


THE

# O SCALE

# RESOURCE

NEWS, REVIEWS, INFORMATION TO USE

Vol. 2 No. 6  
July/August  
2015



**My Pal Leo Vilstrup "The Professor"**  
**Pictures Always Show The Problem**  
**Kitbashing The Skagit Speeder**  
**Modeling During World War II**  
**Making A Working Uncoupler**  
**Planning A Scene**

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**July/August 2015**

**Vol 2 #6**

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Welcome to the online *O Scale Resource* magazine. The magazine is presented in an easy to use format. The blue bar above the magazine has commands for previewing all the pages, advancing the pages forward or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and downloading a copy to your computer.

Front Cover Photo

A work in progress showing the new town of Athens on Dan Dawdy's Richmond, Danville & Southern Railroad. See the article Planning a Scene in this issue.

Rear Cover Photo

Leo Vilstrup hard at work building models.

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The Model Railroad Resource LLC publishes *THE O SCALE RESOURCE* and *THE S SCALE RESOURCE*. Be sure to look at both of our magazines. There are many articles in our magazines that are not scale specific and will be of interest to you. Click the magazine title in this announcement to view the magazines.

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# Editorial Comment



Welcome to the July/August 2015 issue of *THE O SCALE RESOURCE*. All of you will be reading this issue in the height of summer here in the northern latitudes. Vacations and other outdoor activities are keeping us busy this time of year. When you need a break, don't forget your models. They are in the house where it is cool, and are fun to work on. It may seem like a way off yet, but September is coming and that means the O Scale National. This year, it will be again centrally located in Indianapolis, Indiana September 18-19. By then the kids will be back in school, the grass will not be growing much, and there will be no snow to shovel yet. It should be a good show. We will be there and hope to see you.

In this issue, we have some history again, some personal interest, and some modeling. Let's lead off with the history. You all know I am a history buff. This summer marks the 70<sup>th</sup> anniversary of the ending of World War II. This truly was a world war and affected people and the economies around the world. I was reading some old *Model Railroader* magazines from the war years, and started to look at what was going on with model railroading. I think you will find it interesting. Take a look at "Modeling During World War II".

On a recent trip to Portland, Oregon I visited with Larry Sokol, and he took me around to see some of the other O Scale modelers in the area. It was a quick trip, but a lot of fun. Larry has been spending some time with Leo Vilstrup building models. Larry is a lawyer by profession and working with tools is a wonderful break on Thursday evenings. Modeling is a completely different mindset that really takes him away from work. Larry wanted to tell you about Leo, so he wrote an article. See "My Pal Leo Vilstrup The 'Professor'".

Through modeling, I met Tim Daltry from Ludlow, England. Tim comes to the Chicago show every now and then and we have time to visit. Other than that, it is via email. This year, Tim and I were talking about some of his US prototype models. He offered to write a few articles for us. One article is about how he got started with US prototypes and the other was a kitbashing article. I decided to hold the article about how he got started until the next issue because we had the article about Leo. So, for this issue, take a look at "Kitbashing The Skagit Speeder". This is a wonderful article with some good tips for everyone.

Dan continues to work on his layout. He has been inspired and is down there every chance he gets. There is a branch line on his layout, and it was finally time to lay out where the track and buildings would go. For years, Dan has been building models anticipating he would some day have a layout. Now, he has to make the track fit the buildings he has. Take a look at how the town of Athens is developing in "Planning A Scene".

Dan has a few places on his layout where he would like to use the magnetic uncoupling feature of the Kadee couplers. However, he did not care for the magnet between the tracks and started experimenting with small rare earth magnets outside the rails. See what he came up with in "Making A Working Uncoupler".

Lastly, Dan sent me a photo of something he recently installed on his layout. I noticed something did not look right. Dan likes to say that taking photos of your layout will show you things you may have missed. He wrote a short article called "Pictures Always Show The Problem". See if you can see what's not right in the photo.

Well that's it for this issue – enjoy the rest of the summer.

Glenn Guerra





# Attention Advertisers:

The average unique views of *THE O SCALE RESOURCE* two months after publication is 3300. To date, the January/February 2015 issue as of April, 2015 has had 3600 unique views (as counted by IP address), in addition to, **2358 links clicked directly to our advertisers**, 3004 pages printed by the reader and 738 complete PDF downloads saved.

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# NEWS AND REVIEWS

Jean Canter, wife of Jim Canter, passed away recently from a long illness. Those of you who attended the show in Indianapolis probably knew her. She was always a friendly face at the registration table ready to help. Our condolences go out to Jim.

Jim wanted us to let you all know that the [September O Scale National](#) show in Indianapolis is still on and he would like to see you there.



On a recent trip to Portland Oregon ,I stopped in to see Larry Sokol. He and some of the other local O Scale modelers get together on Saturdays and run trains. During my visit, they were at Bill Colett's house. I took a photo of the guys sitting around chatting. The people are, from left to right, John Willworth, Gustavo Gonzales-Mesa, Larry Sokol, Ken Eigner, George Smith and Pete Dorland. There but not photographed were Bill Collett, Rick Piper, Jim Rearden and John Davis. What a nice way to spend a Saturday.

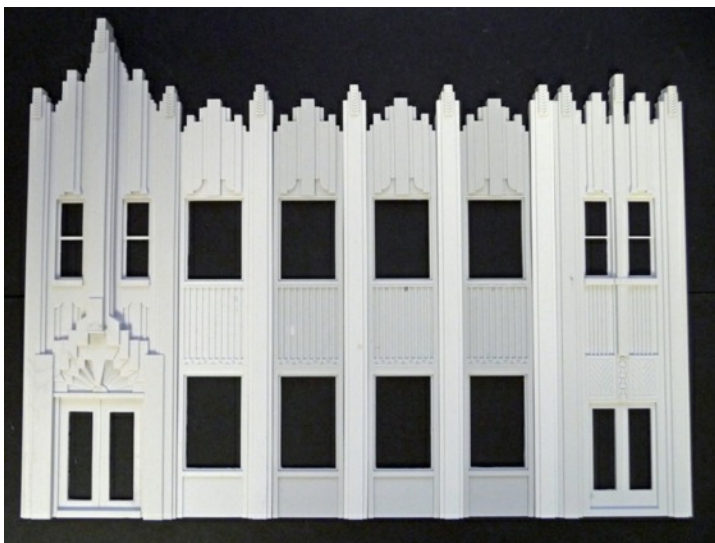


Joe Hayter at [Weaver Models](#) has decided to retire and close the business. We will miss the fine models made by Weaver, but wish Joe well in retirement.

[Korber Models](#) has acquired the tooling and inventory for the Pecos River MRS and TT line of structure kits. The top photo shows a sample of the MRS line of injection molded brick industrial flats. These can be mixed and matched to create a variety of building flats. The bottom photo shows a sample of the TT line of buildings which are modern cast concrete style buildings. Korber offers components in both lines, and will custom build a building for you. See their website for more information.



Rick Galazzo at [Tru-Color Paint](#) continues to add to their line of railroad colors. There are railroad specific colors for those of you who are doing passenger trains and diesel locomotives and need just the right color.



Bob Spaulding at [Altoona Model Works](#) keeps adding accessories to his line for his roundhouse kit. The basic house was modeled from the Union Pacific house in Marysville, Kansas. Bob has designed the kit with the ability to be extended or to change the angle between the stalls to affect how close to the turntable you want the house. In addition, he has several detail kits that can be used to super detail your model. Bob will also custom cut one for your specs. To contact him, go to the Altoona Model Works website.



When I was in Portland, Oregon recently I stopped to see Bill Basden at [Delta Models](#). Bill was working on some new patterns for his ever expanding line of passenger car details. These are cast urethane details that will not add a lot of weight to your car. Bill does his own casting, and recently released postal car interiors. Bill was showing me some of the custom made mail sack racks. He will assemble these for you, but you will need to order them and wait for assembly. They are brass with some nice delicate detail. Contact Bill through his website for more details.



Ed Skuchas of Berkshire Car Shop has developed a line of Art Deco building flats. This is an architecture style that is seldom modeled and these would be a welcome addition to your layout. The top photo shows a sample of what can be done with the components. The middle photos are some samples of the different panels available. The bottom photo shows some of the detail. Ed can be contacted via email at [berkshirecarshop@comcast.net](mailto:berkshirecarshop@comcast.net).

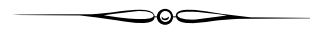
Golden Gate Depot has announced that the first run of Santa Fe El Capitan passenger cars arrived in June and are sold out. Due to popular demand, a second run will be made, but you need to get your reservation in. See their website at <http://goldengatedepot.com/reservation.html#ELCAP>




Scott Mann at [Sunset Models](#) has announced that he is moving production of his Erie S-3 and S-4 2-8-4 Berkshires from the Philippines back to their premier builder in China. A while back Scott announced that some of the builders were considering opening facilities in the Philippines. Things did not work as planned, and the tooling is going back to the main plant. Scott expects to have these models by Fall of 2015. If you are an Erie fan, don't miss these. There are not a lot of people making Erie prototype models.



Terrell Colson sent us a photo from Dick Stoner's layout. Dick built the Skokie Tower starting with a [Korber](#) kit.



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Charlie Pitts from Norwood, Massachusetts sent in this photo of some models of the Portland street cars he made with this note: The Skoda Astra T10 model was developed on 3D CAD by Island Modelworks with myself and another local modeler, Tony Tieuli, consulting on the details and kit design. Also, Laddie Vitek and Eric Sitiko of Portland assisted with gathering info on the prototype cars. The models are cast in resin in molds made from the 3D printed masters. Island Modelworks also developed a complete set of decals. Photos taken on the layout of the Bay State Model Railroad Museum in Roslindale, MA. Check out the [Island Modelworks website's Portland Streetcar section](#).

MinuteMan Scale Models has acquired Scalecote Model Paints. To order or for more information see their Website: <http://minutemanscalemodels.com/>



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# MODELING DURING WORLD WAR II

By Glenn Guerra

This summer marks the 70<sup>th</sup> anniversary of the end of World War II. The war ended in Europe on May 8<sup>th</sup>, 1945 when the surrender was signed, and in Asia on September 2<sup>nd</sup>, 1945 when the surrender was signed. By any account, the war was truly a world war. There was fighting on every continent. To support all of this, supplies, food, and equipment needed to be produced in quantities that are hard to imagine. This production took materials and man power, resulting in shortages of both. In the United States, all raw materials and products that were needed for the war effort were controlled by the War Production Board. This produced shortages for hobbies like model railroading. In my research for other history articles, I started taking a look at the war years and thought it was interesting how the hobby coped, and how the model manufacturers turned their factories into war production. I wanted to show you some of this.

There are many ways to layout an article, but I thought for this I would try to go year by year, rather than company by company. You will see how things changed as the war progressed. I gleaned most of this material from [Model Railroader](#) magazine. Al Kalmbach, who started *Model Railroader*, was a driving force in creating the model railroad industry. When he started the magazine in 1934, the hobby was largely an individual effort for each modeler. Besides creating a magazine that joined everyone into a larger group called, model railroaders, Al was instrumental in the forming of the National Model Railroad Association. Without their standards, models from one manufacturer may not have been compatible with those of another manufacturer. This standardization was starting to take hold around 1940. In 1940, Al Kalmbach and *Model Railroader* were the center of the universe for model railroading in the United States. I think the ads and articles that appeared in *Model Railroader* during the war years are a very good source of what the hobby was doing. The ads and other material used in this article are credited to the issue they appeared in. When you look at these, remember there was around a three month lead time between when the article or ad was written and when it appeared in the magazine. With all that said, let's move on to the article.

In the United States, the war started officially on December 7<sup>th</sup>, 1941 when Pearl Harbor was attacked. The impact of that attack makes it seem like nothing was going on until then. That is a misconception. The fighting in Asia started as early as 1935. Fighting in Europe started in 1936 with the Spanish Civil War in 1936. While not part of the larger war to come, it was the beginning of continuous fighting in Europe. These events were being watched by the military and government leaders in the United States. A build up of materials and abilities was under way by 1937. Two examples will help to illustrate this point. Near where I live is the town of Manitowoc, Wisconsin. It has a good harbor on Lake Michigan and had a ship building industry located there. In 1937, the Navy sent out proposals and bid requests for building ships. The Manitowoc Ship Building Company placed a bid to build destroyers for the Navy. They did not get the bid, but instead got a bid in 1939 to build submarines. The first submarine built by them was finished a few months after Pearl Harbor was attacked. So, as you see the build up was already under way. In another example, US military leaders felt that they may need to defend the US from bases in the US; and therefore, wanted a long range airplane.

**ROLLIN LOBAUGH**  
Says:  
**"HERE'S WHY WE HAVEN'T RAISED PRICES"**

"Months ago, when materials were becoming scarce, we laid in a generous supply of those materials so essential in the construction of our locomotives and cars. We did this for two very good reasons.

"First, we were determined that no shortage of material would lower our quality of material and workmanship.

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"No, we will not raise prices, until absolutely necessary, but what is more important we will give you the same high standard of mechanical excellence and master craftsmanship as always."

Send for our catalog and see for yourself.

Send 25¢ to  
**ROLLIN R. LOBAUGH**  
1179 Howard Street San Francisco, California

This ad from the July 1941 issue of *Model Railroader* shows that materials were starting to become scarce. This ad was probably created in March of 1941 and the shortages that Roland talks about were probably starting to become common by then.

Bid requests were sent out in 1937, but none were selected. The following year, bid requests were again sent out, and this time, the plane that became the Boeing B-29 was selected. Design of the plane and the production facilities started in 1939. Contracts were let for building facilities that would produce the planes in 1940. The factory that is today Boeing in Wichita, Kansas was finished and ready to start making planes before Pearl Harbor was attacked. As you can imagine, there was a big demand for supplies and man power, which, in turn, affected the model business as early as 1940. The editorial in the June, 1941 *Model Railroaders* says "Scarcity of materials and labor is affecting the model railroad trade already and will affect it more as the armament program gets under way." In the July, 1941 issue of *Model Railroader* the editorial states "The defense of our country has forced unpleasant decisions upon many of us in recent months." Considering the delays in printing, these statements were written down most likely in April of 1941. As a side note, there was a strong isolationist movement in the United States at the time. As you look at these statements and ads, you will

**THANKS!**  
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we've ever had

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We feel that this is your business too—you have helped to make it grow—it is your suggestions and helpful letters that have put our business across. So, once again, let us say "Thanks for the best year we've ever had."

Our plans for 1942 include the newest in 1/4" scale—and, as always, when you buy Lobaugh you buy the finest!

And while we're talking about 1942, let's help our Uncle Sam by buying bonds—as many as you can afford. Let's help our Uncle to "keep 'em flying!"



Here's an easy way to let your budget help you own more Lobaugh equipment in 1942.

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Employer \_\_\_\_\_  
10% dn. pymt. \$ \_\_\_\_\_ ITEM \_\_\_\_\_

All information held confidential. Your employer will NOT be notified.

WRITE TO:  
**ROLLIN G. LOBAUGH**  
1179 Howard Street • San Francisco

see some hints of where people stood on some of these issues.

Next, we move to 1942. Pearl Harbor was attacked in December of 1941 and the US was now officially in the war. In the February 1942 issue of *Model Railroader*, the editorial states. "Some model railroad materials are already short and others are bound to grow shorter as the war progresses. And yet model railroading becomes more necessary than ever, as a mental safety valve and relief from the tedium of blackouts and war news. How to get what we need for this best of all spare time hobbies?" The editorial went on to talk about where to get materials from every day things around the house that might otherwise have been discarded.

*Roland Lobaugh was 45 at this time and was a veteran of World War I. In this ad, he hints that model railroading would be little changed, but he was solidly behind the war effort, promoting the purchase of War Bonds. His tone will change as the war progresses, and his experience as a veteran will come through in his compassion to the military people.*

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This Railcraft ad is from February 1942

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Until a few months ago MIDLIN products were available in leading hobby shops and department stores throughout the country. Now, due to our country's need for brass, the basic material of our line has gradually been curtailed, until today we are only able to obtain a small percentage of the amount we require.

The thousands of dollars of back orders we have on hand from distributors and dealers would require more than a year to fill with the amount of material now available. It is therefore with extreme reluctance that we announce that we have ceased all operations on a production basis, and we must again return to a one-man business.

The comparably small amount of merchandise which we will be able to produce will make it necessary that we sell directly by mail to the consumer. However, please see your dealer first before sending your order to us, as he may still have some of our merchandise on hand.

If you do not have our circular, send the today—refund on first order.

Track kits, ballast, ballast cement, and baseboard, will be shipped express collect; all other items will be postpaid.

C.O.D. orders must be accompanied by a remittance of 20% of the amount of the order.

★ ★

**MIDLIN MODELS**  
INCORPORATED

Scotch Plains New Jersey

*This ad for Midlin Models appeared in February 1942.*

*The Pioneer Company in Chicago was a leading supplier of electronic things to the model railroad hobby. Note that they were encouraging you to buy Defense Stamps and Defense Bonds in this February 1942 ad. When this ad was sent in to Model Railroader war had just been declared and the bonds were not called War Bonds yet.*

At the time it, was apparent that materials and services were going to be tight, but there was still an optimistic feeling that it would only be a for a short while.

In the fall of 1940, the government instituted a bond program to help finance the defense spending. The bonds were originally called Defense Bonds. Along with the bonds were defense stamps. These could be purchased a little at a time and when you had a book of them filled, you could cash that in for a full bond. After war was declared, the bonds became known as War Bonds.

You see this change in the ads. In February of 1942 – remember the ads were placed in December of 1941 – the bonds were still called Defense Bonds. In March of 1942, the ads were placed in January of 1942. The war was in full swing and it was not looking good. You see the attitude in the ads change to a more determined support of the war. Lobaugh, Icken, and Saginaw Pattern are making it clear they are 100% behind the war effort.

In the March, 1942 issue, *Model Railroader* started plugging the idea that you should buy a gift subscription to *Model Railroader* or *Trains* magazine for someone in the service to keep them interested in the hobby. They would continue this pitch throughout the war. As 1942 went on, the War Production Board was controlling more of the

## ICKEN 'O' Gauge

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Special training equipment which we designed and built for our Naval Air Force six months ago has been acknowledged to definitely prove our workmanship. More will be added.

We are cooperating 100% with our government. At the same time we promise there will be no lowering of our standards of quality and performance on the model we build for you.

### ICKEN MODEL LOCOMOTIVE CO.

INCORPORATED

ESTABLISHED IN 1927

Dept. R-5 Palisades Park, N. J.

*Icken's ad for March of 1942 telling you what they are doing for the war effort.*

for FEBRUARY, 1942

85

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\* New Challenger factors beneath baseboard.

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6. Beautifully hinged in instrument quality finish in Battleship Gray.

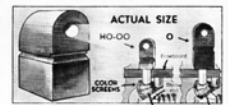
NEW Challenger Prices, Effective Feb. 1st, 1942	
New concealed mount Challenger switch machine	\$2.00
With signal*	2.50
Standard Challenger switch machine, new	1.55
Dwarf signal sold only with Challenger**	.50
2 blade relay unit	.65
8-blade relay unit	1.20

\* Prices of signal units are based on their dimensions to fit in the Challenger dwarf signal base. \*\* See Model Railroader, Feb. 1942, p. 10.

In model railroading all that the enemy implies . . .

### 2. In Signal Lights!

An amazing new color light dwarf signal automatically operated by the Challenger switch machine



\* Size actual size of new Pioneer dwarf signal lights.

Here's a dwarf 2-color signal with unbelievably brilliant and level-like color indications, patterned after the famous S. A. Searchlight of the GENERAL RAILWAY SIGNAL CO. recognized used on 192 railroads all over the world! So simple, so inexpensive, so foolproof that experts exclaim, "Why hasn't someone done this before?"

#### A REAL SCALE SIGNAL

To overcome the common optical appearance of present "scale model" signals, Pioneer developed a new principle . . . based on optical refractory glass rod lenses . . . Because there is no bulb or working part in the signal head or base, scale size becomes a fact. This new signal gives you not only an absolutely scale light for O gauge . . . but enables you HO and OO gauges to get simple working signal lights in scale for the first time.

#### BEAM EASILY VISIBLE AT 50 FEET

In addition the new Pioneer dwarf signal shines a beam through a 1/2 inch diameter lens 500 yards over 50 feet. Light passing through baseboard. A flash to get all the details of the signal.

Beautifully finished in glass black lacquer, complete with baseboard case. Fits into any Challenger switch machine. Price \$1.50. See Model Railroader, Feb. 1942, p. 10.

\*\* Pat. applied for

**THE PIONEER COMPANY**

211 NORTH FRANKLIN STREET CHICAGO, ILLINOIS

**BUY DEFENSE STAMPS...WE'LL ACCEPT THEM IN TRADE!**

Our most important job is to defeat the enemy. The way all of us can help is to buy defense stamps and bonds. Pioneer will accept defense stamps or face value in any amount for any retail purchase by direct mail. Postage paid anywhere in U.S.A.

## Who says a Model Railroader can't help in National Defense?

This is Uncle Sam's greatest war effort and it is up to us to spend a little more time working for our "Uncle" than working in "O" gauge . . . so during this emergency a group of engineers, machinists and I work in our big plant up town.

We all know that the quicker we lick this thing the quicker we can settle down and enjoy ourselves. Speaking of enjoying ourselves . . . the ONE thing the enemy wants us to do is to change our American way of life. We don't agree with the enemy. Look here . . . if you're a petunia raiser, go ahead and raise petunias . . . if your hobby is collecting mouse traps, go ahead and collect 'em . . . if you're a Lobaugh fan and a model railroader . . . go ahead and railroad for all you're worth. But remember the first duty is to our country, so dig down there, mister, and buy those bonds. Let's keep 'em flying!

If your order is a little late . . . or you feel you aren't getting the quick service you're used to . . . be a little patient. Remember we're working for Uncle Sam too and his work must come first.

During this war our model research will go on . . . new and better ways of manufacture will be developed . . . new models will come off the engineer's drawing board as fast as possible. As always, when you buy LOBAUGH you buy the finest!

Who says a model railroader can't help in National Defense? We're proud to say that we are doing a darned good job for Uncle Sam and a darned good job of model railroading too.



Send 25c for our 1941 Catalog and 1942 Supplement, or 10c for the 1942 Supplement. In the pages of these books is some mighty fine reading and the best in 1/4" scale.

Write to **LOBAUGH**  
ROLLIN J.  
1179 Howard St., San Francisco

*The Lobaugh ad from March 1942. Roland seems like he understands the situation and is more determined.*

manufacturing as well as the materials. The June, 1942 editorial in *Model Railroader* talks about the War Production Board order L-81, put in effect March 30, 1942, which limited all model manufactured products to less than 7% by weight of critical materials. The editorial stated that was sort of a mute point since the revised order due to take effect June 30, 1942 would eliminate any critical materials from models.

for JUNE, 1942

295

## We Must Fight, First

**T**O conserve materials, machinery and manpower, the War Production Board has prohibited the manufacture of electric trains after June 30th, 1942.

This means that for the first time in more than 40 years, the production of electric trains will be halted at the great Lionel factories in Irvington, N. J. There will be some electric trains for this coming Christmas season but they will be scarce and the variety of equipment will be limited.

Every year hundreds of thousands of fathers and sons look to Lionel for new model railroad equipment to add to their ever-growing, ever-more-interesting miniature railroad systems.

By its long and unchallenged leadership in the electric train field, Lionel has assumed a duty to all of these father-son railroaders. And, year after year, Lionel has acquitted itself of that obligation, to the joy of every boy railroader, by the introduction of an endless stream of miniature railroad improvements and additions—a built-in locomotive whistle, electro-magnetic couplers, scale-detailed engines, scale-detailed cars and numerous electrical and mechanical accessories.

Today, however, in this new, grim war world, Lionel's duty to the hundreds of thousands of train enthusiasts is one of vast importance: to help win this war.

This we are doing, with every ounce of energy at our command—that the day of the electric train and all of our other normal peacetime pursuits and pleasures will return as soon as possible.

For the production of war matériel, electric trains have been sidetracked. The floor area of our plants has been twice expanded and a third addition is now being started. Machine facilities have been vastly increased.

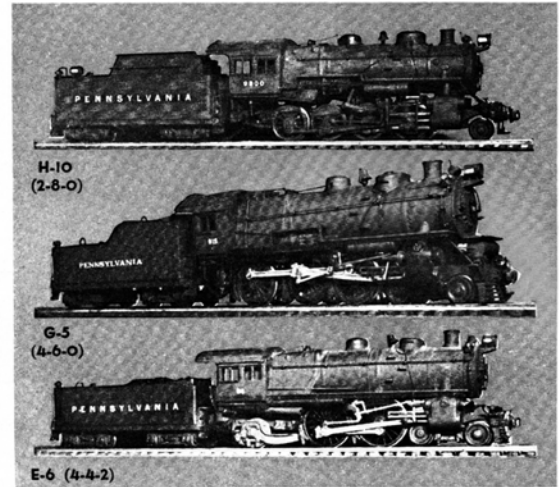
The work week in many departments has been extended by second and third shifts. The tempo is quick and the output of war implements, for the United States Navy, mounts hour by hour and day by day.

We must fight, first, before we can plan for the future—but of this one thing you may be sure: when the war is over, Lionel will emerge from its strenuous war efforts bigger, stronger, broader-shouldered, equipped with new skills, new machinery, new methods and new materials to restore and rapidly expand the hobby of model railroading, and to bring new railroading fun and excitement to every man and boy.

# LIONEL

*In the June 1942 issue of Model Railroader, Lionel announced they would no longer make model trains for the duration of the war. They went into war work and the binnacles they made for the Navy are highly sought after by Lionel collectors today.*

*Scale-Craft ad from June 1942. They made tooling to produce 40mm bullets. Stan Byes' mother worked there during the war running a lathe.*



### PLACE YOUR ORDER NOW!

Or Face the Possibility of a Two or Three-Year Wait for Pennsy Loco Kits

When we wrote our last ad, war seemed like a remote prospect. As we write this ad it is a grim reality. The country has over night swung from ball-hearted defense production to all-out war production.

Nothing that will not help the United States win this war will be permitted for our production. When our present limited supply of parts, castings, and material has been used up, there will be no more SAGINAW locomotives available until the war ends.

We now have all the orders on which we can make reasonably prompt delivery. But if you

want to assure yourself of a locomotive kit, you'd better mail your order to us today. We will fill orders in the order in which they are received until our stocks are exhausted.

Place your order with the prospect of a 60-day wait. Send a 10% deposit and we will notify you and ship C. O. D. for the balance. Your deposit will be returned to you if our supply becomes exhausted before your order comes up for shipment.

Price of each of the 3 locomotive kits is \$29.50 without motor.

ORDER DIRECT OR FROM YOUR DEALER

DEALER'S INQUIRIES SOLICITED

SAGINAW PATTERN & MANUFACTURING COMPANY

ESTABLISHED 1928

720 SOUTH HAMILTON ST. SAGINAW, MICHIGAN

*This ad for Saginaw Pattern and Manufacturing appeared in the March 1942 Model Railroader. At this time, Bill Lenoir owned this business. Note his commitment to the war effort.*

Attention . . .

## MODEL RAILROADERS!

Scale-Craft has long served the boys with the model pikes, but now—the machinery of Scale-Craft is helping serve ammunition to the boys on the firing line. Day and night shifts of Scale-Crafters work tirelessly to help their country in its time of need. The entire plant has been made available for war work, and 95% of it is being used for this purpose.

But even in this great emergency, Scale-Craft products are still available, and its authorized dealers are being supplied as fast as conditions permit. Scale-Craft has not let its patrons down, and its model railroad equipment will be sold as long as it is legally possible to do so.

All model railroaders are doing their bit for their country, either in the armed forces, or in the ranks of civilian workers. Our success in this war depends upon the fitness of our civilians behind the lines of defense. Enormous production speed is demanded of them, but work without relaxation makes them stale and inefficient. Pastimes, pleasures, and hobbies are the salvation of these men who must not crack up under the strain of war time pressure. We can't overlook the value of relaxing them each day, during this critical time.

Due to restrictions against certain materials, model railroaders may, in the near future, be unable to get supplies for their hobby. The stocks of many manufacturers are beginning to run very low.

Model Railroaders, you know the benefits of your hobby—what it has done for you in the past, and what it can do for you in the future. You know that it is your duty to keep fit for your part in the war. Your hobby will provide the necessary relaxation and pleasure for sustaining your nerve balance at the close of the long days to come. Therefore, act quickly, and secure your needed model railroad equipment while it is still available. Late Governmental rulings have forbidden the manufacture of toy trains and similar products after June 30, 1942, and Scale-Craft will rigidly adhere to these orders. After this date, no more model railroad equipment will be manufactured at the Scale-Craft plant, so get in touch with your dealers while there is still time. We, like many other manufacturers, have stocks of repair and replacement parts, and will be able to help you maintain your equipment long after its manufacture has ceased. We are putting forth our best efforts in these uncertain days, and we know you will do likewise. So get in your orders before the final day—DO IT NOW!

**Scale-Craft & Co. (Not Inc.)**  
LIBERTYVILLE, ILLINOIS

**WE'RE IN IT . . .  
LET'S WIN IT!**

For the duration of the war we have suspended manufacture of model railroad equipment. Uncle Sam needs metal and men. Lobaugh craftsmen who are not in technical divisions of the armed forces are working in our other plant, aiding the war effort. However, orders for such merchandise as we have in stock will be filled.

This does not mean that Lobaugh is closing up forever. Quite the contrary. Constant research and development of new models will go on during the war. When peace comes and you can once again buy model rail equipment . . . then, as always, when you buy Lobaugh you will buy the finest. We're in it . . . let's win it! Buy those bonds and keep 'em flyin'!

**LOBAUGH**  
INCORPORATED

**ROLLIN P. LOBAUGH**  
1179 Howard St. San Francisco, Calif.  
The World's Standard  
1/4" Scale Authority

*The June 1942 ad for Lobaugh announces they have stopped all model work.*

They went on to talk about how some manufacturers were substituting non critical materials and that there are other ways to make models. The Pioneer company of Chicago stated in their August, 1942 ad that they had purchased components for control panels they made. By August, they were allowed to sell the components, but could no longer use their manufacturing time to assemble the control panels. Also in August of 1942, Roland Lobaugh takes out an ad that indicates he is not happy with the way people are reacting to the shortages.

Roland was a veteran of World War I and it was becoming apparent he knew what this would take. As 1942 drew to a close, it was becoming more apparent that the war would not be over any time soon.

We now move to 1943. The war has not been going well, and this will be a long hard struggle. The rationing is getting tighter. You will see that many manufacturers have turned to all war work and are explaining to their customers what they are doing and why. In January of 1943 Frank Taylor, who is now the editor of *Model Railroader*, had this to say in his column. "Our war efforts are being stepped up an

**Tanks . . .  
and your hobby**



*The worst thing we have to fear is fear itself. . . .*

*Model railroading and other hobbies have their part in winning the war. . . .*

*Work hard. Buy bonds. . . .*

*For wartime efficiency and to better handle a growing business, the publishers of The Model Railroader have handled a brand new ultra-modern Linotype machine which will set the type for the magazine in fewer man-hours than the old machine it replaces.*

*Model Railroader laid out their position on the inside rear cover of the June 1942 issue.*

**PIONEER GETS  
A-3 PRIORITY!**



The War Production Board has granted Pioneer an A-3 Priority for The Challenger\* (trade mark) Switch Machine. To get this high rating today in the model railroad field.

*The Product MUST Be Right!*

Limitation order L-41 prohibits the manufacture of models after June 30th. We may peak and fill orders after June until our supply is exhausted. If you want a Challenger Switch Machine get it now—next fall may be too late. If your dealer cannot supply you now, order direct from Pioneer to insure delivery.

The Challenger works equally well on any gauge.

HO—OO—O	Regular Challenger Switch Machine (exposed mount), ea. . . . .	\$1.75
	New Concealed Mount Challenger (shown above), ea. . . . .	2.00
	Same, with either HO—OO-gauge or O-gauge Dwarf Signal, ea. . . . .	2.50

(State size of signal wanted)



Pioneer's new Searchlight Dwarf Signals are also sold separately. . . . .

**THE PIONEER CO.**  
73 NORTH FRANKLIN STREET  
CHICAGO, ILLINOIS

*Pioneer's June 1942 ad announcing they have permission to sell off existing inventory.*

**WHY WE AREN'T  
GOING TO WRITE OUR  
CONGRESSMAN**

Altho the model railroad industry uses a minimum of essential war materials, and priorities have hit us as hard as the next fellow, we aren't going to bother our Congressman about it . . . he's got more important things on his mind.

We get a quiet thrill in the knowledge that the brass and bronze that would normally go into our locos are helping to smash the Axis—and we know that all you fellows feel the same way about it. Sure, it's tough on business—but we aren't crying, mister—we're mighty glad and proud that we can help.

We're redesigning and planning new manufacturing economies, so when peace comes, then, as always, "when you buy Lobaugh you buy the finest." Buy those bonds—and keep 'em flyin'!

**LOBAUGH**  
INCORPORATED

World's Standard 1/4-Inch Scale Authority.

**1179 HOWARD STREET  
SAN FRANCISCO**

*This August of 1942 ad from Lobaugh is as much a statement to the public as it is an ad. Roland appears to be very much aware of what it was going to take to get the war over.*

for AUGUST, 1942

**V**

*We're Doing Our Part*

MANTUA daily becomes more and more converted to War Production. The Locomotive or Car Kit that might have been yours is being shaped to beat the Axis. We'd like to tell you more but of course we can't.

So . . . while our stock still lasts we'll gladly fill the orders you send.

★ ★ ★

Of course our Complete HO Handbook and Catalogue is still available at 25c

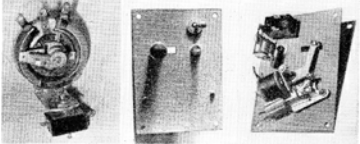
**MANTUA METAL PRODUCTS CO.**  
"Pioneer and Leader in HO Gauge"  
Woodbury Heights, N. J.

*Mantua devoted themselves to war work as you will see in their other ads. This ad appeared in the August 1942 Model Railroader.*



**OUR FIRST COUPON... A SUMMER OPPORTUNITY:**

Months ago we bought the finest control parts that money could buy for our own custom-built control panels. Now the War Production Board prohibits any assembly of these panels by us. You can do what we can't. And get the finest de luxe control panel by simply assembling these finished pieces of equipment. Here they are: Rheostats, by Ward-Leonard, built to navy standards, the best and smoothest; Circuit breakers (Varney type) made by Guardian Elec. Co., very sensitive and positive; Cutler-Hammer's special extra-long, bat-handled toggle switches for smartness and ease of operation; Dial Lt. Co.'s jeweled pilot light "1/2" lens, red, green, and opal mounted in circular threaded-barrel frames and attaching screw-base bulb sockets; Pioneer's own reversing switch kits with 6 relay type contact blades, solid silver contacts, mounting bracket, and red bakelite knob; steel panel blanks, plain and black baked-on wrinkle-finish enamel.



One of our manufacturer friends remarked that he thought we were crazy to try to sell anything in August, the Vacation Month!

To the Pioneer Co., 25 N. Franklin St., Chicago, Ill.

I'm crazy, too—crazy like a fox! So send me postpaid the De Luxe Equipment as checked below for kind and quantities. If I don't like (could be), I can return for full cash refund. I enclose \$..... in full payment. All Prices Include Postage Anywhere, in U. S. A.

- Rheostats, all 2 1/4" Vitrohm Ring Type, 50 Watts.
    - 25 Ohms, with Dial Plate, knob, and off pos. .... \$3.00 ea.
    - 15 Ohms on each side, with toggle switch for reversing, knob and off pos. .... 3.75 ea.
    - Either of the above designed for HO gauge. ....
    - 80 Ohms, with Dial Plate and Knob, for OO gauge .... 3.00 ea.
    - 10 Ohms, with Dial Plate and off pos., no knob .... 2.00 ea.
    - The standard rheostat for O gauge.
  - Circuit Breakers for HO, OO, and O gauge.
    - HO model, cuts out at 6 to 7 amps, with 2 relay blades, contacts, manual re-set arm .... 1.00 ea.
    - OO model, cuts out just above 1 amp. .... 1.00 ea.
    - O model, same as HO. .... 1.00 ea.
    - Any of the above models with French Gray or Black Enamel Face Plate, slotted, held for Re-set Knob, Pilot Light and Toggle Switch to anticipate overloads, complete, as shown. .... 2.00 ea.
  - Toggle Switches, with long bat handles.
    - Single Pole, Single Throw, complete .... .20 ea.
    - Double Pole, Single Throw, complete .... .40 ea.
    - You can alter this switch to S. P. D. T.
    - Face Plate Rings for Toggles, numbered 1 to 6 .... 10 ea.
    - Face Plate Rings for Toggles, On and Off .... .07 ea.
  - Jeweled Pilot Light Assemblies.
    - Quarter-inch jewel, red, green or opal, with socket .... .25 ea.
  - Reversing Switches, Kits.
    - 6 Relay Blades, solid silver contacts, mounting bracket, knob, screws, diagram, special, complete .... 1.00 ea.
  - Steel Panel Blanks, baked-on wrinkle-finish. Black.
    - Size 7 1/2" x 19" x 1/8" and 9 1/2" x 19" x 1/8" .... 2.50 ea.
    - Size 10 1/2" x 19" x 1/8" and 12 1/2" x 19" x 1/8" .... 2.50 ea.
  - Steel Panel Blanks, Plain.
    - Size 8" x 15" x 1/8" ideal to work, special .... 1.00 ea.
- Recheck your order to be sure. If your order can only be partially filled, cash or stamp balance will be returned. Wiring diagrams furnished. We reserve right to send either color. We reserve right to send either size.

*This August 1942 ad from the Pioneer Company points out how not only were materials coming under government control, but manufacturing was also.*

*This ad from the January 1943 issue shows how the owner of the Model Railroad Shop felt about supporting the war.*



(Photo of prototype.)

**"BUY MORE WAR BONDS"**

Put your model railroad to work on the war effort. Model this new C&E I box car with patriotic slogan. After the war is won this car will be an interesting and unusual memento.

HO Gauge, standard Varney kit for C&E I \$1.25  
"Buy More War Bonds" box car, B-33 ...

Add this up-to-the-minute car to your road now. See your nearest hobby dealer.

Complete Varney list on page 385

**VARNEY**

1622 N. Kilbourn Ave. Chicago, Ill.

*Gordon Varney was an early user of plastic for model train kits. He introduced one of the first models of the Buy More War Bonds logos on railroad cars. This ad appeared in the August 1942 Model Railroader.*

ingeniously substituting many material; and some of these have proved to be a decided change for the better. How about our ingenuity? Are we going to chuck our hobby for the duration just because we find it difficult to

for JANUARY, 1943

41

**Yes**

**THE MODEL RAILROAD SHOP**

is still here in the same old spot after nearly ten years of uninterrupted service to Model RAILROAD builders. This month marks our tenth birthday and we had plans for a new, bigger and better catalog to illustrate and describe the thousands of model railroad products we carry in stock. The war scrapped those plans along with a lot of others, and there will be no new catalog until after we have WON this War. Although we are not replacing much merchandise now due to war restrictions, we still have a large supply of many items ON HAND and we plan to continue to sell these as long as they last. So don't assume that you can't get that kit or part that you want, until you try. Most likely we can still supply you from our own stock. Drop us a line and ask!



Send a dime for our 1942 catalog. Or if you have this, send a postal request for our latest Supplement. These are kept up to date twice a month. Please refer to latest Supplement before you order from our 1942 catalog. "Mail Order ONLY" for the duration.



**BUY UNITED STATES SAVINGS BONDS AND STAMPS**

ON SALE AT YOUR POST OFFICE OR BANK

*Don't forget Uncle Sam's WAR BONDS!*

Your first duty is to put at least 10% of your pay in War Bonds—or Stamps—every pay day. Don't let anything interfere with that purchase. Just think what a country this would be if our enemies took over! I doubt if they would leave you with 90% of your pay check to spend as you pleased. You might not even have a pay check at all. I am not asking you to do anything that I do not do myself, as 10% of my pay goes into war bonds or stamps every month. Further, I pledge to our customers that not 10% but at least 20% of the profits from this business will continue to be invested in WAR BONDS until we have WON this War. Will you try to do your share too? I am sure you will.

Howell Day.

**THE MODEL RAILROAD SHOP**

Dunellen Dept. MR New Jersey

**WE'RE 100 PER CENT WAR WORK—24 HOURS A DAY**  
**BUT WE'RE STILL MODEL RAILROADERS AT HEART.**  
 The following items are still in stock for immediate delivery:

AB Brake Sets	Car Body Kits
AB Valves	Printed Car Sides
Brake Cylinders	Reefer Brake Wheel Sets
Brake Shaft Steps	Roof Platforms
Bushings, Wheel	Running Boards
Couplers	Spikes
Die-Cast Wheels only	Square Steps, twisted ends
Doors, die-cast	Tie plates
Escutcheon Pins	Ties
Eye Bolts	Third Rail Splice Bars
Draft Gears	Truck Gauges
Grab Irons, Drop Type	Truck Parts, less wheels
Hatches	Underframes
	Rail
	Hawley Oil

**FIRST COME, FIRST SERVED.**  
**AUEL INDUSTRIES**  
 HERMINIE PENNSYLVANIA

*This ad for Auel Industries appeared in the January 1943 Model Railroader. If you consider the lead time in placing this ad, the decision was made by them some time in the fall of 1942.*

almost unbelievable pitch, and the inevitable bottlenecks, holding up the stream of supplies, have caused some irritation. We model makers are beginning to feel the effects of these all-out efforts and we are being irritated too, especially when we order kits and materials and the order comes back unfilled because of a "restricted material" bottleneck. Model manufacturers are meeting this restricted material threat to our hobby by

obtain certain materials? Or are we going to use the versatility and inventiveness that is inherent in Americans? Metal materials for our use are on hand - lets recognize them. A two gallon oil can contains the "makin's" for loco boilers or gondolas. Old electric wind shield wipers have usable motors for model railroad purposes. The list of substitute materials is endless."

Frank goes on from there, but I think you get the point. The war was consuming a lot of resources and people. Most of the manufacturers are finding war work to keep themselves going. Many were finding the war work was a boom to their business and were expanding. Gordon Varney started out as a merchandiser only and had no production facilities. Everything they sold was made by someone else for them. They moved in 1941, and again in 1942, to larger facilities as they moved more into manufacturing. Some owners, as in the case of Howard Peabody of the Pioneer Company, were leaving their business and joining one of the military branches. By February of 1943, more manufacturers are announcing they are doing just war work. Mantua has announced in their February, 1943 ad that they have suspended all repair work due to the volume of war work they have. In their March, 1943 ad, they tell us how many employees they lost who went into military service. This is also the first mention of those jobs being replaced by women.

The shop owners are having trouble. There are dwindling supplies for their shelves ;and no stock means no sales and no money for the rent. *Model Railroader* started to publish text books and was selling them in a January, 1943 ad. They had the slogan "Thinking of getting a job in a war plant? Here are some

**-- WAR EXTRA --**

**MANTUA - ENTIRELY SURROUNDED  
BY WAR CONTRACTS!**

WE have to give up handling repairs, for some time at least.

Regretfully we make this announcement, knowing it will hurt our numerous customers who are trying to carry on their hobby of Model Railroading under increasingly difficult circumstances.

The various Government Agencies, finding ever-increasing uses for our specialized skill and equipment, are loading us down with contracts. We are also pinch-hitting on particularly accurate and last-minute rush parts for several large concerns. We are working around the clock and can see no end in sight until we all have placed Hitler, Hirohito & Co. where they belong—YOU know where that is!

We have done our best during the past difficult year to keep our customers' equipment in good running order, but from now on, we must request that you DO NOT SEND US ANY MORE REPAIRS. We shall be forced to return them to you as received.

If at any time before this war is over, we are able to handle repairs again, we will advertise that fact at once.

With sincere regrets to our many friends

**MANTUA METAL PRODUCTS CO.**  
WOODBURY HEIGHTS      ★      NEW JERSEY

P. S. We still have a *very limited* stock of Car Kits, Couplers, and some few other items and parts left in stock.

*Mantua has become wholly consumed by war work as indicated by this February 1943 ad. They would go on to greatness as you will see.*

---

## We're in the Navy now!

Howard B. Peabody, proprietor of The Pioneer Co., has been accepted and granted a commission in the United States Naval Reserve, and we have suspended operations for the duration.

All our stocks of Challenger Switch Machines, Dwarf Signal Lights, Tiny Pilot Lights, Pennsylvania prototype locomotives, etc., have been depleted.

We will be unable to answer inquiries, but we hope our friends will remember us until we can be with them again.



*Howard Peabody has sold everything in stock and joined the Navy as he states in this February 1943 ad.*

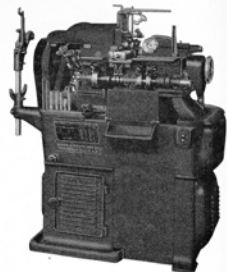


*This is an*  
**AUTOMATIC SCREW MACHINE**

Right now a battery of machines like this are working for Varney, helping to win the war. After the war they will mean better and less expensive model parts not only for Varney kits, but for the entire model industry.

You've turned parts, or seen parts turned, on a lathe. The automatic screw machine does the same thing automatically, one turned part right after another to a high standard of accuracy. Wheels, axles, bushings, fittings, screws, hundreds of small metal parts which must be exact and which should have good clean, smooth surfaces can be turned out better, faster and more economically on a screw machine than by any other process.

At the left end of the machine, through a hollow spindle, steel or brass rod of the right size and shape is fed into the chuck, just enough for one part at each movement. The chuck takes hold, starts the rod rotating. Tools attack in a pre-determined order, each tool the right shape to do one part of the job. Each is controlled exactly by cams as to cutting speed and position, and each tool does its part of the job faster and with more accuracy than it could be done by a good lathe operator. One, two, three, four, five, six, the tools run in and out. And after the cutoff tool finishes, the completed part drops into a tray. The screw machine makes parts so fast that instead of counting the finished product a



Out courtesy of Brown & Sharpe Co., Providence, R. I.

special calibrating scale is used to accurately count the pieces by weight.

The Automatic Department at the Varney Company is in charge of a screw machine engineer with 25 years' experience in this highly specialized field. Our production is mainly parts for instruments and electrical gadgets for aircraft use. Equipment is Brown & Sharpe O and OO, supplemented by a 1/2" Wickman (Swiss type) automatic. Second operation includes hand screw, milling, drilling and tapping.

If you are working on war production and have a problem which looks like a job for Varney, get in touch with us. Current bookings are for six-week delivery. After the war, we invite other model manufacturers to enlist our aid on a production basis. Screw machine work at competitive prices by people who understand both the screw machine and model businesses.

**SEE YOUR DEALER.** He still has a stock of many items in the popular Varney HO line. Dealers: Please write for "dealer only" list of items still available. After the war, Varney quality models in O and HO gauges.

**REPAIR DEPT. CLOSED.**  
We regret that further Government restrictions make it necessary to close our Repair Department.

Please Note Change of Address

**VARNEY** 1239 W. FULLERTON AVE.  
CHICAGO • ILLINOIS

*This February 1943 ad for Varney shows they moved again and are now soliciting war work. They took full advantage of the war work to equip their factory with new tools.*

books that will make you more valuable to your job and your country."

The March, 1943 issue of *Model Railroader* had some comments in the editorial about modeling in England and they are as follows: "Our sympathies are extended to our fellow hobbyists across the waters, some of whom have lost layouts and equipment due to bombings and many more

of whom have lost far more in the way of ordinary enjoyments of family and hobbies because of the stringent rigors of war time. The London offices of our contemporary, *Model Railway News*, were bombed and the

## The locomotive that went to war

I'm a Lobaugh locomotive. I'm made of first class materials—brass and bronze.

**1942:** After war was declared I gave up these valuable metals and went all out for victory.

**1943—South Pacific:** Brass that normally went into my tender is now a vital part of a submarine listening device.

**1943—North Africa:** Brass and bronze that made up my boiler and cab are now gleaming jackets on American machine gun shells whittling down the Axis.

**1943—Burma:** Bronze that made up my frame castings now stings Hirohito in daily air battles.



**194—U. S. A.:** We're going to win this war . . . and when we do and you can once more buy 1/4" scale—buy the equipment that will stand the gauff—buy Lobaugh and you'll buy the finest! Right now buy war bonds—10% every pay day.

Rolland J. Lobaugh, 566 Van Ness Ave., South  
San Francisco, Calif.

*Rolland Lobaugh wanted you to know your sacrifices were going to good use in this February 1943 ad.*

## An Open Letter and Apology To Our MODEL RAILROAD FRIENDS



In the past few weeks we have had to rewrap and return unopened repairs sent to us. Here is why. The army and navy have been pushing us for deliveries and we are now working seven days a week, three shifts a day, on war contracts. We have to give that work all we have.

We have relinquished thirty young men in the past few months to the armed forces and have only five of our regular men left. We have trained forty women to take their places, all on government work. In our locomotive department we formerly had fifteen men. Only one is left and he works on government contracts seven days a week, twelve hours—or more—a day.

That is why we have had to act as we did in returning your packages. We want to win the war quickly and we want to do our job for the government.

But we have not forgotten you. Although our work must be for the government our heart is still with our model railroad customers and we have arranged with MR. GEORGE STOCK of 83 West Sedgwick Street, Philadelphia, Pennsylvania, to handle repairs on Mantua products. He will do the best he can for you and is an able model builder.

Cordially yours,

**MANTUA METAL PRODUCTS CO.**

Woodbury Heights "Pioneer & Leader in HO Gauge" New Jersey

*In this March 1943 ad, Mantua tells us why they have had to suspend all repair work. This is also the first mention of women replacing the men in the shop.*

## ICKEN 'O' Gauge

**LOCOMOTIVES**  
Quality and Performance  
"Do Count"

We regret that no further orders can be undertaken at this time. Deliveries will be made only as conditions permit.

**Fred W. Icken**

**BLAUVELT Est. 1927 N. Y.**

Buy War Bonds and Stamps!

*Fred Icken has moved to war work by the time this February 1943 ad was placed. Compare this with the previous ad he placed in March of 1942 which was shown a few pages ago.*



famous since 1911

Did You Fill That War Stamp Book?



### IDEAL'S Two-Track TRUSS BRIDGE

Kit contains complete parts and instructions for structure 16 3/4" long x 4 1/2" high. Convertible to variety of lengths; one- or two-track. Strong die-cut sides with wood laminations.

AT DEALERS

\$1.00

By mail, 15c postage

Get Our Huge Catalog--10¢

IDEAL AEROPLANE & SUPPLY CO., Inc.

19-23 West 18th St.

NEW YORK

## As Time Goes By...

and until Victory is won, our stock of model equipment will gradually become less and less complete. We won't be able to supply you with anything and everything as we did B.H. (before Hitler), but the money you don't spend on your pike now will bring you dividends in more ways than one if you put it into War Bonds and Stamps.

You'll not only be giving Uncle Sam immeasurable support now, but when the lights go on again you'll have a nice tidy little nest egg which will help you to get all the wonderful new equipment the model manufacturers are even now planning for after the war.

So... put all you can spare, and a little more, into War Bonds to assure you of a safe and prosperous postwar world.

### The Model Railroad Shop

292 Vail Ave. Dunellen, N. J.

P. S. We are still selling from our 1942 catalog, but be sure to drop us a line before ordering to determine availability of items you want. 1942 catalog, 10 cents. Our most recent "Sold Out" sheet sent free on request. We still have available an ample stock of many items.

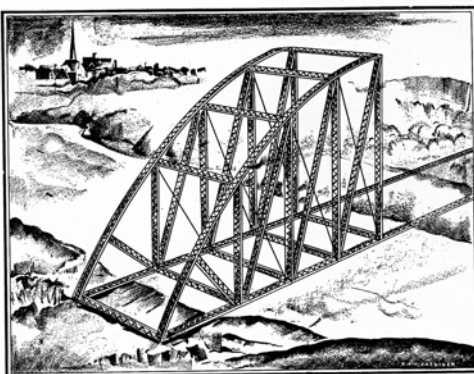
The Model Railroad Shop was one of the businesses that was running out of inventory in July 1943.

They did not manufacture and were relying on sales of existing stock to carry on their business.

This March 1943 ad for Ideal stayed almost unchanged through the war. They did change the plug for buying War Bonds with a different saying each month.

for JULY, 1943

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### "To the Unfinished Task Before Us"...

On many a model railroad layout, you will find unfinished tasks. The trains are not rolling—and construction is suspended, for its owner has gone forth to fight for the kind of freedom that gave him the opportunity to have a hobby and to build model railroads.

Many a lad who will later become a model railroader will one day be beholden to an absent model railroader who fought to make this lad's hobby possible.

Here at Mantua, we have stopped building model bridges and are helping to build a bridge of supplies for our armed forces. We, too, have "dedicated ourselves to the unfinished task before us."

Why not send him a catalog even if he is away? He can still lay plans. While they last, 25¢

MANTUA METAL PRODUCTS CO.

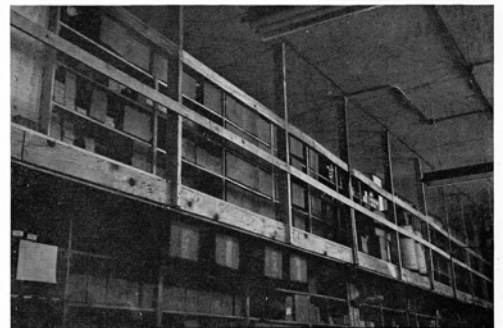
"Pioneer & Leader in HO Gauge" WOODBURY HEIGHTS NEW JERSEY

Mantua is reaffirming their commitment to the war effort in this July 1943 ad

complete store of articles, drawings, photographs and office records was destroyed. We realize the difficulty in which this places the publication and we extend our sympathy for the loss and our admiration for the way in which the magazine continues to appear in spite of all. Like many others both in and out of the war zone, we ponder over the uselessness of all this brutality when all most men ask is a fair chance to live and let live. All hobbyists must have a keen zest for the peaceful ways of living and we are sure our readers will join us hoping for an early and satisfactory conclusion of

for JULY, 1943

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## ON THE SHELF

The model railroad business is on the shelf for the duration. We know you want it that way. There can't be a division of productive energies. If we're to give our best to the war production work which we (like all other patriotic-minded manufacturers) have undertaken, we can't attempt to find substitutes to keep the model business alive. And if we were to split our attentions in this way, the model kits and parts which we might be able to produce would not live up to the Varney reputation for quality. (That's for sure.) So we've put the Varney parts and kits, dies and jigs, up on the shelf until Victory is won. But that doesn't mean we've quit thinking about models and planning the new line for after the war. Our precision

manufacturing experience to government specifications will be turned once more to the production of TOP quality model railway equipment.

MODEL INDUSTRY MANUFACTURERS: Foremost among our post-war plans is the decision to place at your disposal the facilities of our automatic screw products division. Here is a shop where you can place an order for screw products, secure in the knowledge that they will be manufactured with a sympathetic and intelligent understanding of your requirements. LET'S GET TOGETHER. If you are planning NOW, send in your sketches for criticism. Your draftsman will make you money every time he gets in a huddle with a screw products engineer.

P. S. Confidentially, that shelf picture makes me feel sorry for myself every time I look at it. Gordon Varney.

VARNEY 1239 W. FULLERTON AVE. CHICAGO ILLINOIS

By July of 1943, Varney has suspended any attempt at making model trains.

**BUY *More* WAR BONDS!**

PUT AT LEAST 10% OF YOUR PAY INTO BONDS AND STAMPS

\*\*\*\*\*

*We're still here --*

Yes, Scale-Craft & Co. is still very much in business, even if it is the war business. And what a business! Our production facilities have been expanded beyond recognition. Our crew has been working all hours of the day and night—beyond the limits of the “hog law.” But we haven't forgotten our model railroad friends, nor have we forgotten that our peacetime business was and will again be the designing and manufacture of soundly engineered and well built O and OO gauge model railroad kits and supplies.

As soon as Victory is won we'll be right here at the old stand with new items in addition to the old reliable line. With all the improved techniques and machines, we'll be turning out more and better models—at reasonable prices.

Meanwhile we do have stock of some items. It's a spotty and incomplete stock, mostly odd parts for this and that, and you realize of course that under limitation order L-81 we can do nothing to improve the situation. But what we have, you are welcome to. Because the stock is changing as items go “sold out” we cannot make up a list. Just write and ask if we have what you want. We'll reply promptly.

**After Victory**—Watch for more improvements in OO, the small gauge with big performance.

☆

**Scale-Craft & Co.**  
(Not Inc.)

Libertyville                  Illinois

\*\*\*\*\*

*A Scale-Craft ad from July 1943 wanting you to know they will be back. There is more optimism expressed in the ad that it will be over, and the outcome will be good.*

THIS MAGAZINE HAS THE LARGEST CIRCULATION OF ALL PUBLICATIONS DEALING WITH SCALE MODEL RAILROADS.

*The* **Model** *July*  
1943  
**25c**  
\$2.50 a year

**Railroader**

Exciting Reading

Vol. 16, No. 1      Cover Price 25c, U.S. Post. 00      (Copyright by Frank Turner)

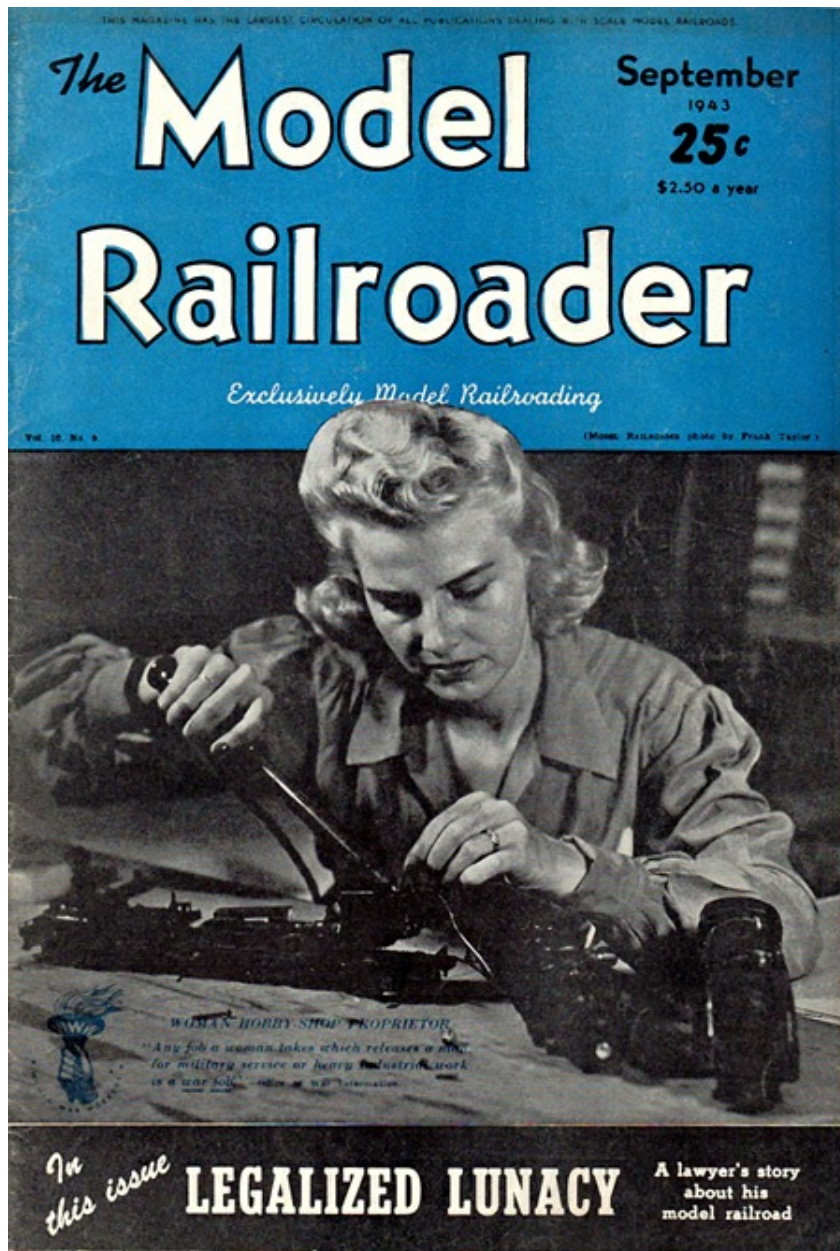
Featuring  
PENNSYLVANIA  
K-4 LOCOMOTIVE  
PLANS

**INVEST** *at least* **10%** **OF YOUR PAY IN WAR BONDS!**

*The cover of the July 1943 Model Railroader. The war was a long way from over, but with full production from industry the tide was turning.*

the hostilities over seas.” By July of 1943, war production was starting to show. Some historians point to May of 1943 as the month when ocean going freighters were being built faster than they could be sunk in the North Atlantic. Buy now, all the major model manufacturers were doing exclusively war work. Everyone was pushing for the public to buy War Bonds. One of the things the government did was to restrict wages during the war to control costs. The shipyard workers were paid \$1 per hour and were some of the best paid workers. Aircraft plants were restricted to \$.83 per hour.

Boeing had to get an exemption for the plants in the Seattle area because they could not compete with the shipyards for skilled labor. They were granted the exemption and were able to pay their worker up to \$1 per hour. You need to consider that when looking at the prices of the models in these ads.



The cover of *Model Railroader* from September 1943.

As 1943 went on into September, some new things started to appear in the ads and the magazine. The old talk about war work was still there, but there appears to be a sense that people have settled into the routine.

For the September, 1943 issue, *Model Railroader* has a photo on the front cover of a woman working on a model. It says on the cover she is a hobby shop owner and there is a plug from the government saying, "any job a woman takes which releases a man for military service or heavy industry is a war job". There is a crest

*Polk's seems overly optimistic in this September 1943 ad. There was a lot of bitter fighting yet to come.*

### IT'S THE LITTLE THINGS THAT COUNT . . .

Is it enough to buy as many War Bonds as possible? It might be if there were nothing else we could do to help, but each of us can do so much more . . . little things that might seem insignificant and rather unimportant in comparison to the job our boys are doing on the battle fronts of the world, but which add up to another Victory in themselves.

Are you buying nothing but the necessities to avoid inflation, avoiding the black markets like the plague, helping to entertain men stationed nearby, driving your car as little as possible to save fuel and tires, donating your blood to the Red Cross, serving as air raid warden and helping with the work at your local rationing board?

You're in this war too! Help fight it on the home front if you can't be on the battle front. Don't let our boys down!

### The Model Railroad Shop

Dunellen New Jersey

Over 10 years of continuous SERVICE to Model Railroaders

P. S. "Rush" orders are out for the duration, but we are still filling orders and answering all mail with reasonable promptness. We still have an ample stock of many items and we suggest that you drop us a line before ordering. We will reply by return mail, advising if available. Our 36-page 1942 catalog (the latest issue) is still available at 10 cents. Latest "Sold Out" sheet sent on receipt of a self-addressed, stamped envelope.

*The owner of The Model Railroad Shop is promoting doing everything you can at home to support the war.*

for SEPTEMBER, 1943

## POLK'S

is ready to discuss  
**POST WAR PLANS!**

Our Post War plans are clearly defined, ready to start rolling when our co-workers return from their appointed tasks in the military service.

We will offer the most complete sales and distribution facilities both domestic and foreign in the hobby merchandise field.

We are ready to initiate discussions with any organization or individual interested in achieving maximum sales and distribution connections through hobby retailers and allied channels.

We are prepared to discuss new items, new lines from established or reorganized plants; act in advisory capacity in planning products and consider financing worthy items on a fair and equitable basis.

**NEW IDEAS WANTED!** We invite submission from inventors with ideas or working models of "gadgets," kits and other hobby items. We can provide necessary financing, production facilities.

All discussions will be with a principal of this organization. Confidence respected. Preliminary negotiations with or through attorney, if desired.

**POLK'S Model Craft Hobbies**

"Nation's Leading Hobby House"

429 7th Avenue, New York 1, N. Y.

### What a Soldier (Ex M.R.) thinks about!

AND WE HEREBY PRESENT, IN HONOR OF . . . . .

When the Brass Hat, meaning one of Uncle Sam's Brass Hats, hands out the medal to Johnny Doughboy for bravery and he is out there in front of a large gathering, do you suppose he is embarrassed? Well, maybe somewhat, but in the back of his mind he is more concerned with the way a few palm trees may look on his layout back home. He is wondering WHEN he can get back to that Model Pike of his. Medals are fine, but we bet he would trade a carload for a Mantua HO Kit.

WHEN JOHNNY COMES MARCHING HOME (The Finest Soldier in the World) WE WILL BE READY WITH HO EQUIPMENT TO MATCH HIS VALOR.

*Why not send him a catalog even if he is away? He can still lay plans. While they last, 25c*

**MANTUA METAL PRODUCTS CO.**  
 "Pioneer & Leader in HO Gauge"  
 WOODBURY HEIGHTS • NEW JERSEY

Mantua's ad from September 1943. There is a slight change in tone from the August 1942 ad. By this time, people were starting to see that the war would be over sometime, and it was time to start thinking about what would come next.

## 7 things you should do to keep prices down!



If prices soar, this war will last longer, and we could all go broke when it's over. Uncle Sam is fighting hard to keep prices down. But he can't do it alone. It's up to you to battle against any and every rising price! To help win the war and keep it from being a hollow victory afterward—you must keep prices down. And here's how you can do it:



### 2. PAY NO MORE THAN CEILING PRICES

If you do pay more, you're party to a black market that boosts prices. And if prices go up through the ceiling, your money will be worth less. Buy rationed goods only with stamps.



### 3. SUPPORT HIGHER TAXES

It's easier and cheaper to pay for the war as you go. And it's better to pay big taxes now—while you have the extra money to do it. Every dollar put into taxes means a dollar less to bid for scarce goods and boost prices.



### 4. PAY OFF OLD DEBTS

Paid-off debts make you independent now . . . and make your position a whale of a lot safer against the day you may be earning less. So pay off every cent you owe—and avoid making new debts as you'd avoid helling Hitler!



### 5. DON'T ASK MORE MONEY

in wages, or in prices for goods you have to sell. That puts prices up for the things all of us buy. We're all in this war together—business men, farmers and workers. Increases come out of everybody's pocket—including yours.



### 6. SAVE FOR THE FUTURE

Money in the savings bank will come in handy for emergencies. And money in life insurance protects your family, protects you in old age. See that you're ready to meet any situation.



### 7. BUY WAR BONDS

and hold them. Buy as many as you can. Then cut corners to buy more. Bonds put money to work fighting the war instead of letting it shove up prices. They mean safety for you tomorrow. And they'll help keep prices down today.

KEEP PRICES DOWN . . .

*Use it up . . . Wear it out . . .*

*Make it do . . . Or do without.*

This advertisement, prepared by the War Advertising Council, is contributed by the magazine in cooperation with the Magazine Publishers of America.

This ad in the September 1943 issue was placed by the War Advertising Council. Money was flowing into the economy for war production and people were working long hours. The result was money in people's hands. The threat of inflation was looming.

for the Women War Workers also on the cover. By this time almost all young men were going from high school to military service. Women were working in every job segment.

There were some areas of resistance to women working. There was an attitude at the time that the men of the household worked out of the house, and the married women worked in the household. It took some coaxing to overcome these attitudes in some areas. By late 1943, the tide of the war had shifted. There is an expressed sense of optimism by September

*Scale-Craft added a little humor to the situation in their September 1943 ad.*

Scale-Craft defense products are inspected with the same care and precision that helped to make Scale-Craft Model Railroad Equipment outstanding among model railroaders.

**Buy War Bonds! Scale-Craft & Co.**  
 (Not Inc.) LIBERTYVILLE, ILL.

# NOT RATIONED

the pleasure of building a  
**J-C MODELS** passenger  
car.

O \$2.95      OO \$1.95

**Descriptive folder 5c**

**316 E. 46th St., Brooklyn 3, N. Y.**

*In September of 1943, J-C Models wanted to let you know there were some things that were not rationed.*

of 1943. From our point of view in 2015, this seems very optimistic considering the bitter fighting yet to come. Advertisers were starting to talk about post war plans. There were new products starting to appear. Wood and cardboard were being used more in model kits. There were still numerous pleas to buy War Bonds. The advertising would lead you to think people were becoming used to the situation, and it was back to life as before. A new problem, inflation, was starting to be talked about. On the inside front cover of the September, 1943 issue, *Model Railroader* had a full page devoted to what you could do to keep inflation down, The Model Railroad Shop talks about inflation and the black markets in their ad. There was a lot of money flowing into the economy via the war work, and people were working long hours. Add to this the shortage of goods due to the war. You had money and nothing to buy. Those who had goods felt obliged to raise the price. A friend of mine went into the war in 1943 from Chicago. While he was in high school, he would scour the garbage to find old radios. By taking the tubes and parts out of them, he was able to make working radios which he sold for a lot of money. He told me about some people he knew that were printing the rationing books. Needless to say, they helped themselves to plenty of gas stamps. In 1945, when very few people were traveling for vacation, these people went from Chicago to Minneapolis by car with all their gas rationing stamps. Some people are always willing to help themselves first.

As we move to 1945, the war is moving towards a conclusion. Rationing is still tight and *Model Railroader* announced in the March issue that paper rationing had forced them to condense the magazine, and that they could no longer

## 'A-C' A Good Name To Remember

Today we are 100% behind the war effort, engaged in war work. But even as we fight, A-C management and designers are anticipating the demands of the post-war period.

Out of this high-pressure war experience we are evolving new and improved production techniques which in days to come will provide you with finer models.

A-C product improvement is in the air—we are doing our share of forward thinking. After this war is won—you will enjoy more and more the Railway Models manufactured by A-C.

MANY FINE A-C KITS AND ALL COLORS OF A-C QUALITY PAINT ARE STILL AVAILABLE. STOP IN AND SEE YOUR A-C DEALER TODAY.

### A-C MODEL COMPANY

4907 N. TALMAN AVE. CHICAGO 25, ILLINOIS

"A-C RAILWAY MODELS - THE FINEST IN HO"

*The A-C Model Company was talking about their post war plans already in this September 1943 ad.*

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### United We Stand

AMRM stands for progress. The seal at the bottom of this column is the symbol of the Association of Model Railroad Manufacturers, whose members united in 1938 to combine their efforts to improve and standardize model railroad products.

From its inception and up until the beginning of the war, AMRM played a major role in the improvement of your hobby, both in the quality of merchandise and the facilities for obtaining it.

When war came, practically every single member disposed of his model material and went to work for Uncle Sam. While this was done with the single purpose of helping to win the war, it will have a great effect on the improvement of model railroading when we get back to normal.

Through their war effort AMRM members are becoming proficient in advanced methods of manufacture, which means the utmost in precision, speed and economy. When they resume making their respective model products your hobby will receive the full benefit of their newly acquired experience and efficient new machinery.

## AMRM

MEMBERS

- AUEL INDUSTRIES  
Hermist, Pa.
- BALDWIN MODEL LOCOMOTIVE WORKS  
Norwalk, Conn.
- ICKEN MODEL COMPANY  
Blauvelt, New York
- K & W. MFG. COMPANY  
Cranston, R. I.
- LIONEL CORP.  
New York, N. Y.
- MANTUA METAL PRODUCTS CO.  
Woodbury Heights, N. J.
- MIDLIN MODELS  
Scotts Plains, N. J.
- MODEL RAILROAD SHOP  
Dunellen, N. J.
- NASON RAILWAYS  
Mount Vernon, N. Y.
- PICARD NOVELTY CO.  
Westerly, R. I.
- PITTMAN ELECTRICAL DEVELOPMENTS CO.  
Sellersville, Pa.
- RAIL CHIEF PRODUCTS CO.  
New York, N. Y.
- SCALL-GRAFT & CO.  
Libertyville, Ill.
- STAPLES MANUFACTURING CO.  
Wilkinsburg, Pittsburgh, Pa.
- GEORGE D. STOCK  
Philadelphia, Pa.
- VARNER  
Chicago, Ill.
- WM. K. WALTHERS, INC.  
Milwaukee, Wis.
- THE WESTBROOK CO.  
Hasbrouck Heights, N. J.
- WINDSOR MODEL RAILWAYS  
Oradell, N. J.



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### Watch'em roll

If you fellows have been down in the yards lately, you probably saw a lot of long freights being moved. Railroads all over the country are putting their freight equipment to the most vigorous tests. Freight cars take a terrific beating. The only reason that they stand up is that they are built to stand the gaff.

Your Lobaugh freight car is engineered with the same fine precision as the prototype. It's the only car in your string with a spot welded underframe. Wood sheathed cars are built up of accurately mitered, selected and thoroughly seasoned lumber. These pieces are strong and they fit. Steel sheathed cars are of the finest pressed metal. Tankers are made of 22 gauge brass tubing with pressed metal ends formed and turned to fit the ends. Domes are pressed metal . . . running boards, brass . . . spot welded underframe . . . complete metal construction throughout. All Lobaugh freight cars have cast bronze trucks.

There are 103 of these cars . . . each one with its proper herald, number, weight, and measure. There's no faking . . . it's the real thing. When you roll these cars on your pike they sound like the real thing, because they are solid and substantial.

We'll be making these same swell cars for you after the war. When that day comes—

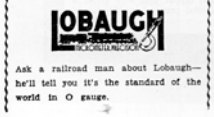
**"You'll be glad  
you waited to  
build a LOBAUGH  
freight car"**

**Service Men . . . Note!**

When you come to San Francisco please give us a call. Let's get together and talk about postwar railroading. It's good and warm in our sand house and I know that you and I will enjoy ourselves.

**ROLLIN J. LOBAUGH**

Our office telephone number is HEmlock 3981 and our home number is Fillmore 1530.



*The model producers were getting ready for life after the war.*

*Lobaugh from April 1945. Note the invitation to visit the plant.*

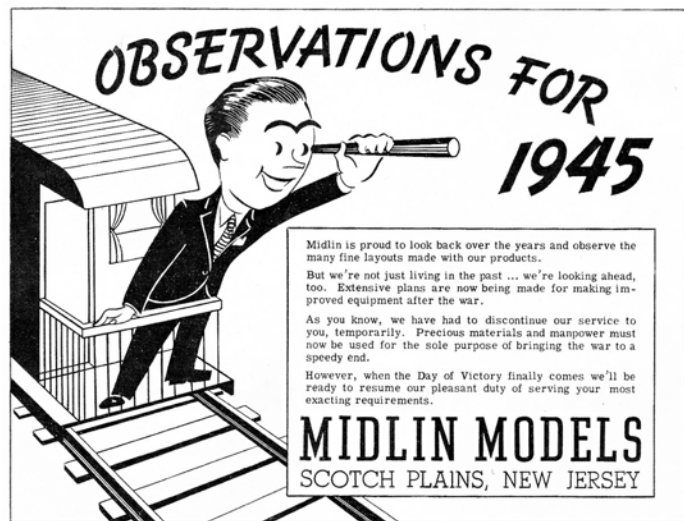


Mantua took out this full page ad in the March 1945 *Model Railroader*. They were justifiably proud of their war work.

small company like Mantua to attract the attention it received they did an exceptional job. *Model Railroader* also mentioned the event in their March, 1945 editorial as a pat on the back for all of model railroading. The article about the event states that the presentation was made by Lt. Col. Charles U. Bauman, C.E. to John Tyler

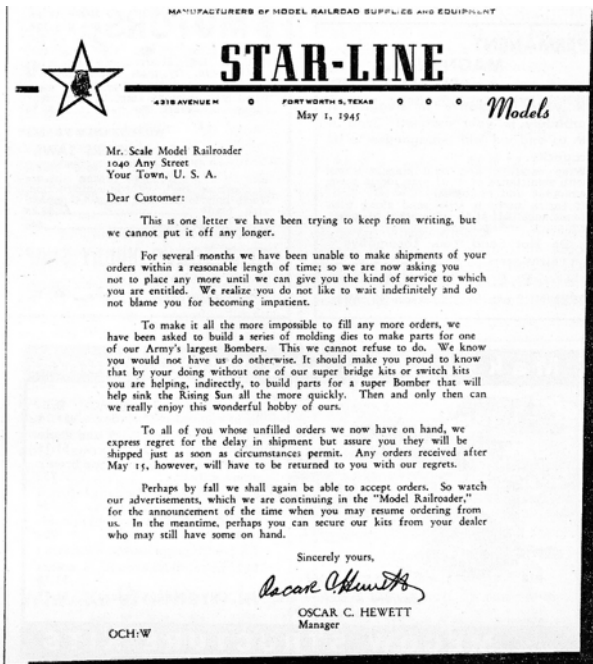
take any new subscriptions. They were encouraging people to share their copies of *Model Railroader* with others. Lobaugh is advertising their kits in April of 1945. You will see that this is only an ad describing how good their kits are. In March of 1945, they state they have nothing to sell and are still doing 100% war work. What we also see in the Lobaugh ads is an invitation for any military service people to stop by for a visit. As I mentioned before in this article, Roland was a veteran of World War I, and seemed to have a grasp on what it would take and what the people in the military were facing.

The big news for March, 1943 was Mantua winning the Army Navy E Award. There was an official awards dinner in New Jersey for the presentation and *Model Railroader* covered the event. Some of the model manufacturers in attendance were Al Kalmbach, Gordon Varney, Frank Westbrook, Larry Sagle, Charles Penn, Paul Jackson, and Norman Tyler. The article states that the day after the Pearl Harbor attack on December 7<sup>th</sup>, 1941, John Tyler and Jim Thomas, the partners in Mantua, offered their services to the government for war work. Mantua produced stainless steel steel scales for map work, vernier protractors, beam compasses, and other types of accurate products. This award was highly coveted and required that the company meet consistent quality and delivery standards. Many large companies received this award, but the article states that for a



Midlin Models' March 1945 ad, on the left, shows the optimism people were having that the war would be over soon. By May of 1945, their ad, on the right, was even more optimistic. Remember these ads were created around January of 1945.





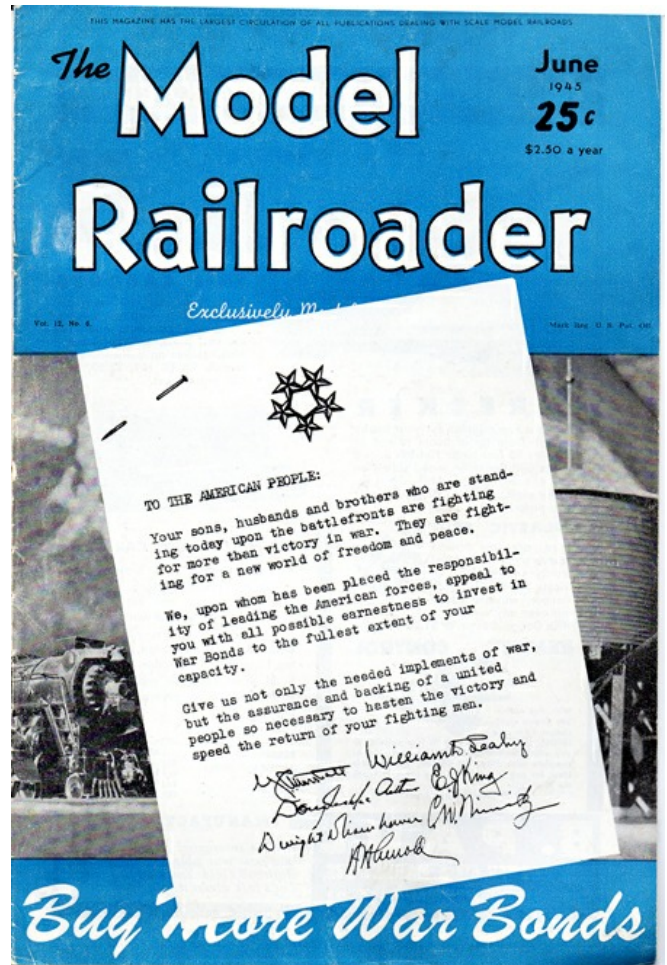
*In the May 1945 issue of Model Railroader, Star-Line which made wood trestle kits and truss bridges announced they could no longer supply the hobby.*

and Jim Thomas the owners of Mantua. The employees of Mantua all received an "E" pin and these were presented by Pfc. Manuel Amaral who was a wounded veteran recovering at the Valley Forge General Hospital. Edwin May accepted the pins on behalf of the employees.

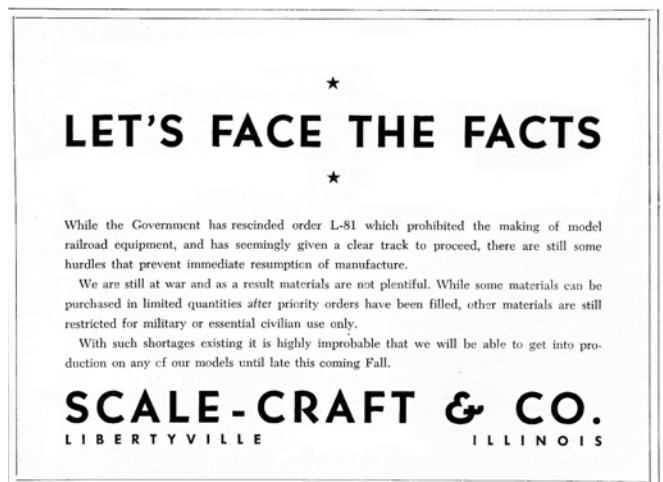
When you consider that many of the ads were written three months prior what you are reading, there is a feeling that was developing in January or 1945. Most



*Midlin Models was all upbeat in August of 1945 with this ad. Compare their tone with that in the Scale-Craft ad on the right.*



*The June 1945 cover of Model Railroader seems a bit out of place when you consider the war in Europe ended on May 8, 1945. This is an indication of the lead time required to get a print magazine out. Note also the plea to buy more War Bonds.*



*Elliot Donnelly from Scale-Craft always gave you the impression in their ads you were sitting in the room with him. This August 1945 ad in Model Railroader is a good example of that.*



**WE ARE  
ON  
OUR WAY**



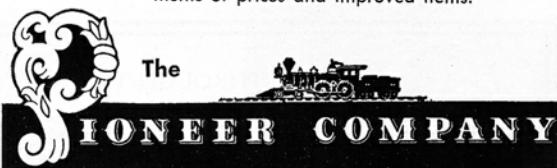
Unfortunately we cannot definitely say when we'll arrive with our new "O" and "OO" model so don't plan to meet us at the station until sometime early in 1946. In the meantime, clean out the roundhouse and prepare for bigger and better projects in model rail-roading.

**SCALE-CRAFT & CO.**  
LIBERTYVILLE ILLINOIS

*Scale-Craft in their October of 1945 ad hinted at the problems to come. All the shortages did not end overnight.*

## We're back from the navy...

and have started on a redesigned line of Pioneer model railroad equipment, including a much improved Challenger switch machine, signals and the line of Saginaw locomotives (which we acquired in 1942). Watch for our detailed announcements of prices and improved items.



1214-22 W. Madison St.  
Chicago 7, Ill.

*Howard Peabody was back from duty with the Navy in October 1945.*

**SPEEDING YOUR WAY .. SOON ..  
LIONEL'S POSTWAR TRAINS!**



**LIKE THE BIG RAILROADS-- ALL THE EXCITING IMPROVEMENTS YOU'VE BEEN WAITING FOR!**

These built-in whistles sure are swell!

Soon you'll have your new, exciting, true-to-life Lionel Train. Look what she'll have!

NEW REVOLVING CONTROL MAKES HER GO FORWARDS OR BACKWARDS--FAST AS BLOW!

Run two trains at the same time on the same track!

Just press a button to uncouple cars like magic!

Touch a button and your cars will load up with LUMBER, COAL, STEEL GIRDERS--ALL KINDS OF REAL FREIGHT!

**Get These Two Big Booklets FREE!**

1. Candid Camera Shows of Lionel Trains in Fast, Exciting Action.
2. Plans, Blue-Prints, Instructions . . . For Building a Model Railroad All the Fellows Will Envy.

Just clip this coupon.

The Lionel Corporation  
Dept. No. 64  
15 East 26th Street, New York 10, N. Y.

Please rush my Two Big FREE Booklets!

Name: \_\_\_\_\_  
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City: \_\_\_\_\_ Zone No. \_\_\_\_\_ State: \_\_\_\_\_

**Look to LIONEL**  
LIKE REAL TRAINS IN EVERYTHING EXCEPT SIZE!

**COMING!**  
THE GREATEST SINGLE ADVANCE IN ELECTRIC TRAINS!  
Watch for later news

*Lionel was back with this announcement in the October 1945 issue of the Model Railroader.*

of the ads were now talking about getting back to making models when the war ended. In June, 1945 there were mixed feelings. The June, 1945 cover of *Model Railroader* featured a message from the Commanding Generals to the American people to keep up the production and give the military the things needed. The war was still on and the military needed supplies. One of the things that was happening was that people were leaving their jobs and going back home. People could see the end was near, and wanted to get their own lives back in order. Some of the defense plants were having trouble keeping people on the job. On the inside of the same issue, there is a note that the War Production Board had lifted order L-81 and all manufacturers were free to make whatever they wanted as long as labor and materials were available. There were still shortages and would be for some time. Frank Taylor in his June, 1945 editorial in *Model Railroader* notes that car kits were generally available through the war as wood kits, and many modelers improvised with what they could get. The problem was that there were no trucks because they were metal.



M

antua joins the Industry and the Nation in giving profound thanks that this Christmas finds the world at peace. Thanks too—that our boys are coming back for good to their homes and loved ones and to their jobs with us. We wish you a very merry Christmas and promise you a new year filled with masterpieces of precision in "HO" gauge.



**MANTUA METAL PRODUCTS COMPANY**

*Pioneer and leader in "HO" gauge*

WOODBURY HEIGHTS • NEW JERSEY

The war in Europe was over by June; but remember, because of the lag in printing everything that was in the magazine was placed there some time in April. The war in Europe ended May 8, 1945, and there is no mention in the June issue of that which indicates the issue was closed and in print before May 8<sup>th</sup>. In the September, 1945 issue of *Model Railroader*, Frank Taylor talks in his editorial about the NMRA being formed 15 years ago. They issued their standards in 1945 which was the first time that model manufacturers had some common standards for track, wheels, and coupler height. He also mentions how the methods and materials developed during the war would see use in the model industry and that should be something to look forward to. In addition, there is also a column about how *Model Railroader* as a magazine dealt with the war shortages. All materials were allocated and their paper ration was set at 62% of what their current use was. This forced the magazine to be smaller and made every bit of space important. The October, 1945 issue acknowledges the end of the war. Frank Taylor titled his editorial "Happy Days Are Here Again". He talks with great enthusiasm about being able to fill up the car with gas and soon the model manufactures will be in full swing. Lionel was announcing their new post war models with many improvements. Howard Peabody from Pioneer was back from the Navy, and Star Line, which only a few months ago, announced they were stopping production, was back. As people tried to get back to normal, some of the caution that Elliot Donnelley expressed in his ads was beginning to become reality. There were still restrictions on travel as the military tried to get everyone home. The 1945 NMRA convention was canceled due to the travel restrictions. When the war ended, all the government contracts were canceled immediately to stop the outpouring of money. What would have seemed like a glut of supplies, turned into more shortages. People were laid off or went back to the farm. The returning labor force took months to get home and back to work. In August of 1946, a full year after the war was over, paper was still in short supply, and [Model Railroader](#) had to print most of each issue on uncoated newsprint paper.

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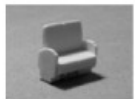
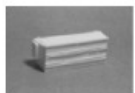
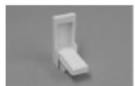
Kits can be had with  
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shown on right.



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# Kitbashing The Skagit River Speeder



*Photo courtesy of Skagit River Journal*

## By Tim Daltry

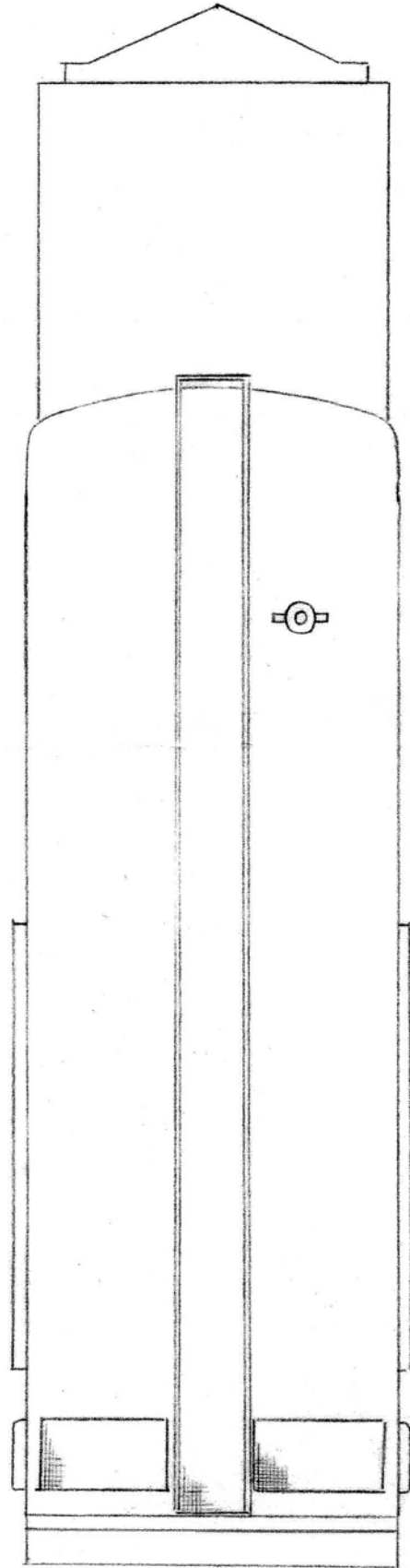
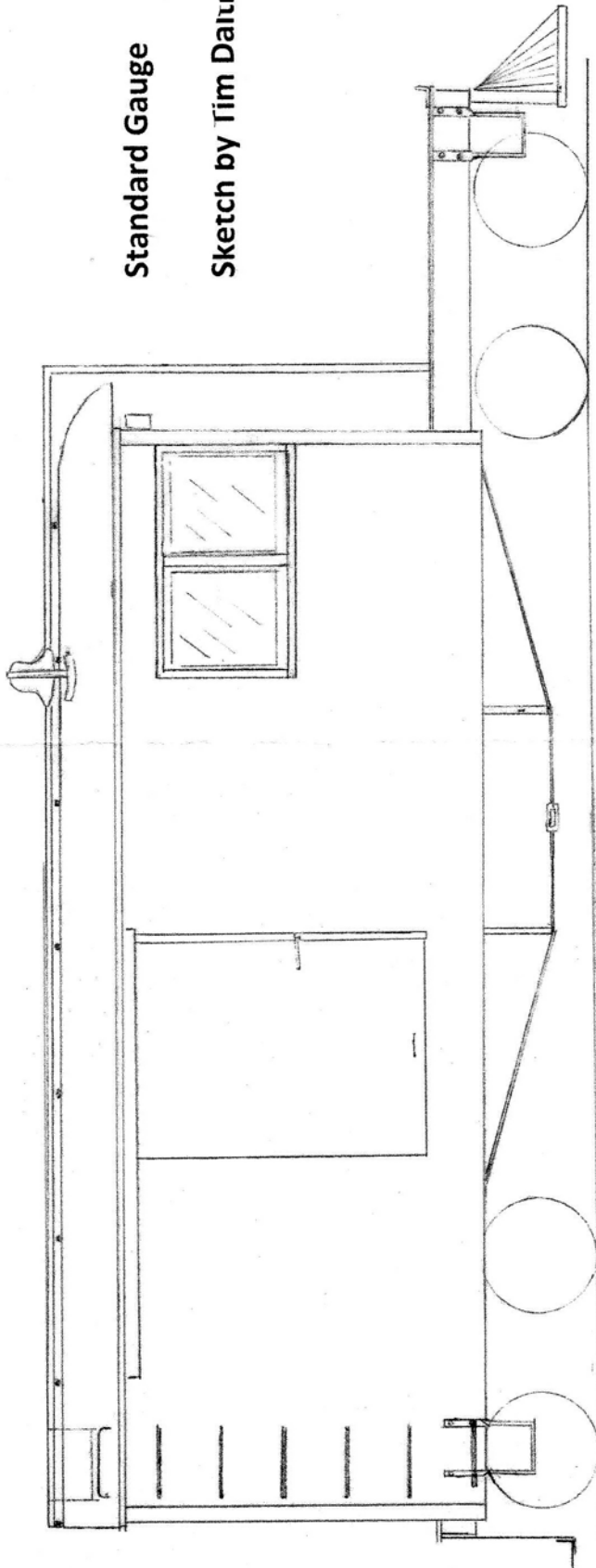
A couple of years ago Mike Calvert of Gilmaur Models, [mike.calvert@btinternet.com](mailto:mike.calvert@btinternet.com), asked me if I would test build his etched brass kit for a Southern Pacific 36 foot box car built by Pressed Steel Car Company. Whilst building this kit, I became aware of a website, [www.skagitriverjournal.com](http://www.skagitriverjournal.com), that contained a photo as shown above of a curious self-propelled vehicle called a speeder. It occurred to me that this box car kit contained a suitable chassis and floor plate for a speeder model, and that the sides of the body could be modified without too much difficulty. The one challenge would be to fabricate a new roof with the distinctive curved end profile over the platform end of the speeder. As luck would have it, I noticed in the Precision Scale Catalogue (PSC) they have listed a PMR 4411 end roof casting for a Mack rail car. I duly ordered this; and when it arrived, it looked perfect. I now had the basis for a bit of old-fashioned kit bashing.

*This is the car that Tim kitbashed the Skagit Speeder from. Tim built this display model first and thought it would be a good starting place.*

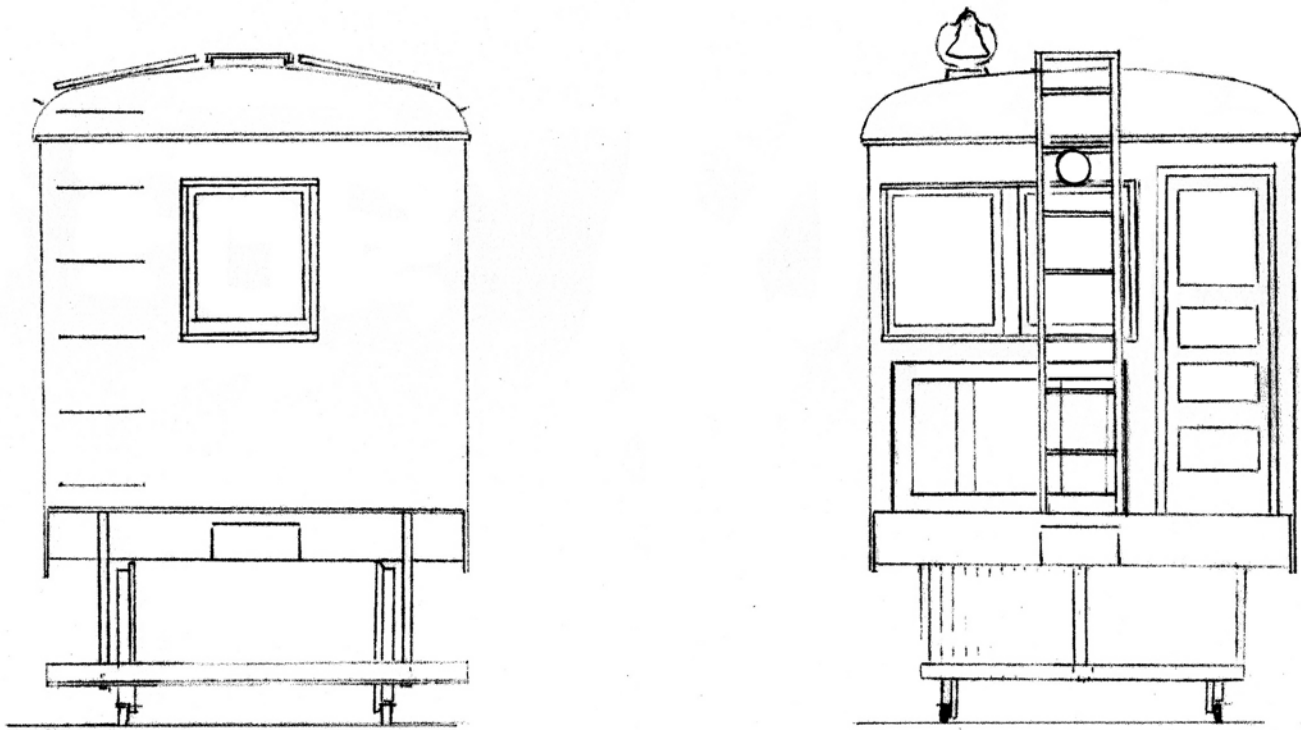


Standard Gauge

Sketch by Tim Dalry



An "approximate" Skagit speeder



*Tim made some sketches of what he thought the Skagit Speeder would look like, and how it would fit the model he was kitbashing. He made the sketches to the size he needed for the model he would kitbash. These were done with simple paper and pencil. No “electronic gadgetry” as Tim put it. Having a sketch like this is an important part of planing your model.*

I tried to find more photos of this speeder, but without success. Therefore, these drawings are a best guess. Unfortunately, the prototype photo does not show the type of bogie or end profile. I also assumed that the far side elevation would be a mirror image of the one illustrated.

So, start of the project – lots of shiny brass and comprehensive kit instructions. In the photo of my work bench, on the left are my vertical drill and small minicraft hand-drill. In the foreground, there’s a small vice. In the background, there is a basic rivet punch, my 100 watt Weller soldering iron with a small tip and, on the left, a wooden cradle. I made this cradle with precision-cut pieces of 1” thick planed oak carefully screwed together so that all internal angles are an exact right-angle. This enabled me to clamp in place pieces of brass and solder them together exactly square. In essence, the chassis is surprisingly intricate and you have to follow the instructions very, very carefully. Fortunately, the side sills are supplied already bent to shape. It is recommended that the chassis components are over-laid on graph paper to ensure all is square.

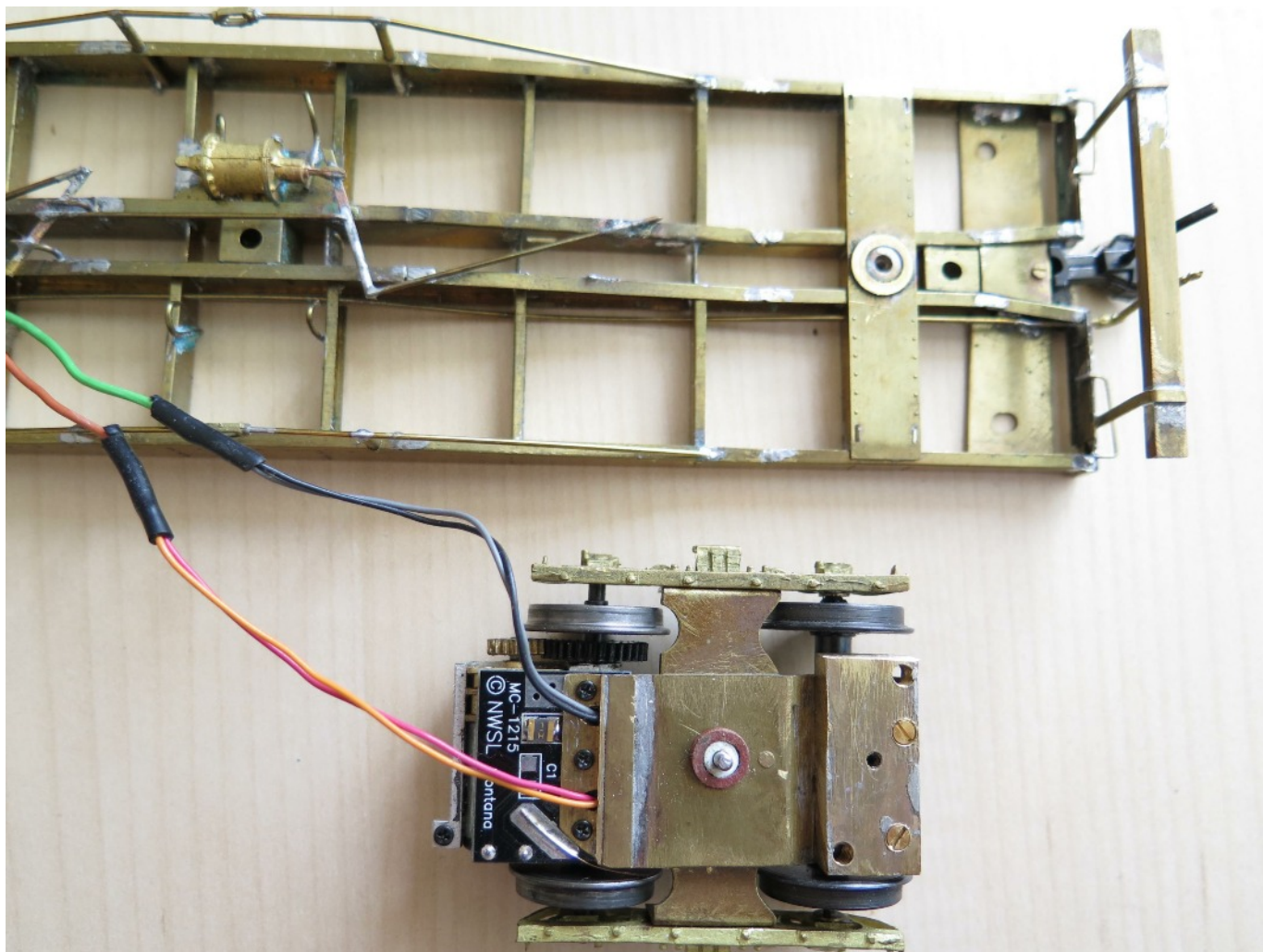
I have always found soldering a fun process. I experimented with a resistance solder machine, but never felt comfortable with it. Instead, all my solder work is now completed with a good quality 100 watt soldering iron with a comparatively small tip. I tend to use Carrs 145° C solder (*This is a tin/bismuth/silver alloy solder that melts at about 290 degrees Fahrenheit which is comparable to your tin/lead solder of around 320 degrees Fahrenheit. Ed.*) and Carrs yellow flux (*This is an acid flux similar to Tix brand here in the US. Ed.*). My technique is to pre-cut various lengths of solder first – some of these are mere slivers for, say, soldering wire to a hand rail knob. This way, I can control the amount of solder being applied. First I wipe the joint with the flux, brush the tip of the iron with a brass brush to remove any crud, and then gently pick up the desired size of solder piece with the corner of the iron. Usually, a gentle touch with the iron is sufficient to make a good joint.



*Tim is ready to start. This is what the basic box car kit looked like.*



*In order to make sure the frame was assembled square, Tim built it on a piece of ruled graph paper. Once you get a few of the joints made, they will hold the frame and you can remove it for more soldering. Keep checking as you go.*



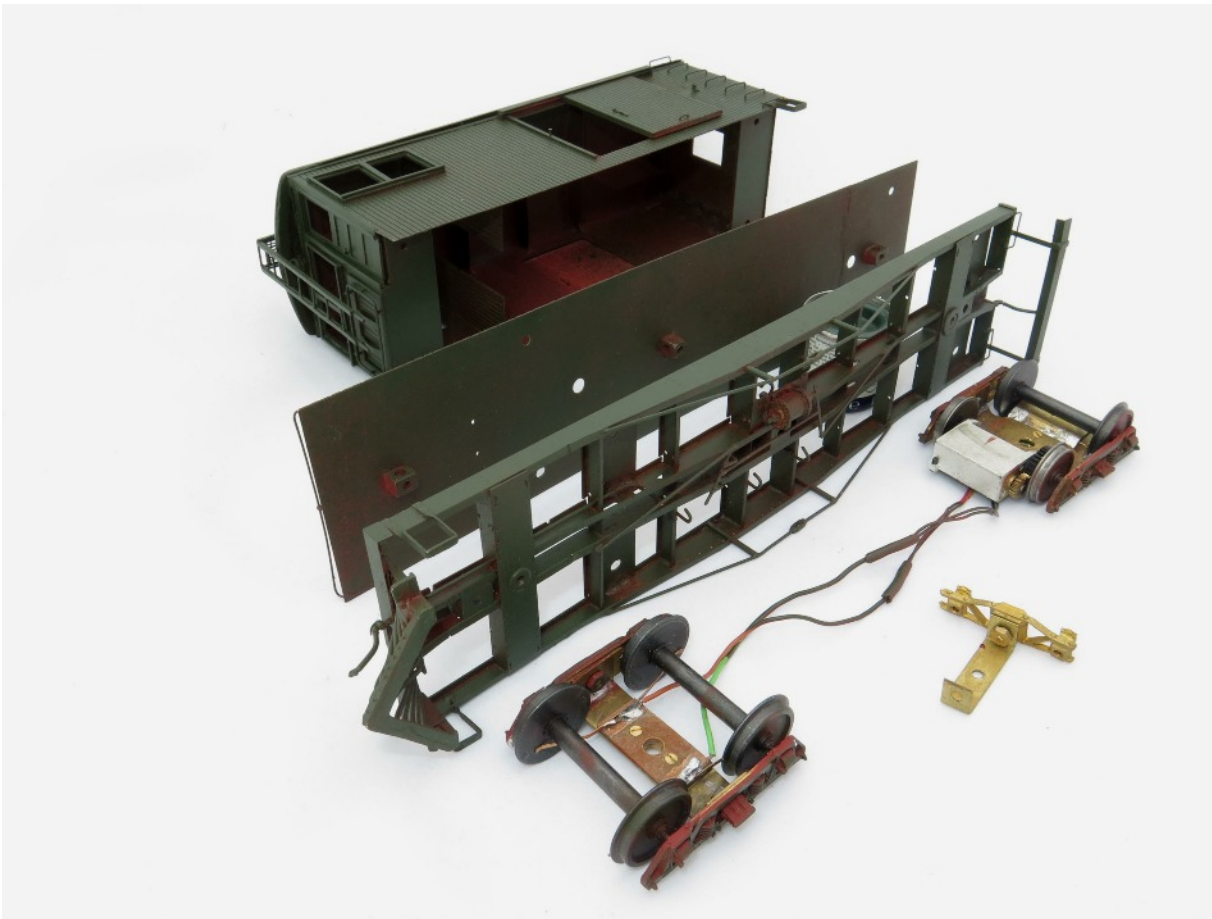
*Tim powered one axle on the speeder with an NWSL magic carpet drive. Because of the short wheel base, he had to hang the motor to the outside. This required making a bracket to support the drive and keep it from turning. The same bracket was also used to hang a counter weight on the other side of the truck to help balance it.*

My next thought was how the model could be motorized. I decided on fitting an NWSL magic carpet motor to one bogie, since other alternatives would involve cutting away a big chunk of the chassis. I duly ordered an NWSL wheel set (9244-4) and 3 plain wheel sets. I used Kemtron bogie side trucks (PSC DR 1305 – modern equivalent).

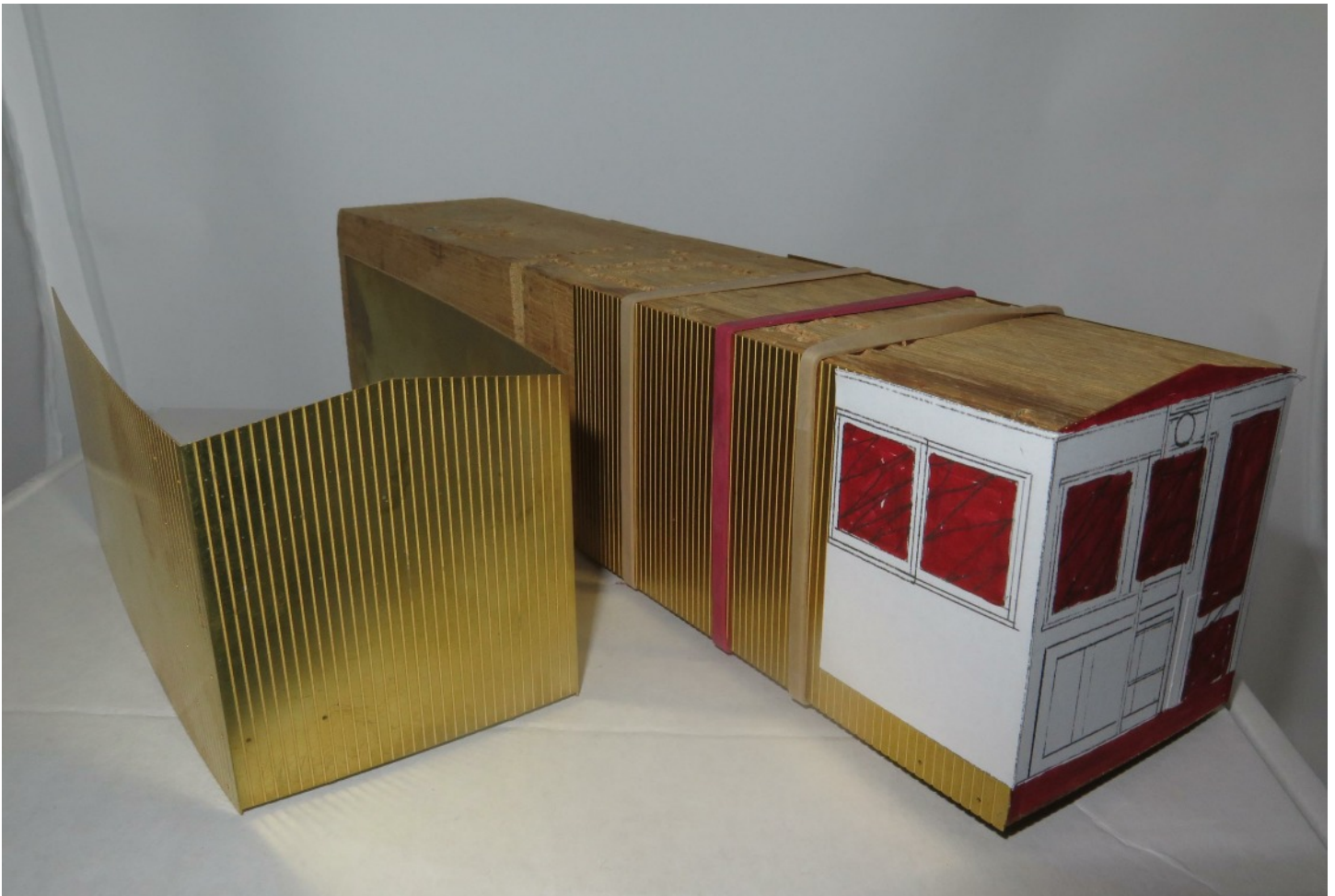
The etched plank floor plate in the kit is designed to be fitted facing downwards. In my model, I wanted the planking visible on the open platform and did not want the fixing holes to be visible. To do this, I cut the floor plate and I re-soldered the small cut off piece to the far end. I also altered the fixings so that there are captive fixings soldered to the underside of the floor plate. One end of the chassis has a PSC 40825 pilot and the other end a small platform step. At a later stage, I made some queen posts and fitted them to the side sills to represent truss bracing.

The prototype has a low slung appearance. Ideally, I would have used proper sprung trucks, but I modified some old Kemtron On3 sets. Making the truck for the end incorporating the magic carpet motor was by trial and error. Space is limited and I had to counter-balance the weight of the motor hanging off one wheel set. These are 4'9" wheel base and new stretchers (*the truck bolster Ed.*) were made for the 'O' scale NWSL wheelsets. Pieces of copper clad paxolin were screwed to the stretchers and wiper pick ups were fitted. I found it a fiddle to build a small bracket to retain the magic carpet motor, and I also needed to add extra balancing weight to ensure an even ride of the bogie.





*These photos show the model dismantled and after having been spray-painted dark olive green. On the left of the second photo is a typical Kemtron On3 truck set, where the stretcher support needs to be replaced to suit 'O' scale wheels.*



*Tim made a block of wood to support one half of the brass box car body. Then he used self adhesive paper with his drawing on it and fastened the drawing to the brass body. After marking the window openings, he was able to cut them out of the brass.*

### ***Speeder Body***

The drawings I made of the speeder body were photostated onto self-adhesive A4 sheets of paper. The main body is supplied in two pieces as shown in the photos. I cut out the various sections of the speeder drawing and stuck them on the etched sheets. Then, I found a piece of hardwood that was exactly 2.3" wide and 2.25" high, on to which one etched body end could be secured with rubber bands. All openings were clearly marked in red and carefully drilled and filed out. Every area marked red was removed. I used an 1/8" drill bit in a vertical drill and carefully ensured that I did not deviate into areas which needed to remain. Then, I carefully slid the box car end piece along just enough to file out all openings. Also, I removed 8mm from the bottom of each end, as the body sides on the prototype clearly overhang the side sills, and also cut the top across, to ensure the new roof sat flat.

The overall sides of the body were altered to suit the length of the speeder body, and I decided to make opening doors. I soldered a piece of small tubing to the top of the door. I then inserted a wire through the tube for the door to slide on. This was hidden behind a fascia board over the door track. I have never done this before and I just thought it looked good. I don't know whether other English modellers do this or not.

The next stage was to prepare the roof section, which was a piece of 0.015" thick nickel silver cut to 6.5" long and 3.5" wide. I did not need all this width when finished, but I did need the extra width to provide pressure when bending the tight bottom curve at each side.



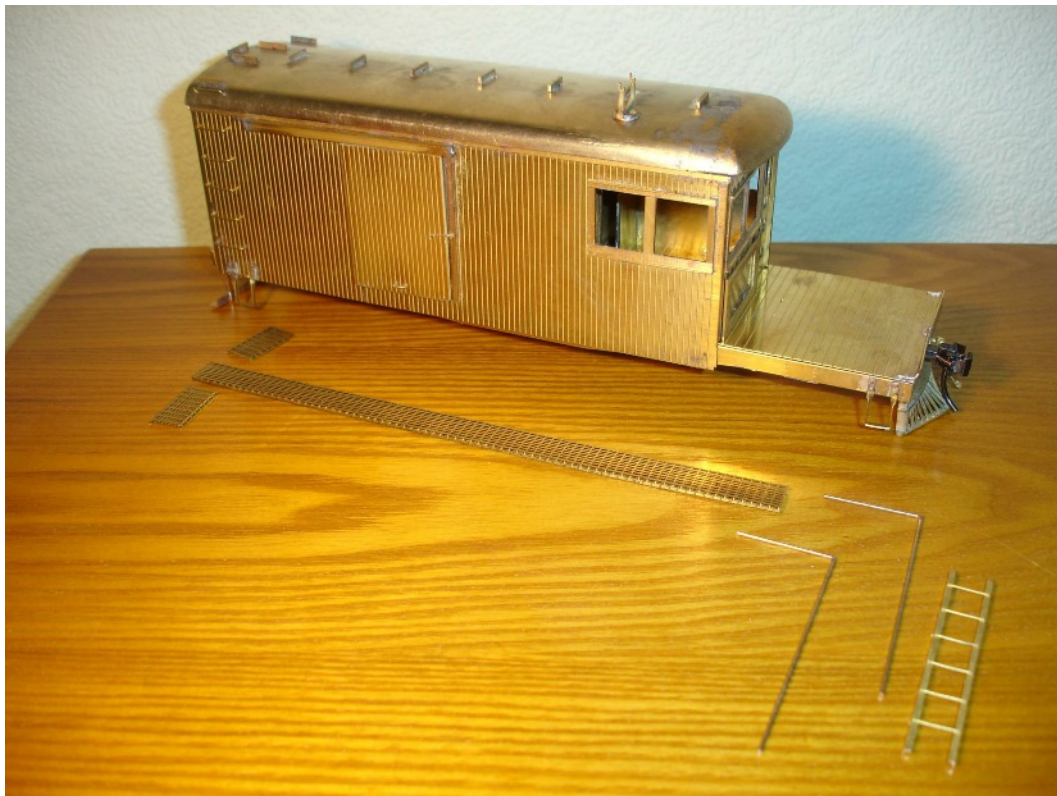
*Tim wanted to make the doors work and used this idea. I thought this was clever. A lot of cars had the door track covered in this fashion. Tim took advantage of that and soldered a small piece of tubing to the top of the door where it will not show.*



*This photo shows (on the left) my boiler rolling tool which is used to make the gentle curve along the roof line. First, I applied self-adhesive label paper to the underside and drew a centre line, and on each side of this and 1" apart, two other lines. These are purely to provide a reference that all bending lines of the roof are parallel. On the right is a gadget to bend the metal. This is clamped to the work bench and tests with offcuts of the same sheet metal showed that an 8mm diameter bar would be needed to provide the right curvature at the roof eaves. Again, I needed to experiment to work out where the curve of the eaves starts. The next stage was bending the sheet metal, but applying an even pressure with, in my case, an old plasterers' trowel. Thus no annealing required. I then repeated this on the other side, finally using the rolling tool to adjust the ridge curve. Both the boiler rolling tool and the bending bar set were supplied by Metalsmiths – a UK company.*



*This photo shows the Precision Scale cast roof end for the Mack Rail Bus that Tim used for his model, along with the formed nickel silver roof he made. He next soldered them together and filed the joint and surface smooth.*



*Tim made the roof walk from standard box car open roof walk material, some wire, and a cast ladder.*



*Tim's model prior to painting.*

First I used my boiler rolling tool to form the gentle roof curve under the central walkway. Then ,I experimented with pieces of scrap sheet to work out what curve was needed for the tight bottom roof curves, and where the metal should be bent with my bending bar tool. Clearly the roof sheet must be bent to exactly match the PSC end roof casting. Much to my surprise, I managed this first time round. Now the roof profile exactly matched the PSC end roof casting. The next step was to carefully solder the two together, and file smooth the joint. On completion, I trimmed off the excess metal on each side of the roof.



*Tim's finished speeder. This is a nice looking model representative of the homemade railroad equipment used by construction companies and logging companies.*

To help with the soldering, I made a form of clamp so that the end roof casting could be securely held whilst the bent roof section was soldered to it. When cool, I gently filed off excess solder – I found that I had to repeatedly add more solder to fill in small depressions, and then file it smooth before I had a perfect join. Then I carefully cut off excess metal along each side of the roof and added strengthening pieces so that the overall roof section could not get bent out of shape. Finally, I soldered the roof section to the top of the speeder body.

One of the photos illustrates the sequence of making the roof walkway. The first stage was to cut some small pieces of brass and carefully mark where each walkway support should be located. I soldered the supports in place first. The walkway itself was open mesh available from PSC, together with the vertical box car ladder. I used various sizes of brass angle to make the window trims.

The model runs well and adds a bit of variety to my stable of geared and rod logging locos.

With the editors' permission, I would be grateful if anyone who has any other views of the prototype could send them in to Glenn, [glenn@oscaleresource.com](mailto:glenn@oscaleresource.com), for future showing in the magazine or to correct any errors I made in building the model.



*While working on this article I commented to Tim that I liked his work bench. In England, they have very few basements like we do. I have my work bench in the basement with the spiders like most other people do. I asked Tim what the view was like out the window by his work bench, He said the room he works in is on the ground floor and the view looks outside, but is nothing special. He sent me this photo taken from his second story bedroom window. The railroad has about 3-4 trains per hour and also runs special excursions. The photo is a steam special pulled by the engine Britannia which is a 4-6-2 type. Tim lives in the town of Ludlow, England in the county of Shropshire.*

# My Pal Leo Vilstrup “The Professor”

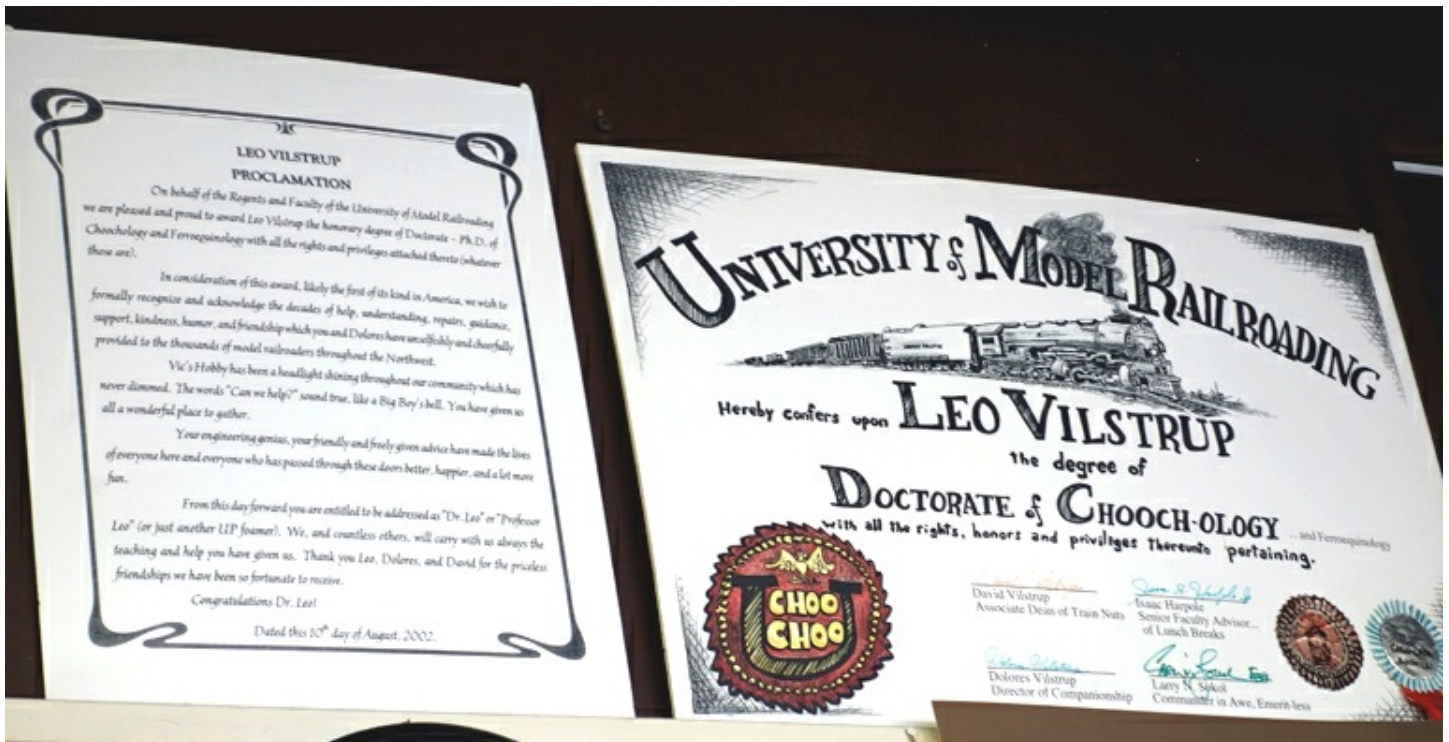


*Larry Sokol, with the blue shirt, in the classroom with the Professor, Leo Vilstrup*

**By Larry Sokol**

**Photos by Max Sokol and Larry Sokol**

If you were in Portland, Oregon and lucky enough to visit Leo and Dolores Vilstrup at their home, after Dolores filled you with enough homemade cookies so that you looked like you were expecting triplets, you'd be invited to see the shop. Notice the beautiful cabinets in her kitchen? Leo built them. Careful, the wooden steps are not too wide and there is just a thin pipe running along one side for a banister. Building codes? Not when these risers were built. Dolores and Leo have lived here almost sixty years. Once downstairs, the first thought which might blow your mind would be “What is all this? WOW.” How did all this machinery get down those stairs? Leo might mention that he disassembled each of the tools and took them down one heavy piece at a time. Some boards and pulleys were involved. Then, he somehow put them back together. There are some hulking big ones too – a vertical milling machine, a large horizontal mill, a tool room lathe, several drill presses (two almost six feet tall), a twelve inch radial saw and quite a few more. Leo explained to me that several weigh

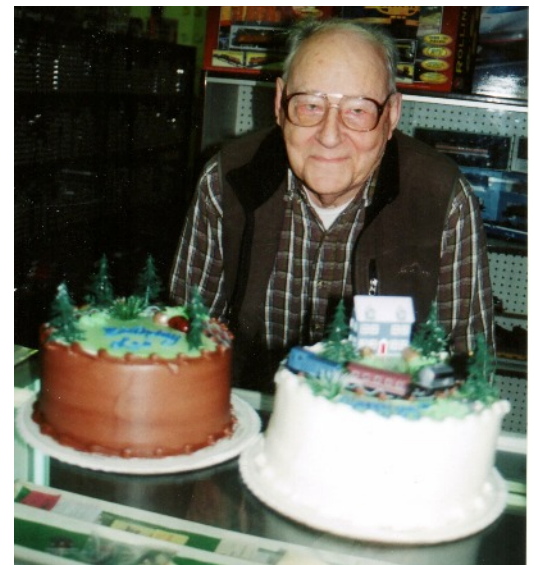


*Leo received his doctorate August 10, 2002.*

more than half a ton. (At least Leo lugged them down the stairs before his hip replacement.) Walking around the basement is not for the skittish or the clumsy, as there are mostly small paths between the various machines. Leo usually passes out bolts to new visitors so they can leave a path when venturing to a distant corner allowing them to find their way back. It is down these old wooden stairs that the "Professor" does his magic. For decades, Leo has worked on trains for dozens and dozens of grateful patrons. Repairs, replacements, painting and quartering are all done with ease. Well, ease for him. Have a short, your DCC is screwed up, lights don't work, need a brass passenger car formed, or maybe you'd like a handmade brass interior for your diner complete with leather seats? No matter how hard you try, the loco won't run? No "problemo", he'll figure it out and fix it. He's your man. Always at his side encouraging him is his wife of almost 60 years, Dolores.



*A sad state of affairs for the local modelers. They lost a hobby shop, as well as, a clubhouse with a layout.*



*Leo on his birthday in 2002 when he got his honorary doctorate shown above.*





*One last group photo of the gang at the layout below Vic's Hobby store before it had to be removed. Left to right, the people are: Bruce Brown, Leo Vilstrup, Gustavo Gonzales-Mesa, John Bartels, George Smith, Ken Eigner, John Willworth, Bill Basden, John Davis, Jim Reardon, and sitting on the right, is Rick Piper.*

Several national manufacturers have thought enough of Leo's profound electrical understanding to hire him to design and construct prototype designs for various sound systems and even a high end transformer. (Leo also threw together a stereo system complete from tubes which, if cranked up to its 300 watts, might crack a few windows in Chicago) How did all this stuff get started? After time at Oregon State University some years ago, Leo began to create in earnest, and began to hone the skills he had been shown in high school and college. An early job led to his purchasing Hunter TV and Radio here in Portland. As you can imagine, this job involved diagnosing and treating all sorts of complex electrical problems. Way before computers to help, he ably fixed all kinds of things electronic...lots of them.



*This area was on a leg of the old O Scale layout at Vic's Hobby store.*



*These two views are part of the main section of the layout at Vic's Hobby store in Portland before it was taken down.*

A lifelong love of trains found a good expression when he and Dolores bought Vic's Hobby Supply in the Hollywood District near downtown Portland. The shop was moved to 606 NE Broadway, even closer to our city's core district. The shop was opened in the early eighties. Leo managed the store and Dolores was the Chief Financial Officer. Their son, David, often worked there as well. The upstairs was amazing. You could not look anywhere without seeing something which captivated you. Parts, paints, planes, rockets, and of course, zillions of trains in every scale from Z to G. It was a lot like a museum, not possible to see even most everything in a visit or two. This was not a fancy shop – it was a functional one chuck full of just about anything you might want. Going there was an adventure. Remember when you were small and one of your parents took you to a favorite toy store? Can you remember the excitement and joy en route? Oh boy, Oh boy. Well, for thirty years, this was such a place only fast forward into your midlife or later, crisis or not. Once again, Leo must have sent the building inspector on a holiday to the moon because getting downstairs to the layout room was not for the inattentive. Pretty much the same stair design as the house, only a little more solid. Maybe the Professor just liked the challenge of taking tons of stuff down creaky wooden challenges. You were well rewarded for braving the stairway. The layout was 50 feet in one direction; and the L shape design was 40 feet in another direction.

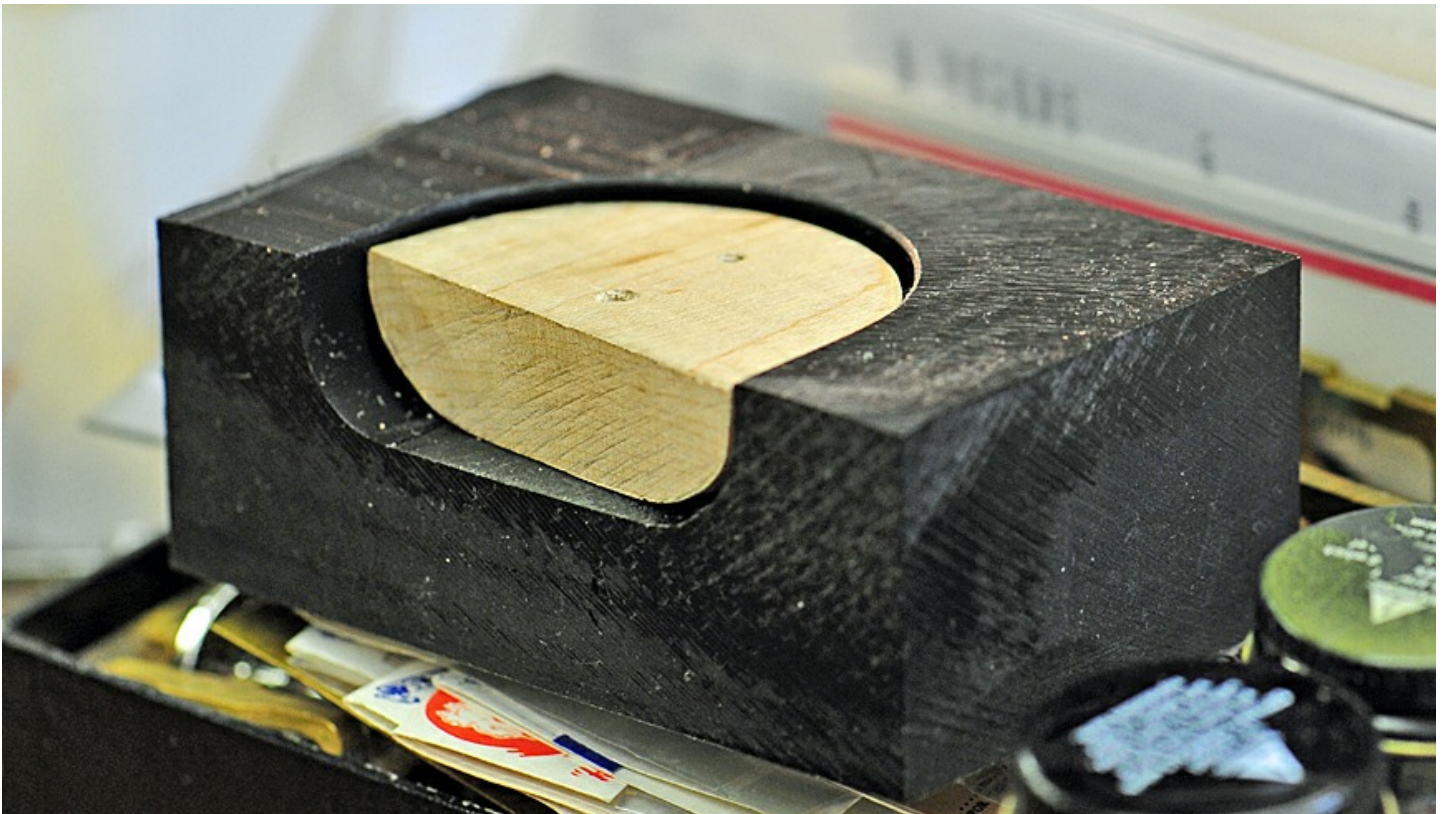


*Larry and Leo working on a passenger car. "Now did you get that Larry? Did you see how I did that?"*

Thousands of visitors from governors and their kids or grand kids, to attendees to a train meet of some sort here in the Rose City, all had a super treat. One could see several trains, long freights and a beautiful passenger or two running around just inches in front of your nose. Dozens of structures were there for the admiring. Parents holding up kids, kids holding up grand kids, and everyone in between, could be found on any given Saturday. For so many years, a typical Saturday morning would find a dozen or so regulars downstairs running trains. The guys shared time running trains. Each brought a favorite engine or two and a set of cars. They took turns running theirs and admiring someone else's. It was a close and warm friendship of people with a shared love of trains that, more often than not, was easily traceable to their earliest years.



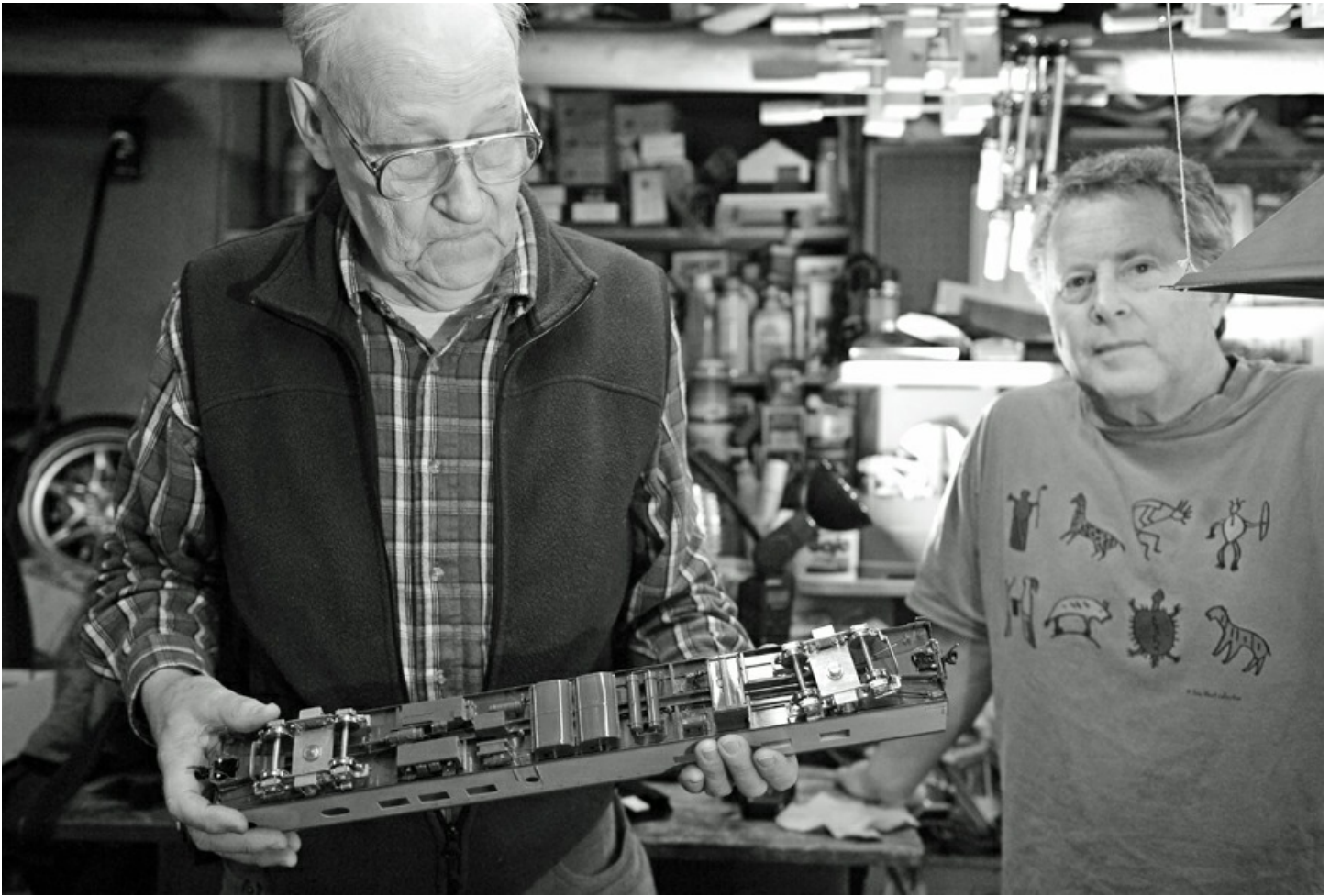
*Larry is about to get a lesson on how to form the roof on the end of this observation car.*



*This is the form that Leo used for final forming of the roof. The brass is annealed and partially formed over the male (white) part of the form. It is annealed again and formed a little farther. When it is close, it is pressed in this form for the final fit. While in the form, it is trimmed for fit on the car.*



*Leo was showing Larry how to put this passenger car underframe together.*

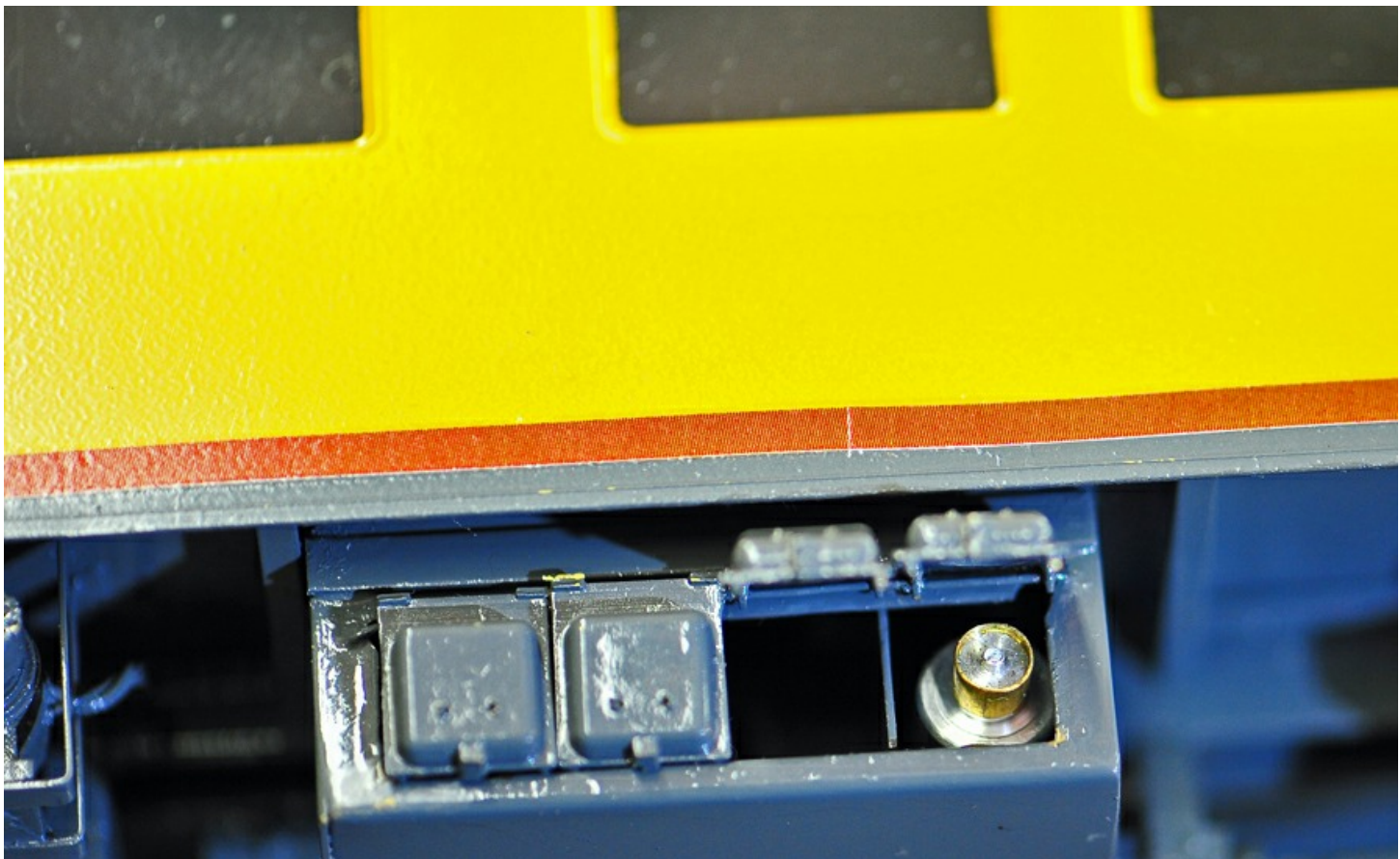


*Leo with one of the finished passenger cars he built.*

Not sure why it is, but most of us have had this interest all of our lives. Think about it. Slot cars, Barbies, toy soldiers, marbles, even video games came and went in our lives, but not choo-choos. It took Leo and friends a few years to build the home for all these men who were there from years before their retirement until years after it. When something went awry, Leo or his able longtime friend, George Smith, would soon solve the dilemma, and in a flash, the track would work again and the trains would roll. Lunchtime would find the guys heading over to a fast food spot to hang out together for lunch. (It wasn't called hanging out until the last ten years or so.) Then back to the trains until next Saturday. Reliable as Big Ben. Next Saturday together again. As with all good things, we ran out of track. By a series of unlucky events, the building which housed the railroad was sold. It is a sad story because after we were booted out by the new owner, the shop has inexplicably sat cold and empty now going on three years. Just recently, some new construction has started and it may end up some sort of urgent care. Urgent care is what we needed when told the layout would have to go. This was a very painful time, and an all too frequent occurrence in our hobby. The layout may rise again. It is in storage, but in the meantime, the fortunate news is that a couple of local guys have picked up some of the slack. Some of the Saturdays are still alive and well at private layouts like at the home of Bill Collett, who has a wonderful SP layout which he shares. The modular layout owned by many of the fellows is put together and meetings are held on some Saturdays at the home of John Stoddard out in the country. It is not easy to put into words the feelings of fun and contentment which Leo and Dolores put into our lives by providing the home for so many people's dreams. You always felt welcome and appreciated, no matter what. It was always warm, friendly and inviting downstairs, like a dream you might have, only this was our reality for many years. Tucked away from the rigors and stresses of the outside world for a few hours was the gift Leo and Dolores so freely gave to each of us. We sat transformed and grinning for hours in that basement. It is missed.



*The battery box on this Milwaukee Road car even has batteries in it with a working lid on the box.*



*The Milwaukee Road passenger car has propane cylinders in the compartments under the car and working hatches on the compartments.*



*Leo and Dolores Vilstrup today in their home. Leo made the fireplace mantle, and the Union Pacific gas turbine was scratch built by him.*

Let's tangent around back to today. Leo and Dolores are still at it. My personal note is that for some years now, on Thursday nights, I can be found in Leo's basement. First, on arrival Dolores has made some of her 200 different kinds of cookies which we all sit around and munch away on. Usually there is some ice cream. Then, it's down into the "Hall of Creation and Repair". Leo figures we have made a pretty substantial number of cars. He has built around sixty from brass some for himself and many for customers. His pièce de résistance is probably a mostly scratch three unit UP coal turbine. (Leo won so many awards that someone from one of the meets wrote him a letter softly suggesting that he was welcome to attend so long as he gave someone else a chance to win.) Anyhow, back to the present. We got plans from the Randall book, and an architect friend put the 1941 City of San Francisco and the 1947 Cincinnati on a computer program which spreads out on a page every detail of the car sides. Next, a negative was made and then sent to an etcher who sent us back large flat brass sheets. Leo built a device, which looks a lot like a clothes horse, only it's powered by car jacks. He put the flat sheets in this device using a male and female dense plastic mold and then the car contours are created. Next, using wood clamps to hold the springy brass, the ends are soldered and Leo goes from there. He scratches the bottom of brass and starts to build details like the water tanks. One funny note is that in 1990 or 1991, Leo bought a hundred battery boxes and air conditioning units from Overland. They cost about \$1300. He thought they'd last a couple of lifetimes. They're all gone now, riding under cars all over the country. Leo's favorite creations are probably the interiors of many types of passenger cars. He constructs the interiors from whatever commercial parts might be available, and if not available, he makes them – out of brass. Brass bars in lounge cars complete with half full bottles are the norm. Seats have real leather, and carpets are from carefully chosen fabrics found in stores or Dolores's sewing basket (really late at night). So, there you have it. I have enclosed a bunch of pictures to help you put all this together in some sort of orderly sense. A few show the store, mostly just before it closed. Some are of the old layout and its pals, and Leo's basement "studio". Mostly, put together, the narrative is one of friendship, creativity and the best part of model railroading, which after all, is the people in it. The take away from all of this – HAVE FUN!

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# *Planning a Scene*

**Or... If at first you don't succeed, try, try again...**

**Photos and text by Dan Dawdy**

I had stated in an earlier issue of *The O Scale Resource* ([May/June 2014 - Filling A Space](#)) that my goal was to start working on one end of the layout and work my way around finishing scenery, tweaking switches and double checking wiring and drops. *Filling A Space* showed how to hand lay a switch in an area up top where it was needed. The is the [March/April 2015](#) issue, I began the work of building the tunnel, working with plaster cloth, hot glue, Sculptamold, and coming up with new swear words. The picture on pages 57 and 58 of that issue show how it turned out before any painting/staining. We'll go back to that in an upcoming issue. But for now, we come down the "Widowmaker" to a spot which, until now, was used as a catch all for junk. This was planned to be the small village of Athens. My thought was this was going to be an old branch line with some industry for switching. It would dead end into tunnel, looking like it went somewhere, but in reality, allowed for a run around.

I'll go through this in pictures, walking you through the very convoluted process I used in this area. A few things need explaining. Back in another life, I did use CAD, but it's been a long time and don't like it very much. That is not to say it's extremely helpful for some in the planning stages, but in this case, CAD (even 3D CAD) does not get the scale right. What I mean is what looks good on the drawing may not translate into an appealing look on the real thing when you actually place track and buildings in the space. (I just know I'm going to get Email on this...) Because we have to take some liberties and use some compression in O Scale, I thought it easier to just lay things out in real time, play with some of the buildings I have built in the past, and see what looked good.

My wife, Amy, being a quilter gave me some cut up cloth the same width of the track so I could string that all around without bending the real stuff. I needed to build switches using a number 5 frog, but shortening them as I had done in another area of the layout.

As you will see, what you make with with buildings and fabric does not necessarily translate into reality. Apparently, fabric can have a much smaller radius than track. The real killer here, and CAD would have shown this, was the two switches take much more room than my fabric and paper templates showed.

I could have built curved switches here, but that would have been a bit much on this type of branch line and it would not have given my that much more space. Also, I needed to allow for some way to access these buildings by truck and car, parking notwithstanding.

This is not the end of the story. After putting in the switches and laying out and testing the track, we had a problem at the other end where the main and the run around track come back together. Right past that switch will be the tunnel which is way too close to the upper main; and the switch itself has to be at a very awkward angle to smoothly bring the two tracks back together. We'll look more closely at how I fixed this, along with the finishing of the scenery, ground cover and DCC wiring in a later issue. Right now, I am working and swearing as you read this!



Design one above. Let's see how many switches I can stuff in here. The more complex the track work, the less room for anything else. In design two below, I (at Glenn's suggestion) came up with a much simpler arrangement. The main goes through the middle with two connected sidings front and rear. It will still make switching and moving cars challenging. Now I can play with building locations.





Design three. Same track arrangement, but moving buildings. The freight depot with the curved platform was something I had intended to use on the other side of the layout, but it works much better here. I will put the dairy next to that and then the yellow building (I am still not sure what it is). A small depot and pickle works are in the rear.





Design four. Moving the pickle works to the front and the yellow building back. One thing we have to keep in mind is where the roads will go. It would be so much easier without roads, but they are needed. We can compress them a bit, but the buildings need to be connected via parking, etc. So many times we box ourselves into a design not thinking about how people and vehicles would get around. The road placement is shown with strips of wax paper. At this point, I was happy with the placement, although it is still easy to change things if I want (which I did) as you will see.





Time to lay the Homasote. I had a lot of pieces, and with Amy’s help (she is a quilter), we cut and pieced together enough for the area. I used some cheap paint and then cardboard forms for the rear. This is a problem area, we sometimes box ourselves into using retaining walls way too much. I did not want to do that so this area will be “carved out” of the hillside. Next, I looked at the layout of track and buildings to check my clearances on the rear siding. Even at this point nothing is set in stone.



The plaster cloth is in place and now I am working on the switch placement. Another reason for learning to build your own switches is that you can build and tweak them in place to fit the way you need them to. Since these are sidings, and a branch line at that, they will be number 5 frogs from Lou Cross. Note the plastic cups with pre-stained ties starting at 9 scale feet and going to 16 scale feet in  $\frac{1}{2}$  foot increments.

To see just how easy building a switch can be, check out [Filling A Space in the May/June 2014 issue of \*The O Scale Resource\*](#).



Now it's time for a real test. The Weaver R1 is an unforgiving 2-8-0 and is pulling a six wheel trucked RPO. If there is a problem with the switch or tight radius this set will find them, and it did. This type of train will never be in here, but why not try things in the worst case scenario?



The picture above shows the reality of the design. Although it looked like we could have a run around behind the station, it would have been way too tight and close to the scenery making it unrealistic. I'll end up building some sort of team track in that area since these were widely used back in the 1940's. The other problem is we need to leave room for roads, driveways and parking areas. Unfortunately, this is a sometimes overlooked bit of planning.

Below is what the final area will look like. There will be a freight warehouse with a dairy and pickle salting station on the first spur. The passenger station will be on the main (hidden in this shot by the dairy) and there will be a team track in the rear. Imagine coming in with a six car train to swap out loads. You could kill an hour (or four) with a fast clock, and that's the idea. Note that I am boxing myself in again around the tunnel area. There needs to be a switch to tie the run around track back to the main that then proceeds into tunnel. With this design, it's all too close to the upper main. I'll discuss the fix for this in a later issue.





The ALCO HH660 is the perfect engine for the local freight, and even a mixed passenger in the summer months, on this branch line. Pickle salting station and team track area above.

Johnston's Dairy, below, could see milk cans in via mixed passenger train, as well as, outbound milk heading to Richmond.







The freight warehouse is built on curved track. I saw and photographed an old Milwaukee Road freight station build like this in Marquette, Michigan. I always thought it was a neat idea and something you don't often see modeled. Below, we see a highly compressed image of the area and final layout.



# MAKING A WORKING UNCOUPLER

BY DAN DAWDY

I have many areas on the layout that are hard to reach, some impossible without a stool. Poor planing perhaps, but it's reality. I have seen some people come up with electro-magnetic uncouplers and other fancy things, but I wanted to keep it simple and cheap. The easiest way may be to use the between-the-rails uncoupler magnet made by Kadee. All of this, of course, is assuming you are using Kadee type couplers in the first place. I have used one of those as pictured in Figure 1. Since this was planned, I had the ties cut out before I laid the track. If you wanted to add this type of magnet to an already placed and ballasted track, it's going to be a pain. Even non ballasted track is not going to be easy. Not only because you need to cut out the ties, but I am guessing that if you need remote uncoupling, the piece of track is not easily accessible in the first place.

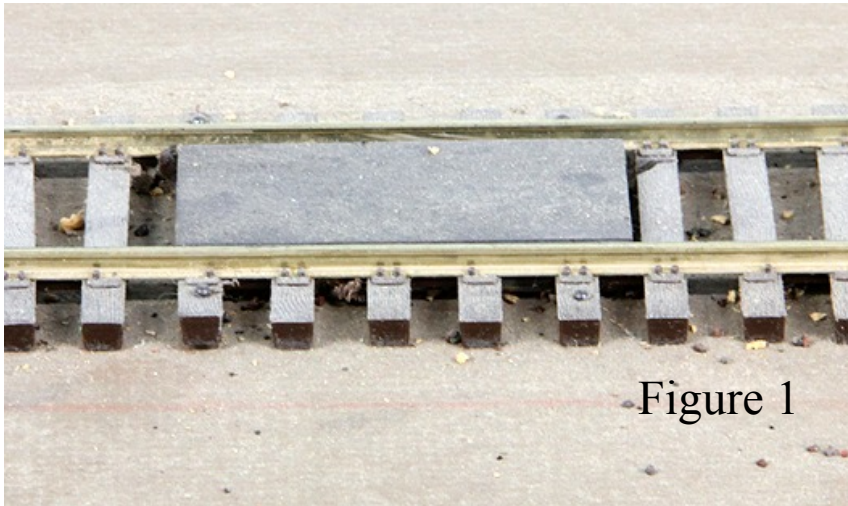


Figure 1

I have heard of people using small magnets for this and have even seen some videos, but I thought I would try it myself, thereby saving you all the looking around and make it easy. I used Neodymium "super magnets" that you can find at most hardware stores. They can also found on-line in many different sizes. I found mine locally, and they worked great with a minimal amount of effort. I used the 8mm x 3 mm size which is very close to the tie spacing. You may find smaller ones on-line, but in O Scale this size will work. You will need four of these.



The tie spacing on my track is just a little too narrow so I used a Dremel tool with the 8175 aluminum oxide grinding stone. This attachment comes in most of the accessory kits packaged with the tool. It's not really meant for this job but hey, it works. With the tool on a slow setting so as not to melt the ties, slowly bring it down between the tie close to, but not touching, the outer rail. All you need do is go through the tie – nothing more. Now there are four holes cut in the ties. Next, using four drywall screws, run them down through the holes in the ties so that they are flush with the roadbed base.

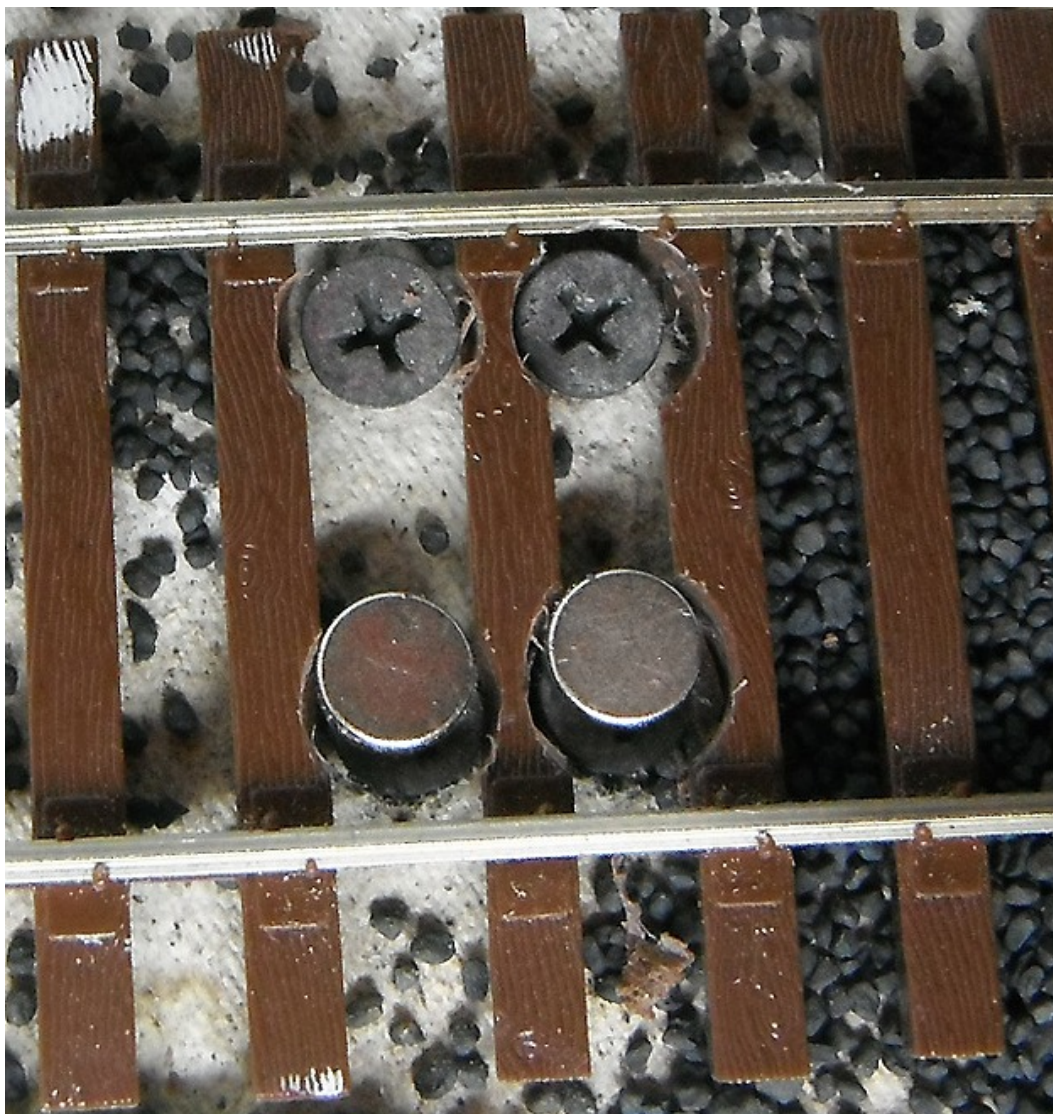
Now add the magnets. Be careful – these things have a mind of their own! The polarity needs to be opposite side to side. In other words, the two on the outside rail need to be the same polarity, while the two on the inside rail need to be the opposite of that. Once you get them on top of the screws, grab a couple of cars and roll them over the top. When you are dead between the two

magnets, the couplers should pull apart. If they look like they are trying, but not quite there, remove the magnets and turn the screws up just a bit and try again. You can also slide the magnet on the screw head slightly side to side to find that “sweet spot” for uncoupling. Once you are happy with the the uncoupling, you can glue the magnets to the screw heads using ACC. After the glue is dry, can go ahead and ballast. I’ll mark my uncoupler magnets with a trash can or some other detail part.

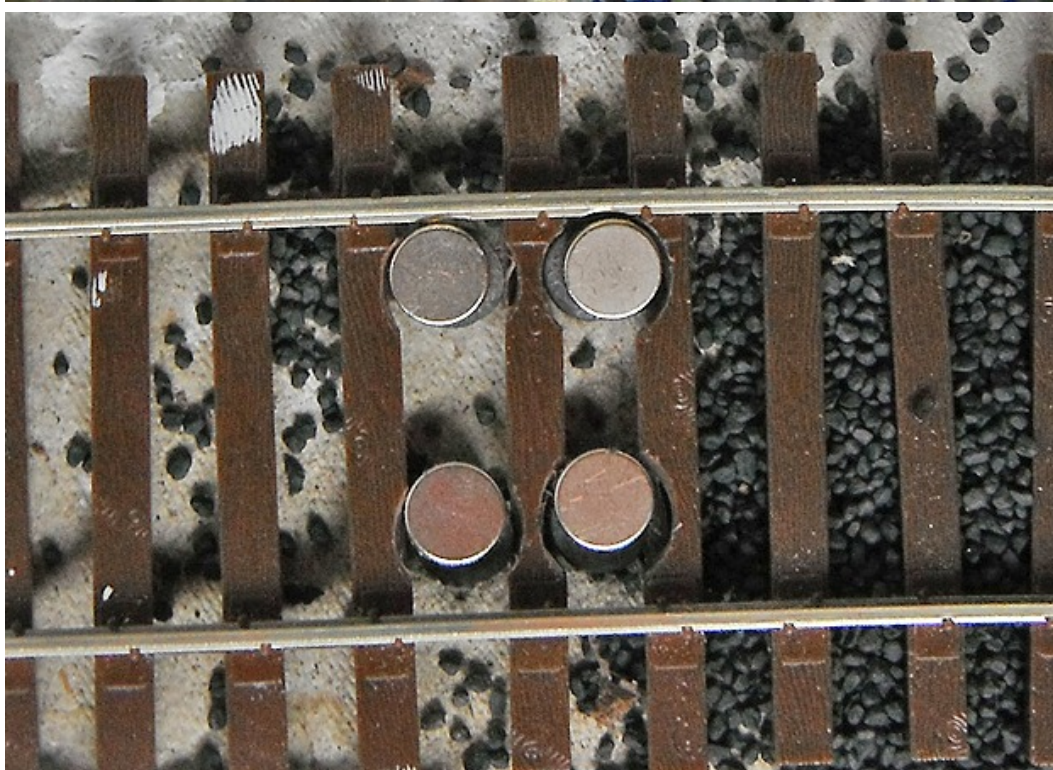


*Using the Dremel, slowly grind through the ties. If you have already laid your track and have wood ties, this may not work. You could use a drill instead.*

*After the holes are finished, run some drywall (or any metal screw with a large head) down into the holes through the ties. For the first time, screw them flush with the roadbed. You can then adjust them up or down as needed.*



*This photo shows the placement of the magnets on the screws with the polarity on the outside rail the same, and the inside rail the opposite.*



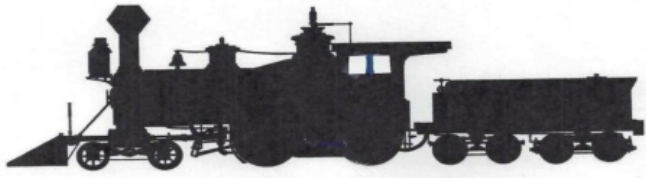
*Notice the the magnet is a bit smaller than the screw head. This allows for some side to side adjustment, as well as, screw adjustment up and down. Once you have everything working, use ACC to glue the magnets to the screw heads.*



*Begin your testing using a few cars. By moving the magnets on the the screw heads, as well as adjusting the screws themselves, you will find that “sweet spot” for uncoupling. I found that just a bit below the top of the tie worked well.*



*Once ballasted, don't forget to mark the spot. A toothpick worked for now, but a trash can or any other detail part will help your operators know where the magnets are buried.*



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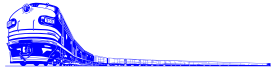
## THE PROBLEMS



This is one of those things you don't think about until you see a picture. After finally finding some working derails, I placed one towards the end of the mine siding. I made up a sign using [RailFonts.com](http://RailFonts.com) Station font which allows for horizontal printing and a 7 foot post. There are still a few things to do on the mine and all over scenery, but other than that, it looks great! However, there was one little problem that Glenn pointed out after seeing the picture. I am sure most of you will pick up on this, but if not, check the bottom of the classified page for the answer. Now, I have to go and fix this.

# O SCALE SHOWS & MEETS

The O Scale Resource Magazine will now be providing a free listing of upcoming events. This small, text only listing will include the Event, Date, Location, Type of Event, and Contact Information. [Click here](#) to go to the sign up form. This form will take your information, and we will publish it in our next issue. If it is an annual event, you will need to submit your information every year.



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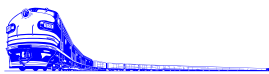
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 it was home to Consol Energy but  
 still hauling coal.



