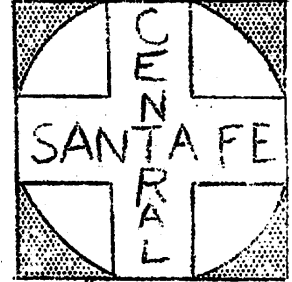


CLINKERS & SPARKS



...DEMMON ROLLS ON

His track was built
With thought and plan,
His engine sturdy
On it ran.

His headlight was strong and true
His bell was loud and clear,
If anything was not just right
He'd say so, and you'd hear.

His life was like the track he built
We each lay out our own -
His engine was himself, you see
In stature, full-scale grown.

Our lines have run with his awhile
Our headlights, with his, shown.
Our engines joined for many a-smile
Our whistles, with his, blown.

But then a sudden bend in rail
Led him from our sight.
He's rolling on a higher trail
For he lived as he thought right.

We all will meet that one last bend
And leave good friends behind.
We will join again, this absent friend
And happiness we'll find.

-- FROM THE VICE-PRESIDENT --

Having been asked by our editor for an article for this issue, I promised to see what I could do. Since then we have learned of the passing of our club president. This issue, then, is a memorial issue, honoring our late president, Harold Demmon.

Harold was a man who devoted most of his life to railroading, both as a vocation and an avocation. Until his retirement, not too long ago, he was bridge Superintendent for the Southern Pacific Railroad. His interest in rail-

(cont. column 2)

roading continued however, in the modeling field, as he was very active in our own club.

We have lost another railroader.

...May he rest in Peace...

Bob Beebe

----- TRIBUTE

A special Tribute to Harold Demmon has been written by his friend of many years, Fred Beach. It is on page two of this issue.

MEMORIAL TRIBUTE, HAROLD DEMMON

Friends and fellow members of East Bay Model Engineers Society feel a deep sense of loss in the sudden departure of Harold Demmon. He leaves us with a rich inheritance of the pleasantest of memories. The charming and warm companion Harold was, will be with us always. Those exquisite intangibles that are the free-exchange of true and genuine friends. The unspoken, but understood thoughts, the twinkling grin of amusement in a moment of levity, the sincere and honest appraisal of opinions, in exchange of conversation, the concentration and devotion, in affairs of common shared interest, these are but a few of the priceless ingredients that add up to real friendship. To all of us, Harold extended just such depths of friendship.

Harold gave freely of his generous intelligence, backed his gift with a broad experience. The depth and range of his knowledge and experience, coupled with his innate ability of simple outspoken expression made his presence in any discussion an all-important cohesive force. His delightful sense of humor, sharp and sometimes caustic wit, with his characteristic spontaneity contributed immensely to the "fun" of Model Railroading.

Harold Demmon was a railroad man. He lived a full life with the problems, amenities and functions of this fascinating, dynamic railroad industry. Through the years that Harold worked for the Southern Pacific Company, he saw and partook of the great transition and re-orientation of that railroad system, from the Golden Days of Steam Locomotives, through the advent of Dieselization, to present-day concepts of products-materials transporting system, involved with pipelines, and highway trucks as well as rail-transport. Harold retired from active railroading two short years ago. Up to that time he ranged over the greater part of the Southern Pacific, a fair portion of each year, in an official railroad business car, S-P 109, as general bridge inspector.

Some thirteen years ago, Harold qualified himself as an active member in the East Bay Model Engineers Society, devoting his participation with us to the Santa Fe Western Railroad, East Bay's extensive O-scale model layout. Even though Harold's activities with us were interrupted each year when he took to his rolling office S-P 109, he maintained his contacts with our hobby by providing himself with a small workshop aboard 109, where he assembled, built and maintained, many fine model locomotives and cars to add to his growing roster of "Sunset Lines" equipment. Over the years, he had assembled a fabulous roster of motive power and rolling stock. Most of these fine models have at some time contributed to the burnish "burnish" of the Santa Fe Western Railroad's heavily worked "steel". All of Harold's model equipment is distinctive. His roadname "Sunset Lines", on all his locomotives, passenger cars, and many of his freight rolling stock were long a familiar sight on the Santa Fe Western.

As we lament Harold's passing on, and the greatly foreshortened "sunset" years of his companionship with us, let us consider a continuing tribute that will do much to keep the delight and pleasure of Harold's spirit fresh with us. It is suggested in honor and memory of an excellent President of the East Bay Model Engineers Society, and a valued and beloved companion and fellow member that the road-name of our Santa Fe Western Railroad be expanded to include the designation "The Sunset Route", as a permanent memorial to Harold R. Demmon.

Fred Beach

**** HO TRAINMASTER'S REPORT ****

This past month or two have been rather active for obtaining some thoughts on how the HO side should operate. In May we discussed the possibility of changing the main line. At this time we agreed that we would operate the layout as a point to point line to gain familiarity with such operation. To date I have not seen this type of operation attempted. The point that I would like to make here is that if the desire of the members is to have point to point operation it must be forced or we will continue in the old rut of a around the circle.

Here is a rough breakdown on the questionnaire handed out last operating night. HO meeting every Friday night-No.19, Yes.2, and Occasionally.2. 8 to 6 for Timetable operation. 5 wanted more operation, 9 felt there was now enough. If the results mean anything, we should scrap the mainline and just have yards. One person wanted to be a dispatcher, 9 wanted to operate the yards, 1 liked both yards and cabs, and 1 admitted he liked all three.

Several new thoughts were offered. One was to rebuild the dispatcher's board along prototype lines, one to extend Poke Chop yard to the other end of the Mountain-Cajon wye, one revising the yard-leads, maintaining the existing mainline to enhance the operating potential; one to relocate the roundhouse to a more conspicuous position, and two members requested that the Oakland board be rebuilt. One member wanted to try the point to point idea, and a final request was to initiate a seniority system for the positions around the line.

I think that this was the best operating night we have had since I assumed the job as Trainmaster. Each and every one is to be congratulated for making this possible.

D. L. Cooper

MIDWESTERN TRACTION MAGNATES**VISIT EAST BAY TRACTION**

A few weeks ago East Bay Traction personnel played host for Messrs. George and Aaron Isaacs, well known (HO) traction executives of Minneapolis. Both gentlemen toured the entire route of E.B.T. and were very favorably impressed by the high standards of construction and maintenance in evidence throughout the system. The new semi-automatic controls of E.B.T.'s trolleys were demonstrated and found ready approval. The entire evening passed most enjoyably and we feel that East Bay Traction now has some new friends.

Since the new controls have been installed, E.B.T. motormen have undergone training in their operation in order to be fully able to understand the new system's potential and improve service to the riding public. We are happy to announce that this training has for practical purposes been completed and the anxious query "It won't move - what do I do now?" is hardly ever heard any more.

Some attention is now being given E.B.T.'s Porterville yard with a view towards improving the landscaping there. Some experiments with various types of soil for fill have been completed.

Otto Pniower

***** NOTICE *****

As part of East Bay Traction Co's plan to improve the reliability of their timetable operation, they are pleased to announce that they have a limited number of openings for part-time motormen and conductors. The job hours are from 7 to 10 on third Friday (operating) evenings. Motormen training will include the opportunity to learn how to use the very successful semi-automatic control panels. Conductors will provide the motormen with line-side assistance. No gandy-dancer experience is required.

G. Sarno

-- HOT BOX --

Suggestions for improving Show Attendance--

1. Prepare special exhibits in clubroom: live steamer operating on compressed; models in show-cases; show movies, display bells lanterns, etc.
2. Furnish tape-recorded sound effects, with a mixture of music.
3. Set up an information booth, and man it with someone who knows the answers and doesn't scowl at the customers.
4. Prepare some form of train operation with a commentary over a local PA system or bull-horn, to indicate that we are interested in telling the public how we operate.
5. Furnish the kids with some inexpensive souvenir, such as a button with "Jr. Engineer", or a R.R. ticket as D. Johns used to hand out.
6. Require that members wear something which will indicate that they ARE members.
7. Prepare more sound and action scenery (such as the circus) to give customers something to look at when trains are not running.
8. Reduce to one show per year. It's obvious by membership attendance that they don't want two. Customer attendance also indicates that the Spring Show is a waste of time. Better one really GOOD annual show than two mediocres.
9. Employ a Sergeant-at-arms, (preferably someone big and nasty) to clear all the fat-chewers and hot air merchants out of the operating areas during the show hours. Customers want action not conversation.
10. Appoint a show committee to implement the ideas, then to be sure of success, give them money manpower, time and enthusiastic support!

J.F. Munro

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AND
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== AUGUST CALENDAR ==

7th Board meets- 9PM
General Meeting- 10PM
14th Operating Night
21st Open to Public 7:30 PM
28th Work Night

Reminder--

PCR meeting at California Central Model Railroad Club in Agnew, on August 9th. Doors open at 10AM, meeting at 1:00.

CLINKERS AND SPARKS

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Writers.....Fred Beach

Bob Beebe

D. L. Cooper

J. F. Munro

Otto Pniower

G. Sarno

Jim Stanley

Coming Next....

HIGH IRON, a report on the newest railroad, by J. F. Munro will be in the next issue, along with the reports from every division which reports to the editor with a contribution. This month was very rich in excellent contributions, and the editor is thankful.

* * "O" GAUGE GOSSIP * *

July's Public Operation Night, after a moderately slow start, was well under way by 8:00 PM.

A subdued crew, well aware of the empty controls at Richmond Yard, the banked fires in all Sunset Lines motive power, the loss of a friendly and dedicated "Rail-roader", put on a generally fine operation for those members of the public present.

More than the normal derailments occurred. Train and yard crews took extra precaution on known bad order track, however the old combination of dirty wheels-bad order track was too overwhelming at times. While most known sections and locations of track problems are being worked over, a memo to Trainmaster Icanberry will be appreciated and filed (not in file 13) and repaired on a regular basis. Perhaps it would be in order to suggest to the individual owner of equipment that all rolling stock should have a general check and cleanup in accordance with operating rules posted.

The "O" Gauge Trolley section is in the midst of a real Summer Slump as most of the group have been away on vacation or job assignments. I.J. Brain, Ed Marshall and Ed Shattuck are working on the Antioch control panel. "IJ" informs me he has come to the conclusion the only solution to years of splice, patch and wear is to tear the whole thing down and make a clean start. A glance at the work ahead would make all but that gang start immediate negotiations with A C Transit or National City Lines.

Most of us have heard, in years past, the weird and fantastic Doppler Effect of a steam locomotive whistle. While common in the mountain areas, it was a rare sound to most of us in the local area. A new sound was with us for a short period during the

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MORE "O" GAUGE

July operation session. The familiar Trombley "Chime and Airhorn" suddenly blasted off with an Adenoid or Stogie Effect. Perhaps due to the fact the regular "seegar" was lit for a change, or because at the time both "O" and "ON3" trains were on adjacent tracks, proved too much for Charlie. The sound was awe inspiring though about as pleasant as a Police Siren in Radar territory.

Roundhouse gossip among Santa Fe western train and yard crews centers on rumors from the Fresno area. Mills Construction and Development Co. reports that members of their road construction gangs have complained they have been the victims of insulting cat-calls, various gestures and chunks of coal all directed towards them by passing S.F.W. train crews.

Santa Fe Western management, in a public statement, disclaims as vicious rumor, all reports of a carload of pickhandles and roofing nails consigned to Fresno. Also the appearance of certain unsavory characters among track gangs in the same area is merely to "beef up" normal track maintenance and to assist in solving the mysterious disappearance of an entire spur at Fresno. SFW has only a normal interest in finding how or why rails, spikes, ties and roadbed disappeared overnight, and earth and grass appear in its place.

OA and E Electric officials report similar track loss, isolating a "Loop" in the area. They can only conclude that a certain construction outfit may know more than one answer to the mystery.

Details on the experimental signal installation at Hanford will follow in a later issue.

Jim Stanley has been "volunteered" into being "O" Gauge Storekeeper and reporter for Cand S. He will appreciate news items and supplies.

Jim Stanley

