

From "The Model Craftsman"  
Predecessor to  
"Railroad Model Craftsman"

July 1941 Report on the  
First Public Show  
At Halleck St, Emeryville, CA  
May 23-25

**LARGE CROWDS VISIT  
EAST BAY RR SHOW**

By JACK COLLIER

The East Bay Model Engineers Society Annual Show at the club's new expanded quarters, 4075 Halleck Street, Oakland, California, rang down its curtain, May 25, after a three day show unparalleled in the history of this famous club.

Under the able guidance of Earl Fancher, past president, and Dr. Ed Scudder, president, the club secured a warehouse on a lease from the Santa Fe Railroad Company. The lease was signed a year ago, and the club members immediately started preparing for the show. Jim Munson, chairman of the show did a wonderful job in securing publicity, door prizes, commercial exhibits, besides filling his office as vice president. The Santa Fe railroad cooperated to the fullest with posters and general aid in publicity in the traffic offices. Advance ticket sales were before the public, and the members did a fine job with the advance. Phil Johnson, secretary, reports that close to two thousand people passed through the doors. The tickets were printed as railroad passes with a ten cent service charge. The tickets were

punched, and the bearers kept them as souvenirs.

Let's take a trip through the exhibit. Entering the main door, a view of the entire O-gauge layout comes into full view. A finely detailed double track bridge is the first thing to catch the eye. This is in the center of the scale mile straightaway, one of the big features of the immense layout. Operating on this layout, against the background scenery of the Santa Fe exhibit at the Golden Gate International Exposition, donated to the club by Santa Fe, were many prototype trains. Not the least of these trains was the Santa Fe "El Capitan,"

loaned to the club by Pomona Valley Model Supply Company and Collier's Hobby Shop. The features of this train are well known to model fans.

In the opposite direction, and passing the El Capitan, was a mixed freight, pulled by the club's own Pacific. This famous engine of the club, was built by Walter Brown and is now going through the final touches of detailing by Earl Fancher. Alongside the club quarters is the Oakland passenger terminal of the Santa Fe, and Earl is copying the detail work directly from a Pacific which stands at the terminal every night. At times during the show, this freight was double headed with an SP Mountain type. Passing to the right in a counter clockwise manner, the display of the Mountain View Model Company was the next thing to be seen. Ray Waller was on hand to explain the models of his own manufacture, consisting of a 4-6-6-2 flat faced cab-in-front mallet, 0-6-0 switcher and a Union Pacific Challenger 4-6-6-4.

Above Ray's exhibit stood a beautiful bridge built from C. H. Bessey's precision shapes in wood. At the end of the O-gauge layout is the start of the mountain division, and one of Rollin Lobaugh's 4-6-6-4 Union Pacific Challenger articulated mallets was shuttling up and down the mountain with a long freight in tow.

For the moment, we leave the Santa Fe Western, which is the O-gauge name, and are greeted by a lighted sign telling us we are to now see the Santa Fe Central, which is the HO-gauge name. You can see from these names that the boys think a lot of the Santa Fe. A left turn is made, and the full mile straightaway is right in front of us.

Operating from cab controls, the entire layout is one mass of trains in this miniature gauge. Bob Hannah, Bill Elliot, and the Messrs. Finch, Linnell, Brooks and Hunt are acting as engineers, switchmen and yard masters. In the car line could be seen everything on the real railroad—and even a little bit more. M. Dale Newton was on hand and one of his Oregon and Nationwide road cars was in one of the freights.

Let's get a little further on and see the colored moving pictures being shown in the club meeting room. This room was arranged to hold about 75 people and the shows were full every time. The scenes depicted were along the Santa Fe trail, and in most cases were from the country back from the main right of way and of places not seen by the average tourist. After the movie show, you pass into the Commercial Exhibit display room. Handicraft Hobbies handled this as well as a guessing contest to determine the number of O-gauge ties in a fish bowl. A dollar merchandise order was to be the prize for the ten coming closest. M. Dale Newton came all the way from Los Angeles with his line of cars and accessories. Collier's "Toys For Men" display included kits and built up models from all the manufacturers of model railroad equipment, shown in a lighted show case backed by a blue corrugated background.

In the center of the commercial display room was a table for larger free

lance models. Earl Fancher had his 1/2" scale B & O and Bill Wilkie displayed his 1/2" Key system which was very popular. Russ Arnke's Royal Scot in O-gauge was on display, and the interior detail of this train would catch anyone's eye.

Leaving this room, we come back into the main O-gauge room again. Here Ev Greer and Phil Johnson were handling the operation of the south end of the layout. Club members were recognizable by the orange official badges. A public address system was used to good advantage and kept the guests informed about the train schedules, operation, and all other details of the show.

Coming back up the east side straightaway we again meet Mr. Les Parks, the General Traffic Agent of the road. Les' very fine Timken locomotive was on display at the door.

Sunday night the drawing took place right on time, and the lucky ones went home with kits and merchandise orders put up by commercial displayers and by the club as well.

During the next year, the club expects to move ahead as it has in the past and complete the layout according to the plans—which were down in fine shape before a nail was driven. Scenery will be put in and blended to the \$5000 background from the Fair. It is the hope of the society that the show created some new enthusiasts, and that all the men over twenty-one will contact the club and become more interested. The club will have guest nights during the year, and information may be had by calling the club officers.

The picture accompanying this article shows Club President Dr. Ed. Scudder, Ex President Earl Fancher and Vice President Jim Munson also chairman of the show, driving a spike at the completion of the HO layout. The two locomotives in the ceremony are the Bowker built by Dr. Scudder and the CP Huntington built by this writer. In the foreground is seen another of the writer's engines in the form of a Western Pacific AC No. 253.

Other members who contributed to the show but not previously mentioned were the Messrs. Swansick, McKenney, incidentally a 3/4" fan as well as O-gauge, Anderson and Gillette and son. The splendid attendance at the show by the general public shows the interest that this form of pastime creates. Next year, I believe the club will show great progress, and when the doors open again, I'll be there to see it and tell you about the results.