formal inspection of all equipment would be conducted, that:

- The track standards were to be NMRA Standards.
- All equipment which malfunctions during scheduled operations is to be turned in to the dispatcher immediately and not to be returned to the Club layout during scheduled operations until it has been inspected by the HO Gauge Train Master and found fit for operation.
- All equipment to be run at the 3rd Friday Night Public Show is to be operated and checked out on the 2nd Friday Night.
- No member is to have more than 3 trains per yard on the layout during any scheduled operation.
- During any scheduled operation the main line cabs are to each handle no more than 3 trains at any one time.

The main line operating procedures for Three Day Shows 10/19/62 was discussed and with changes agreed on is herewith reissued and updated. While all at the meeting were not in complete accord, I think that redefining our operating rules has been very worthwhile and we should all benefit by improved operations.

NOTE: Gandi Dancer Crew of 4 HO Members has volunteered to work over the main line. D.L. Cooper

## "O" GAUGE GOSSIP

## // NARROW GAUGE NOTES //

Operating a model railroad club is like rowing a boat upstream. We have no choice, we must go ahead or we will drop back. The members must each get hold of a car and at least pull his own weight. See the list on the bulletin board for the list of projects, and talk to Paul about one you are willing to tackle. Provide yourself with some simple tools to help with the maintenance being done on Friday nights.

John Hill's work required him to move to Chicago. We are sorry to see him leave. His wonderful scenery work was paid for from his own pocket for the most part. Good luck on your new job, John, and let us hear from you from time to time.

Jack Munro's new streamlined baggage car was practically built from scratch, and appears to be a dandy.

Dick Mills is well along on his Barstow siding extensions. Most of the work was done by Dick, with help from Fred Beach, Demmon, Icanberry and Jack Munro.

We're glad to see Fred Beach back from Seattle. He has been under a physician's care and an operation in the near future promises much better health for Fred.

Tracks 8 and 9 are probably back in service in Richmond Yard. Jim Stanley has been completing the work, and though he's been out of the hobby for a long time, he has not lost the knack.

The Williams Circus has advertised that they will be located in Richmond for the May Show. Watch out for some oversized ads on the side of your barns.

We need more lighted cabooses by show time. Take a little time and light your cabooses. Freight trains should have locomotives and cabooses from the same railroad.

H.R. Demmon

After many meetings, Directors of The Sierra and Pacific Coast have decided to expand. Plans are being drawn up to go over the extremely high pass into the mountain division yards of the Santa Fe Western. If these plans are ever secured, the narrow Gauge would certainly strive to go on to the home of our brothers of the Cajon and West Poke Chop. One of its directors, Dwight Johns, has expressed much interest in interchange with us.

At a recent Directors' meeting, a move was made but not seconded to change the name of our venerable line to Carson, Colorado, Rio Grande, South Park and East Broad Top. Of course if we go over the top of the high Sierra Pass there is no doubt that we'll interchange with the Carson and Colorado, at least, our famous little neighbor in the Eastern Sierra Foothills. We'll get in on those bullion shipments from Cerro Gordo yet. They say that robbery is no problem, they pour the ingots so big and heavy no one can carry them off.

Doc Dean

## ROSTER NOTES

Walter L. Mills (Student)  
2431 Valdez St.  
Oakland, California

Donn Pease (Student)  
67A Edgcroft  
Berkeley 7, California

Loris M. McKenney (Life Member)  
636 58th St. Apt. C  
Oakland, Calif. 014 5527

## PASSES-PASSES-PASSES

Several members have private railroads and like to exchange passes. Place an ad in C+S if you want to exchange. D. Johns, Messenger, Weitbrecht, Demmon, Sr., Narcisso, Graf and Schupbach are some who have passes to exchange.

## THE MANILA RAILROAD

by

Sarge McFarlane

The story of American railroading is the story of American history. Our forefathers were practical hardheaded businessmen and a dollar was a lot of money. It is a tribute to the inherent efficiency of the flanged wheel transport system that so much money was raised to set up the transportation empires. These same empires are functioning today in spite of the government attempts to destroy them by discriminatory taxation, subsidization of competition, unrealistic tariff restrictions and requirements for uneconomic services. As the American frontier moved West the iron rail moved with and even preceeded it. The farthest Western Railroad was so far West that we of E:B:M:E:S: consider it a Far East Railroad.

On November 24th, 1892 the Manila Railroad operated its first train from Manila, the capitol of the Philippines to Dagupan. The MRR company celbrated its 71st anniversary last November. The first passenger train was hauled by a Dagupan Class O-4-OT saddle tanker. Today's crack passenger trains are pulled by G.E. diesels that take the traveller on a journey into yesterday. The pride of the MRR is the crack "Bicol Express" which makes the 400 mile trip from Manila to Legaspe in Southern Luzon in a scheduled 19 hours (25 hours is more truthfull). Motive power is a G.E. 1200 h.p. diesel with a homemade cab. The general appearance is that of a miniature F-7 with a flattened nose. The color scheme is orange-yellow with red markings which is carried through on the consist of 23 cars. The passenger cars are a mixture of American and Japanese manufacture and follow the European practice of First Class and Third Class Coaches. First Class is air conditioned and seating compares with typical U.S. coach class. Third Class is seeing life. The hard wooden seats are shared with farmers, pigs, goats, chickens and produce. Passengers are always eating and especially enjoy "baluts" a delicacy garranteed to turn the stomach of the unwary. The aroma of third class is unique, it can be compared to an interurban box but to be really appreciated it must be smelled in person. Out of noseshot the train presents a pleasing appearance. The consist usually leaves Tutuban Station in Manila at 0625 with 20 to 23 cars loaded to the rafters.

Once clear of the city the Engineer opens up to 40mph for about 3 minutes to show what he can do if he wants to. Then the express careens madly along at a reckless 25mph maximum for the rest of the journey. Stops are frequent and rewarding to the railfan. Although the MRR boasts that it is fully dieselized there are plenty of MacArthurs(2-8-2) in service outside of Manila and most of the Narrow Gauge plantntion lines operate steam. Link and Pin couplers are still in use, pulp and rack cars predominate since sugar cane is one of the major products hauled. If you are lucky you may see a Plantation Heisler on the interchange track puffing away as its consist is transferred to standard pulp cars. The versatile Mac-Arthur may be met on the main line hauling a freight drag or switching in a small station yard. The Legaspe line runs through flat cane plantations and coconut forests, tropical jungle and mountains. Pythons and cobras are to be seen sunning themselves on track ballast. In the mountains, security guards are alert, for in the bandit infested mountains of South Central Luzon the Bicol Express has been held up in the best Western traditions.

Approaching the Southern terminus in the early morning sunlight, the early risers have a beautiful view of majestic cloud wreathed Mayon Volcano, rising from the plains. Mayon is considered to be the world's most perfect example of a cone-shaped live volcano and it is a noteworthy landmark. To the dedicated railbuff the old stone railroad station, the 12 active MacArthurs and 2 saddle tankers will represent the high point. Steam engines are kept up with pride and love by their crews and are as clean as oil burners can be. Firemen are always polishing brasswork and express a love for steam that they do not feel for the newer diesels. They like the cleaner and easier operation of the diesels but like us, they prefer side rods and eccentrics. In this love we are one.

\*\*\*\*\*

#### ODE TO A PIKE

Blessing on thee, Pike O' Mine,  
 Thou art my true love---I am thine;  
 Upon thy form I lavish time,  
 Cardboard, brass and turpentine,  
 But when I run thee, drivers slip,  
 Rail joints part, breakers trip.

I toil for hours with iron and solder,  
 To make thee run as thou should oughter,  
 I fuss at thee with hammer and file,  
 In hopes thou'll go for just a while,  
 But when I try to make thee run,  
 Rheostats smoke, transformers hum.

I labor nightly with might and main,  
 So thou shalt not derail my train;  
 Each rail I gauge, each switch I measure,  
 That tomorrow's running may be a pleasure,  
 Yet next time 'round the train doth leave thee,  
 Jumps off the track, anew to grieve me.

I anoint thee with plaster applied Futuristic,  
 Coat thee with paints to look realistic;  
 I spot thee with boulders, cut tiny earth furrows,  
 To make thee look nice for the visitors tomorrow,  
 But what do they say as they look over thee---  
 "Is this to go under your Christmas tree?"

Why can't thou be nice---look right and run,  
 So I could regard thee and find my work done?  
 Why must thou forever be broken, bent,  
 Short-circuited, dilapidated, rent?  
 Still---if thou were a perfect thing---  
 What pleasures would tomorrow bring?

The Model Railroader

EAST BAY MODEL ENGINEERS SOCIETY

HO GAUGE

MAIN LINE OPERATING PROCEDURES FOR PUBLIC SHOWS

By HO Trainmaster, D. L. Cooper

1. Remember this simple chain of command:
  - a. The Trainmaster is in charge of all operation on the layout. During show hours, don't give him an argument. Obey his orders. If you have a beef, bring it up after the show.
  - b. The Dispatcher calls all the shots concerning main line operation. Don't direct train movement from a cab. The Dispatcher has absolute control. **CONSULT YOUR DISPATCHER:**
2. Use the communications systems which are available. All areas of the layout are now wired in by head phones.  
Remember: NO SHOUTING!
3.
  - a. In the event a train, car, or engine malfunctions, remove it from the layout immediately, and deliver it to the dispatcher. Don't hold up operation by attempting to diagnose your problems on the main line.
  - b. Do not work on your equipment on the layout during shows.
4. Remember the main line traffic pattern:
  - a. Traffic on the Red Route moves counter-clockwise.
  - b. Traffic on the Blue Route moves clockwise.
5. Don't make-up trains on the main line -- use the Yards only.
6.
  - a. Except in emergencies, only passenger trains are to depart and arrive from Oakland Terminal.
  - b. Freight trains operate in and out of West Oakland, Richmond and Bakersfield Yards.
7. Also, in the interest of smooth operation, make an effort to return your train to the same yard from which it was dispatched.
8. For smooth trouble-free operation during show hours, let's keep main line trains at a reasonable length: No more than twenty (20) freight forty foot cars, or their equal, twelve (12) 80' passenger cars.
9. Refrain from breaking up main line trains. During three day shows, when different members rolling stock is mixed up, it takes hours to untangle the mess after the close of the show.
10. During public visiting hours, don't just stand around the layout --- do something! Shag trains, spell a man in a cab or take an unoccupied cab. Give a helping hand to one of the Yards.

Remember: **KEEP ALERT!**

**LET'S PUT ON SHOWS ALL CAN BE PROUD OF!**

Clinkers and Sparks  
4075 Halleck Street  
Oakland, California

EAST BAY MODEL ENGINEERS SOC. INC.  
4075 HALLECK ST.  
OAKLAND, CALIF.

MAIN LINE OF RAILING PROCEDURES FOR PUBLIC SHOWS

By HQ Trainmaster, D. L. Cooper

*D.L. Cooper*

- 1. Remember this sign of command:
  - a. The Trainmaster is in charge of all operation on the layout. During show hours, don't give him an argument. Obey his orders. If you have a beef, bring it up after the show.
  - b. The Dispatcher calls all the spots concerning main line operation. Don't direct main movement, that's the Dispatcher's job. Don't have absolute control. **CONSIDER YOUR DISPATCHER.**
- 2. Use the communication system which are available. All signs of the layout are laid in by hand phone.  
**Remember: NO SHOUTING!**
- 3. In the event a train, car, or engine malfunctions, remove it from the layout immediately, and deliver it to the dispatcher. Don't hold up operation by attempting to diagnose your problems on the main line.
  - a. Do not work on your equipment on the layout during shows.
- 4. Remember the main line traffic pattern:
  - a. Traffic on the Red Route moves counter-clockwise.
  - b. Traffic on the Blue Route moves clockwise.
- 5. Don't make-up trains on the main line -- use the yards only.
- 6. Except in emergencies, only passenger trains are to depart and arrive from Oakland Terminal.
  - a. Freight trains operate in and out of west Oakland, Richmond and Haverfield Yards.
- 7. Also, in the interest of accident prevention, make an effort to return your train to the care yard from which it was dispatched.
- 8. For another trouble-free operation during show hours, let a large main line train at a reasonable length be gone that early (10:00).

== CALENDAR OF EVENTS ==  
April 3- Board Meets 9 PM  
          Business Meeting 10 PM  
April 10- Switching and Checkout  
April 17- Show Night  
April 24- Special Meeting  
May 15-16-17- Show Dates  
          ARE YOU READY?

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              Doc Dean  
              Sarge McFarlane

Remember: KEEP ALERT!

LET'S PUT ON SHOWS WITH OUR OWN