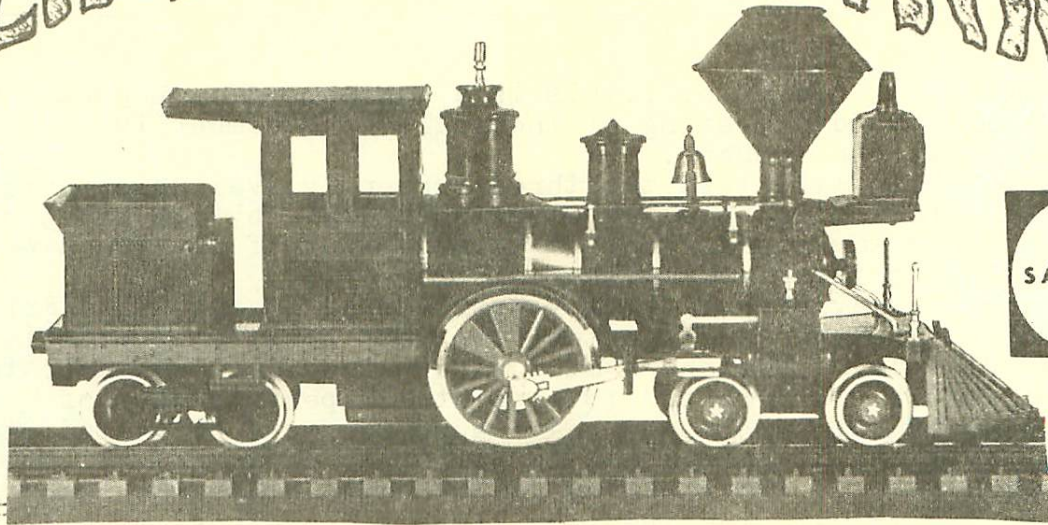


CLINKERS ^{A/D} SPARKS



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Our Fifty Year History.

As we begin the year 1983, our club is beginning its FIFTYETH year of operation, quite an accomplishment by any measure. Not many organizations can claim to have been in continued existence for such a lengthy period, particularly when "existence" depends on voluntary support from its members.

Yes, we have Dues, and they are not voluntary, but the time and effort needed to make a model railroad "run" reflects the true dedication of several generations of members since those few men got together in 1933 to form an organization of modelers that evolved into East Bay Model Engineers Society.

It is very possible that our longevity is due in no small part, to the sympathetic landlord who, over the years has made our home available to us at very moderate cost, and we should all be very grateful to the Santa Fe Railroad for this. However, "time and tide wait for no man" (or woman) and we all know that we are at a fateful juncture in our long history. We have only two choices, Move to a new location or find a way to stay where we are, in either case we are faced with a very large outlay of money, time and effort, there is just no other way out.

If we become afraid of the prospects of either eventuality, we will not survive, but if we look back at our Fifty years of existence and take strength and dedication from the example that has been set for us then we will surely survive and go on to record many more years of fellowship in this truly fascinating world of Model Railroading.

As we come to the end of our first "Half Century", let us ALL make plans to complete the second half, we most surely can do it.

H.O. Report

By Ken Harrison (Ed note....this is a synopsis of a report to all H.O. members)

At a well attended meeting of the scale on December 17, the following was decided on by the members.

1. All members will take the three currently available tests (General familiarisation, Rules and Dispatchers cab) by January 31st 1983
2. No member may operate on the third Friday of any month without having passed the three available tests.
3. No member may operate at any position as of the third Friday in April 1983 without passing the test for that position. Effective immediately, Dispatchers must have passed the available tests.
4. Trainmaster is directed to appoint a Superintendent of Stores in whose charge the storeroom and scale supplies will be vested (members Cockle and Smith have volunteered to fill this position)
5. Trainmaster is to appoint a Road Foreman of Engines who will develop a system to rate the tractive effort of engines, he will record this information and act as arbitrator in the event of disputes, (Tom Panas has accepted this position)
6. To remove cab five from its present location and install it as cab two (Bill Armstrong and Rick Blake in charge of this)

Further decided; the scale will not undertake any further projects until Oakland is finished and the cab is moved. Constuction of a helper terminal is favored, together with the walk around controlls for drifting engines back to their terminals, but this was put off until "in progress" projects are completed. The steam service project is to be returned to the club and re assigned. N.O. push-buttons are to be installed at each mainline switch by each roadmaster in his area

(Editors note....Ken Harrison was elected to serve as Trainmaster for H.O. for 1983 keep up the good work Ken!!!)

N. Scale Report

By Ray deBlicek

The 1983 stockholders meeting of the Santa Fe Eastern resulted in the re-election of Trainmaster Ray deBlicek with Ray Smith gettin the vote for assistant.

The Board of Directors is in the process of finalizing plans for fiscal 1983, and it is anticipated that allocation of funds for the completion of Santa Fe Eastern will be made.

Due to an electrical short, the controll system was incapacitated by a melted relay, but thanks to the quick work of the electrical department, the whole relay system was replaced in three short weeks and traffic was back on schedule for the big holliday rush.

Legal action is being considered against the giant Santa Fe Central for alledged industrial espionage, this is the result of alledged sly and underhanded wooing away of the affections of Randy Eustice together with the wealth of confidential information in certain books he took with him.

From the Editorial and Production Staff

Please accept our apologies for the late delivery of your magazine, this was caused by tremendous pressure from the domestic engineering department over the completion of some paint brush projects.

Dont forget the sujestion box for any ideas you may have for the good of the club, your written contributions are most welcomed.

If you have something on your mind or want to buy or sell an item that would interest our members, please jot it down and see Malcolm Wallace. or put in the sujestion box. This publication is for YOU.

December & January Business Meetings

A very good turnout was made by the membership for our December meeting, when the principal item on the agenda was the election of the clubs officers for 1983. The result of the election is as follows;

President.	Jim Arkin	Vice President	Mike Coustier
Treasurer.	Ed Marshall.	Secretary.	David Graybeal.
Director.(2yr)	Craig Austin	Director. (1yr)	Bill Byron.

As President Elect Jim Arkin had one more year left to serve as a Director, a special election was held to fill this term.

Our January business meeting was not as well attended but proved to be as enjoyable as usual, being well peppered with wit, humor and the usual more ribald comments unique to model railroaders.

It was pointed out that our December one day show was well attended, and special note was made of the fine job done by publicity chairman Mike Coustier, for the great coverage the magazines, radio stations and local newspapers gave to the event.

During the show, the club held a raffle with two model trains obtained by member John Holms, and the winners were, Ed Bielfelt of Sanoma and Jim Byron, son of member Bill Byron.

Also mentioned at the meeting was the outstanding job Mrs Ann Coustier did in the snack bar..... allways plenty of coffee and delicious snacks ready for worn out engineers and re-railers not mention John W. Public who swelled our coffers both at the door and at the snackbar.....Ann took care of raffle ticket sales also, and by her presence caused the language in the office area to take on a more moderate tone.

The first item of new business was the instalation of "New Officers" at wich time out-going President Malcolm Wallace handed the gavel to the very popular Mr Jim Arkin.

F.L.A. News

By Cliff Marks.

The great locomotive switching moves mentioned in the november issue went very well with articulated #4 handling several heavy moves. The expected lift of F.7 #918 car body is awaiting the loan of some shop trucks on which to place the body once her own trucks have been pulled for the instalation of traction motors.

Shay #12 is recieving more attention and a concerted effort could have it in operation by April or May. Some re-piping is being done, both inside and out. The cab will be relined with new wood interior, the backhead has been wire-brushed and painted. Exterior paint removal and de-greasing continues. The three cylinder engine will be run slowly for several hours to allow new bearings in the crankshaft to find their natural level --material from any high spots gradually migrating to fill in the low spots, then bearing adjustments will be made before any full power operation.

Ex Amtrack lounge car "Whitefish Lake", on loan since last June from owner Great Western, left the Museum in early December after a small rock slide was cleared, slide clearance and tie and rail replacement to the south permitted operation down to the old terminal in December, for Januarys operation, Quincy R.R. #2 and California western #M-200 will be in service

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 Editor and Publisher Malcolm Wallace, 361 Heavenly Place MARTINE. Ca 94553
 Guest articles are actively encouraged and welcomed (415)227 2781

Member Profile

By Malcolm Wallace

James Stewart Arkin

What better member could we feature this month than our brand new (and first time) President Jim Arkin.

Jim is a true native born Californian, having lived all his life in the Golden State. He was born on March 3rd 1942, in Richmond Ca, just in time to see Uncle Sam get steamed up for World War II. At this time Richmond was a city alive with military shipbuilding and Jim can remember all the trucks and trains that hauled in the vast quantities of raw material to keep the industries humming along.

All of Jim's schooling was completed in California and he fondly remembers Alverado Grammar school and Furtola Junior High. While in the process of acquiring his basic education, Jim got to know a young lady named Barbera and they "went steady" in the years Jim attended El Centro High and Contra-Costa Collage, where Jim majored in Business.

All this time, Jim's father was earning the family bread at a company called Bucket Mart, which furnished the wide variety of buckets needed for excavation equipment such as back hoe's, bulldozers and the like, so it was quite natural for Jim to spend time around the plant and in fact get a summer job working with his Father.

On completion of College, Jim asked "The BIG question," and Barbara said "YES" and took the bold step of becoming Mrs Jim Arkin, They now are the parents of Jeffery (16yrs) and Mathew (14yrs).

The title "President" is not new to Jim, as he is the President of his own company, It seems that Bucket Mart was placed on the market by its parent company and Jim (an employee) was faced with the choice of "Quit" or "Buy" so Jim being quite confident of his management skills, decided to buy the place, and a very good move that turned out to be as the company is now almost Fifty years old and one of the fringe benefits it gives to its President is, quite frequent travel with time to chase trains in varied parts of the country,

Our new President has been involved in Model Railroading since his high school days when he had a small layout in the basement of his home, he joined our club in 1973. and he has served the club before as Trainmaster of H.O. and as a Director.

361 Heavenly Place.
MARTINEZ Ca 94553