

The O Gayer

MARCH 1950

Vol 6 - No 2

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★ The Traveling Bag Shop

★ They Are Never Too Young

★ And All In 10' x 10'

★ Semi-Scale From Tinplate

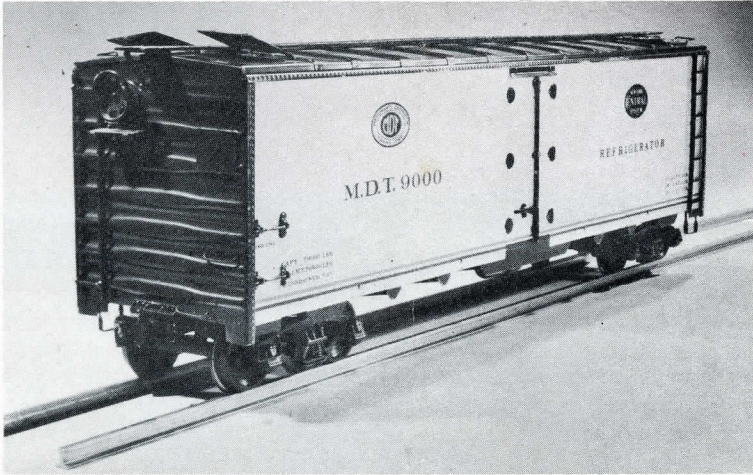
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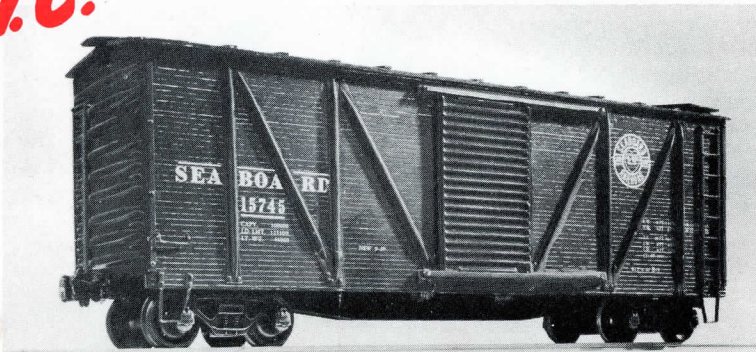


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The O-Gager

Editor
Joseph R. Matthews

★ ★ ★

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GENERAL MODELS CORPORATION

EDITORIAL

A Grand Reception

Last month General Models Corporation sent you Vol. 1, No. 1 of The O-Gager. Your reception of this little publication was far above our expectations. Your comments and suggestions have given us much satisfaction and certainly set a new goal for us to reach.

We are going to stand by our basic policy, however, of bringing you a magazine about O-Gage and written by O-Gagers. Again this month, the material found herein, was prepared by participating members of the hobby. We feel that by following this line, then and only then will we be able to be sure of material that is completely current and to your best interest.

Just as fan interest in the magazine has grown, so too, has other manufacturing interest increased. This is evidenced by the additional name manufacturers whose advertisements you will find. We heartily recommend your support of their products because they, too, feel that "1950 will be the greatest year for O-Gage."

"In This Corner"

No model manufacturer should be subjected to condemnation because of a change in policy that is beneficial to his customers. Yet from hundreds of letters that our customers have sent us, we learn that many hobby shops are openly condemning our new sales policy and also spreading malicious rumors. Many are even telling customers that O-Gage is dead. The living proof of this untruth is The "O-Gager" and the advertisements of the manufacturers shown herein. No, O-Gage is not dead and "In This Corner" we're coming out fighting!



Volume 1

Number 11

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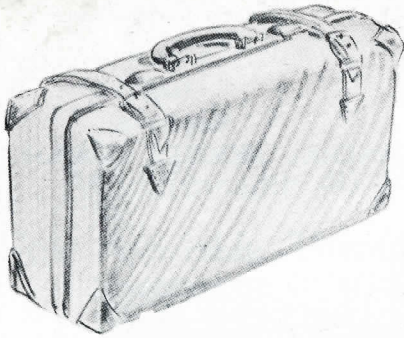
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★ The Cover

The Saturday afternoon game time is drawing near, but there "just happened" to be enough time to finish up those GMC Spring Specials, — MDT REEFER and the SEABOARD OUTSIDE BRACED BOXCAR, and give them a quick trial run before running off to the gym.



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



The Mantelpiece Road

... or ...

The Traveling-Bag Shop

by Charlie Schwarm
Cincinnati, Ohio

THE CHASSIS and drive mechanism is assembled and tested in Chattanooga. The boiler takes shape in Louisville. The cab meets the boiler in St. Louis, and the whole contraption rolls into the paint shop in dear old Cincy. (So far, hotel porters balk at moving paint spray booths into hotel rooms).

Yes, you guessed it. I am a traveling salesman afflicted with a rather serious and incurable disease—Polyrailroaditis.

My dear wife once asked me if I had been infected with this so-called germ for many years before I met her. My natural answer was that I had been under attack for not nearly long enough, only since the 1933 Chicago Fair. ($\frac{1}{4}$ " scale, that is).

Actually, I became a tinplater when I was only eight — thanks to a doting old Santa Claus, my Grandfather, and a gentleman by the name of Lionel.

Today, having just passed 34, I get the same soul satisfying kick out of this grandest of hobbies, as I did when I set up my first tinplate circle those many years ago.

In 1935 The Cincinnati Model Railroad Club came into being as a layout operating club. I joined it post haste and dived into its activity. There was a young fellow, president at the time, by the name of Mel Thornburgh, who fascinated me by his craftsmanship. Unfortunately, I never seemed to acquire any of his modeling skill, but the multi-colored possibilities of the hobby really grew on me.

For several years prior and up to the serious part of World War II, I labored over my own scale layout of some considerable size. This was O-Gage outside third rail and was extensive in mainline, yard and scenic effects. But then the war, and loss of rightaway.

These post war years were complicated with a family, small apartment and a trav-

eling salesmanship. This combination is not exactly conclusive to the achievement of an operating layout — but there is little to prevent me from building up my roster of rolling stock. (If you will eliminate periodic financial handicaps). And that is exactly my current program.

Some of my stuff is scratch bilt, but the majority is from commercial kits, with extra detailing added.

A traveling man often spends many lonesome, thumb-twiddling hours doing exactly nothing. Not me. There is a Pacific in my travel kit that must be piped in tonight, and my tool kit is just itching for action. Many traveling fellows hit bars or local shows after hours. Not me. I am headed across town to visit that new railroad club. I understand the boys get together over a beer after the meeting, but there will be good company and plenty of loco-motion, too.

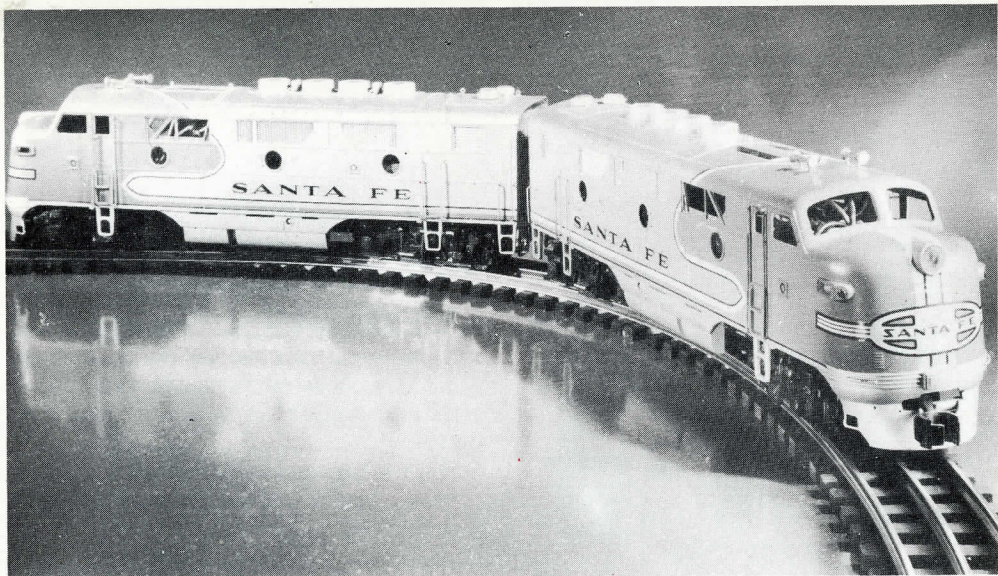
After 4 years of hotel rooms and hitting the highway, the old "Mantelpiece Road" has completely outgrown its namesake.

Today it reposed on a series of shelves, lining my wife's dinette. Since wall space is limited, (I am not allowed in the living or bedrooms) the consists are periodically changed amidst a great flourish of dusting mops and oil cans.

I find that my breakfast and supper digest much more readily if I can stare fixedly at the valve gear of my mountain or read the fine type of the map on the Santa Fe automobile car.

When I return from a sales trip, an 80-foot Pullman replaces my hat as the object to be gingerly thrust through the door. If I have no Pullman or Atlantic, then green suspicion demands an accounting of my actions for the week.

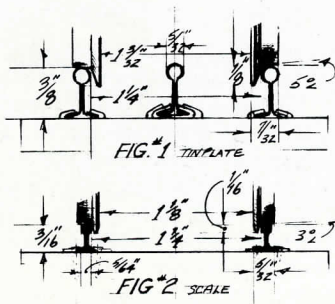
Yes, some day my traveling will cease—then comes the rightaway.



SEMI SCALE FROM TINPLATE

by FRANK LIBUSE, GMC

IN OUR DISCUSSION of changes involved in swinging from tinplate to Semiscale, it might be well to discuss just what constitutes scale roadbed and how it differs from tinplate. With the ultimate being a completely scale operation, it may be advisable in many instances to first change the roadbed and operate tinplate on scale track, gradually adding scale rolling stock, rather than building up scale equipment first, then adapting it to Semi scale, then back to scale again.



The Atwater GMC F-3 Santa Fe Diesel shows a good example of Semi Scale equipment at its best. This unit can easily be converted to operation on scale rail at any time.

At any rate, Figure No. 1 shows the tinplate roadbed and wheel dimensions. Figure No. 2 shows the same of scale track and wheels. After a moment's study you can see where, if only straight track were involved, either set of wheels would operate on both rails. However as the sharper curves are envolved on the tubular rail in tinplate operations, the scale flange would on these curves, climb over the outside rail more often than not. To eliminate this trouble deeper flanges are used, bringing the backs of the wheels closer together. This larger or deeper flange makes a higher than scale rail necessary and consequently a deeper switch, as wheels roll through switches on their flanges. Thus a scale wheel will "wander through" and "fall into" a tinplate switch because the back to back dimension is greater, the tire surface is narrower, the gage of course is the same.

In trying to operate tinplate wheels on scale track, the deeper flange rides or bumps along on the spikes holding down the scale rail. In the switches the smaller back to back distance on the tinplate wheels will bind on the guard or wing rails and climb or jump out going through the frog.

With a better knowledge of the two types and of the limitations of each, you are in a better position to make decisions concerning the future of your layout.



THEY'RE NEVER TOO YOUNG

by Mrs. Betty A. Barnes
Milwaukee, Wis.

He waited as eagerly for the Model Railroader Magazine as his daddy, and now a typical breakfast conversation may run thus:

"Mama, let me see the O-Gager."

"No — Mama will read it while you eat your oatmeal!"

He became not only as fiendishly interested as the typical model railroader of a much riper age, but was almost as appreciative and careful of the models. Whereas his other toy trains had been tossed into the toybox helter-sclelter, tracks twisted and often broken, now painstakingly each car of Daddy's is packed away and accorded practically the same loving care as is given it by its creator!

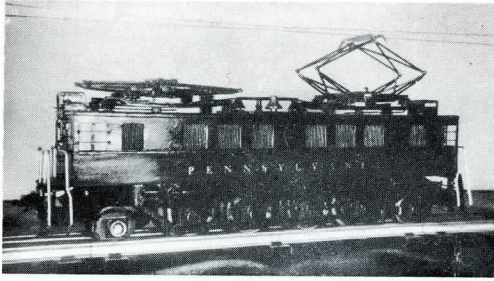
Patience is the Secret

This care comes, of course, from many hours of being allowed only to watch the trains run around the track, then being allowed to handle the cars once in a while, or to push them with one finger around the track. Then finally came the day when he could sit on Daddy's lap and help work the controls and switches. The process was so gradual that, young as he was, he soon realized that these models were very different from his other toys, and that he must treat them differently or not be allowed into that wonderful Inner Sanctum of the basement.

To my joy I found that not only did the railroad keep him well occupied most of the time, but that this carefulness was soon carried over to the playroom and to the other toys upstairs, which are now seldom broken or misused. In fact, looking around the littered toy-room, now made a bedlam by our second son aged eleven months, I am very anxiously awaiting the time—soon, I know—when there will be another stool and another cap very busily employed in that most important place in our home, the basement!

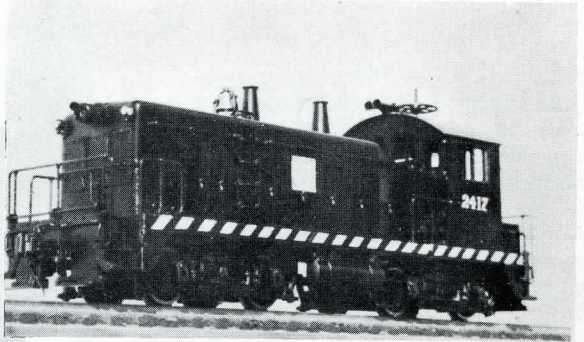
JUST ABOUT every afternoon, in response to a knock at my door, I discover a group of excited little faces, waiting anxiously to be invited into our basement for the Big Show. Eagerly these neighborhood small fry file down the steps, where our three-year-old royally awaits them, perched on his stool next to Daddy's O-Gage layout, his "Model Railroading is Fun" cap resting jauntily over both ears. Without delay each of the others grabs his cap and finds a stool, and the fun begins. Of course these tots aren't allowed to operate any of the complicated electrical system, but very carefully, and with one finger only, push the cars around the tracks, moving their stools as they go.

Little did my husband realize what a dreamland our modest apartment basement was to become when he started the construction of his model railroad soon after we were married. And I'm sure that neither of us dreamed that someday that precious and elaborate layout would be entrusted to any person under the age of eighteen! But to his happy amazement he discovered that he wouldn't have to wait until our first son was in high school before they could share the fun of his hobby. At two-and-a-half our junior became the undisputed model railroad authority of the neighborhood, supervising conscientiously all operations by older children in our basement. He could also identify at a glance practically every railroad in the country by the color scheme of its Diesel locomotives.

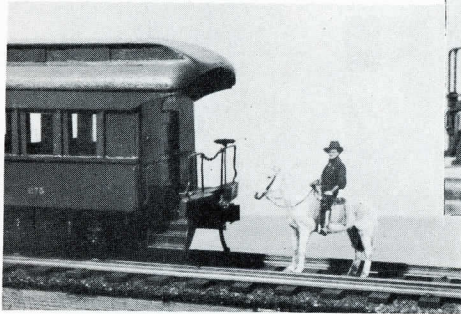


Above is a Semi-Scale model of the PRR's 5939, Class Lb, 2-8-2 and is definitely in the scale class in spite of its finplate wheels. It operates on center third or overhead wire and has two motors. It was built by William Grant, Wilmington, Del.

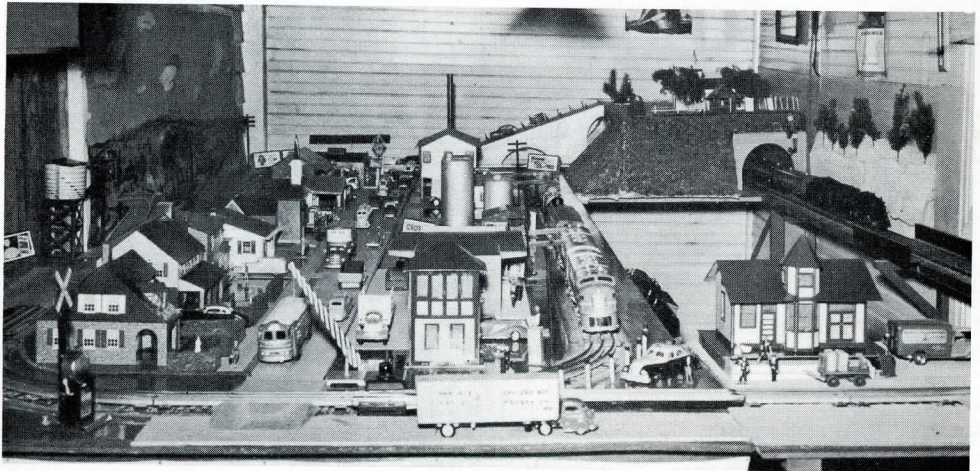
ALONG THE
G.M.C.
 "MAINLINE"



Take a second look at the complete detail E. A. Baker of Gardena, Calif. put on his BMC 1000 HP Diesel Switcher. To list a few: headlight lens shield, two horns, additional exhaust stack detail, every wire form properly placed, air hoses, radio antenna, handles on all Hood doors. It really shows what can be done.



Here is a neat trick by E. W. Andrews of Hiland Park, Mich. He tricked this shot of himself on horseback (taken thirty years ago) behind an Open End Coach he built. Both the car and photo are certainly expertly done.



This busy 6x12 layout was built by Edwin H. Baker of New Haven, Mo. It represents 8½ years of work, and a closer look shows why. It was patterned after Local Homes and Industry.

AND ALL IN 10 FEET BY 10 FEET

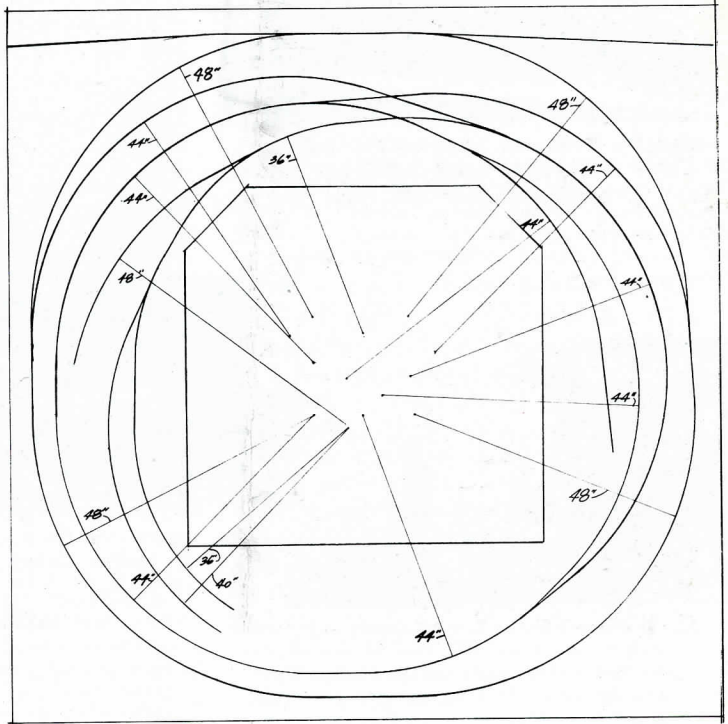
by GEORGE GARROD, GMC

THE DESIGN and plan of this 10' x 10' layout shows what can be achieved by careful planning. We had a problem. Simply stated, we needed a layout that could handle 2 or 3 locomotives at once, not over 10' x 10', portable, large radius curves on main line to permit long wheel base locomotives to operate (44" or more) and No. 6 switches and created the illusion of a much larger layout. At the right is our solution.

The platform itself is made up of four identical sections (Fig. 3) with two 2"x2" legs hinged to fold up and out of the way but anchored by carriage bolts with wing nuts, as shown in Fig. 4.

The legs should be cut to suit THE top of rail should be 30" to 42" above the floor, depending upon who is operating and what kind of operation is desired. (Normal height of rail above floor is 40").

The sections are drawn and held together by the same means, carriage bolts and wing nuts. However pattern plugs, 2 pair per joint were used to keep rails and edges perfectly aligned. (Pattern plugs are used by pattern makers to bolt and guide molds when casting with sand).



If this layout were to be permanent the framing could be simplified per Fig. 5, making a one piece frame, and using 1" x 4" lumber instead of 1" x 6".

The top of the platform is $\frac{3}{8}$ " plywood which is glued and screwed down, avoid nailing wherever possible as constant hammering makes for a loose, wobbly unit. The plywood comes in 4' widths generally, but 5' can be had. (Ping-pong table top). Fig. 5 shows fitting (dotted line) and cutting of (Continued on Page 14)

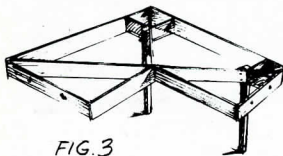


FIG. 3

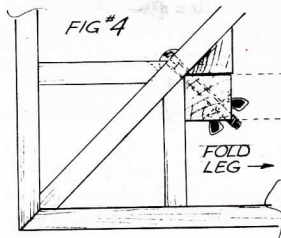


FIG. 4

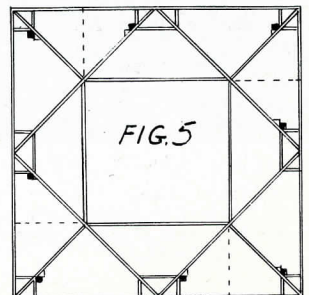
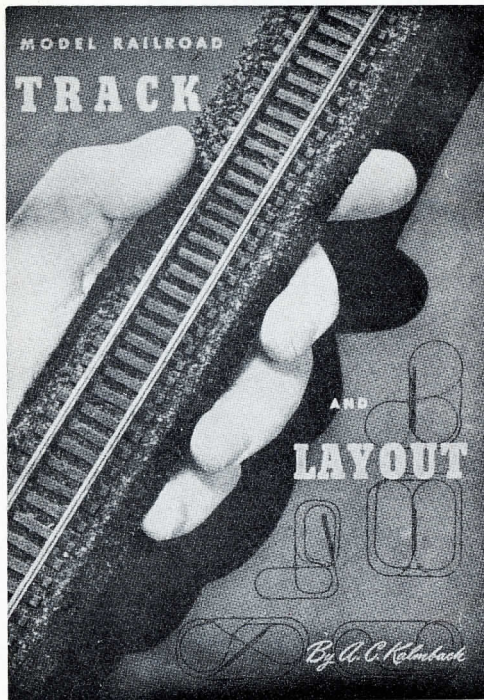


FIG. 5

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MODEL RAILROAD TRACK AND LAYOUT

is a practical guide, designed to make the planning of trackwork a comparatively easy task. Based on the valuable experience and knowledge of the author and other men who have successfully taken the "kinks" out of their layouts, this book will save you time and money by helping you avoid costly errors. It enables you to incorporate originality and individualism in your layout and yet maintain the essentials of good model railroading. The contents include planning the layout; yards, terminals and junctions; the use of prototype layouts as applied to models; the wiring of three- and two-rail systems; track; benchwork and switches; and many practical railroad layout plans. The book has 104 pages, 33 photographs and 142 drawings. Heavy paper cover printed in four colors.

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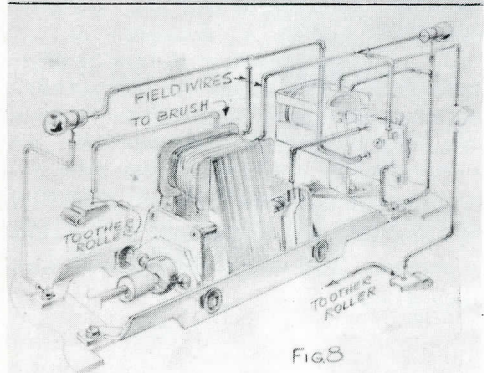
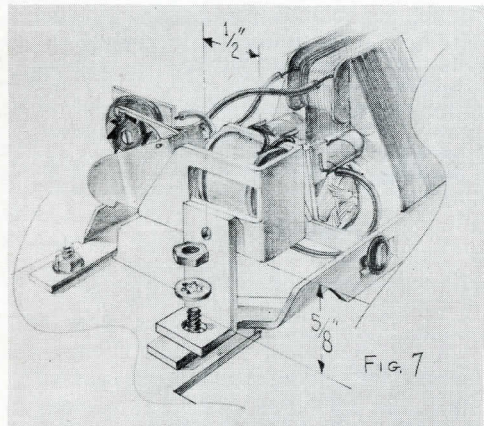
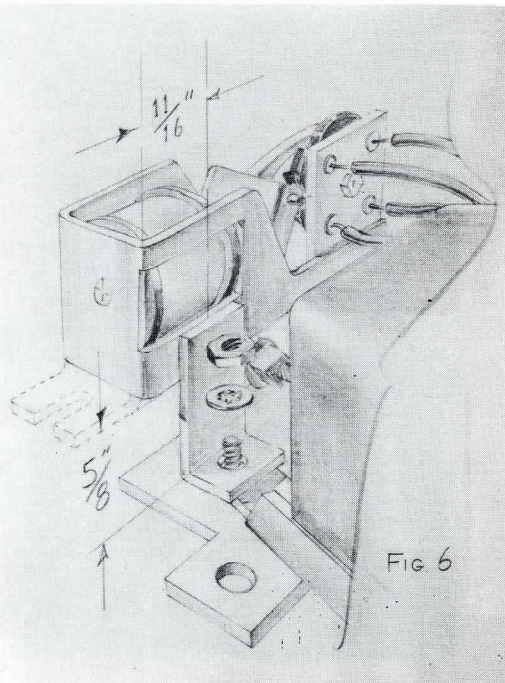
A new construction is being used on these new switches. The .172 NMRA brass rails are held in position by brass straps and soldered to the tops of the rails to facilitate mounting on any surface or tie pattern. The straps are removed with a soldering iron or pliers after they are spiked down.

Stubby Switches	\$1.75
No. 4 Switch, left or right hand	1.95
No. 6 Switch, left or right hand	1.95
No. 6 "Y"	2.25
No. 8 Switch	2.25
Matching .172 N.M.R.A. Brass Rail, 100 feet	4.50

by CLARK JACOBS, GMC

IN RESPONSE to an ever-increasing demand for specialized information pertaining to various uses to which our equipment has been put, we shall endeavor to make this department a clearing house for the various questions we receive and their answers, making them available to all in hopes it may answer one of your questions.

In an effort to get the most frequently asked questions answered first, Figure 6 shows an installation of a GMC sequence reverse switch on the brass motor mounting rails with a small bracket. We are now furnishing this bracket as a standard item with the Tinplate Kits. This bracket can be



soldered to the sequence reverse frame or a hole drilled in the sequence reverse frame and tapped 4-40 then fastened to the bracket.

Figure 7 shows the Sequence Reverse Switch mounted on an F-3 chassis. Again the same method of mounting may be used, soldering or drilling and tapping Sequence Reverse Switch. These locations were selected to keep switch clear of the frame and of the weights and gears in both the F-3 and the Diesel Switcher.

For the sequence reverse switch wiring see Figure 8.

The wiring diagram shows a back-up light. If the wrong bulb lights when you go forward, reverse the leads on the brushes. A holding switch is also shown in the circuit but is not necessary. This switch permits manual selection of continuous operation in either direction or holding in any position. Next issue will deal with improvements in circuits of F-3 with also a few lines on where to look for and how to prevent trouble in these Diesels.

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Boiler Kit Catalog No. 7	12.50
Tender Kit Catalog No. 4	6.50
	<hr/>
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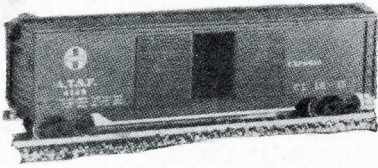
1000 HP DIESEL SWITCHER SET — \$42.50

Switcher powered,
4 wheels, Catalog No. 2200

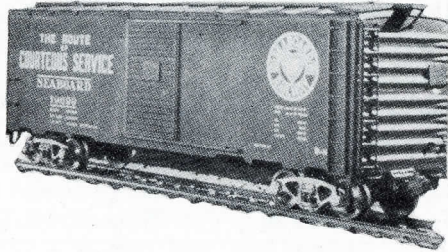
ATWATER-GMC F-3 SET \$55.50

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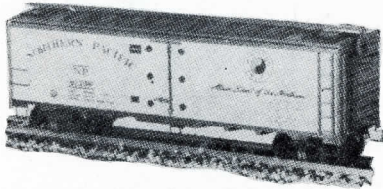
B & O 10 WHEELER SET \$59.50



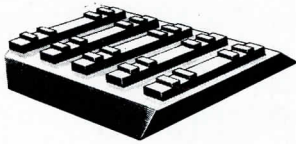
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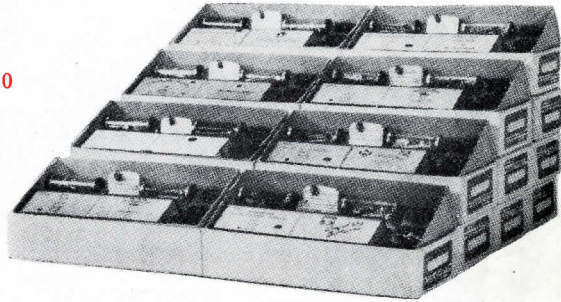


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.. AT YOUR ..
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ROAD BED**

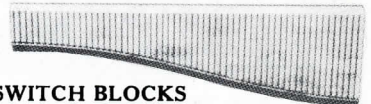
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38 Radius ...	5.98	52 Radius ...	8.08
40 Radius ...	6.28	56 Radius ...	8.80
42 Radius ...	6.60	60 Radius ...	9.43
44 Radius ...	6.90	68 Radius ...	10.68
46 Radius ...	7.23	72 Radius ...	11.33



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For No. 6.....	1.20
For No. 8.....	1.25

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12 inch ... \$0.50



SUPERFLEX SECTIONS

Per foot\$0.30

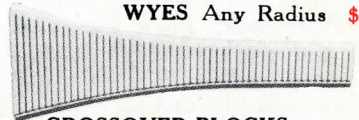


STRAIGHT SECTIONS

24 Inch Pieces Per Foot.....	\$0.23
36 Inch Pieces Per Foot.....	.21



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



AND ALL IN 10 FEET BY 10 FEET

(Continued from Page 8)

4' pieces. Fives of course are naturals and fit exactly. The basic plywood top now serves as a base for our raised track work and gives more freedom for any last-minute layout change.

The next phase is the transferring of the layout to the platform, establishing the grades and setting in the roadbed.

MEL THORNBURG

(Wizard of The Soldering) says:
(Model Railroader, February, 1950)

The "HO" Pennsylvania K-4 required twice as much time to build as an engine of the same type in "O" Gage. Each operation was performed under a magnifying glass, a tool I scarcely use when making a larger. One "HO" part took, much to my disgust, as long to fashion as two or three of the same kind in "O" Gage.

Important

When ordering any item in the G.M.C. Line, be sure to do so by part or item, name and catalog number. Make checks or money orders out for exact amount. It will help avoid error and speed shipment.

Remember: Minimum order, \$1.50.

For orders of \$5.00 or less, add 10 per cent for postage and handling. All orders over \$5.00 are postpaid.



NOTICE

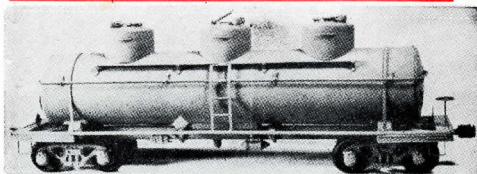
GMC 4-8-2 Mountain

In spite of little or no advertising on this locomotive, since the change in GMC's sales policy this item has moved so fast we had only 22 locomotives left in stock. Orders will be filled in the order in which they are received. Present schedules will not permit production again before next Fall.



Thomas Tankers Available Through . . .

G.M.C. SALES & SERVICE



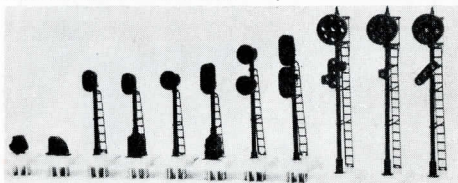
THREE DOME TANKER

Kit includes operating dome lids, separate safety valves, sprung draft gear, diecast end frames, self-centering couplers.

Less Paint and Trucks **\$6.75**

Thomas Industries Wenoah, N. J.

SIGNAL KITS By ALEXANDER



From 2 color subminiature bulb dwarf signals at \$1.30 to 12 bulb signals at \$5.25.

Write For Further Information

E. P. Alexander, Box 528, Yardly, Penn.

MONARCH COUPLERS

Available Through

G.M.C. SALES & SERVICE

Completely assembled. Operating spring latch keeps couplers locked until pins are pulled then jaws spring open!

Couplers

- Top operated—automatic pr. **98c**
- Bottom operated—automatic pr. **98c**
- Ramp operated—automatic pr. **98c**
- Non-working type pr. **25c**

Coupler Release Bars

- Top operating type pr. **15c**
- Bottom operating type pr. **15c**

Draft Gear pr. **35c**

At your dealer or order direct.
Postpaid in U. S.

Monarch Model Supplies

6888 N. Tonty Ave. Chicago 30, Ill.



**ATWATER
F-3
ROAD OR
FREIGHT
DIESEL
LOCOMOTIVE**

NOW AVAILABLE, 45 DEGREE NUMBER BOARDS

With these boards, one left, one right, you have a complete choice of the noses shown above when you model your F-3. The side mounted boards are cast on and can be filed off and the new type boards mounted. The nose door light boss may be filed off or open to give you your complete choice.

45° Number Boards, Per Pair..... **\$.50**

F-3A UNIT: Powered, 4 Wheels

ScaleCatalog No. 1015 **\$32.50**
TinplateCatalog No. 1016 **33.50**

F-3A UNIT: Unpowered

ScaleCatalog No. 1000 **\$22.25**
TinplateCatalog No. 1002 **22.25**

F-3B UNIT: Unpowered

ScaleCatalog No. 1001 **\$19.95**
TinplateCatalog No. 1003 **19.95**

F-3B UNIT: Powered, 4 Wheels

ScaleCatalog No. 1017 **\$29.95**
TinplateCatalog No. 1018 **30.95**

F-3B UNIT: Powered 8 Wheels

ScaleCatalog No. 1019 **\$36.50**
TinplateCatalog No. 1020 **37.50**

ADDITIONAL POWER TRANSMISSION UNITS . . . For Diesel or Electric Locomotives

F-3 (or for 1 3/4 to 2 1/2 in. wheel center trucks) power transmission units, complete with motor and mounting accessories and double shaft 1 in. stack motor, AC and DC.

ScaleCatalog No. 1425 **\$12.00**
TinplateCatalog No. 1427 **13.50**

AUXILLIARY TRANSMISSION UNITS

For 1 3/4 to 2 1/2 in. Wheel Centers. Flexible Shaft, power take-off, and gear drive units.

ScaleCatalog No. 1426 **\$6.50**
TinplateCatalog No. 1428 **6.50**

GMC DIESEL SWITCHER POWER TRANSMISSION UNITS

As above with 5/8 in. stack motor

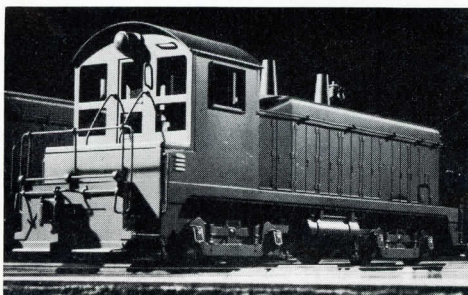
ScaleCatalog No. 1440 **\$12.00**
TinplateCatalog No. 1442 **13.50**



AUXILLIARY TRANSMISSION UNITS

ScaleCatalog No. 1441 **\$6.50**
TinplateCatalog No. 1443 **6.50**

New Diesel Switcher Kit



THIS KIT will be a beginner's dream. Super-structure is completely assembled, wire forms installed, and body is finished in a black baked enamel perfect for painting or using as is and just adding decals. Included is the 8-wheel drive mechanism for maximum traction (25 cars easily) and all for:

SCALE**\$26.00**
TINPLATE**\$27.00**

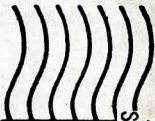
GENERAL MODELS CORPORATION

"Transportation in Miniature"

703 CHILDS STREET



WHEATON, ILLINOIS



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Postmaster: This parcel may be opened for postal inspection if necessary.