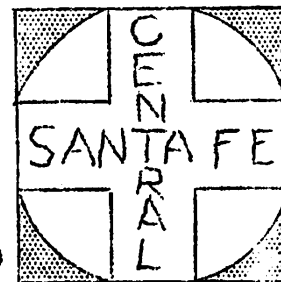


# CLINKERS & SPARKS



EASTBAY MODEL ENGINEERS SOCIETY, INC. 4075 HALLECK ST. OAKLAND, CALIF.  
Volume 31 August 1964 Number 8

## -- FROM THE VICE-PRESIDENT --

Last "Operating Night" was as successful, financially, as the July Show. Donations amounted to over \$12. Those members who were in attendance know whether their particular show was successful or not. I realize that many members are away on vacation and cannot be available all Summer long. The September Show will see the return of the Ticket Agent, and, I hope, an increase in attendance.

While on the subject of shows, it was pointed out to me that some members were observed smoking, either in the cabs, or in the yards. The visiting public, on entering the club, are faced with "NO SMOKING" signs everywhere they turn. The need for this restriction is obvious in a wooden building such as ours. This restriction also applies to the membership. If it is absolutely necessary to smoke, have someone take your place so you can have your smoke in the lounge. The guilty members know who they are, so no names need be mentioned.

THE OCTOBER SHOW is not too far away now, and there is still quite a bit of work to be done. By publication time, the caboose should be completed inside and out. I, J. Brain has checked around regarding the cleaning of the drapes. It seems there is only one outfit in the Bay Area that can clean and fireproof the material. The rate is \$.10 a square foot. With the quantity of material we have, that would amount to a sizeable sum.

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## CALENDAR

AUGUST	29	workday
SEPTEMBER	4	Board Meets 9 PM Business Meeting 10 PM
	11	Operating Night
	12	workday
	18	Show Night 7:30 PM
	25	worknight
OCTOBER	2	Board Meets 9 PM Business Meeting 10 PM
	3	workday
	9	Operating Night
	16, 17, 18,	SEMI-ANNUAL SHOW
	23	worknight
	30	Movies

## MORE V P REPORT...

An idea occurred to me after the last meeting, regarding the publicity of the coming three day show. I would like to know the feeling of the club about an additional drawing card for the show. My idea was to have a door prize awarded each night of the show; the prize would be a gift certificate, donated if possible, for \$2 or \$3. I will bring the idea up at the next board meeting for discussion.

Before closing, There is one more item to be added to the "Must Repair" list. It seems that the coffee urn has a rusting leg, a leaky spout and water input valve. Does anyone have an idea about repairs or replacement?

Bob Beebe

## "O" GAUGE GOSSIP

The month of August has seen the beginning of a comprehensive plan to improve the general appearance and operation of the "O" gauge section.

Under Trainmaster Icanberry, many operational defects in track and electrical systems have been eliminated. Many were minor in nature, however under public view, on operating night, the results were embarrassing.

The former "empirical" system (word furnished by Ed Hurtado) has proven to be of little value in track or electrical maintenance.

Fred Beach has worked over the lead switch to Richmond Yard. His Hudson Loco has a definite "Nose" for bad track and if Fred cleans up the track so it can get through, anything on the layout can follow.

I wonder how many of us have taken the time recently to watch the valve gear, on the above Hudson: True to prototype, the valve linkage actually shifts into proper aspect before either forward or reverse movement.

Fred Holt, with assistance from Paul Icanberry and Dave Merrill, should have three color signals operating on the Hanford double track area by August operating night. This is the start of a major project that will end with the entire main line covered by both track and cab signals. Color light, position light and semaphore signals will be used in separate sub-divisions.

Charley Trombley, by working "overtime", will have a larger amount of the ON3 lines in operating condition this month. The switch Charley has installed at the new trestle, over the "O" trackage, is worth seeing. The points, frog and rail are joined with scale bolts that give a complimentary appearance to the trestle that is being constructed to "pure" scale dimension and load factors.

cont. col.2...

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Jim Stanley

## NOTICE

Submit any new addresses, phone and ZIP numbers by Thanksgiving, because a complete new roster is planned for distribution in Dec.

MORE "O" GAUGE GOSSIP...

John Hill has been back for the past several weeks, and working along with Dick Mills has brought about some more scenery improvement. Dick Mills is to be complimented for cleaning up the "Dust Bowl", between Fresno and Hanford, by removing the sand filler and replacing it with road and "soil".

It is possible that I.J. Brain's threat of "mayhem", directed toward the Antioch control board, has made its point. Brain, Crock, Marshall and Shattuck have all contributed effort. The board has lost its resemblance to a spaghetti factory explosion. At present trains can be operated through the Antioch loop and over the mountain.

The Richmond roundhouse area has a large development planned around Bill Williams Circus. Plans include city streets, streetcar trackage, business district to be centered around the Circus Ground. A scale ball park and "Carney" will alternate as a feature attraction with the circus. This will take the services of most of the "O" gauge group. Bill has the feature attractions either built or in construction. A later article will explain how all this can be crammed into the small section along with a new method of building a city

Jim Stanley

## HIGH IRON

The newest railroad built in the United States is located at the Oroville Dam at the entrance to the Feather River Canyon. It is seventeen miles long and is already in use for hauling fill for the world's biggest earth-fill dam, which will eventually require 165 million tons of earth and rock.

Rolling stock consists of seven General Electric U25C diesel electric locomotives and 180 steel gondolas. The operation is unique in several ways.

Forty cars are made up into unit trains pulled by a pair of U25's connected in multiple unit. At the loading site, a semi automatic loading station fills a complete forty car train in eight minutes by loading ten cars simultaneously. The train advances three times in the course of the loading operation.

At the Oroville operation the cars are emptied in pairs by a rotary car dumper without uncoupling the cars. One end of each car is equipped with a National Castings Rotary Type F coupler. Special rotary connectors on the train air line are located on the inner end of the shank of the rotary coupler. This permits inverting the cars without disconnecting the air lines.

All locomotive couplers as well as the couplers at one end of each of ten gondolas are equipped with National Automatic train line connectors. The unit trains are assembled so that there is one of these specially equipped cars at each end of the train. The remaining are equipped with conventional air hoses. The special connector also has electrical contacts for energizing a solenoid valve that opens the train line on the head end car. This replaces the conventional angle-cock. Each locomotive is also fitted with a remote uncoupling device.

It is possible for one man to handle all coupling and uncoupling operations from a set of controls in the engine cab.

In operation, the locomotive pulls its forty car train through the loader and makes the twelve mile trip to the dumper. It is uncoupled automatically and moves to the other end of the train, where it is coupled automatically for the return trip.

Is anyone interested in modeling this operation? We already have the automatic coupling problem licked in HO gauge.

J. F. Munro

SECRET

The second railroad built in the United States is located at the  
Orencia and the entrance to the Feather River Canyon. It is  
located about four and a half miles in the low valley of the  
Orencia River, which will eventually become the  
main line of the Pacific Coast.

Within a few miles of the entrance to the Feather River Canyon  
the Orencia and the Feather River Canyon are located in the  
vicinity of the Pacific Coast.

For many years the main line of the Pacific Coast  
has been the main line of the Pacific Coast. It is  
located about four and a half miles in the low valley of the  
Orencia River, which will eventually become the  
main line of the Pacific Coast.

The Orencia and the Feather River Canyon are located in the  
vicinity of the Pacific Coast. It is located about four and a  
half miles in the low valley of the Orencia River, which will  
eventually become the main line of the Pacific Coast.

The Orencia and the Feather River Canyon are located in the  
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