



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

October, 1965

Getting Acquainted
Article #2

On Saturday, July 31, your Editor and his Mrs. had the pleasure of greeting a fellow model railroader, Clyde Gerald, who hails from Baltimore, Md. and professes a great fondness for the east, especially the New England scene. Clyde is traveling west to join the group taking off for a tour of Japanese railroading, both model and prototype. On his way to the East Bay he was fortunate in seeing the live steamers near Griffith Park in Los Angeles. He also mentioned being able to see a friend of long standing and seeing his collection of model R.R. equipment dating from the 1915 Panama - Pacific exposition. George and Clyde paid a visit to the East Bay Club, which was for Clyde a very nostalgic visit, as he had not been here since his very first RR convention back in 1947. Afterwards they enjoyed refreshments at the Weitbrechts home.


Needless to say Clyde is looking forward to the Japanese tour. There will be 32 people in all, of whom 17 hail from the west coast, 3 from the Eastern coast and 12 from the mid-central states. They will all be under a very able tour guide, Paul Shamade, who, along with his wife, are active model railroaders. Included on the lucky tourists agenda are a peek at the home of the famous Tenshodo models and a ride on the fantastic rapid train running from Tokyo to Osaka.

Clyde says his own live steam pike is "Three miles from nowhere". Among other things it boasts 1/4 mile of track, a 3% grade, and a trestle which, were it life size instead of 9" gauge, would be some 24 ft. high. The Upton-Clyde RR's rolling stock is all scratch built and includes a flat car, hopper car, gondola car, tank car and a caboose which is the only car for riding. We asked "Uncle Clyde", as he is fondly known, if he had any sage remarks

to offer Live Steam hopefuls. He laughed and said "Yes, be a batchelor, that's the only way there's time to do it". Being a batchelor, Clyde has not only had time for his live steam RR, which has been in the process of being built for some 12 or more years so far, but he has also found time to be an avid conventioneer. The convention in Vancouver BC upon return from Japan will be Clyde's 19th one.

To sum up, we found this fellow model railroader to be a very quiet gentlemanly person. To coin a phrase, he is a "3T" man--Trains, Travel and Tea. Our very best wishes along with those of the entire membership of the East Bay Club go with Clyde on his journey to Japan and back. Bon Voyage, Clyde!!

The Super Skunk



The Weitbrechts (George, Marilyn, Darlene, and George's brother Bob) at long last had a chance to go north and ride the Super Skunk from Willits to Fort Bragg and it is a trip that we will not soon forget. The Super Skunk train is pulled by a 2-8-2 Mikado type steam locomotive. The sound of steam pulling the 4 passenger cars up the grades and hearing the old familiar steam whistle at the crossings certainly is a nostalgic thrill for those of us who love the days of steam. I had the same feeling too when the candy vendor came through selling candy, gum, popcorn and other tempting delights. Being in the last car the cracker-jack had long since been sold out. The train leaves Willits and heads west, almost immediately starting to climb to the summit of the trip at 1,740 ft. From there on it is a gradual decline wandering through beautiful virgin redwoods, over 32 bridges and trestles and through two

The Super Skunk (Cont.)

tunnels. At Northspur the Super Skunk stops to take on water and everyone is treated to a wonderful drink of pure mountain spring water. Among the points of interest which the hostess points out over the loud speaker is a spot where you can look down from a verh high wall and see the track where you will be only a few moments hence, and a horse shoe turn which offers amateur photographers like us in the rear car a chance to take a picture of the engine up front.

We returned from Ft. Bragg to Willits on the deisel powered yellow Skunk which stops to pick up local passengers who have been camping along the route. Every one had a fine time, arriving home tired but happy.

Live Steamers' Open House

Your Editor also went out to the Golden Gate Live Steamers Club in Redwood Park on Sat., Sept 11th and was able to get inside and see and take some close up pictures of the live steamers and their engines. They put on a very good show with rides for the children and they seemed to attract quite a crowd. They have have three different systems of track; a 3/4 scale, a 1" scale and a 1 1/2" scale. I saw some of the same engines shown in the article written up in the San Francisco Chronicle of September 5th, and others not pictured. It seemed almost impossible that some of the smallest ones could actually be pulling the weight of a grown man around.

President's Desk

Next month, October, we are to have our annual fall show. Let us all pull together in a cooperative manner and put on a show that we can be proud of.

One way that we can accomplish this is by having out rolling stock and motive power in "A1" shape. This means couplers at the correct height, centering and knuckle springs that work properly, wheels that are free of dirt and shorts. You'd be surprised

how much dirt can accumulate in the flangeways of the track switches too. It doesn't take much dirt to cause a wheel to rise off the railhead. On short wheel base engines many of them will stall because of this condition. Check your motor brushes and lightly oil the bearings and lube the gear boxes. A few minutes time spent on your equipment now will prevent unnecessary trouble during the show.

Another spot for some attention is the layout where dirt, old lumber, discarded wiring and the like have settled. Get it cleaned up now and you won't have to stumble over or through it on show days.

On show days, it doesn't look good to have tool boxes, or what have you, sitting on top of the lay out. If you have equipment breakdown set it out on a "had order" track and leave it alone until after closing or put it back in your train case.

A friendly reminder to the smoking members of the club: Please do not smoke except in the club lounge. This applies to our monthly show nights as well as our annual 3 day shows. There should be enough personell available to spell you for 15 minutes or so while you take a break.

One last note to the trainmasters: Get your schedules in order as best you can. Let's have as smooth running a show as possible this fall

Bob Beebe

A further note from the Editor:

Let us all get more into the spirit of the club by remembering to wear our railroad caps. Most of us do it is true, but there are a few how forget and on show nights this prevents those who would like to ask questions from recognizing us as club members. Not only this, but the hats add a great deal to the feeling we give to the public.

Dreamliners Visit Eastbay

August 31: More than half of those people taking the Dreamliners Tour to Vancouver for the

Dreamliners Visit Eastbay (cont.)

national convention visited the club this evening. Rather short notice arrangements were made by club Vice-President, Bill Reynolds. Bill met the late arriving Shasta Daylight at the 16th Street Station and welcomed the tour to Oakland.

This evening many club members made their cars available for shuttle service from the station to the club. Other members were on hand at the club to operate their equipment and show the visitors around. Among the visitors was retiring NMRA President, Bob Brinkman and his son, Craig.

Club President Bob Beebe wishes to thank all who gave of their time, on such short notice, to make an enjoyable evening for all concerned.

PCR Vice President Paul Franke, Bob Beebe, and Clark Bailey saw the group off from the 16th Street Station when their three-car special left with the Fast Mail to Ogden at 10:30.

Coast Division Meets at San Mateo

September 12: The quarterly meeting of the Coast Division of the Pacific Coast Region met today at the Peninsula Model Railroad Club facilities at the San Mateo County Fairgrounds. The meeting was called to order by Clerk Bob Dupont at 1PM. Joe Walker, Public Relations man for the PCR, made a motion to issue certificates to all modelers entering any contest in the Coast Division, even though the entry failed to win a first, second or third prize. After some discussion, the motion was voted on and passed with a dozen or so opposing the motion.

An achievement award from the NMRA was awarded to Eric Bracher, of the California Central Model Railroad Club. Congratulations Eric on a job well done.

Eastbay was represented by a dozen or more members in attendance. Among those present were President Bob Beebe, Vice-President Bill Reynolds, former secretary Dwight Johns and former president and long-

time trainmaster Bill Schupach. Bill Armstrong, Coast Division Auctioneer, handled more than 150 items during the auction that followed the meeting.

The model contest that was held during the day drew entries in structures, cars and cabooses and steam locomotives. Your reporter failed to get the names of the winners but I'm sure the winners know who they are. To those who didn't win, there is always next time.

October Calendar

1st-----Board meets at 9pm
Business meeting at
10:00pm.
8th-----Work night-prepare for
fall show
15th,16th,17th---three-day open
house.
22nd-----Work night
29th-----Work night (Movies?)

Clinkers and Sparks

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