

# CLINKERS & SPARKS

FROM THE ASHPIT

FROM THE TROLLEYWIRE

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

Volume 29

November 1962

Number 11

## O GAUGE GOSSIP

The Fall Show is behind us. Everything operated very well until Sunday, when we had a big fat short in block #6. Seven volts of AC current became crossed with our propulsion power and we were at a standstill. While the rest of the crew operated as best they could, Paul Icanberry, Fred Beach and Bill Williams worked and sweated, and sweated some more, until they finally located the short. After that, operating again became normal.

Three tracks were replaced in the Mojave yard in time for use during the show. Getting them ready required several hours of overtime labor, but we agreed it was worth the effort. Work will proceed in the yard. When finished, there will be a main line, three passing (or holding) tracks, a house track, and several industry spurs.

Work now on the agenda includes completion of the Oakland Passenger Yard, and repairs to tracks in Richmond Yard. It is also hoped to have industry tracks at Fresno, Hanford, Bakersfield, Stockton and Richmond, so that cars may be destined to some place. There will be local control panels at several spots, so that it will be possible to operate local freights and passengers from Richmond to Bakersfield and return, and from Barstow to Bakersfield and return. The old trolley wye at Bakersfield has been included in the program, so that this turn around service will be possible.

(Cont'd. on Page 2, Col. 1)

## THE DAY THE RAINS CAME

A small band of men came together for enjoyment and relaxation. There should have been more, for the need was great. The others were stayed by the rains. Those few who came left with sadness in their hearts.

On the weekend preceeding the October Show, the town of Emeryville suffered its worst flood. The waters rose to within 6 inches of our floor on at least three occasions as the tide went in and out. It left behind, better than half a foot of mud and debris on the surroundings.

As far as is known neither the building nor the layouts received any damage. But several of the members, and the club funds, suffered considerable loss. The high waters invaded most of the autos parked near the building that Friday night. The resulting damage ranged from a disagreeable odor to total loss, in one case. The town of Emeryville removed the mud from our door (and some of our "paving" as well); but they are expecting us to reciprocate to the tune of about \$100.

This unexpected expense, plus low attendance, due in part to pessemistic rumors, resulted in poor show revenue. Approximate profit: \$300. Compare with last May: about \$500; and last October: about \$1000.

In spite of a minimum of last minute maintenance and trouble  
(Cont'd. on Page 2, Col. 1)

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The official publication of the East Bay Model Engineers Society, Inc., Oakland, California. Published monthly and distributed to all members without additional charge.

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The management of this publication is open to comments from its readers, but it should be noted that by its very nature error will inadvertently be included for which the management will accept only token responsibility. Thus, present editorial policy dictates that corrections, retractions, etc., will be held to a minimum.

THE DAY THE RAINS CAME (Cont'd.)

shooting, the operation was very creditable. Customer reaction was favorable. The few that came had enough appreciation of what they saw to watch with great interest. There was very little aimless milling about. The club certainly owes a debt of gratitude to those few who helped to make the show as successful as it was.

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O GAUGE GOSSIP (Cont'd.)

We were short handed during the show. There were enough people to do the necessary duties, but there was no time for extensive rest periods.

One of the new cabs was used during the show. By next show, all should be in place. Those familiar with it appeared to have no difficulties.

Chuck Troubley and John Hill have found time to touch up some of our scenery. They will continue to work on same.

If we can have enough help, we plan to do more practice operating. It should be possible to allot about one hour each week to operating, besides the third Friday operating night.

(Continued at night)

The big Bill Williams Circus made the show. There were a few bugs to eliminate, but they were excusable as Bill has been very short on time. As soon as he has the rolling stock working perfectly it will be a big attraction. Many favorable remarks were overheard from the customers.

The parking of members' autos away from the building during show hours seemed to be a big hit with the customers, and only a slight bother to the members. It is suggested that the same thing be done in the future, and also on third Friday nights. At 10:00 o'clock the cars may again park next to the building.

The campaign to have rolling stock inspected and stamped has been a success. There have been very few cases of trouble caused by shorts through couplers. There were still problems of uneven coupler heights, too tight coupler knuckles, and tight side clearances on trucks. Let's keep after these defects. It can be a success. Some of the equipment operates with no trouble. Don't forget to clean the wheels. Dirty wheels also cause derailments. Accumulation of dirt can make a flange non-operating.

Have Bill Reynolds show you some of the lettered car sides he has produced by the silk screen process. He did a very commendable job. H.D.