

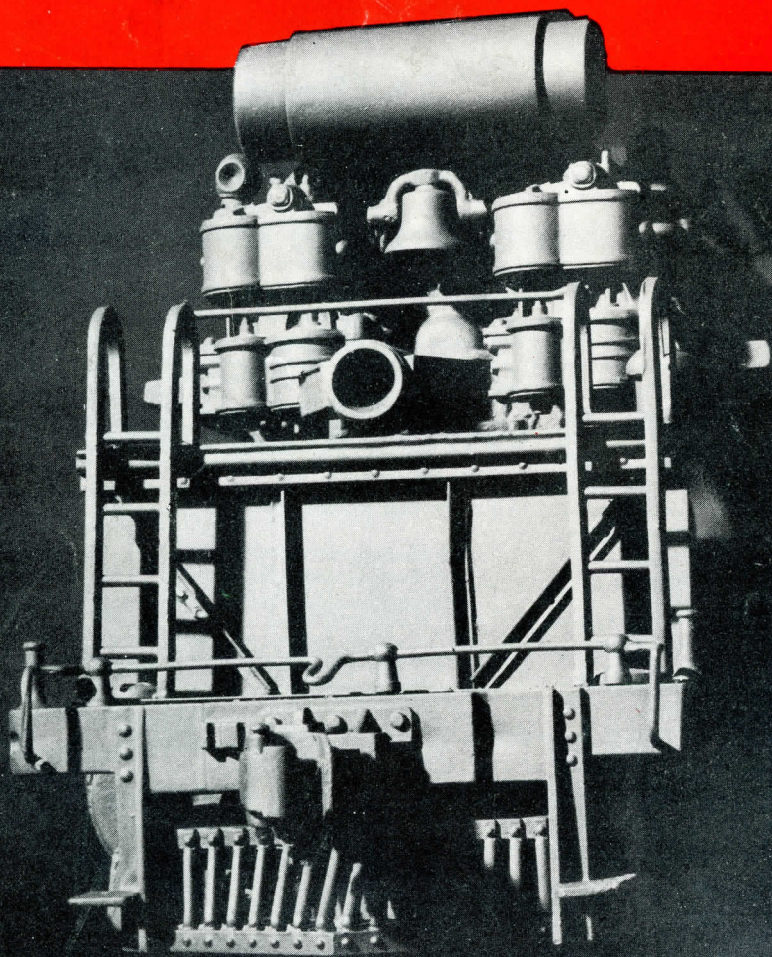
The O'Gayer

JULY 1950

Vol. 1 - No. 6

15¢

FOREIGN 25 cents



★ New Horizons

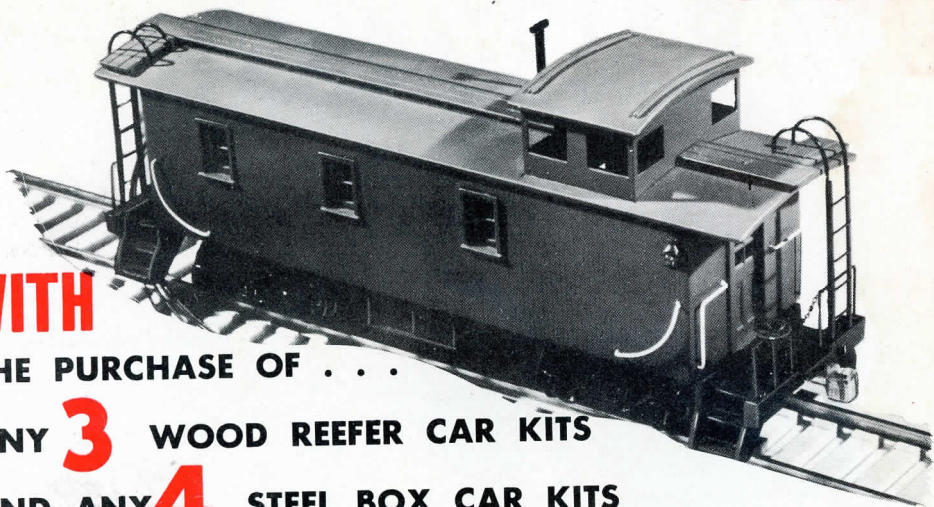
★ GMC Repair Dept. Speaks

★ Semi-Scale Tinplate

★ All In 10' x 10'

G.M.C.

CABOOSE KIT \$1.00



WITH

THE PURCHASE OF . . .

ANY 3 WOOD REEFER CAR KITS

AND ANY 4 STEEL BOX CAR KITS

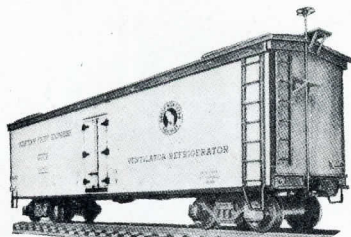
A NEW GMC CABOOSE — A "MUST" FOR EVERY O-GAGE LAYOUT. Here's what the kit contains; one-piece underframe including steps—tapped for trucks—drilled mounting to floor. Diecast windows and door frames, marker lanterns with jewels, real chain for platform, roof milled to shape, stamped cupola, scribed sides, ladders and many extras. Easily constructed with exploded parts plan provided.

ANY 3 WOOD REEFER KITS

Made just like the prototype with scored wood sides and with the beauty durability and perfection of "Photo-Color". Styles available:

- Pacific Fruit Express (Catalog #3560)
- Western Fruit Express (Catalog #3561)
- Lackawana Reeper (Catalog #3562)
- Dry Ice Reeper (Catalog #3563)
- Rath's Black Hawk Ham (Catalog #3564)
- Morrell's Pride (Catalog #3565)
- Fruit Grower's Express (Catalog #3566)
- Burlington Reeper (Catalog #3567)

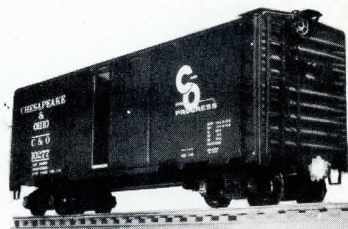
Priced at \$2.85 per kit — Less Trucks



ANY 4 STEEL BOX CAR KITS

Choose from the beautiful "Photo-Color" sides listed below:

- Pacemaker Box Car (Catalog #3620)\$3.25
- Union Pacific Box Car (Catalog #3621)2.95
- B & O (Red) Box Car (Catalog #3622)2.95
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- Pennsylvania Box Car (Catalog #3624)2.95
- Burlington Box Car (Catalog #3625)2.95
- Seaboard Box Car (Catalog #3626)2.95
- Lackawana Box Car (Catalog #3627)\$2.95
- C & O (Old Style) Box Car (Catalog #3628)2.95
- Nickel Plate Box Car (Catalog #3629)2.95
- N. Y. - N. H. & H. Box Car (Catalog #3630)2.95
- Canadian Pacific Box Car (Catalog #3631)2.95
- B & O Sentinel Box Car (Catalog #3632)3.40
- Roberval Saguenay Box Car (Catalog #3633)3.10
- C & O (New Style) Box Car (Catalog #3634)2.95



When ordering kits, be sure to specify name and catalog number and whether for scale or tinsplate use. Car kits less trucks.

The O-Gager

Editor
Joseph R. Matthews

Staff
Employees
GENERAL MODELS CORPORATION

EDITORIAL

"THANKS"

It is a long established fact that on a certain Thursday in November, a day is set aside to give thanks. We have also been told that traditionally, model railroaders are non-existent in the summer time. On both of these subjects, the reverse is true. We are actually so busy now working on current orders that it is making our job of preparation for the fall that much more difficult. But for this we offer our thanks. However the thanks we offer to you are manifold.

We thank you for an unprecedented volume of business such as was undreamed of.

We thank you for tremendous response to subscription for the O-Gager.

We thank you for the thousands of wonderful comments about the magazine and our products which you made when you sent in your subscriptions.

We thank you for your patience, understanding and cooperation where there have been unavoidable delays in shipping due to the unprecedented volume.

We thank you for the pictures and articles you have sent in for the O-Gager and the many suggestions for editorial matter.

We thank you for making it necessary to employ more people and helping us to prepare even greater things for the future.

Yes, for these and many other reasons, each and every employee of General Models gives you, his thanks.

COVER

No, it's not real; just a closeup shot of GMC's new 2-6-6-4 Articulated "speeding through the night." Complete details on this model railroader's dream on page 9.



Vol. I

No. VI

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Joseph R. Matthews, President and Treasurer . . . John R. Rockwell, Secretary

NEW HORIZONS

by LEE JOHNSON

In either the golden sun of summer, or the white snow of winter, outdoor model railroading is possible.

Last month we told you about the construction of an outdoor layout and how the GMC test layout was constructed. In concluding the article on outdoor railroading this month we are going to tell you about operation and maintenance.

Model railroad operation outdoors requires maintenance the same as the prototypes or even indoor railroads, altho outdoor maintenance differs to a great degree from that of indoors and in some respects closely approximates prototype. Biggest dangers are washouts and obstructions getting on the track. Washouts as such will not actually occur if the basic principles of construction are followed as we gave them to you last month. However, in the early months there is bound to be a certain amount of "settling."

The "settling" will happen where the larger stones on the trench seat themselves from the constant weight of trains and where the ground is soft from rain or snow. In time, tho, "settling" is at a minimum. When it is necessary to adjust for settling, you will find that a small amount of lime-

stone screen pushed underneath the transite will raise it to the proper level and that this

adjustment can be quickly made. Remember too, that an adequate amount of limestone screen on the shoulders of the transite base will be of constant aid because it will serve as a preventive of shifting.

If by chance you have chosen a section of ground that is inclined to flood and not drain properly, then you will want to dig irrigation ditches to carry this water off. At all times keep in mind that it is desirable to keep the roadbed "dry" even in the wettest weather. By this is meant, keep water from standing in the right of way trench and making whatever provisions are practical to carry it off.

Actually operation is little or no different from that of indoors. You may find more en-

joyment from seeing your trains operate in the rain or in the bright sun with real grass and earth as the natural setting instead of artificial mountains of plaster. At any rate, from this point you are on your own and ahead of you lies "New Horizons" for you can continue to make your road grow and

and expand your trackage in the wide wonderful outdoors.

COMING

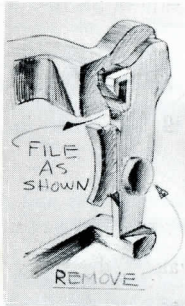
The September issue of "The O Gager" will be of the utmost importance to every modelrailroader, either scale or tinplate, who finds his pleasure in O gage. This issue will be a large one containing the complete catalog of all General Models products as well as a complete parts list. All current products will be illustrated and described in more detail than ever before. New products will be announced. There will be interesting articles on how to get more enjoyment from your model railroad. You will get all this in the September issue PLUS—

A listing of O-Gage locomotives and car kits made by other outstanding O-Gage manufacturers. Many of these manufacturers will combine their advertising efforts in the September issue to bring you illustrations of their products. Remember all of this will be in the big September issue of "The O Gager." Tell your friends about "The O Gager." Do your part to make "1950 the Greatest Year in O Gage."

SEMI-SCALE TINPLATE

The Atwater Diesel is the unit we are adapting to tinplate operation in this article. This locomotive, designed as it was for industrial model purposes, makes an absolutely ideal tinplate scale replica when a few minor changes are effected.

FRANK C. LIBUSE



In working up our Railroad Empire, we never lose the desire for "something better." The Atwater F-3 Diesel is just that; however, it was designed for scale operation and in using this unit on tinplate track, a few minor concessions must be made before it will operate effectively on short radius turns and tinplate switches thus

achieving the Semi-Scale classification.

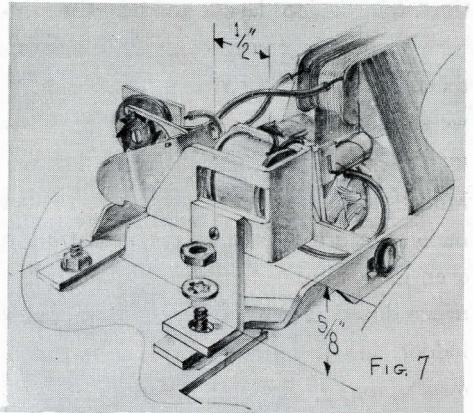
The superstructure or the body is built in the manner prescribed for both scale and tinplate with one exception—the couplings and automatic uncoupling wire form details. The dummy coupling furnished should be drilled with a #42 drill $\frac{1}{8}$ " from the end of the coupling. The two pads are then filed off and the coupling installed with the screws provided.

The next note concerns the trucks themselves. The 40" tinplate wheels provided have deeper flanges than the scale wheels and therefore it is necessary to file the truck end bar holding boss as shown in the first sketch.

Next, file the knock-out boss behind the brake shoe assembly also as shown in the same sketch. These operations permit the wheel flange to turn fully. One other adaptation is the omission of the air brake cylinder front or the removal of the tank front back to where it becomes conical in shape. This permits the trucks to turn as sharp as is necessary to follow the track without the cylinder binding on the steps. The sequence reverse switch location is shown in the second sketch along with the method of installation. (Drill and tap or solder the bracket to the sequence reverse frame.)

For the wiring data, see the sketch on page 6 of the May "O Gager." This sketch shows the schematic diagram of the wires. Actually, the wires should be only as long as necessary to reach from contact to contact.

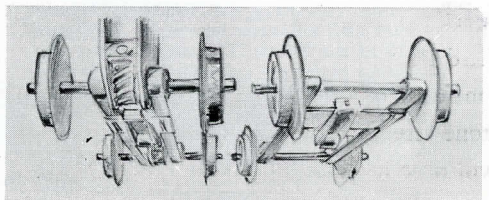
In the event that a hand-operated drum switch is to be used rather than the sequence reverse



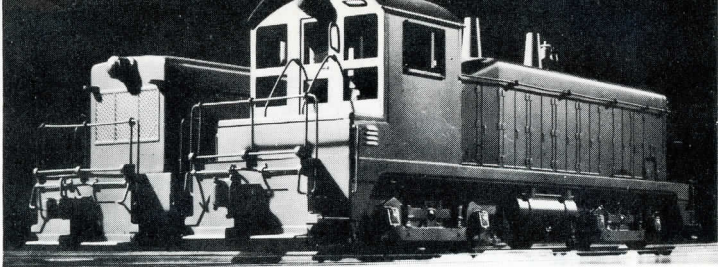
switch, a suggested location for the switch is between the fuel tanks, with the arm protruding from between the tanks to show direction. A drum hand reverse switch is no more than a double-pole double-throw switch. Also, either of the stacks—intake or exhaust (steam jack) could be used as a switch.

The installation of the third rail pickups is illustrated in the last sketch on page 5. These third rail roller pickups were designed to be used with either of 2 wheel centers; 2" and $2\frac{1}{4}$ " and for both power and dummy trucks on both centers. A separate roller pickup for both the dummy truck and power truck is necessary. The reason for this is to smooth out the rough operation and stalling over switches and crossings.

These contacts are attached as shown below, snapped over the axle in the dummy and snapped over the bearing in the case of the power truck. The lead wires should be soldered to the brass roller holders, the wire lead through the hole provided.



G.M.C.



REPAIR DEPARTMENT SPEAKS . . .

by CLARK JACOBS

Here we power a GMC dummy 1000 HP Diesel Switcher with the new 8 wheel equalized drive assembly, (or four, if desired), or convert the old type vertical mounted power truck to this new drive system.

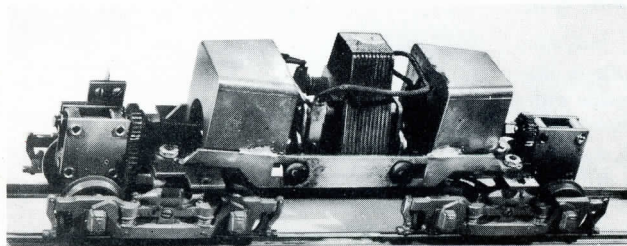
Many letters have been received requesting more information on how to install the new power system to the Diesel Switcher bodies that GMC made available as an anniversary special.

Installing the power units becomes a simple job, as the entire powered chassis can be built up and

is installed in the motor mounting rails and the rails are now tightened to the floor plates.

Assemble large end of rear transmission unit with the splined or slotted end over the shaft of the small gear transmission unit and file the pin in the shaft flush with the larger slotted shaft.

This keeps the pin from hitting against the kingpin of the truck bolster in the final assembly. Now the power transmission axles are fitted into the truck sideframes then fastened to the truck bolsters. (Repeat assembly for rear truck if it is also powered, if not, assemble dummy truck to rear floor plate.)



used prior to installation. Shown above is a $\frac{5}{8}$ " stack D.C. motor, scale, 8-wheel-drive chassis ready for installation.

To power the chassis with the full 8-wheel-drive, both the power transmission unit (#1440 for scale; #1442 for tinplate) and the auxiliary transmission unit (#1441 for scale; #1443 for tinplate) are necessary. However, for the four-wheel-drive installation, only the power transmission unit (#1440 or #1442) is necessary.

Remove power and dummy trucks from Switchers to be converted. Also, before installation of new drive the rear exhaust stack holding switch should be removed leaving only the exhaust stack itself. The bulb assembly and couplers are also left untouched.

Now for the chassis assembly. First, the brass motor mounting rails are assembled to the floor bolster plates loosely, brass floorplates are used in the tinplate kit to ground the body and plastic plates are used for two-rail scale to insulate trucks from the body, mounting the sequence reverse switch bracket and sequence reverse as in Figure 7 on page 10 of the March "O Gager." Next, the motor mounting plates are assembled to both ends of the motor and the flexible shafts are put on the motor shaft and keyed in place. The rubber grommets are then pressed into the motor mounting rails and the motor, with flexible shafts attached,

To assemble the power transmission unit to the chassis, insert the square end of the flexible shaft

into the power transmission unit and enter the truck kingpin into the floorplate, add washer and fasten in place with "C" washer.

For the tinplate switcher, follow the wiring diagram in the sketch on page 6 of the May "O Gager"; for the switchers to be powered with direct current, run a wire from one truck side frame of the front truck (put wire under, or solder to brass sideframe nut) up to one motor lead then back from second motor lead to opposite truck side frame of the rear truck, making certain that the insulated wheels on the power truck are on the opposite rail to the insulated wheels on the dummy truck.

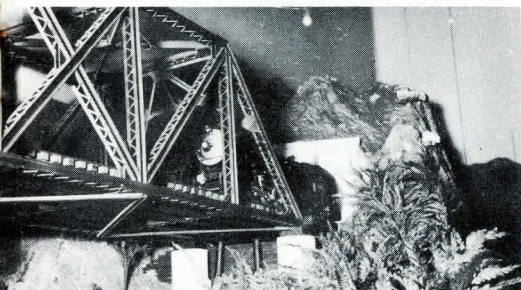
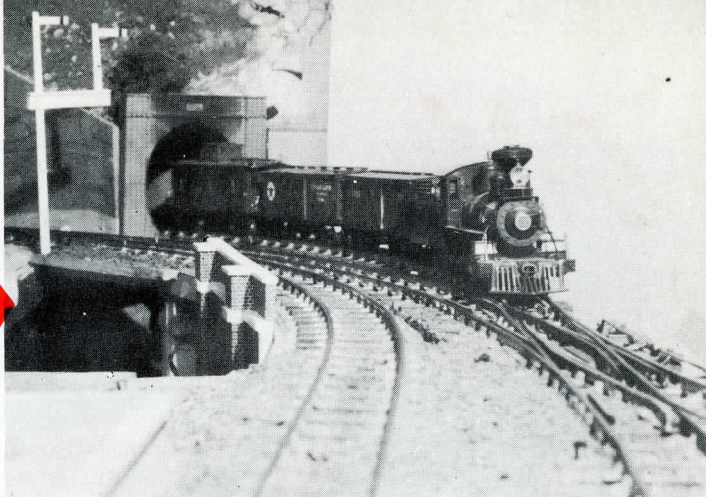
In the tinplate switcher, you now wire to your roller pick-up assemblies and snap them over their respective axles or bushings. There should be a roller pickup assembly for each truck.

After completing the wiring as shown in the sketch, run the chassis free of the body for a check and run-in. Lubricate motor bearings and gears freely with #90 Transmission Oil. It is the best we've found as it clings to the gears and does not fly off.

After testing unit, solder the lead weight or weights as shown in the above photo. However, before doing so, position them and try the chassis in the body to make certain you have sufficient clearance and that the motor mounting rails are bent to the proper shape to permit chassis to fit up into the body without binding.

ALONG THE *G.M.C.* MAIN LINE"

Here's one of the "oldies" of the Central Pacific of California just entering the English Division. Notice the left hand operation and the British practice of suspending the rails on individual rail chairs. From Ulrich B. Graff, San Francisco, California.

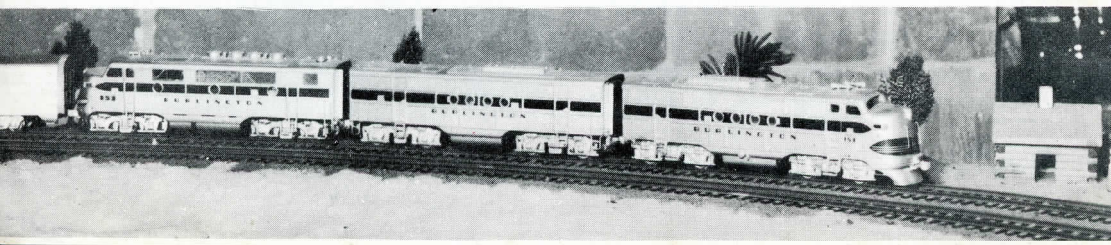
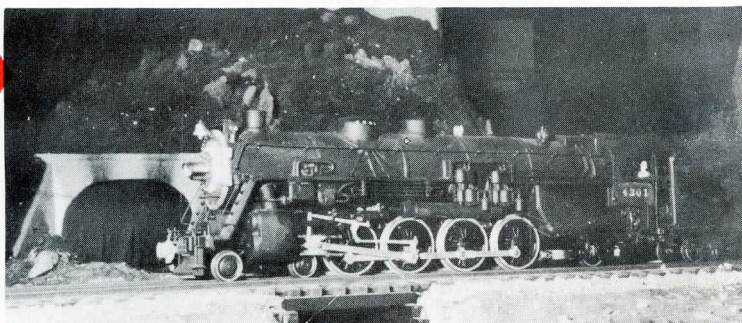
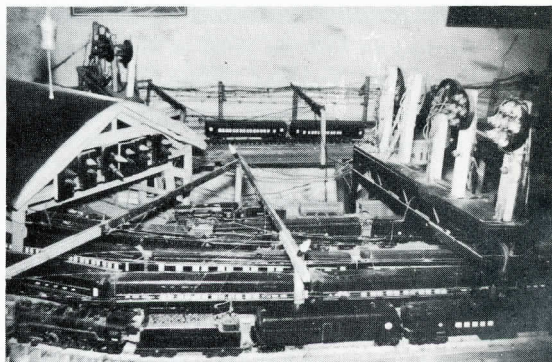


Obviously a railroader with a flair for signalling and control, Robert Peters of Shippensburg, Penn., has assembled this layout which would put to test the abilities of a railroader less gifted in electrical wiring procedures.

Another shot of the South Shasta Line's #4301 Mountain type passing "Robber's Roost." G. A. Humann, the engineer, claims his GMC Mountain is a quiet, powerful performer.

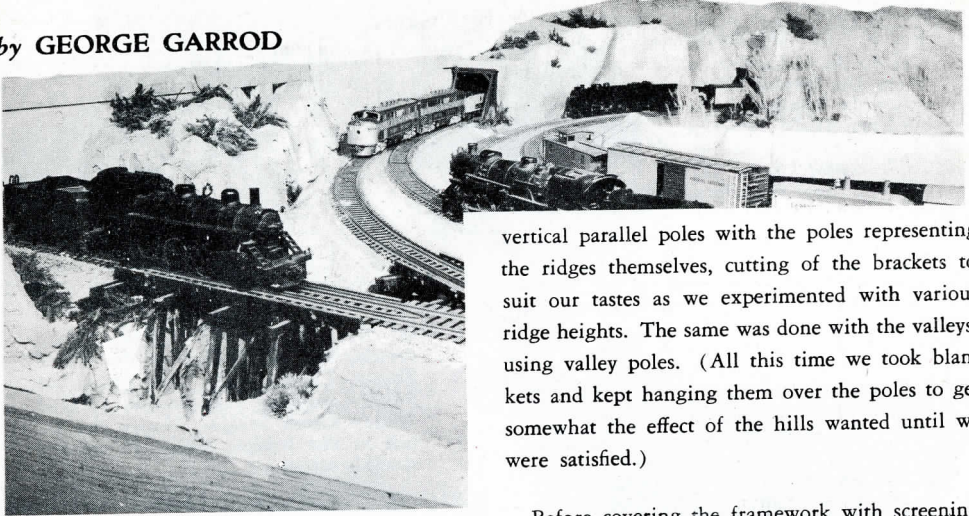
Bernard Corbin of Red Oak, Iowa sends this photo of his A-B-A rounding a curve. The first "A" unit and the "B" unit are built from Adams castings. The rear unit is a GMC F-3 Atwater "A" unit. All units carry GMC power trucks.

G. A. Humann of Tehama, California, General Offices of the South Shasta Lines, sends this photo of #4301 crossing the double tracked Willow Creek bridge. Notice the detail of the bridge, which is quite a sizeable structure.



AND ALL IN 10'x10'

by GEORGE GARROD



Carrying on with our series on how we build our own GMC Traveling Display layout 10 feet square, this month we are locating and building the mountains and gullies.

In the final location of the hills or mountains, we used as many optical illusions that we could think of. Notice that the single track tunnel shown above seems to be angling off toward the left or off the table. The cliff or cut built up alongside of it also helps to carry out the idea that it tunnels deep into the mountain.

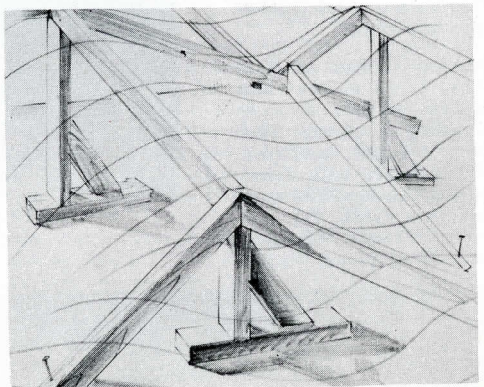
In the rear of the platform we take advantage of the natural imagination of people and create two ridges running almost parallel to the back with a valley between into which the two sidings seem to disappear. Thus, the question comes to mind—How deep could the valley be and how far back can the sidings run? The ridges imply that the trains certainly do not run in that narrow space behind the lowest point in the ridge (but they do).

The ridge locations established, the construction is next. We built the simple brackets shown below, all of equal height. Nailing the brackets at random along the ridge line, we joined the

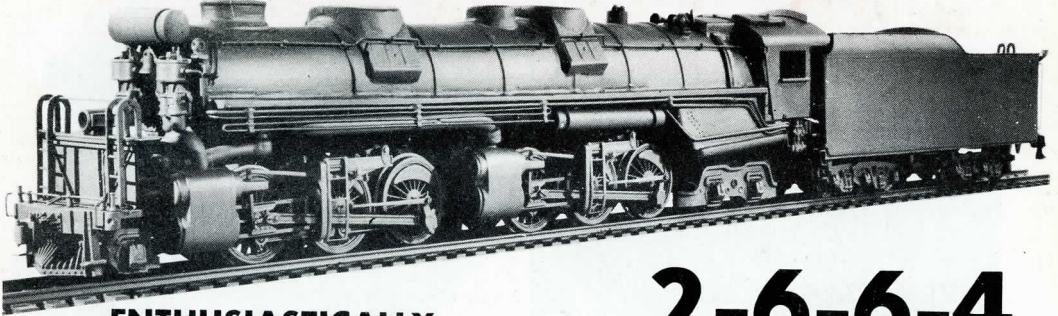
vertical parallel poles with the poles representing the ridges themselves, cutting of the brackets to suit our tastes as we experimented with various ridge heights. The same was done with the valleys, using valley poles. (All this time we took blankets and kept hanging them over the poles to get somewhat the effect of the hills wanted until we were satisfied.)

Before covering the framework with screening, we ran into a buy which we are passing on to you. (See ad on Page 14.) We used nylon screening as it is terrifically strong and is dielectric, along with being easy to pull on the bias for fitting into gullies and over ridges. With the nylon screening nailed to the ridges and valleys, we stuffed paper or forced blocks of wood under the "ridgepoles" to break up the contours and create more interesting and realistic shapes.

Next issue of "The O Gager" will cover the fastening of the nylon screen, application of the plaster and the construction and location of foliage.



ARTICULATED



**ENTHUSIASTICALLY
RECEIVED**

2-6-6-4

The G.M.C. 2-6-6-4 Articulated announced in the June issue of the "O Gager" was enthusiastically received by purchasers and hundreds of interested readers. At the time this advertisement is being prepared over one half of the allotment of one hundred have been sold.

This is a reminder to those of you who are still debating that you had better send in your order now for the finest locomotive kit ever made. Simply fill out the coupon below and send it in with your deposit (minimum of \$10.00). Your order and deposit will be acknowledged and a shipping serial number will be assigned to you. Shortly thereafter, you will be notified when shipment will be made, and then you can make arrangements to handle the balance in any one of three convenient ways—cash, G.M.C. Time Payment, or the popular G.M.C. Lay-Away Plan.

- Width 3".
- Draw Bar pull 42½ oz.
- Type of drive—GMC free rolling worm.
- Motor: General 200 series, either DC or AC-DC.
- Boiler construction: Super detailed Adams casting.
- Drivers: 70" Cadmium plated steel rims. The six rear wheels drive as the entire weight of the boiler is supported on this set.
- Couplers: Monarch automatics.
- Detail: Boiler is super detailed with many little extras cast right on.

- Overall length (front coupler to tender coupler) 29"½.
- Overall length, locomotive alone 19".
- Minimum radius 36".
- Weight of Locomotive 11¼ lbs.
- Height 3⅞".

Here is the locomotive that has the massive appearance and brute force of the prototype. It's the dream locomotive of every 0 gage model builder. It's the answer to the model railroader who wants only a beautiful mantel piece or to the one who wants the best pulling a long string of cars around his pike. Don't delay, send in your order today. Be one of the one hundred proud owners of the finest locomotive kit ever put on the market, and remember it's priced from fifty to seventy-five dollars less than pre-war models.

COST: KIT COMPLETE WITH TENDER \$125.00

GENERAL MODELS CORPORATION

P.O. BOX 66
WHEATON, ILLINOIS

Date

Gentlemen:

Check

deposit

Enclosed is Money Order in the amount of \$ as my payment in full

on the GMC 2-6-6-4 Articulated. Please acknowledge receipt of this order, and advise me of my order number. I should like to have a AC-DC motor.

DC

Name

Address

City State

Hurry! Hurry! Hurry!



**LAST CALL FOR
G.M.C. "88"
\$1000.00
PRIZE CONTEST**

Still Time to Win Valuable O Gage Equipment

88 prizes

1st prize	F-3 Diesel A-B-B-A Units, all powered	Value	\$165.00
2nd prize	F-3 Diesel A-B-A Units, all powered	Value	127.00
3rd prize	F-3 Diesel A-B Units, all powered	Value	73.00
4th prize	Mountain Locomotive and Tender	Value	65.00
5th prize	B&O Train Set	Value	59.50
6th prize	F-3 Diesel Train Set	Value	55.50
7th prize	Pacific Locomotive and Tender	Value	47.50
8th prize	Diesel Switcher Train Set	Value	42.50
9th prize	Atlantic Locomotive and Tender	Value	39.50
10th prize	B&O Ten-Wheeler Locomotive and Tender	Value	38.75
11th thru 49th	39 Box Cars with Scale or Tinplate Couplers Your choice	to Value	3.40
50th thru 88th	39 Reefers with Scale or Tinplate Couplers Your choice	Value	2.85

Still time to enter G.M.C.'s "88" contest. Midnight August 31st is the deadline, so you'll have to step on it. You won't want to miss this two-way opportunity to win choice equipment for your O Gage pike and help G.M.C. set the signals to give you and other O Gagers the kind of service you really want.

This contest was prompted by a sincere desire to know just what our new direct-by-mail sales policy means to you so we can improve our service. That's why we're seeking your frank opinion, pro or con, in not over 88 of your own words.

Remember there are 88 valuable prizes. Only five simple rules to follow. Time's getting short so you better swing on to the main line right now. Read the contest rules carefully, get an entry blank, then write and mail your entry today.

Read These Simple Rules

1. Get your entry blank. Official entry blanks are furnished one to a kit and with every purchase of parts, etc., amounting to \$2.50 or more. (Equipment that you will likely be ordering in the next 88 days anyhow.)

You may enter as many times as you wish, but each entry must be submitted on an official entry blank or reasonable, accurate facsimile.

2. In 88 words or less finish the following: Here's what G.M.C.'s new sales policy means to me . . .

Give us your honest opinion . . . your reasons for liking or disliking the policy.

Example: G.M.C.'s new policy has enabled me to stay with O Gage, which I much prefer because of greater realism and detail. I thought I was blown-up when my dealer said G.M.C. was going to sell direct. But the big G.M.C. catalog came. The merchandise was beautifully illustrated and clearly described. Much of it my dealer had not stocked

anyway. The low prices took my breath away. Orders were filled promptly, actually better service than the local man's. Thanks to this new policy I'm in O Gage to stay.

3. You don't have to like the G.M.C. sales policy to win. Entries will be judged on the basis of sincerity and aptness of subject matter alone. Use your own words . . . literary style won't count. Judge's decisions are final. In case of ties, prizes will be awarded to the entries bearing the earliest postmarks.

4. Mail your entries to The G.M.C. "88" CONTEST, Dept. C-2, P. O. Box 88, Wheaton, Illinois. Contest begins June 6 and ends midnight, August 31, 1950.

5. All entries become the property of G.M.C. and none will be returned. G.M.C. shall have the right to publish all prize-winning entries with or without editing, and including names and addresses of winners. Employees of G.M.C. and their advertising agency, and members of their families shall not be eligible to participate in this contest.

HERE'S IMPORTANT NEWS!!

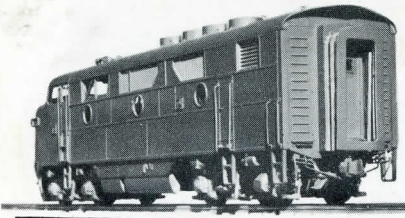
The September issue of "The O Gager" will contain General Models Corporation's complete catalog. All items offered by GMC and GMC Sales & Service, in addition to a complete listing of parts, kits and related items offered by all manufacturers serving the O Gage industry will be included. It's a red hot item; one that every model railroader will want to have. The September issue will be your "Source Of Supply" and should be handy to the Purchasing Agent of your layout for information concerning all items you need to make your line just the way you want it.

If you are not already a regular subscriber to "The O Gager," send in your subscription TODAY and, in addition to guaranteeing yourself the September catalog issue, receive an official entry blank to GMC's "88" Contest described above, with the chance of winning one of the 88 swell prizes. If you send in your \$1.00 before July 31st, it will be applied to your next purchase of \$5.00 or more. After July 31st the \$1.50 subscription rate prevails.

Mail your subscription order, enclosing a stamped, self-addressed envelope (so that your contest entry blank will be sent to you) to "The O Gager," Department B-4, General Models Corporation, P.O. Box 66, Wheaton Illinois.

GENERAL MODELS CORPORATION

O-GAGER



EMD DIESEL SWITCHER

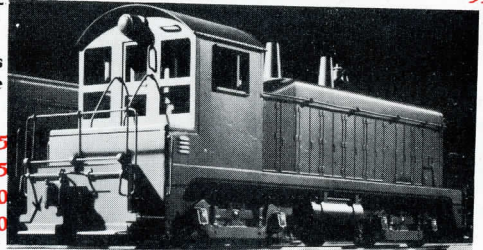
The most popular of all postwar locomotives is GMC's 1000 hp. Diesel Switcher. Now available at now low prices.

Scale (4 wheels powered) Cat. #40	\$19.95
Tinplate (4 wheels powered) Cat. #42	20.95
Scale (8 wheels powered) Cat. #41	26.00
Tinplate (8 wheels powered) Cat. #43	27.00

ATWATER F-3 A DIESEL UNIT

Designed for operation on either scale or tinplate, this is the must loco for all pikes. And only with the ATWATER F-3 do you get perfect scale.

F-3 A Unit: unpowered, scale (Cat. #1000)	\$22.25
F-3 A Unit: powered, scale (Cat. #1015)	32.50
F-3 A Unit: unpowered, tinplate (Cat. #1002)	22.25
F-3 A Unit: powered, tinplate (Cat. #1016)	33.50



POWER TRANSMISSION UNITS



GMC Power and Auxiliary transmission units are designed for 1 3/4 to 2 1/2 in. wheel center trucks. Units include motor and mounting accessories. (Auxiliary transmission units are less motor.)

Scale (1" motor) Cat. #1425	\$12.00
Scale (3/8" motor) Cat. #1440	12.00
Tinplate (1" motor) Cat. #1427	13.50
Tinplate (3/8" motor) Cat. #1442	13.50

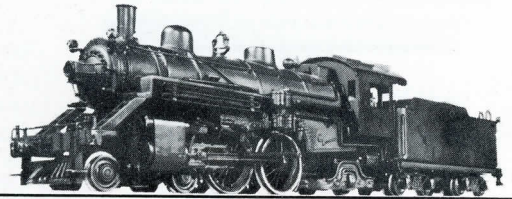
AUXILIARY UNITS

Scale—to be used with 1425, Cat. #1426	\$6.50
Scale—to be used with 1440, Cat. #1441	6.50
Tinplate—to be used with 1427, Cat. #1427	6.50
Tinplate—to be used with 1442, Cat. #1443	6.50

ATLANTIC 4-4-2

Complete Kit (Cat. No. 5)	\$39.50
Mechanism Kit (Cat. No. 6)	23.00
Boiler Kit (Cat. No. 7)	12.50
Tender Kit (Cat. No. 4)	6.50

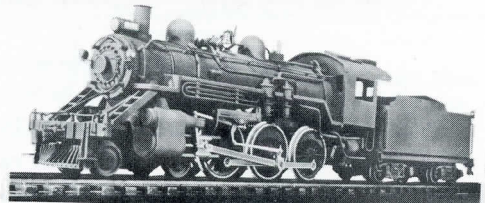
Available on GMC Time Payment Plan with \$18.00 down and \$8.50 per mo. (3 mos.).



TEN WHEELER 4-6-0

Complete Kit (Cat. No. 1)	\$38.75
Mechanism Kit (Cat. No. 2)	22.50
Boiler Kit (Cat. No. 3)	12.00
Tender Kit (Boiler No. 4)	6.50

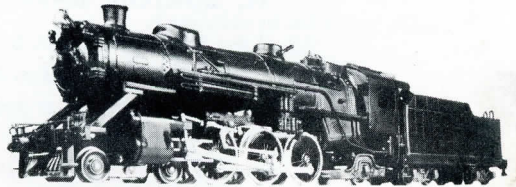
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PACIFIC 4-6-2

Complete Kit (Cat. No. 10)	\$47.50
Mechanism Kit (Cat. No. 11)	25.50
Boiler Kit (Cat. No. 12)	15.50
Tender Kit (Cat. No. 13)	9.00

Available on GMC Time Payment Plan with \$22.50 down and \$10.00 per mo. (3 mos.).



MOUNTAIN 4-8-2

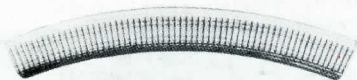
Complete Kit (Cat. No. 17)	\$65.00
Mechanism Kit (Cat. No. 18)	33.75
Boiler Kit (Cat. No. 19)	20.50
Tender Kit (Cat. No. 20)	13.25

Available on GMC Time Payment Plan with \$26.50 down and \$15.00 per mo. (3 mos.).



Available Through

G.M.C. SALES & SERVICE



CURVED SECTIONS

Circle	Price	Circle	
36 Radius	\$ 5.95	48 Radius	\$ 7.55
38 Radius	5.98	52 Radius	8.08
40 Radius	6.28	56 Radius	8.80
42 Radius	6.60	60 Radius	9.43
44 Radius	6.90	68 Radius	10.68
46 Radius	7.23	72 Radius	11.33

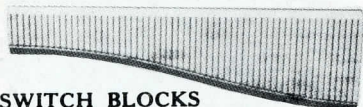
SUPERFLEX SECTIONS

Per foot \$0.30



STRAIGHT SECTIONS

24 Inch Pieces Per Foot \$0.23
 36 Inch Pieces Per Foot21



SWITCH BLOCKS

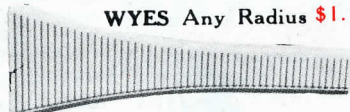
For No. 4 \$1.15
 For No. 6 1.20
 For No. 8 1.25

BRIDGE BLOCK

12 inch \$0.50



WYES Any Radius \$1.15



CROSSOVER BLOCKS

For No. 4 Switches \$1.20
 For No. 6 Switches 1.30
 For No. 8 Switches 1.40



SCALE-CRAFT IS BACK

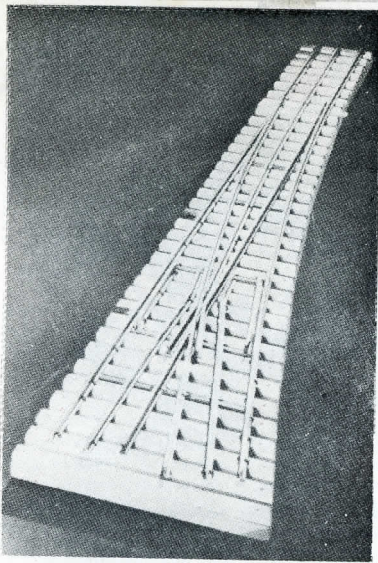
Yes, Scale-Craft is back home in Illinois and is back in production. Once again the famous quality products from this pioneer model railroad company will be available to you and under the capable direction of

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N. BURTON BARR, VICE PRESIDENT

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SCALE-CRAFT



48 Inch Radius Inside 3rd Rail Switch

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At long last a great need is filled for those model railroaders who use Lionel or Gargraves track. The Bob Peare Engineering Corp. now offers kits to fill this need. Kits that include: ties, fish plates rail, spikes and a template with instructions. Particularly advantageous is the fact that these switches have a 48" radius which will permit greater speed without tipping. Get several today

48 in. radius switch R. or L.	\$ 4.50
48 in. radius Wye	4.50
Single Crossover Kit, 4 in. track centers	9.75
Scissors Switch Kit, 60 in. radius ...	19.50

BUILT UP CROSSINGS

To match Lionel and Gargraves Track

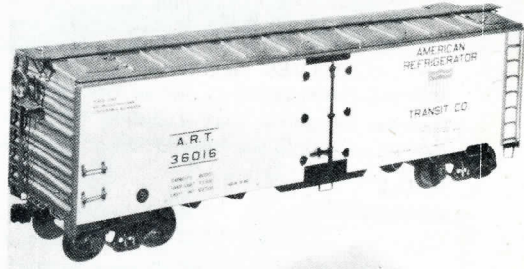
90 degree crossing	\$6.00
45 degree crossing	6.50
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30 degree crossing	8.50

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July, 1950

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drawings

You'll be rewarded many times their cost
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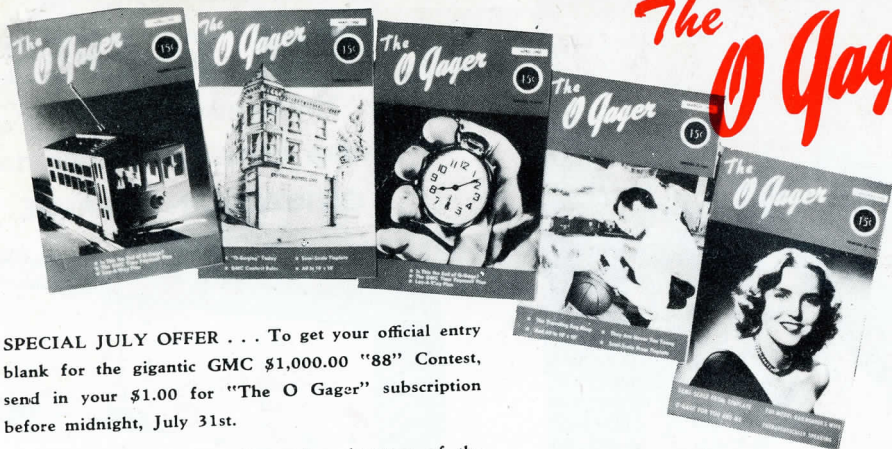
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The O Gager



SPECIAL JULY OFFER . . . To get your official entry blank for the gigantic GMC \$1,000.00 "88" Contest, send in your \$1.00 for "The O Gager" subscription before midnight, July 31st.

BY DOING THIS . . . You take advantage of the special low subscription price (\$1.50 per year after July 31st) and receive a \$1.00 allowance on your next order of \$5.00 or more in addition to an opportunity to win one of the 88 prizes listed on page 10. Read over the prize list again. Any one of those swell kits would be a welcome addition to your layout.

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ALSO . . . The September issue will give you listings and advertisements on other products in O-Gage from other manufacturers. With the September issue, you will know where to fill all of your O-Gage needs, from paint and decals to O-80 screws.

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NEW — For SCALE and TINPLATE O-Gagers

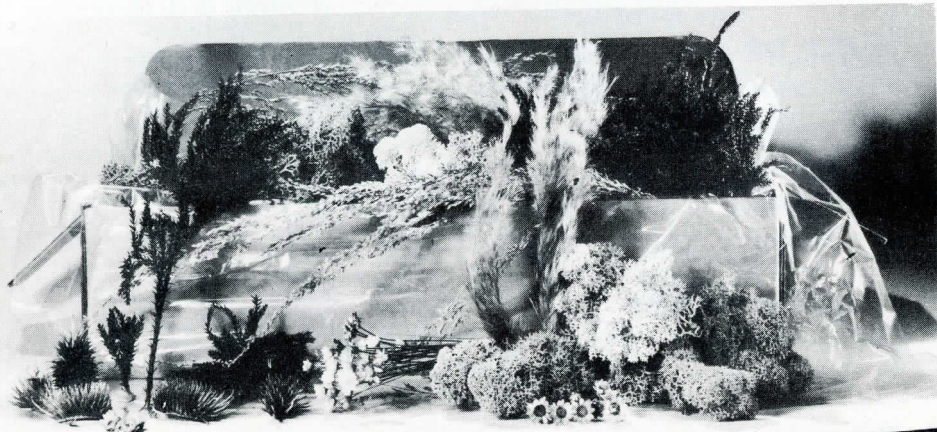
A BASIC FOLIAGE MATERIAL KIT

Illustrated below is the new GMC Basic Foliage Material Kit. It includes a generous supply of famous Norwegian Lichen, Lycopodium and miniature flowers. These are the same materials used in GMC's famous portable display layout and are described in this issue's article "And All in 10' x 10'." You can use them to make trees, bushes, cactus, small plants and other foliage. They come in assorted shades of green, brown and the natural moss. It is your chance to add naturalness and realism to your pike, either scale or tinplate.

Try this one kit and we know you'll want more. It's offered at this amazingly low introductory price of just

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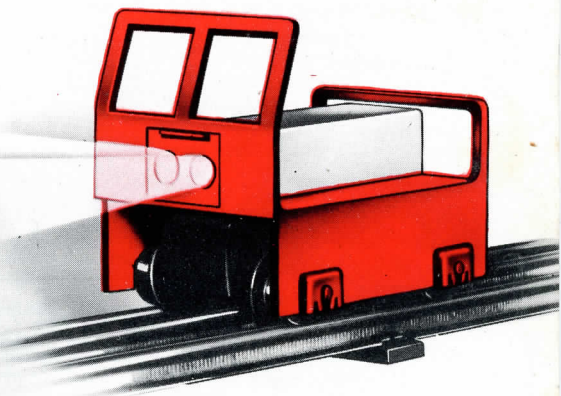
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G.M.C. ELEC-TRACTION POWERED HANDCAR

Here is the famous little GMC Handcar built to operate on three rail O-Gage tinplate track. It is die cast of Zamac for sturdy, rugged use. It is complete with a light under the seat that shines thru openings in the windshield. Simply place it on any three rail electrified O-Gage track (Lionel, Marx, Gargraves or American Flyer O) give it a push to start—and away it goes. It is powered by ELEC-TRACTION! Available at department and toy stores, and leading hobby shops. If your dealer can't supply you, you may order direct. Fully guaranteed. Completely assembled and painted, ready to run (not a kit)

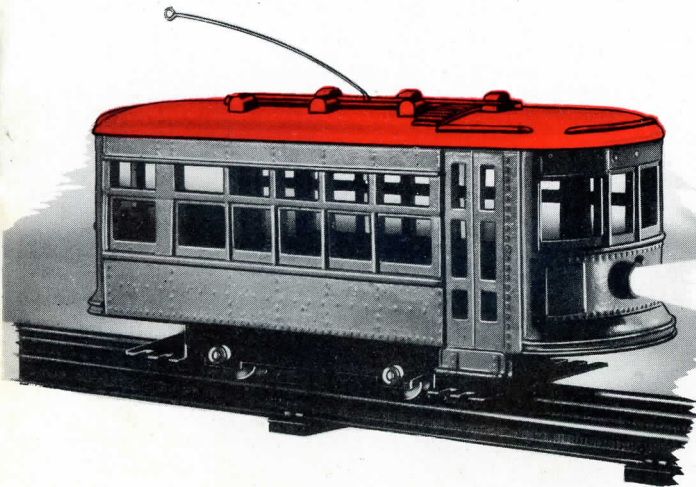
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and

STREET CAR

Sensation



Brand new and filling a long felt need is the sensational GMC Street Car. It too is ELEC-TRACTION powered and designed to run on three rail tinplate O-Gage track. It is constructed in two color plastic, yellow sides and a bright red roof. Complete with operating light and lenses in the light mounting. The trolley pole on the top actually is a spring type pole. Additional realism is found with the multitude of rivets on the sides and ends. The car is 6" long, 2¼" wide and 2½" high. It is in proportion with all O-Gage tinplate sets. Completely assembled and ready to run **\$3.95**

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July, 1950

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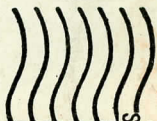
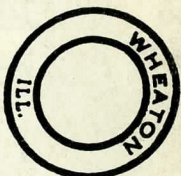
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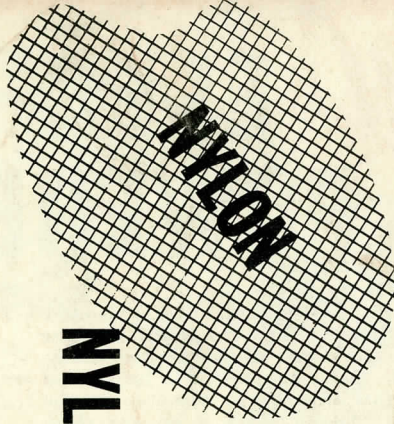
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