The O Scale Resource

NEWS, REVIEWS, INFORMATION TO USE

Vol. 1 No. 5
May/June
2014

Chicago March Meet
Kemtron Products Company
Eastern Pennsylvania 2 Rail Show
The Railway Postal Service
Filling a Space
Machining Drivers
And much more…

THE O RESOURCE
NEWS, REVIEWS, INFORMATION TO USE
SCALE

Published Bi Monthly

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Editors

Glenn Guerra Dan Dawdy

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Amy Dawdy

May/June
Vol 1 #5

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 forwards or back, searching to go to a specific page, enlarging pages, printing pages, enlarging the view to full screen, and down loading a copy to your computer.

Front Cover Photo

Evening is coming and the street lights are casting a glow on Ed Halstead's Chicago and Utopia Railroad.

Rear Cover Photo

An Illinois Terminal street car rolls through a busy intersection on Ed Halstead's Chicago and Utopia Railroad.

Bill Of Lading

Advertisers Index

Editorial Comment

Dan, Amy, and I went to the Chicago March Meet O Scale Show this year. The show was well attended this year and is always a good show. Dan took a lot of photos to show you what was at the show. *The O Scale Resource* conducted the model contest at the show. It was a bit hectic, but it worked out fine. We ran the contest as a judged contest for the categories, and had a popular vote for the best in show. There was good turn out for the contest, and it kept the three judges busy. For next year's show, we will have more judges. The contest was run using the guidelines established by the NMRA for their contests. This was done because it has been used for a while, and provides a good basis for judging the models. Another reason for using the NMRA guidelines is for the people who are NMRA members to get some NMRA recognition for their achievements. We did not have time to make those arrangements this year, but will try to get them in place for next year. I want to point out that you do not need to be an NMRA member to enter the contest, and your model will be judged with the rest. Your placement will not be affected. This is only to offer the NMRA members a chance to receive NMRA recognition for their work. Another thing we will do is place the contest entry forms on the March Meet website for you to download and fill out prior to coming to the contest. This will save some time when you get to the show. Dan and Amy are also going to work up something to explain how to fill out the forms. You need to explain in as much detail as you can what you did to create the model. So, with all that being said let's move on.

I started digging into some of the history of Kemtron. I had a lot of help, and it made the article much better. The article is one of the longer ones on history. It could have been much longer, but I was running out of room. Take a look, I think you will find it interesting how it all evolved, and who worked there. Dan and Amy went to the Eastern Pennsylvania O Scale Show in Strasburg, Pennsylvania, and took some photos for you to see. I went and talked to Don Degner about the Railway Postal Service. Don worked as an RPO clerk on the trains. I have known Don for a few years, and he has been telling me how the RPO service worked. I found it fascinating and wanted to tell you some of it. Then, I wanted to throw out some ideas of how we may be able to incorporate the RPO service into the operation on our layouts. Dan has been working on his layout, and will show you some of what he has been doing. All of our modeling is based on accumulated knowledge, and part of what we want this magazine to be is a sharing of that knowledge. Dan goes through some of what he did, along with what he would do different next time. Check out his article entitled *Filling a Space*. Next, I wanted to show how I have been machining some drivers. I just started doing this recently. It was a learning experience, and I wanted to show you some of the things I did wrong, and how I fixed the problem. I sometimes get the impression that people are afraid to try for fear that it will come out bad. One day I was talking to Louis Bartag who builds very nice models about this. I brought up the topic of people being afraid to try for fear of ruining the model. Louis said, and this should be a slogan on all of our shop walls, "it's just a hobby, if you do it wrong, throw it away and do it again". He has built parts of his models three times until he got them the way he wanted. So, enjoy the issue and your modeling. Dan lives near Bloomington-Normal, Illinois and knows the Twin City O Scale module group. He took some photos of a recent outing they had. They have been in existence for a few years now, and are having a lot of fun. Another new item we will be doing is Quick Tips. Dan put in a quick tip for your modeling. We will do these occasionally now, so send us your tips.

Well, this finishes out a big issue, so read on and enjoy it. Talk to you soon.

Glenn Guerra

News And Reviews

In the November-December 2014 issue of *The O Scale Resource,* I mentioned that OO Scale was 1/8" to the foot in the article about Scale-Craft. A few people pointed out that I was mistaken and OO Scale should be 4 mm to the foot. Thanks to all of you who clarified that for me.

Rich Yoder of Rich Yoder Models was at the Chicago March Meet, and showed us the pilot models for his ventilated box cars. These were the test models and some minor changes have been made. Rich said the models are in the final phase of construction and due in mid July. There will be three different lettering variations on the Atlantic Coast Despatch cars, and three different lettering variations for the Atlantic Coast Line cars. In addition, there is a matching Charlestown and Western Carolina ventilated car and a standard boxcar. Rich also has a C&O ventilated boxcar with steel Murphy ends. By the time you read this, advance reservations for specific models will be closed, but Rich said to contact him as there will be extra models available.
http://www.richyodermodels.com/acl_reserve.htm

Ted Schnepf had an operating session at his house Friday before the Chicago March Meet. Russ Pohlman from Iowa was there with his Rock Island 4-8-4 that he built. The model started as a Central Locomotive Works kit that Russ modified to match the Rock Island engines.

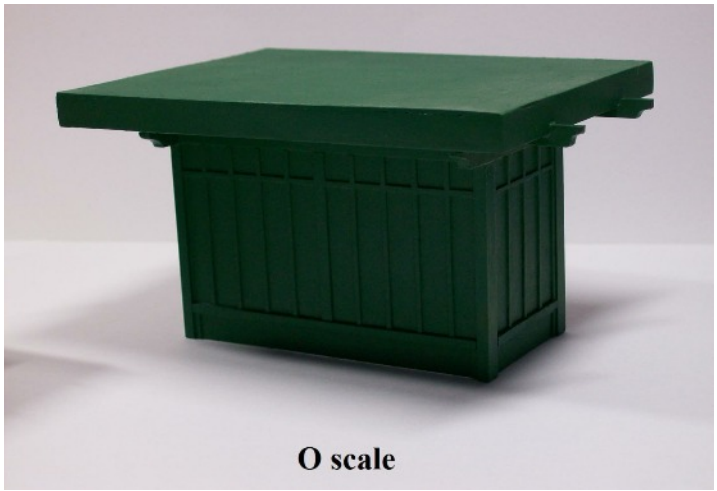
On Saturday night at the Chicago March Meet, Dan, Amy, and I went to see Ed Halstead's layout. Ed has a nice traction layout, but what caught our eye was this car made by Joe Fisher. Ed has one other car made by Joe, and he is looking to hear from other people who may have one. Ed knows of a few others. Drop us a line at *The O Scale Resource,* and let us know about them and we will do a photo review of them.

Ted Schnepf had a display model of his Lehigh Valley boxcar on display at the Chicago March Meet. This car is a variation of his previous model and has different doors and ends. The model comes as a urethane kit with built up body. In addition, Ted tells us that he has reworked the decals for his Southern Pacific A-50-6 50' auto boxcar. The set also includes reporting marks for many of the SP subsidiary roads.

Mullet River Model Works has released a Great Northern boxcar kit at $135 and a Sanborn train order semaphore signal for $62. See their website for details.

John Houlihan from the Irish Tracklayer sent us a photo of the etched numbers they make for train identification numbers. The numbers are etched from brass, and are easy to use.

Bill Basden from Delta Models sent a note that they have added 15 new resin passenger car detail parts to their line. There are some new things in the works also. Bill said that they are working on fish-belly center sills for the Golden Gate Depot line of heavyweight passenger cars. In addition, they are working on interior components designed to be used in the Atlas California Zephyr cars. They plan on having these new parts out by late June. Check their website for details and an announcement.


O scale

James Rindt of Sheboygan, Wisconsin sent us a photo of a North Shore Line waiting shelter that he makes. The kit is a laser cut wood kit. For information contact James Rindt, 1260 Carmen Ave, Sheboygan, WI 53081 rindtsrelics@gmail.com

Golden Gate Depot sent us a note to tell us about some new passenger cars they have out.

Golden Gate Depot is proud to present, the only Scale Accurate Aluminum cars of the 1956 Santa Fe El Capitan ever produced.

This 8 car sets boast full interior detail with figures, flush mounted poly carbonate windows, overhead LED lighting, underbody detail, and highly accurate die cast and brass trucks. Roof detail, etched window blinds and shades add to the realism. These full length cars can traverse 072 3 Rail track or 48" 2 Rail track.

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These cars are only available through reservations. Don't miss your chance to own these very special cars. PRODUCTION BASED ON RESERVATIONS

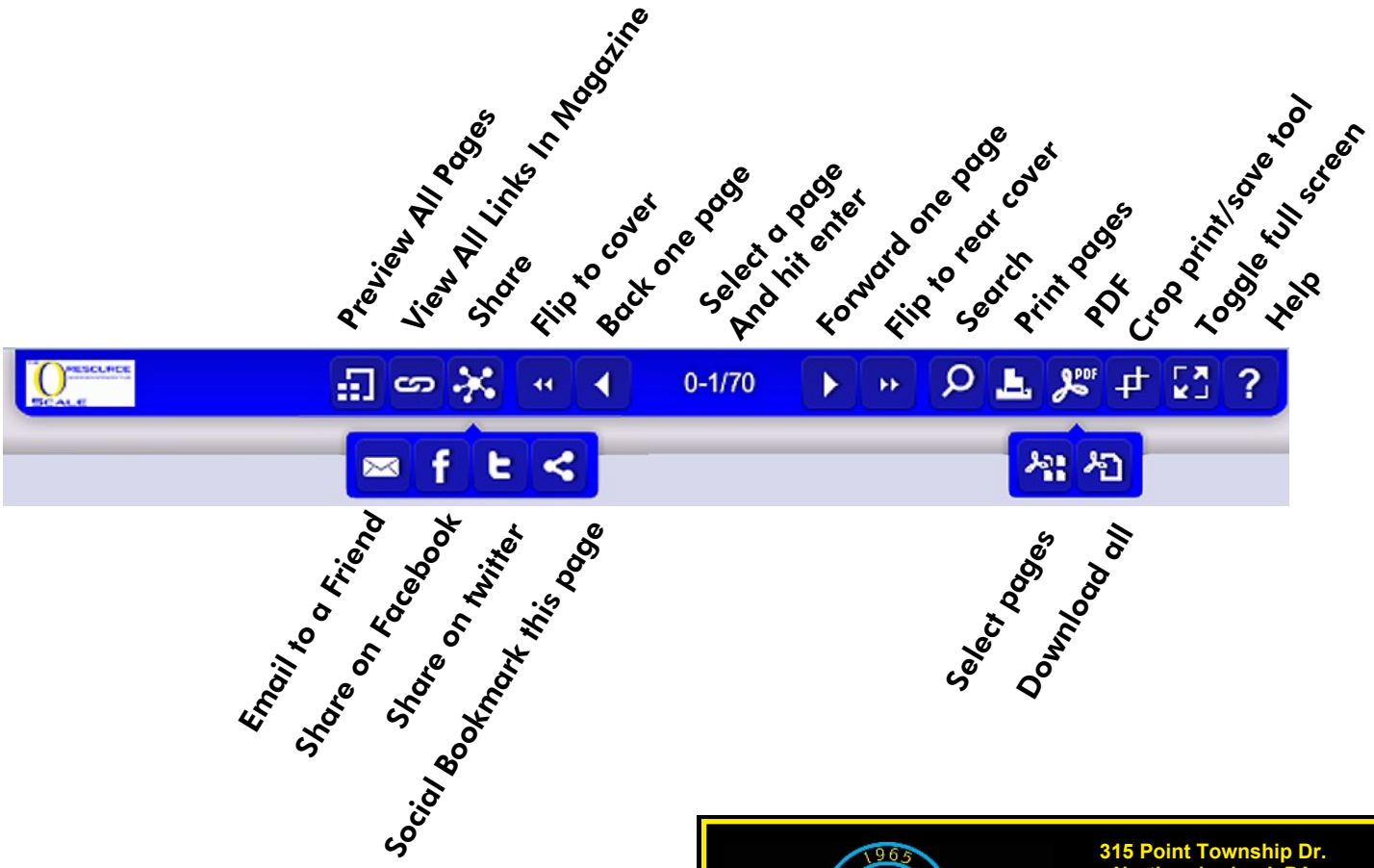
Bob Stevenson of Stevenson Preservation Lines was at the Chicago O Scale show with a new locomotive kit he is working on. The new kit will be a New York Central class B-11 0-6-0 switch engine. These engines were originally Nickel Plate switchers that the New York Central acquired from the Nickel Plate. Bob is doing the B-11 version with modified cylinders but will offer the B-10 version with the original cylinders if interest is there. Bob is taking reservation for the model now if you are interested. Price is $650 for the kit.

Dave Thompson from Harbor Belt Lines has a new Hayes model WD bumping post kit out. The first run sold out, and he is getting more made. They are being sold as single units, and Dave plans to offer them in 5 packs or 10 packs. Look for further announcements on their website.

How Do You Work This Thing?

By Dan Dawdy

As more Email comes in, and we do more shows, we get asked some questions about how this online magazine works. Although simple, it can be confusing for someone who is not familiar with online publications. Below is the blue banner that appears above of the magazine. You can see what each button does by moving your mouse/pointer over it, and I have labeled the buttons below. It's easy to print one page, a series of pages or the whole magazine. Want to save one article as a PDF or the entire magazine? No problem. Want to zoom, preview all pages, Email to a friend's share on Facebook? All this and much more can be done from this banner. Did you know that you can click on any ad, and you will be taken to their Website or Email address if they have one? If you do that, don't forget to tell them that we sent you!



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Chicago March Meet 2014

By Glenn Guerra Photos By Dan Dawdy

The Chicago March Meet this year was held on March 14th - 16th. The show had good attendance, and there was a lot to see and buy. This is a large show, and you need to work at seeing it all. There were some good layouts on the tours again and many people visit the layouts. *The O Scale Resource* had a table with some copies of the magazine to show people. I was at the table all of Saturday and part of Sunday. Dan went around the show taking photos, and helping Amy with the model contest. As always, it is good to see everyone at the show. This show draws many people from outside of the United States, and this is the only time I see them. So, without saying any more, let's get to some of the photos Dan took.

These two photos are of displays set up in the lobby in front of the trading hall, with the one on the left being an On30 module layout. The hopper cars above belong to Brian Huang from Bloomington, Illinois.

This view of the trading hall will give you some idea of the size of the show.

Eddie Wichman from 401 Streamline Models had his C&NW passenger car models on display. Eddie is working on a new end for the observation car. We will keep you posted when it is ready for sale.

John Pautz from American Switch and Signal had his highly detailed P:48 switch components for sale.

Steve Grabowski had some of the Pennsylvania Railroad models he imports.

Banta Model Works had many of their kits to sell and some nice built up display models.

Bill McConnell from O Scale Turnouts was there with his line of built up O Scale turnouts. Bill uses Right-O-Way cast frogs and points in his switches. Next to Bill was Lou Cross (seated) from Right-O-Way with his line of cast components.

Jack McGarry from Allegheny Scale Models was at the show. Jack buys and sells collections, and always has some good models for sale. If he doesn't have it, tell him what you are looking for and he may find one for you.

Paul Hecht got his start building display models for Ted Schepf, and it has grown into a good side job for him. He always has a lot of built up models for sale.

Bob Stevenson from Stevenson Preservation Lines was at the show. Bob is looking at his Southern Pacific 0-6-0 switcher. This kit is a rework of the old Lobaugh kit.

Dan Pantera is from the Chicago area and has been making custom passenger trains for quite a while. He always has a few models on display. This has turned into quite the operation. Lou Cross from Right-O -Way produces the sides, floor, roof, and ends in California. The bodies are shipped to Dan, and he forwards them to Marty Brown, also in the Chicago area. Marty adds hand rails and other external details. The cars are sent back to Dan who does the interiors and final detail, along with the final paint jobs on the cars.

Ted Schnepf, in the orange shirt, finishes up a book sale with Brad Kowel.

Richard Rands has purchased the Berkshire Valley line of detail parts, and has them available again. We talked to Richard and he tells us that the new website should be up soon. Many people will be happy to see this line continue.

Eric Stott of Midwestern Model Works does custom machining, as well as, developing a drive train for smooth operation. A part of the gear box for his drive is shown below. The gear box has its own oil sump, and will circulate the oil when the model is running. Eric is working on his first diesel model which will be an SD-45 with this drive unit. I suspect this will lead to other SD type units, so keep and eye on this.

Rich Yoder from Rich Yoder Models making a point here. Rich had lots of his trucks for sale. Rich had pre-production samples of his new ventilated box car models. The production models will arrive in June.

Bob Heil was at the show representing Sunset Models. Bob does a lot of shows and if you want to know what is going on at Sunset check in with Bob.

Allen Pollack from Fun & Games finishes up a sale. Allen carries an extensive line of scale figures in the wood cases to his right. If you are looking for figures, dealers like Allen will bring the whole line to the show, and it is a good way for you to see them all and stock up.

Dave Thompson from Harbor Belt Lines was there with an extensive line of products. Dave now carries the complete True Color paint line. Dave also has some of his own products he is working on, and when they are ready we will make an announcement.

Keith Wiseman from Wiseman Model Services had a large display. Keith makes new items of his own design, as well as, retooling other lines he has purchased.

Key imports had an extensive display of their latest models.

Chicago O Scale March Meet 2014
Contest Winners

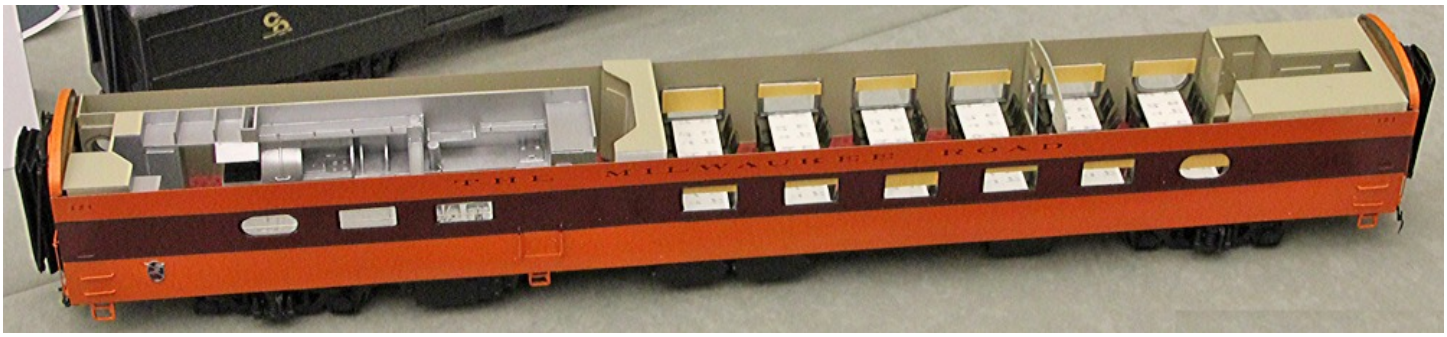
The Chicago O Scale March Meet contest had a large variety of terrific models. This was the first year that *The O Scale Resource Magazine* handled the judging, and on the whole it went well. As with any change, there were a few bumps in the road, but we'll learn from those and continue to improve for next year.

This year we used three judges, two of whom were not O scalers, and followed a modified NMRA format. Our goal was to award the people that actually modeled. For the past many years, I have read grumbling on the forums and Internet groups about people not wanting to enter a scratch built or highly modified model knowing full well they may go up against a stock brass model that was shipped out for a professional paint job, and then entered by the owner. Although a very nice looking model, the owner did nothing other than finance the project. That is not in keeping with the spirit of the contest. We are still collecting feedback from this year's event, and will continue to evaluate changes for next year, but for now, the winners!

Best of show and 2nd Place Diesel
Paul Balter's 1947 GM Train of Tomorrow

1st Place Diesel went to Michael Mangini's Southern Pacific SD-44 #7399

1st Place Steam went to Joe Foehrkolb's C & NW J4 Berkshire #2804



1st Place Passenger Car went to James Schultz's Milwaukee Road Diner #121

1st Place Freight Car went to Larry Alfred's Dow Bromine Car #52312

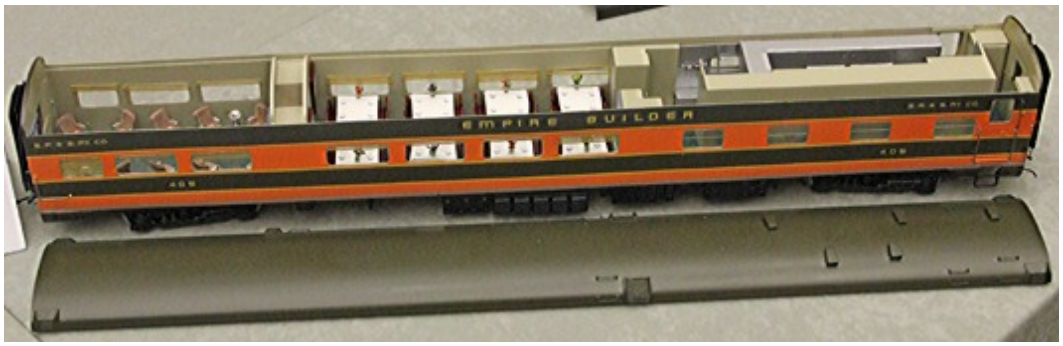
1st Place Non-Revenue went to Paul Greutzman's 250 Ton Working Crane & Tool Car

1st Place Display/Diorama went to Bud Brock's Section House

2nd Place Steam: Marty Megregian's UP Pocatello Shop Goat

2nd Place Non Revenue: Robert Schultz's Tool Car - Monon T54

2nd Place Freight: Robert Schultz's Monon Composite Hopper



2nd Place Passenger: David Schultz's SP & S Diner #405

2nd Place Display/Diorama: Pete Fullard's Charles City Western Waiting Shelter

3rd Place Diesel: Richard Hunn's Milwaukee H-10-44 #123

3rd Place Freight: John Pautz's B & O M-53 381604 Boxcar

Single Entry Structure: Fred Soop's Harrison Street Tower

The last four models were single entries, meaning that they were the only entry in their class and therefore not awarded.

Single Entry Traction/Trolley: Dick Stoner's North Shore Line Battery Locomotive

Single Entry Caboose: Tyler Piper's Susquehanna #116

Single Entry Gas Powered: Bruce Grundy's C & O Gas Electric with Trailer

Event Sponsors

Take Note

Free Event Listings

The O Scale Resource magazine will now be providing a free listing of your event. This small text only listing will include the Event, Date, Location, Type of Event, and Contact Information. The catch is that you need to provide us with the information. This is your event; therefore, it is your responsibility to get the information to us. With that said, the good news is we have made it easy for you. Click this ad 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 it every year.

Taking a look at some of the history of Kemtron Products Co.

By Glenn Guerra

Many of us are familiar with Kemtron models. For this article, I wanted to look into some of the history of Kemtron. I had a lot of good help from Dave Grandt, Ron Sebastian, John Houlihan, Jim DeBruin and Pat Mucci. Like so many research projects, one bit of information leads to two more questions. As I was doing this article, I would keep sending drafts to the others to look at. They were all very patient and helpful. This article could not have happened without their help.

Many of the Kemtron products are around today for sale at O Scale shows, and and many are still being produced today, but under different manufacturers names. I think you will be surprised at what is still available. I think you will also be surprised at how many different people have been involved with Kemtron. Rather than do a time line type of history, I am going to talk about all the people that were involved and their contributions. A lot of this history is from people's recollection, and as a result, exact dates are not always clear. In addition, you will see that the whole Kemtron operation was rather fluid with many people contributing.

The originator of Kemtron was Levon Kemalyan of Fresno California. There is a Wikipedia site about him that has some family information at http://en.wikipedia.org/wiki/Levon_Kemalyan. A few of the credits for the information are the California Courier newspaper. During the time that Kemtron was operating, this newspaper catered to the people of Armenian decent. Levon was of Armenian decent, so there are news items in the paper about him, Kemtron, and his wife, Roselle. According to this site, Levon was running the business that his father had started in 1903 called the Fresno Photo Engraving Company. John Houlihan, who started hanging around Kemtron in the 1950's, remembered that the company made the printing plates for the Fresno Bee newspaper, as well as, many other local newspapers. The Wikipedia site states that Levon and his brother-in-law took over the business in 1929. It does not say who his brother-in-law was, but Levon had three sisters. Flora, who lived from 1898 until 1978, became Flora Maroot. We will see later that Flora was the bookkeeper for Levon in later years. Another sister was Alice, who lived from 1904 to 1990. Alice was married, and her married name was Alice Nevart Thomas. The third sister is listed as Naomi, born in 1910 with no other information. It is not clear whether Thomas or Maroot was the brother-in-law partner. The site states that Levon married his wife Roselle on March 6, 1941, so it could not have been any people on her side of the family. The Wikipedia site claims that in 1935, Levon took over the photo engraving business himself. What is not clear is whether he just ran the photo engraving part or purchased the whole of it outright. Jim Debruin sent me a link to the 1940 census from Fresno, and it shows Levon Kemalyan age 32, Flora Maroot age 41, Paul Maroot age 12, and Youghyan Kamalyan age 62, all living at the same residence. Youghyan appears to be Levon and Flora's mother. From all of this, I would make the assumption that Maroot was the brother-in-law partner and around 1935, and he either passed away or he and Flora were divorced.

Levon passed away on November 6, 1976 in Fresno, California. After Levon's death Roselle wrote a nice obituary for a newsletter that was sent to Kemtron dealers. I received a copy of the obituary from Jim DeBruin

and printed it in it's entirety for you to read. There is some good insight into the Kemalyan family that will help explain some of what comes next. By 1947, Levon was having fun working on his models, and was well acquainted with young modelers in California. Around 1950, Levon decided to start producing model train kits and parts. He started a company called Kemtron. The name Kemtron came from Kemalyan and electronic. Apparently, he made an electric horn at one time. Dave Grandt told me they had one of the horns in their workshop at Grandt Line. When Dave's mom wanted everyone in for dinner, she would push the button in the house and sound the horn in the shop. Levon was also a model railroader, and knew other people in California who were modelers. He was a self proclaimed perfectionist. Dave Grandt showed me a copy of the 2nd edition catalogue from 1955-1956. In the catalogue Levon introduces some of the people involved, and says this about himself: "Levon Kemalyan, a model railroader, who revels in the constant urge to surpass his own standards of quality, the boss himself, the spark plug that keeps demanding the very best". It must have been this desire to have the best quality models that drove him into the model business.

FROM THE DESK OF ROSELLE B. KEMALYAN:

Greetings from Fresno, C~lifornia in the summer of 1977 - - - a hot one!

Summer is a good time to look over your models and parts and other accessories. You will have more time to check everything out. PLEASE NOTE our fine SUMMER SPECIAL. You will want to take advantage of it - some rather neat bargains! Also please note on this page an article about Levon Kemalyan of interest to any model railroader who "knew him when"; Also, to people who did not know him - a clear introduction to why he went into model railroading and a nostalgic look into where all of you have been in model railroading.

DID YOU KNOW: A NOSTALGIC LOOK

1. Levon Kemalyan became a model railroader because it offered a great avenue to "relax" from the pressure of his business - the Fresno Photo Engraving Company, which he owned and which enjoyed a unique reputation through out California for its fine product and unusual creativity and artistic avenues of picture and design.

2. Years ago, he placed a small round table in the living room of his home, and began to "work" on cars. The family was all around him; his wife practicing and playing the piano by his side; his two lively and energetic, young daughters playing on the floor. Lots of fun and laughter were just naturally part of this early picture from which "Kemtron" was born. This was a happy and auspicious time.

3. As time passed, many modelers - friends and friends of friends - poured into Levon Kemalyan's basement work-shop; working on models; watching him work; exchaning ideas eagerly. He was the instinctive leader of all these men - all of them deferring to his unusual knowledge and technical expertise - but he always, in a very friendly way, acknowledged all their abilities, and helped them.

4. The next step was the decision to "go into the model railroad" business - alongside of Fresno Photo Engraving. "KEMTRON" was born - the name a "made-up" name from "Kemalyan" and "Electron". Expansion came rapidly; the lost wax casting process in which Levon Kemalyan was the acknowledged leader, and his very specialized skill in photoengraving brought much distinction and beautiful detail to his models.

5. Years of exciting model railroad achievement in design and manufacture followed this good beginning. Fresno, California, hitherto famous for delicious fruit had a different connotation now. People poured into the plant from all over the country; some visitors came from Japan and Europe. There was marvelous professional and friendly rapport. Model railroad people - both those who manufacture and those who "build from scratch" are a fascinating group: friendly, informal, knowledgeable. Meeting each other at home; or in someone's office or plant; or model railroad club house, or in convention or at a National Convention - there is an eagerness, friendliness not always found elsewhere. (The splendid magazines for model railroaders - like the "Model Rail-roader" Magazine, for example - enhance this type of approach with the extremely competant interesting material they put out.) These were the years of major contacts everywhere: Japan, Germany, Austria, Australia, Switzerland, as well as every state in the United States.

6. KEMTRON could have gone on in this way for many more years. Again the pressure of business, compounded with health problems, intervened. In March, 1975, Levon Kemalyan turned over his "special creation" to a young, eager, expert buyer. This was hard to do, but he was pleased that KEMTRON would continue in fine fashion.

7. In all these years of wonderful work, hard work, exacting work, a most unique avenue was always present and open in Levon Kemalyan's life. It meant everything to him.

His childhood Bible was always present on his desk in his office. Gently, in the friendliest way possible, he showed deep interest in each person's life - each person that he met in business - and elsewhere. He showed care and concern for the person's spiritual well-being. He, himself always - with ease, friendliness, and joy, spoke of his commitment to Jesus Christ, and the necessity of trusting in God. There have been many people who first became aware of this deeply important message, because Levon Kemalyan was not afraid to be a witness for his Lord.

This is a great comfort to his family.

Sincerely,

Roselle B. Kemalyan

Roselle B. Kemalyan

DO YOU REMEMBER ?

KEMTRON'S #9615 UNIVERSAL JOINT IN STOCK AGAIN!

The universal joints which consists of a set of six pieces are available again from U.S. Hobbies.

These have a unique feature of press fitting on the 4mm motor shaft and on the 3mm worm shaft. There are square holes on the other half of each joint for press fitting two sizes of square brass tubing that slip fits into each other to take care of expansion and contraction as a diesel locomotive goes around a curve.

Two sets are required if both trucks are to be driven with a double end shaft motor such as the U-187 Motor - list $12.50.

Square brass tubing is stocked by most alert dealers.

SMOOTH AND QUIET IN OPERATION!

#9615 Universal Joint.....$1.80

BRASS JOINT CENTERS FOR THE #9615

We came across a number of brass joint centers for the #9615 Universal Joint. If you would like to order these, the cost is 25¢ per center or four for $1.

Order while supply lasts!

LARGE LOCOMOTIVE BOXES:

Have you ever wished that you had a spare locomotive box? Perhaps you purchased a model from an estate and the locomotive box was missing, or the box that your locomotive came in was misplaced. Well, here is your chance to get one of these beautiful KTM locomotive boxes. All of the boxes are the size that the SP GS-4 comes in.

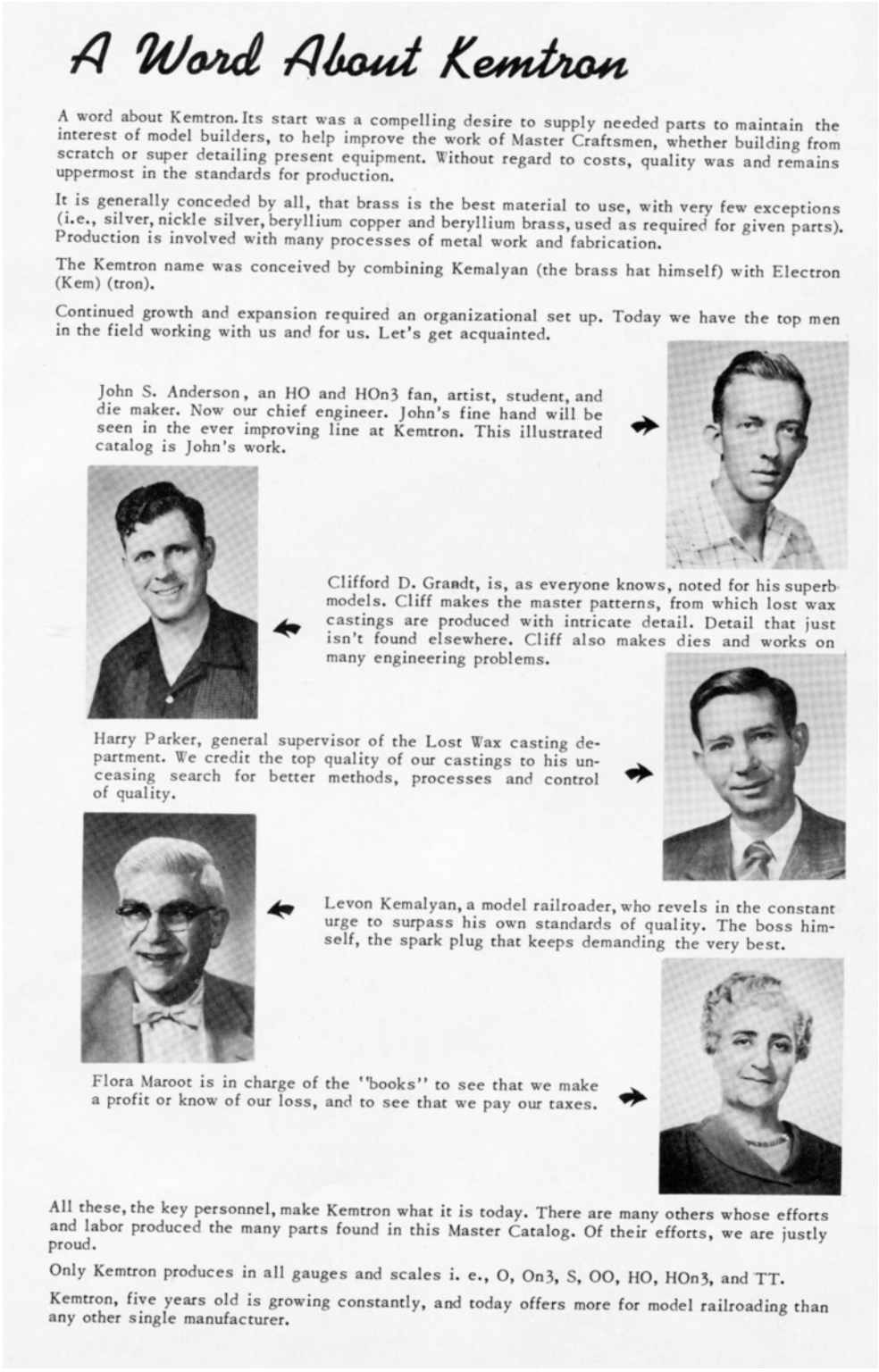
While they last - - - $5 each for the good boxes and $2.50 for the box that is in poor condition.

PLEASE ! ! !

We receive so many orders that do not include California Sales tax from our California residents, and postage for orders less than $120 net billing. We would appreciate your including the 6% sales tax, and approximately $1.50 for postage. We will refund any excess or apply it to your account.

Jim DeBruin sent this to me. The date is sometime in the fall of 1977 when Roselle wrote this. Levon passed away November 6, 1976. The company has been owned by Larry Kazoyan in Los Angeles, California since 1970. Read Roselle's "a nostalgic look" message. This will give you some good insight into the personality of Levon Kemalyan.

In the same 1955 catalogue, Levon showed photos of some of the other people involved and included a note about each of them. Since I have already mentioned Dave Grandt, let's talk about Clifford D. Grandt, Dave Grandt's father. Many people know about Grandt Line products, and it was Cliff Grandt who started it. Dave told me that Cliff was working for the physics department at the University of California Berkeley during WWII. The area where Cliff worked was doing a lot of research for the Manhattan Project, and they were providing the funding. The Manhattan Project was the development of the atomic bomb, and the very complex project required the talents of thousands of people across the country. During this time, Cliff had a shop at home



A Word About Kemtron

A word about Kemtron. Its start was a compelling desire to supply needed parts to maintain the interest of model builders, to help improve the work of Master Craftsmen, whether building from scratch or super detailing present equipment. Without regard to costs, quality was and remains uppermost in the standards for production.

It is generally conceded by all, that brass is the best material to use, with very few exceptions (i.e., silver, nickle silver, beryllium copper and beryllium brass, used as required for given parts). Production is involved with many processes of metal work and fabrication.

The Kemtron name was conceived by combining Kemalyan (the brass hat himself) with Electron (Kem) (tron).

Continued growth and expansion required an organizational set up. Today we have the top men in the field working with us and for us. Let's get acquainted.

John S. Anderson, an HO and HOn3 fan, artist, student, and die maker. Now our chief engineer. John's fine hand will be seen in the ever improving line at Kemtron. This illustrated catalog is John's work.

Clifford D. Grandt, is, as everyone knows, noted for his superb models. Cliff makes the master patterns, from which lost wax castings are produced with intricate detail. Detail that just isn't found elsewhere. Cliff also makes dies and works on many engineering problems.

Harry Parker, general supervisor of the Lost Wax casting department. We credit the top quality of our castings to his unceasing search for better methods, processes and control of quality.

Levon Kemalyan, a model railroader, who revels in the constant urge to surpass his own standards of quality. The boss himself, the spark plug that keeps demanding the very best.

Flora Maroot is in charge of the "books" to see that we make a profit or know of our loss, and to see that we pay our taxes.

All these, the key personnel, make Kemtron what it is today. There are many others whose efforts and labor produced the many parts found in this Master Catalog. Of their efforts, we are justly proud.

Only Kemtron produces in all gauges and scales i. e., O, On3, S, OO, HO, HOn3, and TT.

Kemtron, five years old is growing constantly, and today offers more for model railroading than any other single manufacturer.

Dave Grandt sent this to me. This appeared in the 2nd edition catalogue for 1955-56. This also appeared in the 1st edition catalogue from 1955. I think the age difference between Levon and the others is interesting. When you read Roselle's remembrance, you can get the impression that Levon had taken the young people "under his wing" so to speak.

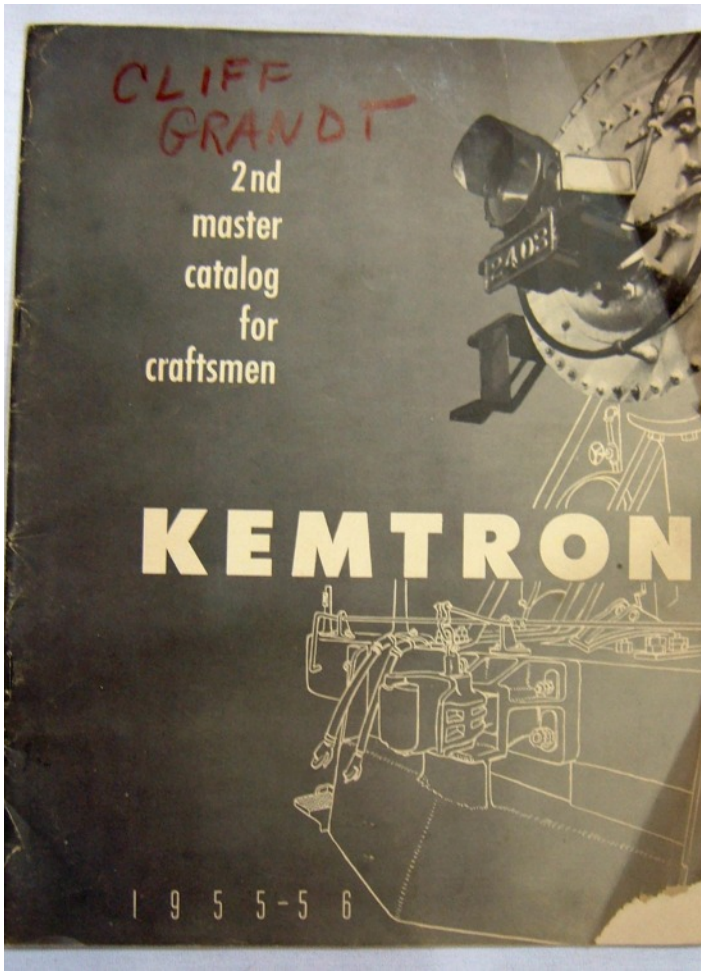
and was doing model work for himself and his friends. When the war ended, and the Manhattan Project closed, Cliff was hired by the University of California at Berkeley to continue doing work in the radiation laboratories. Cliff scratch built an O Scale model of a Heisler logging engine in 1949. The model was shown at some of the local model shows, and Levon took an interest in Cliff's work. Cliff was going to start a Shay locomotive next, and Levon talked him into making patterns that could be used for a kit of the locomotive. So, the relationship between Cliff Grandt and Kemtron was started. Dave pointed out to me that Cliff never worked for Kemtron. The arrangement was that Cliff would do work, and would receive parts or money in return. Cliff also built the first plastic injection molding machine used by Kemtron, around 1950. John Houlihan told me that he remembered all the molding machines at Kemtron were custom built. Kemtron was also making some of the parts for Lobaugh and KTM. Cliff made some of those patterns. Dave showed me some of the smoke box fronts that Cliff made patterns for. Cliff was very interested in narrow gauge, and many of the patterns he made were for the narrow gauge lines. Cliff sold some of the parts through the Narrow Gauge Guild. The Shay model was a combination of patterns and plastic injection parts that were burned out in the investment casting process. Dave said Cliff made the engine and some other parts while John Anderson made the cab.

John Anderson is listed in the 1955 catalogue as "John S. Anderson, an HO and HOn3 fan, artist,student, and die maker. John's fine hand will be seen in the ever improving line at Kemtron. This illustrated catalogue is John's work."

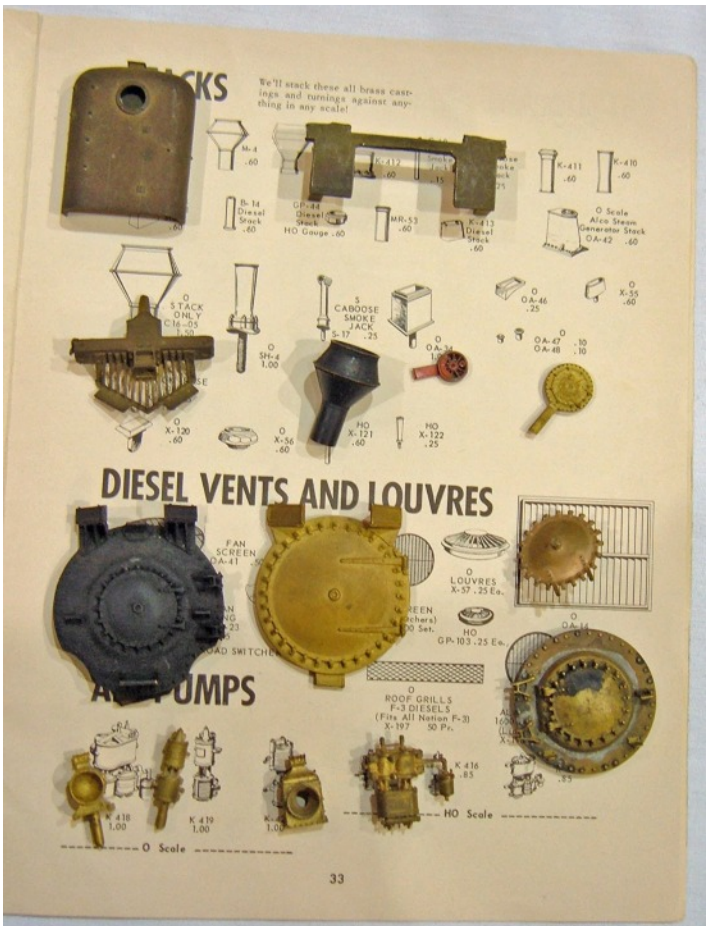
Harry Parker was also listed in the 1955 catalogue. The statement goes as follows, " Harry Parker, general supervisor of the lost wax casting department. We credit the top quality of our castings to his unceasing search for better methods, processes, and control of quality.". John Houlihan started hanging around Kemtron when he was a teenager, and remembers that Harry worked upstairs in a loft above the main shop. To get to where he worked, you had to step over the roof trusses as you walked down the path to Harry's shop. Harry Parker was the first employee for the model business. Eventually, Levon bought the building next door, and Harry got a better shop.

Last to be mentioned in the 1955 catalogue is Flora Maroot. Flora was Levon's sister and the bookkeeper for Kemtron.

Bruce Bechtold is not photographed in the catalogues, but he came into the Kemtron fold around 1955. According to Dave Grandt, Bruce started making



Dave Grandt showed me this catalogue when I talked to him at O Scale West this year.



patterns. John Houlihan palled around with Bruce on the weekends and evenings building models. Many times, they would be working in the Kemtron factory after hours or on weekends. Jay said that when Bruce started, he lived upstairs in a small room above the factory.

John Houlihan sent me a copy of the first Kemtron catalogue from 1955. The inside 1st page had the same photos as the 2nd edition catalogue from 1955-56 that Dave Grandt showed me. I used the copy from Dave for this article because it reproduced better, but they were the same. Listed in the 1st edition catalogue were the Alco RS-3, and the EMD GP-7 kits. These models were already in production by 1955. Cliff Grandt made the ends of the RS-3, and Dave Grandt showed me the pattern. These models were etched brass, and fit in well with the etching process on the printing plate side of the

Dave Grandt showed me these parts when we talked at O Scale West in February. The parts are from patterns of dies that Cliff Grandt made for Kemtron. I photographed them on a page from Dave's 2nd edition catalogue.

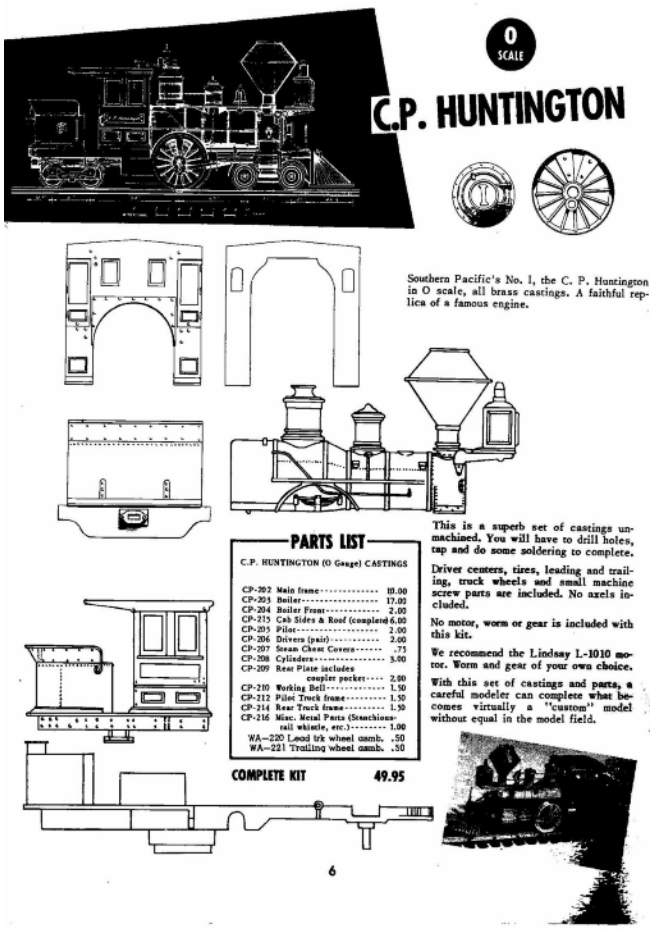
Jim DeBruin owns this early Kemtron RSD-4/5 model, and sent me the photo. Note that on this model the truck side frames are a one piece casting. These are Central Locomotive Works trucks. The Kemtron trucks were sprung and equalized.

business. We saw in the last issue of *The O Scale Resource*, that another printer in Ohio had made etched models as early as 1942. Those etchings were a simple one side, single cut etching like a printer would do. At Kemtron, they started with the single etch also. On the original Alco RS-3 and the EMD GP-7, the etching process left a raised outline around the door on the hood. The reason this was done was because they wanted the louvers to be raised. To raise the louvers meant that the rest of the material around them had to be etched away. The

The last versions of the Kemtron Union Pacific Passenger cars were one piece pre-formed bodies like this model at Des Plaines Hobbies.

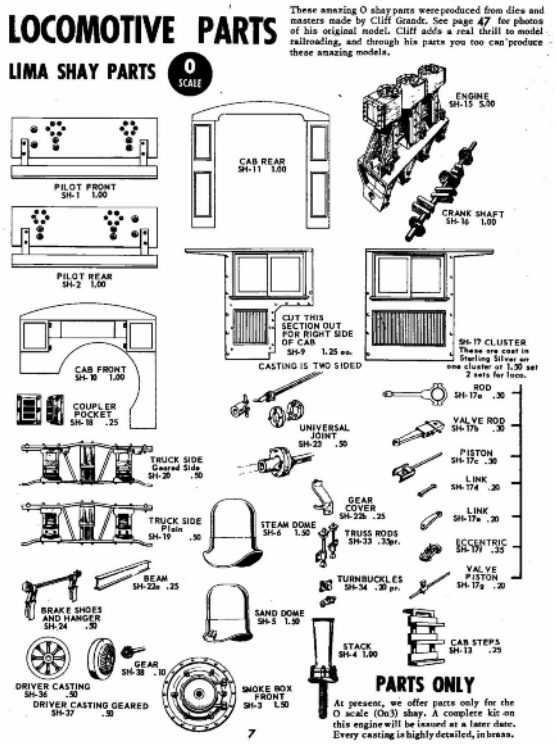
Dan found the model below years ago at a show. The building of the model is not too good, but it shows the early Kemtron design well. Note the separate roof and sides to the car.

In this close up view of Jim DeBruin's RSD-4/5, you can see the raised door outlines of the early etching. Also, you can see that the outline of the window just ahead of the fireman's hand is irregular. This was because the window had to be cut out by the modeler, and it was difficult to keep the line straight.

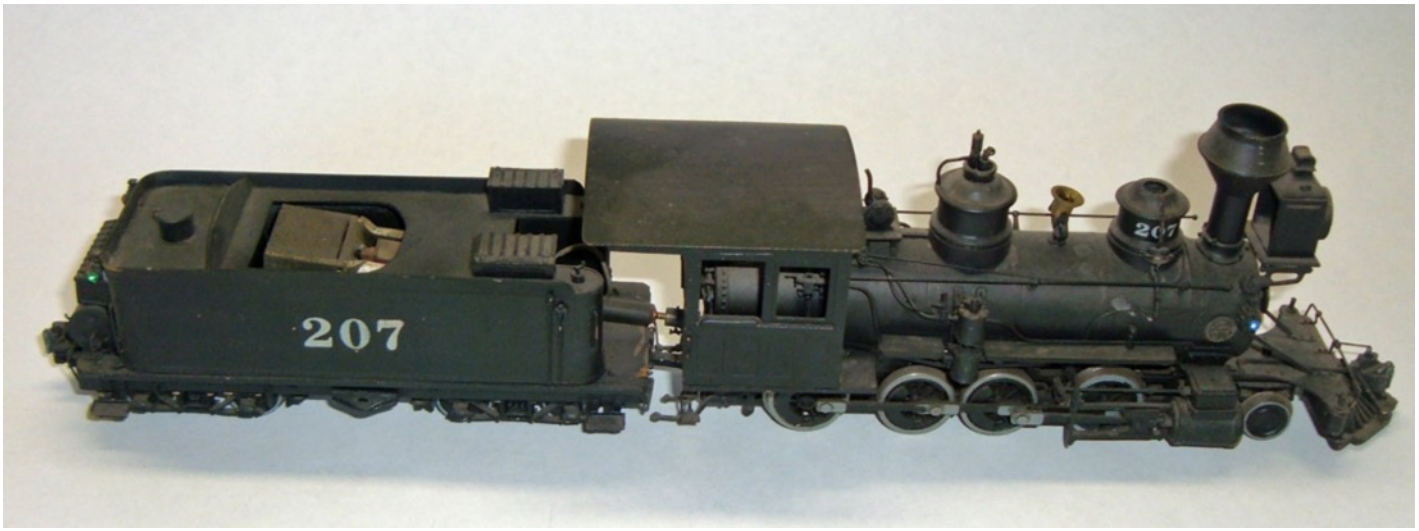


John Houlihan sent me these copies of the 1st edition Catalogue from 1955. The page on the left shows the CP Huntington was in production as parts at this time. Note that the Alco truck was already fully sprung and equalized. This is a testament to the abilities of Anderson and Parker. Lobaugh was still using sand casting for these parts. Kemtron never did the EMD truck in O Scale, but they did do it in OO Scale.

process involves coating the brass with a light sensitive film. Then, a positive of the artwork is placed on the coated brass and it is exposed to light. Where the positive is clear, the light exposes the film on the brass and fixes it. The brass is washed and the unexposed film washes off. Next, the brass is exposed to ferric chloride which dissolves the exposed brass. The ferric chloride works very fast, so the duration of the exposure is critical. With this process, it was not possible to etch a slot for the door outline and also leave the louvers at the same time. This would have required a second etching operation. After a first exposure, the brass can be cleaned and recoated. A second exposure with different art work will produce different details. When doing a second etch on the same piece, the registration of your two positives is critical for getting the details where you want them. Printers know about registration and how to control it. The early



This page from the 1st edition catalogue shows the parts that were available for the Shay at this time. A complete kit was not listed. Cliff Grandt made the patterns for the 3 cylinder engine and other parts. John Anderson made the rest.



My buddy, Hank Balinski, from Kenosha, Wisconsin was a Kemtron dealer from around 1961 to 1966. He built this model of the D&RGW C-16 at that time. This engine came in three versions. The original version, the middle version, and the late version. This is a model of the original version. Hank built around three of each version for other people when he was a dealer. I put the top view in so you could see the motor in the tender. No micro motors in those days. Hank told me he also made some of the HO Scale versions for people.

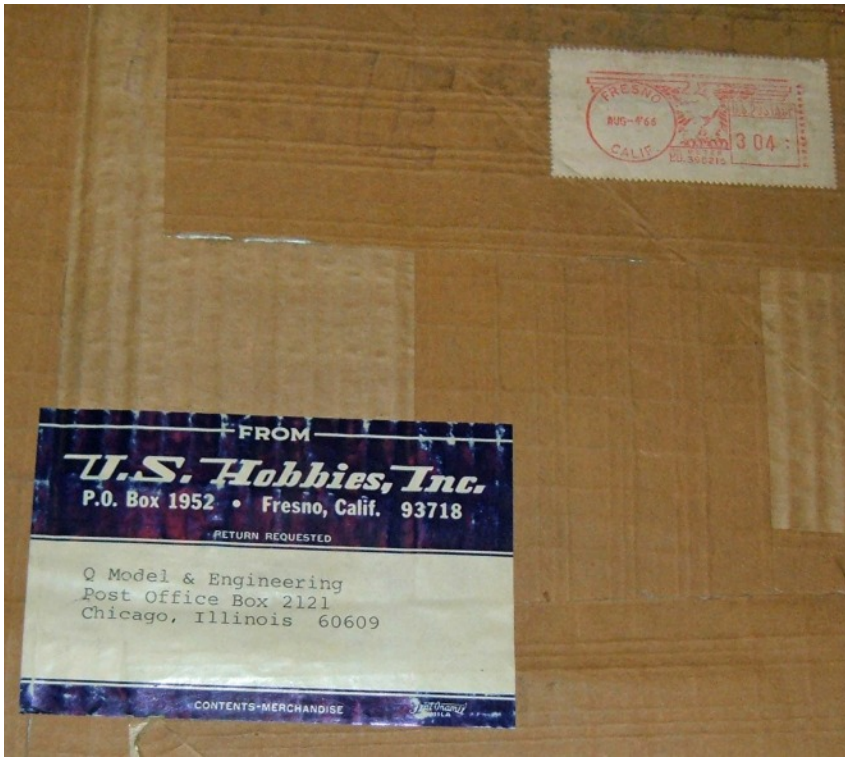
etching they did was still on the same side of the sheet, and you had to cut the parts out of the sheet. As the models progressed from one manufacturer to the next, improvements were made, and the etching people were able to produce a tool (as its called in the industry today) that was the front and back positive together. The tool had the front and back positive in registration. The coated brass is slipped into the tool and both the front and back are exposed to light at the same time. This allowed cutting through the brass sheet from both sides and making windows, as well as, eliminating the need to cut the whole part out of the brass sheet. When the GP-7 display model was made, John Houlihan told me that it had a different number on each side. They photographed each side and merged the two photos to look like a two unit set. John has that model today. The Alco trucks are a good example of the casting work of Harry

Dave Grandt had this catalogue of some of the HO products made by Kemtron. The motor for the rail car was the result of purchasing the Lindsey line of products.

Hank Balinski made this model of the Wabash Mogul during the 1961-66 time frame when he was a Kemtron Dealer. Hank was receiving US Hobbies models from Kemtron during this time also and received his last in 1966.

Parker and the die work of John Anderson. These trucks were sprung and equalized at a time when everyone else still had ridged side frames. Kemtron never did the EMD truck in O Scale but they did do it in OO Scale. Most of the Kemtron GP-7 models were fitted with the All Nation drive from the F-3 models that All Nation was making. In the late 1960's, Kemtron made an EMD GP-20 model. In the 1st edition catalogue, the D&RG C-16 2-8-0 was not listed as a kit, but quite a few of the parts were available. Also in this catalogue, many of the parts for the Shay locomotive that Cliff Grandt worked on were listed. There was no kit listed for the Shay at this time either. The C P Huntington model was also listed as parts, not a kit.

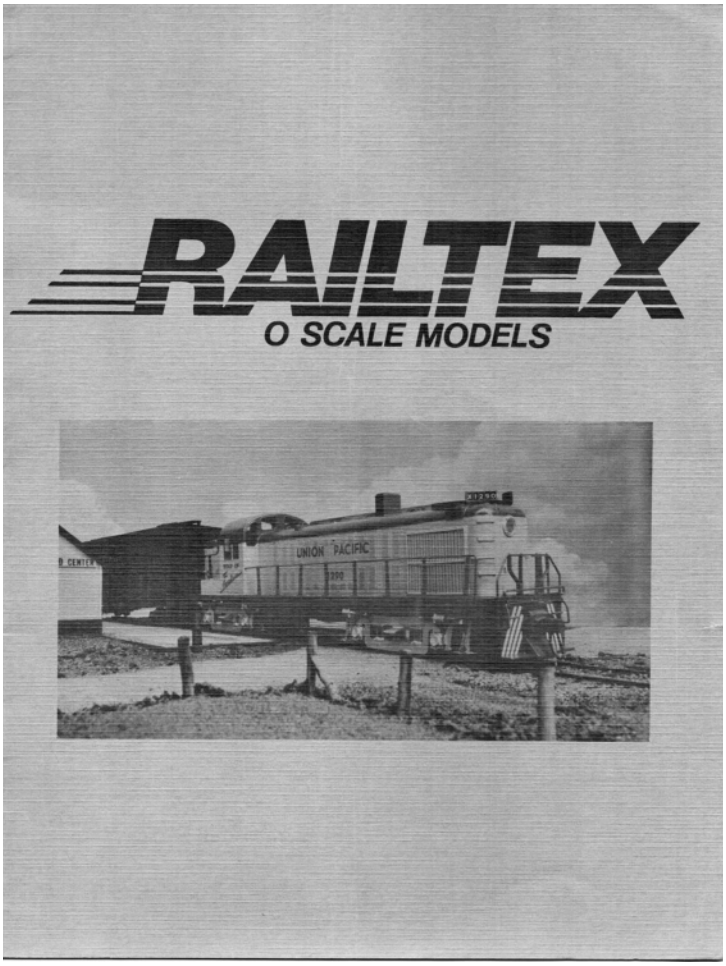
John Houlihan told me that Levon had his fingers in a lot of things, and started a company called US Hobbies. In the early days of the brass importing business, the engineering, die work, and casting were done in the United States. The parts were sent to Japan to be assembled on the models. The very early International Models pieces had a lot of turnings and other machined parts. In the 1st edition Kemtron catalogue from 1955, some imported brass models from JI were being offered. The JI stands for Japan Import. At this time, Kemtron stated that the quality was not up to their standards, but the models were acceptable for the price they were being sold for. Max Gray imported his first models in 1952, and there is a strong possibility that he and Levon Kemalyan had some business dealings. In the early 1950's, Kemtron was the only model manufacturer doing brass detail castings, so Max Gray must have purchased his castings from



Hank Balinski was a Kemtron dealer from 1960 through 1967. Kemtron was also US Hobbies, and Hank sold those models also. He still has some of them in original boxes that were never put together. One box still had this shipping label from August 4, 1966 on it. Note that US Hobbies was in Fresno, California where Kemtron was.

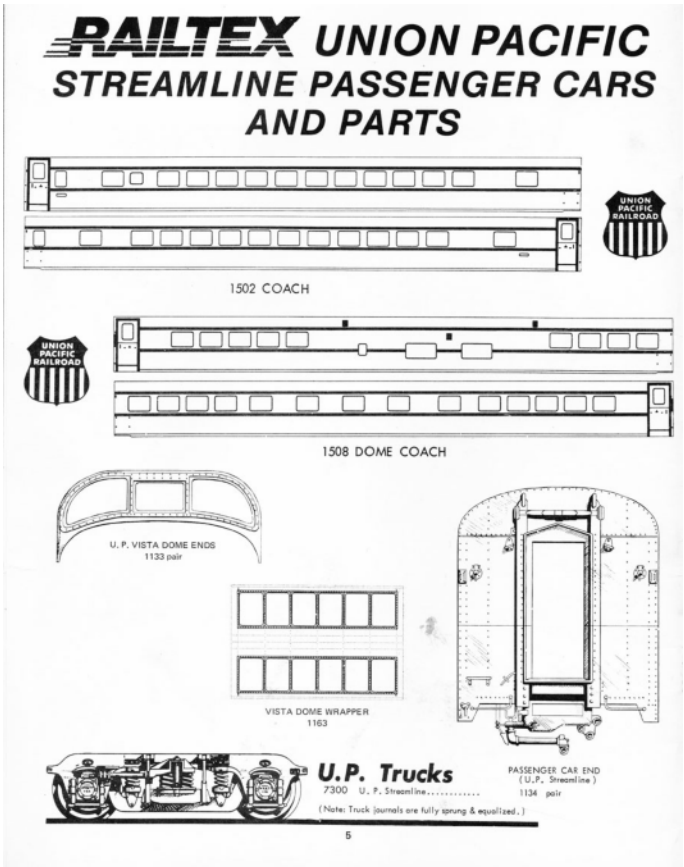
Hank Balinski has many models left over from when he was a Kemtron and US Hobbies dealer. US Hobbies made lots of big engines, but they also made these B&O dockside switchers in two versions. Hank has them on his layout. The H&J railroad stands for Henry and Joe, Hank's two oldest sons.

Kemtron. John Houlihan told me that a major portion of the Kemtron casting business went to Japan for models. John also said that when US made parts were sent to Japan for the models, it changed the customs rate on the model. If you have seen some of the early import models, you will note that the boilers were separate from the chassis of the engine. This made the model a kit, and that also changed the customs rate. Max Gray made an announcement in his 1st quarter 1964 newsletter that recent changes in the tariff laws made it no longer viable to make the parts in the US. When John Anderson and Harry Parker owned the Cal Scale line, their biggest customer was PFM for use on the models they were having built and importing. As the Japanese model building industry grew, KTM emerged as a premier builder. Just a quick side note: Max Gray was from Cleveland initially, and produced the Champ line of decals. He sold this to Richard Meyer of Minot, North Dakota. Richard owned a printing business in Minot, and was an O Scale modeler. We will do more on Max Gray sometime in the future. The earliest things I have seen from Max Gray Perfection Scale Models appear to be from 1956 when he was in San Jose, California. Max Gray passed away in 1965. Kemtron had a New York Central Niagara 4-8-4 listed in their 6th edition catalogue from 1961. The model was listed for $175, and sold under the Kemtron name. Rich Yoder of Rich Yoder Models had one of these once, and told me that the Kemtron engine and the Max Gray engine were similar, but the Kemtron engine had less detail. So, for a short time, Kemtron and Max Gray were both importing similar models from Japan, and presumably KTM was the builder. What's not clear is what happened after Max Gray passed away in 1965. I have been unable to pinpoint the start of the US Hobbies brand name. Therefore, I don't know if US Hobbies started so they could purchase or continue the Max Gray importing business, or if were they already operating on their own. Some people have suggested that US Hobbies purchased Max Gray, but if so, all there would be to purchase from Max Gray would be



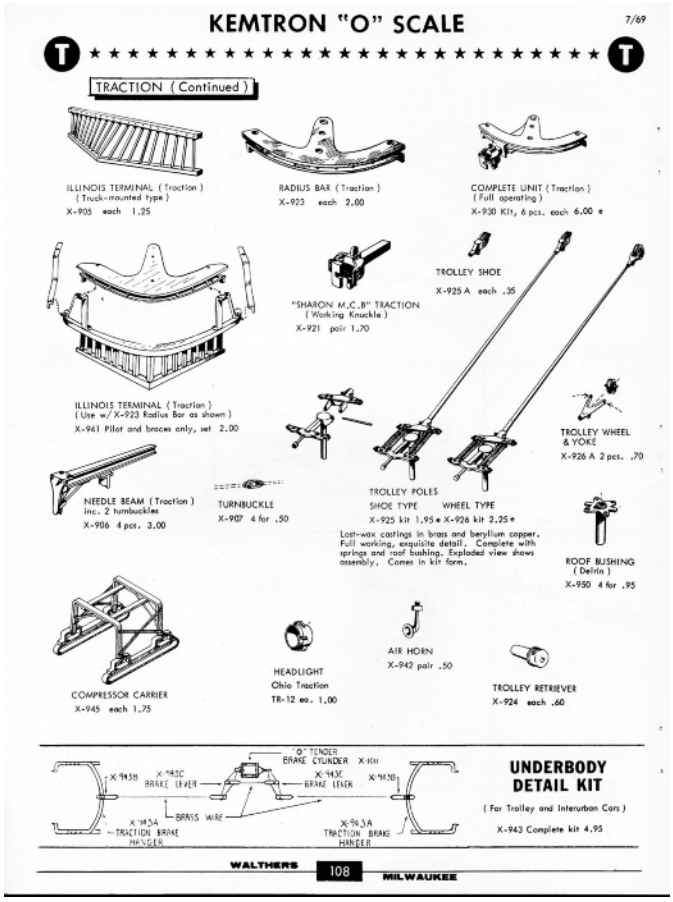
After Larry Kazoyan parted out Kemtron, Jules Johnson bought the passenger cars and the diesel locomotives. He sold them under the Railtex name. By this time, the passenger cars had one piece sides and roofs. The catalogue came from my collection.

an inventory. Kemtron already had the connections in Japan; appeared to be providing castings to the builder; appeared to be importing models from the same builder; and already had a sales network of their own. At any rate, Max Gray was gone, and US Hobbies was off and running. US Hobbies used a PO Box in Fresno, and appears to be connected to Kemtron. Why they did not use the Kemtron name and street address is also not known. One newsletter from US Hobbies on June 14, 1971 shows an address of 5755 E. Fountain Way, Fresno, California. The location is in an industrial area, and was most likely the warehouse for US Hobbies. John Houlihan said the Fountain Way location was obtained for the slot car business, and later became the main US Hobbies location. The date of the newsletter is interesting because Levon had sold Kemtron the year before to Larry Kazoyan in Los Angeles, California. I am going to check with the Secretary of State in California and get some copies of the incorporation papers for US Hobbies. That will tell us the start up date. When I find this, I will put it in the News section of *The O Scale Resource*.



This page from my Railtex catalogue shows what was being sold for the passenger cars.

US Hobbies got into the plastic injection business with a modern 50' box car that had one plug door and one sliding door. I had one of those models once. According to Ron Sebastian, the plastic injection models were made in Wheeling, Illinois by Continental Monarch Models, which was owned by Jacques Berry. There were two freight cars made initially. As I mentioned, one was a 50' box car with one plug door and one sliding door. This was the one I had. The other car was a plain double sliding door 50' car. Kemtron was the sole distributor for these models, and sold them under the US Hobbies name. There was a falling out with Kemtron, and Jacques moved the line to Walthers as his sole distributor. He did a waffle side car next, and it sold through Walthers. There were plans and advertisements for more, but the three cars were all that were ever produced.



This page from a 1971 Walthers catalogue I have shows some of the traction parts offered by Kemtron. The patterns for these parts were made by Bill Clouser in St. Louis, Missouri.

Many people are familiar with the Kemtron Wabash Mogul kit. John Houlihan told me that he thought a guy in St. Louis wanted the model and paid for the dies. I called Louis Bartag in St. Louis to see what he might know, and he thought it was some group of modelers

This is the left and right side of the same model. Note that the numbers are different. John Houlihan owns this model. This model is the model that was used for the Kemtron catalogue photos. Each side of the model was photographed, and the photos were merged to make it look like a double header.

from Kansas City that were the instigators. Dave Grandt echoed the Kansas City connection, and seemed to remember that it was Ed Spanknobel, who was part of the Kansas City O Scale club. So, at this time, we don't know for sure, but what is of interest in this story is, the motivation for the model came from outside of Kemtron. John Anderson made the dies while he was working at Kemtron. Many of the parts for the model were made as plastic injection parts that were burned out later in an investment casting process which produced

John Houlihan owns this model of the Wabash Mogul. This is the original Kemtron model used for the photos in the catalogue and other ads.

the brass parts. If you look close at the parts, you will notice that the frame rail was one part that was used for the left and right side of the engine. Earlier, Kemtron made the Denver and Rio Grande C-16 2-8-0. This model was made the same way, but the left and right frame were made separately on this model.

Around 1955, Levon purchased the Lindsey line of HO Scale models. For that line, they made small motor cars to run on railroads as inspection cars. Dave Grandt told me that they also did a New York Central centipede tender in the HO Scale Lindsey line. Levon also purchased the Silver Streak model of the Chicago & Northwestern Pioneer locomotive. The pioneer was an HO Scale model. Levon dabbled in TT Scale as well, and Cliff Grandt made the dies for the Alco locomotive models that Kemtron made in TT Scale.

Back to the O Scale models. Kemtron also produced the O Scale Union Pacific passenger cars. These were etched brass kits that fit in once again with the photo engraving business. Levon was doing photo engraving for the newspapers, as well as, for the Alco RS-2 and

This kit was made in Wheeling, Illinois by Continental Monarch Models, and sold exclusively through US Hobbies. Later, the kits were sold exclusively through Walthers. There are still some of these kits out there. I photographed this one at Des Plaines Hobbies for this article.

Hank Balinski built this model when he was a Kemtron and US Hobbies dealer from 1961 to 1967. Years later, when his son Henry was in high school, Henry painted the model for Hank. The model has an All Nation drive and All Nation trucks. Kemtron never made the EMD truck in O Scale.

EMD GP-7. John Houlihan told me that the Union Pacific Railroad paid to have these done, and wanted them as display models. Dave Grandt told me the display models were built by Chet Tayloe and Mark Swerdferger in their Toluca Lake, California shop. They built three sets. One set went to the Union Pacific, and the other two were sold. The ends of the passenger cars were made in two parts. There was an upper half and a lower half. Dave Grandt thinks the dies for the ends were probably made by John Anderson, and again, were plastic injection parts. Sometimes they would glue the two plastic parts together before casting, and sometimes they would cast them separately. That is why you see them both ways in the kits. Later, when Ron Sebastian

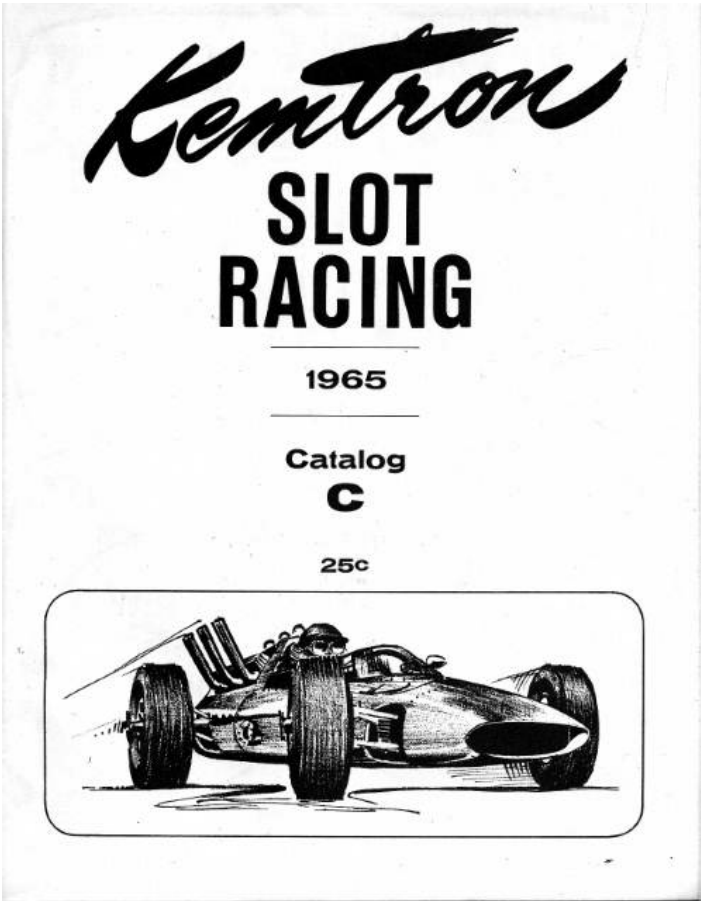
This Great Northern boxcar is the US Hobbies plastic injection boxcar that was made in Wheeling, Illinois by Continental Monarch Models. The model was sold exclusively through US Hobbies under the US Hobbies name. This model was made by Paul Budzik for John Houlihan. The photo is on John's layout.

John Houlihan owns this Kemtron EMD GP-20 that was made by Oscar Neubert. The photo is on John's layout. Oscar Neubert was also a pattern maker, and made patterns for Kemtron and Associated Brass Products. Oscar was in the Air Force at Merced, California where he met Bruce Bechtold, who was also stationed at the same base. Oscar introduced Bruce Bechtold to Kemtron.

acquired the line of kits, the people at Grandt Line merged the two end molds into one mold to produce the ends as a single piece. On these later parts, there is no seam visible between the upper and lower half of the end.

In the 1960's, model slot cars were very popular and Levon started producing these at a plant located at 5755 East Fountain Way, Fresno California. This plant would later be the location of US Hobbies. John Houlihan said that they also opened a third factory in Clovis, California to make slot cars. According to some of the Kemtron slot car material I looked at, the specialty was the motors and frames. A lot of the motors were imported from Japan. The slot car fad was short, and the Clovis plant soon closed.

John Anderson, Bruce Bechtold, and Harry Parker went out on their own, and moved to 7070 North Harrison St. in Pinedale, California (today part of Fresno). They started a business called Associated Brass Products on June 2nd 1959 which produced the Cal Scale line of parts. Bruce left the business first. Later, when John Anderson and Harry Parker were getting older, the HO Scale line was sold to Bowser in June, 1985, and the O Scale Line was sold to Gerry Gresham of Huntington Beach, California. Gerry continued to improve the O Scale line, renaming it the Back Shop Line. Gerry sold the line to Dave Braun. At one time, Dave Braun worked for Dave Bush, owner of Precision Scale. There

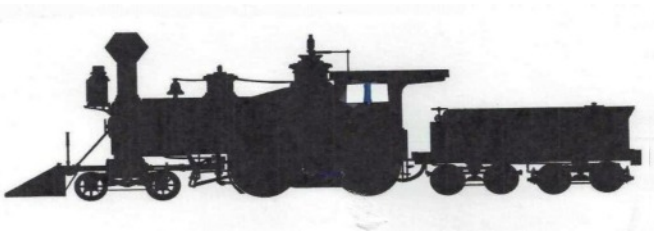


I found this Kemtron slot car catalogue online at http://www.slotcarlibrary.com/?aid=121 Kemtron made an extensive line of slot car chassis components and sold motors. The Kemtron slot car components are still in demand today.

were some problems with the sale from Gerry Gresham to Dave Braun, and ownership of the patterns was in question. The product line dropped out of site for a while. Today, Keith Wiseman has secured purchase of the patterns, and is selling the parts as part of his line at Wiseman Model Service. Back in Fresno, Parker and Anderson were getting up in years, and a young modeler was coming to them for work. The modeler was in high school and was casting military miniatures that he was making patterns for. The owners invited then young modeler, Dave Sciacca, to work in their shop. They had room since the HO Scale line had been sold to Bowser and the O Scale line to Gerry Gresham. Dave set up shop and started making his models. John Anderson passed away and Harry Parker came to Dave one day and said "why don't you just by this building from me". Dave Sciacca did, and he operates Valley Brass and Bronze in the same location using the same equipment that Cal Scale parts were made with. Dave does a lot of casting for model manufacturers today, and you have probably seen his work.

By the late 1960's, Levon Kemalyan was getting up in years also. In 1970, Levon sold Kemtron to Larry Kazoyan. The US Hobbies name and business stayed in Fresno, California. Larry moved the Kemtron business to the Los Angeles, California area. The business continued to operate under the Kemtron name until 1978, when it was sold in parts. Jules Johnson acquired the Union Pacific passenger cars and the diesel locomotives in 1978. Jules sold them under the name Rail Tex Models. The original Kemtron cars had separate sides and roofs. Under Jules, they were retooled and the roof and sides were etched as one piece. Jules produced the RS-3 and the GP-7, but did not do the GP-20. When Jules sold the line, the Alco RS-3, the EMD GP-7, and the parts for the GP-20 went to Pat Mucci of P&D Hobby. P&D Hobby sold the GP-7 for a while as a kit. Pat told me they never did the GP-20 because there were some parts missing. They never produced the RS-3 either, but do sell the trucks and the detail parts. The Union Pacific passenger cars went to Russ Briggs in 1985. An announcement in the old *O Scale News* magazine mentioned this sale, and also stated that Russ Brigs was now able to etch the windows out so the modeler would not need to cut them out. Russ sold them for a while, eventually selling the tooling to John Pilling. About 1990, the passenger cars were acquired by Ron Sebastian at Des Plains Hobbies from John Pilling. Des Plaines Hobbies continued to improve the artwork for the etchings, and added other cars to the line. The cars were produced for a number of years by them, and they still have a few left in stock. The rest of the old Kemtron line went to Wayne Lyndon and Fred Hill, owners of the Original Whistle Stop hobby store in Sacramento, California. They later sold the line to Dave Bush, owner of Precision Scale. Ron Sebastian told me that about two months after the sale, Precision Scale Company had a fire and many of the Kemtron parts were lost. Ron talked to Bill McClung for me. Bill went to work for PSC right after the fire. He told Ron that the staff at PSC used screens and sifted through the ashes looking for anything usable. What survived of the old Kemtron parts are still listed in the Precision Scale catalogue to this day.

As I mentioned, Kemtron was a fluid organization where many people came and went. This seems to have brought out the best in the people, and they all contributed to the development of the products. Kemtron benefited from the ideas and skills brought in by these people. In addition, I am sure the people themselves learned from each other. The models they developed and made are still viable models today, over 50 years later. The Alco RS-3 and EMD GP-7 paved the way for all the etched models of today, and these models still hold their own with the new models. Harry Parker took the investment casting process from the jewelry business into the model business, and all of the brass castings we have today are the result of his pioneering efforts. John Anderson and Cliff Grandt were exceptional die makers who could take a concept and make it work. A lot of people can make dies, but these people were artists. Not only could they make the dies, they were able to develop low cost ways of doing it. This was the beginning of time for plastic injection, and Cliff had to design and make the molding machines. They were excellent craftsmen, and the patterns that they produced are still being used today by Precision Scale. Lastly, it all could not have happened without the open door policy of Levon Kemalyan. He provided a means whereby these young people could meet and develop their talents. How many other manufacturers have a model club on their site, plus let the employees tinker at all hours of the day or night? These young people were allowed to blossom at Kemtron, and our hobby has benefited for years as a result.



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Mill Creek Coal & Coke Tipple No. 2

Tipple No. 2 is a freelanced composite of several different tipples located in West Virginia. The design has two tracks serviced under the tipple with room for a stub track under the fixed chute on the back. The headhouse includes the interior flooring and non-operating rotary dump. No interior is included in the tipple. **Two On30 mine cars with link&pin couplers, the mine entrance, coal, and two outhouses are included in the kit. More photos and info on our web site!**

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The new UTLX frame less tank cars will soon be available in standard gage. The cars come ready to run with blackened metal tires on our highly detailed plastic wheel centers. The new San Juan Car Co. scale couplers are standard on all cars. Many road numbers to chouse from. In addition we have done a second run of the Gramps narrow gage version of these cars with new numbers.

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1066-55297

UTLX	Pioneer Oil	Milwaukee Road
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1065-55153 1065-55258	1062-104	1063-907795
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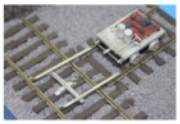


Speeder Turntable Available in "O" Scale "On3" & "On30"

Piggyback: End Unloading Spur Bulkhead (available now) with Shelter Building (coming soon)

Eastern Pennsylvania 2 Rail O Scale Swap Meet & Train Show

By Dan Dawdy

This April was my first time going to the Eastern Pennsylvania 2 Rail O Scale Swap Meet and Train Show. I had heard this was a great show, albeit small, with motivated sellers. I was not disappointed. Amy and I arrived early to set up *The O Scale Resource Magazine* table. After the 12 hour drive on Friday, I was still a bit sleepy, although the few beers at the Texas Roadhouse the night before probably did not help, but I digress.

The show is located in the Strasburg firehouse with vendors between the trucks. Leaving Amy to "man" the table I went hunting, I mean photographing.

John Dunn (left) and Rich Yoder (right) put on a great show.

We did say this was held in a firehouse right? The trucks were inside, making for more interesting things to see.

The “lunch” room nearest the food. That’s Joe Foehrkolb of Baldwin Forge in the suspenders and Bob Heil representing Sunset 3rd Rail standing in the maroon shirt.

Fran Pfeil of Sunnyside Models making a point to a customer. On the far left, we can see the large display from Dave Thompson’s Harbor Belt Lines.

Another view of the large sales floor inside the firehouse.

Jack McGarry from Allegheny Scale Models works a deal with Art Selby seated on right. Art has been following the progress on my model empire. It was a pleasure to meet and talk with him.

More items in the main room.

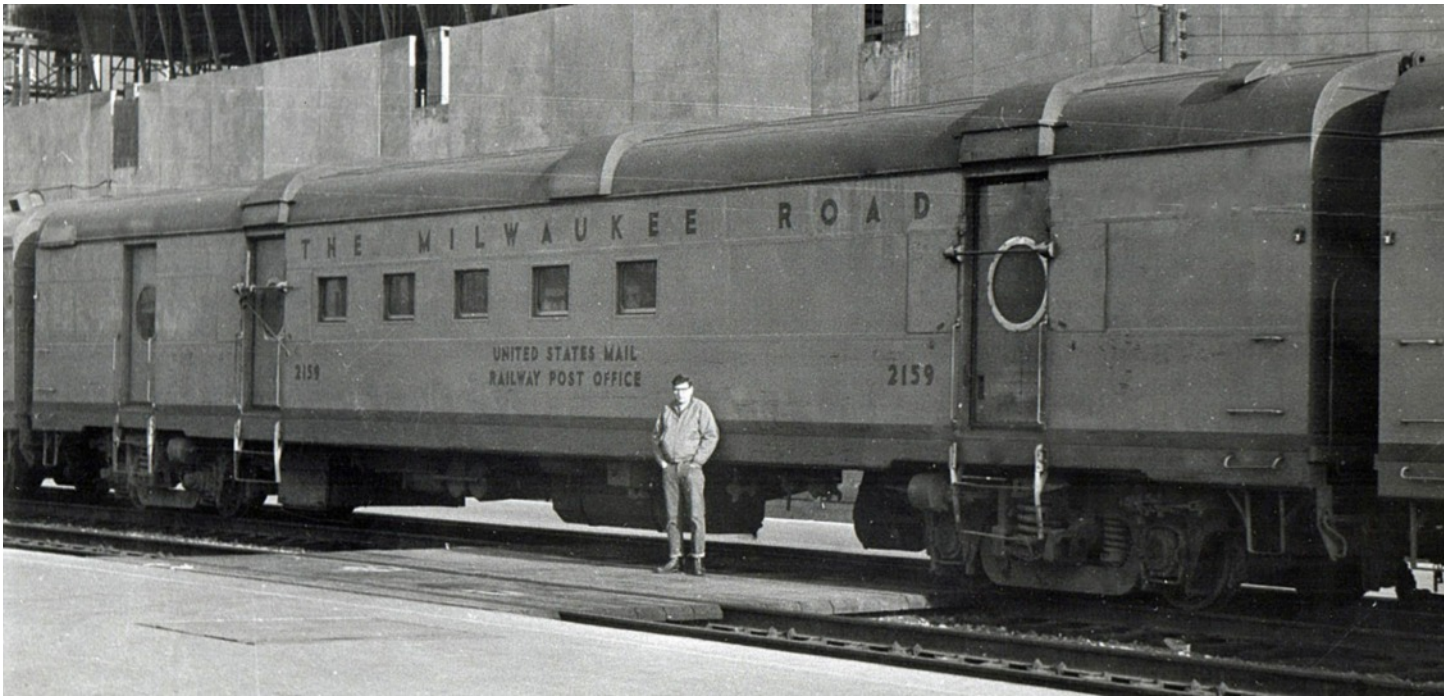
Bob Buck of GSI- O/G Scale installations with a radio controlled O Scale locomotive.

There was a remarkable amount of items, new and used. Needless to say, I will be back for future shows.

USGONE, a British themed modular layout was in attendance. This group models Britain's railways in Gauge O.

The Railway Postal Service

A Visit With Don Degner



Don Degner standing by one of the RPO cars he worked in. The location is Milwaukee, Wisconsin, and a new post office is being built by the railroad depot. The train is east bound Milwaukee Road #10, and the crew was waiting for Milwaukee Road east bound #4 to show up and exchange mail.

By Glenn Guerra

The railway postal service stopped running on June 30, 1977 and that was the New York & Washington RPO. I have no first hand knowledge of how it worked, but have always been interested. The basic idea of sorting the mail and distributing it was apparent, but that does not explain what really happened. I'm fortunate in that I met Don Degner, a former RPO clerk. Don lives in Neenah, Wisconsin near where I live, and I know him through the Neenah O Scale club. On June 24, 1958, Don started working for the post office and became an RPO clerk until the end of the service. I have been talking with Don about this off and on since I met him, and thought you would like to know some of it. This will be a two part article. In this first part, we will talk with Don about the service, and in the second part, I will throw out some ideas on how we could model this service. For now, let's visit with Don.

Don grew up in Milwaukee, Wisconsin. After graduating from High School, he took a job as a laborer in the Milwaukee Road shops in Milwaukee, Wisconsin. One day the train was going by on the main line and Don pointed to the mail car. He told the foreman that someday he would be working on that car. Well, as you might expect, the foreman laughed and told him to get back to work. Soon after, Don went down to the main post office in Milwaukee and took the civil service exam. Don wanted to be an RPO clerk. As I mentioned, Don

Don took this photo in Savanna, Illinois in July, 1963. The train was #104, the Milwaukee, Union Pacific, and Southern Pacific train from Chicago to San Francisco or Los Angeles, California. The mail car belonged to the Southern Pacific, and was part of the pool for this train. The next car was the crew dormitory car for the train crew. The guy on the far right was Charlie Hare, the clerk in charge. Don remembered that he ran a tight crew. The crew was all part of the Chicago & Omaha RPO route.

A photo of one of the crews Don worked with. The guy on the far left is Bill Teidermann. Don and Bill worked together a lot. The route was the Calumet & Chicago run which was train #9 on the Milwaukee Road. The train operated to Champion, Michigan on the Milwaukee Road, then on the SOO Line Railroad (former Duluth South Shore & Atlantic) to Houghton, Michigan and finally on the SOO Line (old Duluth South Shore and Atlantic former Mineral Range Railroad) to Calumet, Michigan. Don took the photo at Milwaukee, Wisconsin as they were getting ready to depart. This was the normal mail volume.

started on June 24, 1958. His first job was working in the Union Depot in St. Paul, Minnesota. The upper floors of the depot were used by the Railway Postal Service. The Railway Postal Service was part of the postal system, but operated as a separate system. This sounded confusing to me at first. When you worked for the Railway Postal Service, your check came from the regular Post Office, but you had nothing to do with them. You worked only for the Railway Postal Service. They had their own management and worked with the rail service. Don and his buddy Bill Teidermann worked there from 1958 until 1960, and never got out on the trains. Don found out they had some openings in Chicago and transferred from the Minneapolis Region to the Chicago Region. The Chicago Region operated the Chicago Terminal Railway Post Office on the 4th floor of the post office building south of Union Station in Chicago, Illinois. Soon, Don was on the trains.

The first run Don worked was the Chicago, Marion, Omaha run; and at that time, the Milwaukee Road trains number 19 and 20, called the Arrow, had that mail contract. The Railway Postal Service used their own designations for

the route. The train numbers were just the trains that had the contract to carry that route's mail. I will get into more of this later. The RPS worked on a seniority system, and Don worked as an extra for a while. There was a locker room in the Chicago Terminal RPO that the employees called the grip room. Your grip was your bag with your clothes and other items, sort of like luggage. They usually carried two grips, one for personal items and the other for the tags, labels, and other things they needed for the job. The grip room in Chicago was on the Milwaukee Road side of the depot (the north side since the Milwaukee came in on the north side) and was located just to the left of track one. Track one held the RPO cars and storage mail baggage cars if there were any going out. In the grip room, there was a large book that would have the crew assignments for the next week on it. The book had the assignments for Chicago, Marion, & Omaha and the Chicago & Algoma mail routes. When Don would get back from a trip, he would check to see when he was going out next. He still lived in Milwaukee, and if he was going out the next day, he would stay at the Marion Hotel in Chicago which was owned by a Mr. Anderson. Don said employees were required to carry a government issue side arm. The guns were 38 caliber and there were two types, one made by Smith and Wesson and the other made by Colt. The guns had 2 inch long barrels and were known as Bankers Guns. Don was walking through the yard south of Union Station, Chicago one day going to pick up the registered mail, and the Union Station police wanted to know where he was going wearing a side arm. Don showed him his postal badge and all was fine. The registered mail was kept in a locked room with a guard at the door. You were not allowed in the room without your badge and gun on, and had to sign for the mail when you picked it up.

When Atlas came out with this car, Don had to have one. He worked in the prototype car, and the number was even the same.

There were even RPO street cars. This car ran in Chicago, and The Chicago Transit Authority saved it in their collection. It has since been donated to the Fox River Trolley Museum in Elgin,Illinois.

Don worked other trains, and when the mail contracts were canceled, he ended up working in the Milwaukee city post office. He noticed that there was still a few mail contracts left, and went to talk to the crew assigner. They would call him occasionally for a run out of Milwaukee. This caused some consternation when Don would not show up for his regular job, and instead was working on a train. Finally all the rail contracts were gone, and he finished his career working as a clerk in the Milwaukee post office. Don worked on a variety of trains and railroads. He worked some Chicago and Northwestern Trains, and when Atlas came out with their RPO cars, the C&NW version was the same number as the car Don worked on.

Like all railroad employees, Don has some stories about work. One time he was working Milwaukee Road trains number 103 and 104 between Chicago, Illinois and Omaha, Nebraska. At that time, the RPO route was the Chicago, Marion, & Omaha route. They were getting ready to leave Chicago and were standing in the doorway watching what was going on. The RPO car had a separate room for the storage mail. In post office

Don has an extensive RPO cancellation stamp collection, and this street car RPO cancellation is one of them. This was from the run on Clark Street in Chicago in 1908. Since this was canceled by the RPO clerk on the car, it was either put in a local collection box that the street car picked up at, or was handed to the RPO clerk in the street car as it went by.

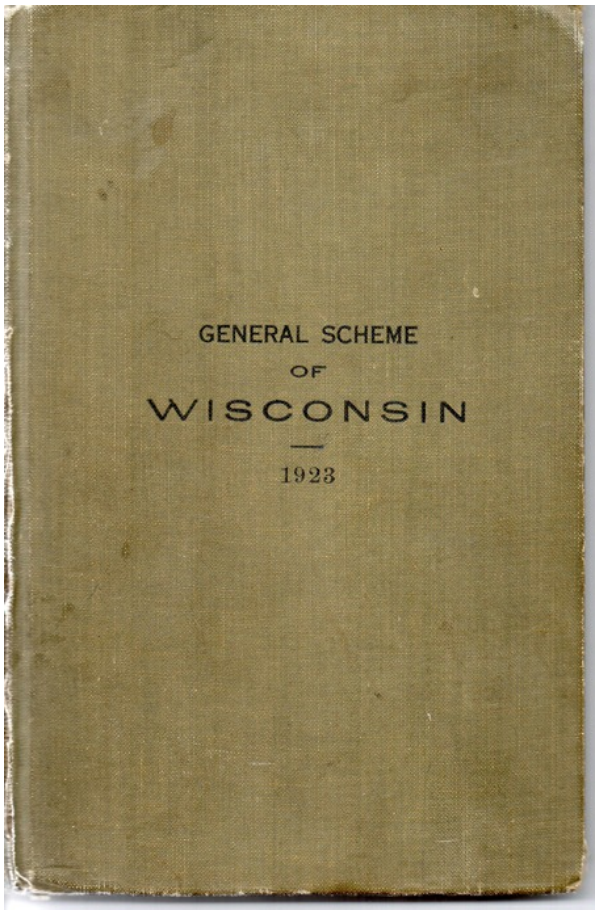
terminology, storage mail is mail that is being transported and not sorted. The compartment was painted green, and the employees called it the green room. On this day, the green room was full, and their train was being held for some reason. Don noticed a baggage cart coming down the platform with four postal inspectors and two guards carrying Thompson machine guns. They got to the RPO car and one of the postal inspectors who was with the guards told Don to open the green room. All the mail had to be removed, and only the mail on the cart was put in the room. The mail on the cart was money being transferred by the Treasury Department to the San Francisco Mint. The money came in on the Pennsylvania Railroad which was handling the Pittsburgh & Chicago RPO cars. The four postal inspectors stayed with the money, and the guards left. Two inspectors stayed with the money at all times while the other two rode in the Pullman car on the train. On that same train, they would pick up newspapers from a printer at Davis Junction, Illinois. One Christmas season, the printer's wife made a plate of cookies for the crew. At station stops, Don told me that he would go "rob the box". That was postal slang for getting the mail out of the box at the depot. There were two locks on the box, one for the RPO clerk and one for the local clerk. When you mailed a letter at the depot, the local clerk would leave it for the RPO clerk to pick up if it was not for local delivery. That is how the RPO cancellation would appear on your letter. Letters mailed at your post office would be canceled by the post office. Picking up mail "on the fly", which meant the train did not stop, was being phased out by the time Don was working, but they still had a few spots left. One of those was Green Island, Iowa. Don

This is another street car RPO cancellation stamp from Don's collection. This one is from the Chicago Terminal Railway Post Office & Wentworth Avenue in Chicago, Illinois. Other cities had similar service, as did interurban lines, and even ferry boat routes. This card was handled by the RPO street car first which is why it has the RPO cancellation.

told me one night he was getting ready to pick up the mail and the wood handle on the catcher broke off in his hand – no mail pick up for them that day, the train just kept going. Don does reenactments of picking up mail "on the fly" at the Illinois Railway Museum one weekend every summer. When you pick up mail "on the fly", you stand with your back to the front of the train and extend the hook by pulling the wood handle down. Once the bag is hooked, you let the handle down and grab the bag as it swings into the car.

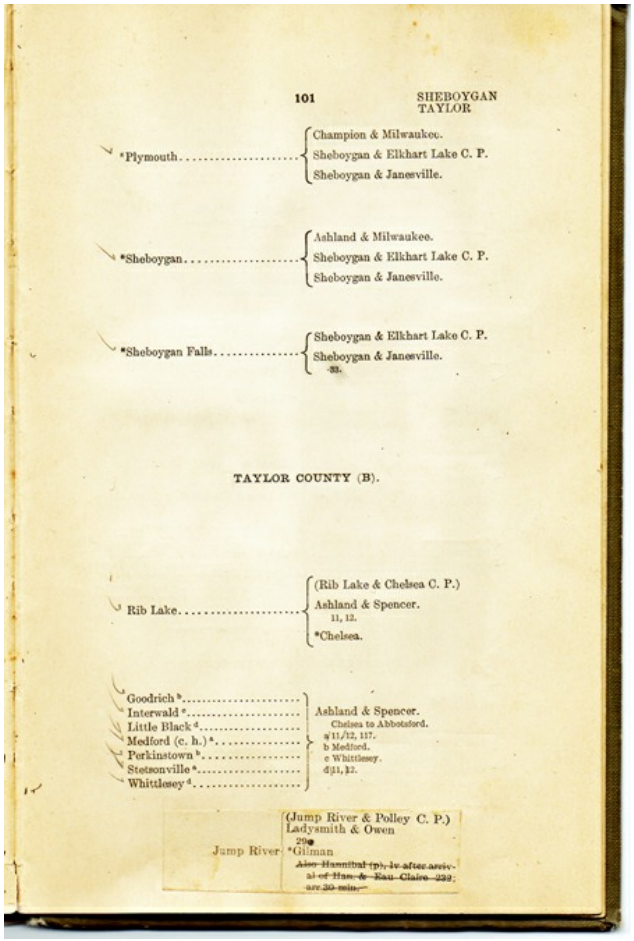
How this all worked is interesting to me. Remember that the Railway Postal Service operated as a separate organization within the postal service. Don said that the main post office would bring the mail to the Railway Postal Service. At that point, the Railway Postal Service would sort and transport the mail. Don's first job was sorting mail at the St. Paul, Minnesota Union depot post office which was in the St. Paul depot. This office was part of the Minneapolis Region. The Railway Postal Service had a method for how the mail is sorted, called a Scheme. The word is still used today. The Scheme tells the clerk how to sort

This is an example of the Scheme cards used for training. These are for Illinois. Each post office in Illinois has a card. On the back of the card are the different RPO routes that carry mail for that town. The idea is to get the cards in the bin for the correct route just by looking at the town name. Also, there was more than one route for many towns, and you had to know which route was the most direct from where you were. You would practice with these cards until you could sort them into bins with no errors.



the mail. When mail came to that post office, the Scheme told the clerk which train to put the letter on to keep it moving. The final destination was not sorted yet. The clerks were requited to know the Scheme from memory, and were tested on each Scheme they were using once a year. Over the years that Don worked, he was tested on the Wisconsin Scheme eight times, the Illinois A&B Scheme three times each, the Iowa Scheme eight times, the Minnesota Scheme eight times, the North and South Dakota Scheme once, the Michigan A&B Scheme twice, the northern peninsula Michigan Scheme twice, the Ohio A&B Scheme twice each, the Indiana A&B Scheme three times, the Wyoming, Colorado, and Idaho Scheme once each, and the Chicago Special Delivery Scheme once. The Chicago Special Delivery Scheme was a Sunday only east bound on train 104. Don showed me the 1923 Scheme for Wisconsin. There are a number of small towns around Plymouth, where I live, that did not have rail service. The Scheme told the clerk to put all mail for those towns on the route for that town. For example, mail to Plymouth would be

Don found this book in an unused locker when he was working and saved it. The book lists all the post offices in Wisconsin by county. The RPO clerk had to know all of the locations and how they would receive mail. The clerks were tested once a year.



101 SHEBOYGAN
TAYLOR

*Plymouth ..... Champion & Milwaukee.
Sheboygan & Elkhart Lake C. P.
Sheboygan & Janesville.

*Sheboygan ..... Ashland & Milwaukee.
Sheboygan & Elkhart Lake C. P.
Sheboygan & Janesville.

*Sheboygan Falls ..... Sheboygan & Elkhart Lake C. P.
Sheboygan & Janesville.
33.

TAYLOR COUNTY (B).

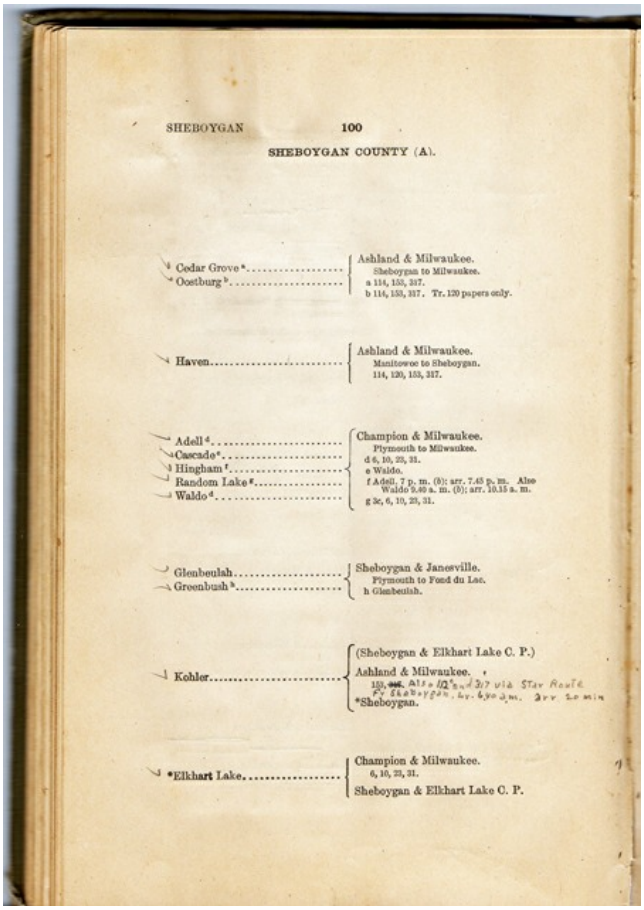
Rib Lake ..... (Rib Lake & Chelsea C. P.)
Ashland & Spencer.
11, 12.
*Chelsea.

Goodrich b .....
Interwald * .....
Little Black d .....
Medford (c. h.) * .....
Perkinstown b .....
Stetsonville * .....
Whittlesey d .....
Ashland & Spencer.
Chelsea to Abbotsford.
a 11, 12, 117.
b Medford.
c Whittlesey.
d 11, 12.

Jump River ..... (Jump River & Polley C. P.)
Ladysmith & Owen
29½
*Gilman
~~Also Hannibal (p), lv after arriv. of Han. & Eau Claire 239; arr 30 min.~~

On this page from the 1923 Wisconsin Scheme, we see that mail for Plymouth would come by the Champion & Milwaukee route, which was the Milwaukee Road in town, or the Sheboygan & Janesville route, which was the Chicago & Northwestern in town. The Sheboygan & Elkhart Lake C.P. was closed pouch mail that was delivered out of Sheboygan.

put on the Champion & Milwaukee or the Sheboygan & Janesville RPO route. Once the letter was on the train and moving, it would be sorted again for the town. The mail for some of the towns around Plymouth would be sent to Plymouth and distributed to the other towns. When you took a job in an RPO or at the terminal, you had to memorize the Scheme for what you were working on. When Don started in St. Paul, he had to learn the North Dakota Scheme. Mail that was destined for points in North Dakota would be sorted and assigned to a route first. Don would have to look at the destination town name and know which RPO route would take letters for that town. The letter went into the bag for that route. The next step was to put the bag on the train that was contracted to carry the mail for that route. Once on the train, the RPO clerk in the car would sort the mail by town as the train traveled. The clerk had to know the names of the towns that would be carried by the train he was working. The towns were determined by the postal route, and not the towns on the railroad. Towns that were not on the railroad would have their mail dropped at a nearby town, and delivered by some other means to that town. The drop point was always the same though. Don said you were given two months to learn the Scheme before being tested. For the test, you had to sort an amount of mail in a certain time. There were test cards for all the different Schemes, and you would buy your own set or borrow one from a friend. You would practice with the cards until you could sort them in the required time. In addition to the practice cards there were books published with the Schemes. Don showed me a General Scheme book he found in an old locker one day.



SHEBOYGAN 100
SHEBOYGAN COUNTY (A).

Cedar Grove * .....
Oostburg b .....
Ashland & Milwaukee.
Sheboygan to Milwaukee.
a 114, 153, 317.
b 114, 153, 317. Tr. 120 papers only.

Haven ..... Ashland & Milwaukee.
Manitowoc to Sheboygan.
114, 120, 153, 317.

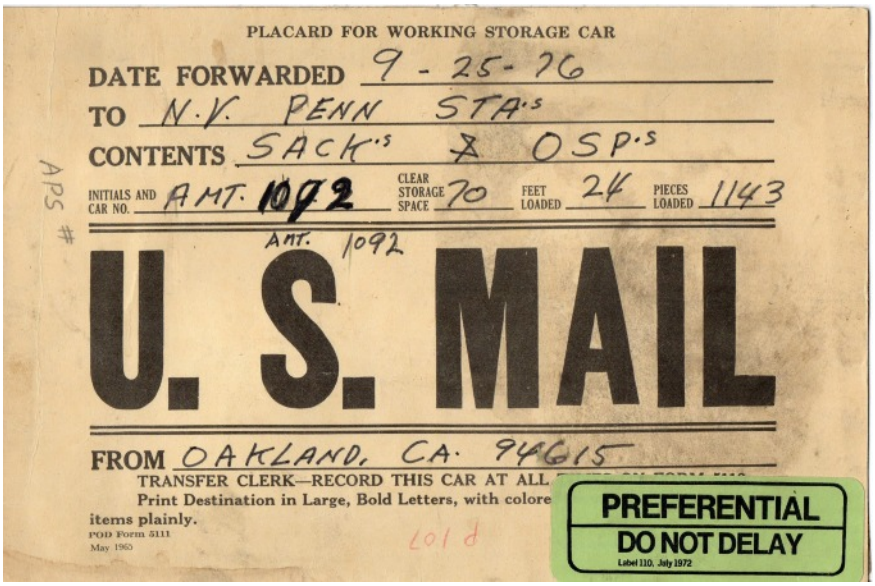
Adell d .....
Cascade * .....
Hingham f .....
Random Lake g .....
Waldo d .....
Champion & Milwaukee.
Plymouth to Milwaukee.
d 6, 10, 23, 31.
e Waldo.
f Adell, 7 p. m. (8): arr. 7.45 p. m. Also Waldo 9.30 a. m. (9): arr. 10.15 a. m.
g 3e, 6, 10, 23, 31.

Glenbeulah .....
Greenbush h .....
Sheboygan & Janesville.
Plymouth to Fond du Lac.
h Glenbeulah.

Kohler ..... (Sheboygan & Elkhart Lake C. P.)
Ashland & Milwaukee.
153, ~~316~~. Also 102 and 317 via Star Route Lv Sheboygan, lv. 6.40 p.m. Arr. 10 min
*Sheboygan.

*Elkhart Lake ..... Champion & Milwaukee.
6, 10, 23, 31.
Sheboygan & Elkhart Lake C. P.

On this page from the 1923 Wisconsin Scheme, you can see that mail for Adell, Cascade, Hingham, Random Lake, and Waldo came to Plymouth. Once in Plymouth, it would be distributed to the other towns. The next two towns, Glenbeulah and Greenbush, were receiving mail on the Sheboygan & Janesville route. The Chicago & Northwestern line that ran from Sheboygan to Fond Du Lac went through Plymouth and had a passenger train at this time. In the 1930's, this line was broken on the west end near Fond Du Lac and the passenger trains were discontinued. The mail distribution would have changed when the passenger trains were discontinued.


PLACARD FOR WORKING STORAGE CAR

DATE FORWARDED 9-25-76

TO N.Y. PENN STA.'S

CONTENTS SACK.'S & OSP.'S

INITIALS AND CAR NO. AMT. 1092 CLEAR STORAGE SPACE 70 FEET LOADED 24 PIECES LOADED 1143

APS #

AMT. 1092

U.S. MAIL

FROM OAKLAND, CA. 94615

TRANSFER CLERK—RECORD THIS CAR AT ALL

Print Destination in Large, Bold Letters, with colore

items plainly.

POD Form 5111

May 1965

Lold

PREFERENTIAL

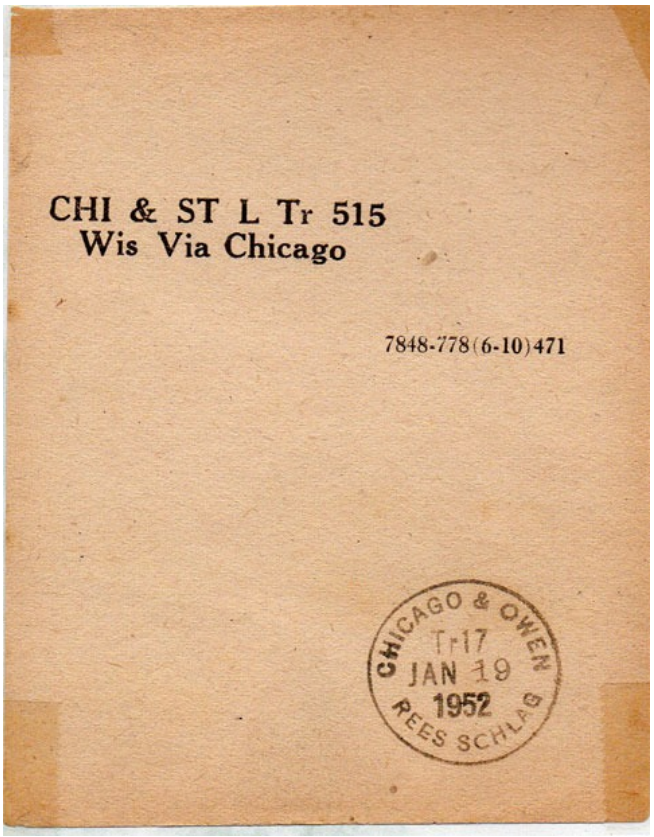
DO NOT DELAY

Label 110, July 1972

This placard went with the storage mail. Storage mail was mail that was being transported and not sorted in route. The placard says that this was a working storage car. This means the car was being used and should not be opened until it arrived at the destination. In this case, the destination was Penn Station in New York City. This car would be run through from Oakland to New York without being opened or the mail taken out. This was why you could see a Southern Pacific baggage car in a Pennsylvania train in New York City.

Collecting the canceled RPO stamps is a hobby of its own. Don has an extensive collection of cancellations, and I was asking him how that worked. When you mailed a letter, the first post office or RPO it went through canceled the stamp. When you see a stamp that has been canceled by an RPO, you know they were the first ones to handle that letter. The RPO got that letter first by a few means. On postal cars, there was a mail slot in the side of the car and many people would put mail in that slot at the stations. In addition, there were mail boxes at the stations. When the local clerk came to collect the mail, he would only take the local mail from the box. The RPO clerk would pick up the rest during a station stop. The RPO was now the first office to handle the letter and they would cancel it. When Don was showing me some of his collection of cancellation stamps, he pointed out that street railways, interurban lines, as well as, boat and ferry lines also had postal service which came under the same jurisdiction as the railway postal service.

To help sort this out, let's take a sample letter. Dan lives in Dwight, Illinois and is going to mail a letter to me in Plymouth, Wisconsin. Dwight is on the old Chicago & Alton and would have had mail pick up. If Dan put the letter in the box at his house, mailed it in a street corner box, or even at the local post office, the local post office would cancel the stamp. The first one to sort the letter would cancel the stamp. Since the letter has to go out of town it is put on the train, most likely to Chicago. The letter would be sorted by the Dwight post office and put in a bundle for Wisconsin. The bundle would be tied with a string and there would be a slip of paper with it to note it was for Wisconsin. When the train stopped, the bag would be picked up by the train and the letter is now in the Railway Postal Service. On the train, the bag would be


CHI & ST L Tr 515

Wis Via Chicago

7848-778(6-10)471

CHICAGO & OWEN Tr17 JAN 19 1952 REES SCHLAG

This is an example from Don's collection of the 3" x 4" notes that would get tied to a bundle of letters. Rees Schlag was the clerk working the Chicago & Owen mail route. The route was handled by the SOO Line. This bundle was being transferred from the Chicago & Owen route to the Chicago & St Louis route on train #515. It came from Wisconsin and went through Chicago. Don told me that some clerks had stamps made instead of signing the notes.

This 3" x 4" note was attached to mail going to Wisconsin. Note the WIS penned at the top of the note. The bundle of letters came from the B&O off the Washington & Chicago route. The W.D. Stands for western division. It came on train #71, and the clerk was C. E. Patton. This is another example of a clerk who had a stamp made.

opened for additional sorting. The bag racks on the car had clips for holding labels. The clerks would have pre-printed labels for postal routes around their area. One of those labels would be put in the clip on the bag rack, telling the clerk what that bag was for. Don said our letter would most likely be put on the Chicago & Minneapolis RPO route. There were other routes to points in Wisconsin, but the Chicago & Minneapolis route would work for this letter. Because our letter was going to be put off in Milwaukee so it could go to the the Champion & Milwaukee RPO route, there was an additional separation on the train. The letter case would be used for this. Letters that needed to be sorted prior to getting to Milwaukee would be bundled and tied with a string. The bundle would have a label designating the route and a hand written #1 which told the next clerk to sort this bundle first. This bundle went into the Chicago & Minneapolis route bag before getting to Chicago. There were other bags for other routes. At Chicago, the bag would be tied and a hasp put on it to close it. The label from the bag rack would be put on the hasp to designate what the bag was for. At Chicago, the Union Station employees would take the bags to the baggage room under the station. The bags were not opened by them because they were not postal employees. Our bag marked for the Chicago & Minneapolis route would be taken to the train that handled that mail. If the Wisconsin mail was not sorted for a route yet due to a shortage of time on the train, the bag would be marked for Wisconsin and would be taken to the Chicago Terminal Post Office for further sorting. On the way to Milwaukee, the bags would be opened and the bundles marked #1 would be sorted. This sorting would be done in the letter case again, and bundles would be made for connecting mail routes out of Milwaukee or Milwaukee local distribution. The bundles would be put into bags for the various routes or local distribution, and marked with tags on the hasp. At Milwaukee, the bags marked local distribution went to the Milwaukee city post office where they were sorted again for the local area post offices. Our letter is in a bag marked Champion & Milwaukee RPO route, and is once again handled by the station employees. The bag is put on the Milwaukee Road train to Champion, Michigan. Plymouth would be one of the first stops, and the

These two 1" x 3" tags were placed on the bag racks in the car to tell what the bag was for. When the bag was ready to be handed, off this tag was placed in the hasp on the bag for identification. The #1 on the top tag told the next clerk that this bag should be sorted first.

This 3" x 4" note was tied to a bundle of mail destined for Oklahoma City, Oklahoma, and came from the Chicago Ft. Madison & Kansas City route on train #15. This sounds like a Santa Fe train to me. The SCF stood for the Sectional Center Facility in Oklahoma City, Oklahoma.

bag would be sorted for Plymouth first. If we look at the 1923 Scheme for Wisconsin, we see that Plymouth would receive mail for Adell, Cascade, Hingham, Random Lake, and Waldo. Cascade and Hingham are small towns nearby that do not have rail service. Adell, Random Lake and Waldo are on the Milwaukee Road line to Champion, but the train did not stop there, so the mail was put out at Plymouth. At Plymouth, the mail bag was turned over to the local railroad agent of the post office employee waiting for the train. The bag contained bundles of mail for each town with a string around them and a label. The local Plymouth mail was sorted and delivered. The mail for the other post offices was delivered to those offices.

To me, this was a remarkable process that relied heavily on the ability of the RPO clerks to make decisions on how best to route the mail and keep it moving. These mail contracts were very important to the railroads, and the mail trains were not to be delayed. Today the mail is still carried by the railroads, as well as, packages from UPS and FedEx. The mail is sorted by machine in regional centers and routed by computer bar code. The RPO clerks are gone, but the trains that handle the mail and packages are still high priority trains.

Train #2 at Springfield, Illinois in the 1960's loading the Chicago & St. Louis RPO car.

Modeling The Railway Postal Service

By Glenn Guerra

When I started hanging around by Ted Schnepf in 1989, I started to learn about the operation of a model railroad. In the August-September 2013 issue of the O Scale Resource, we talked about how Ted operates his layout. There are different ways of doing it, but the end result is the same. The freight cars are routed to and from points on your layout. When it comes to passenger trains, the operation is usually running the train around the layout. There are some people who get much more involved and study the prototype movements of passenger cars and trains. Ted has a friend in the round robin operating group he is with who has an HO Scale model of Chicago Union Station. All they do is operate passenger trains on his layout. While I was talking to Don Degner about the RPO mail service, I was thinking about how some of this could be modeled on your layout. This article is nothing but some rambling ideas to get the conversation going. I will talk about some ideas I have, and we can see what some of you would think.

From Talking to Don, it appeared that the RPO service picked up and distributed mail to the town post office level. In addition, the idea was to keep the mail moving in the general direction as you kept sorting it. Mail was not always collected or distributed at stops, and could be picked up or distributed while the train was moving. Lastly, mail was passed from train to train until it ended up on the route that had the final destination. I think this would be a key point to keep in mind for designing our operation. With these points in mind, let's go back and look at how a card system works and how it might work for our RPO car.

On Ted's layout, the freight car routing is done with a card system. At each stop, the conductor leaves or picks up cards when he leaves or picks up cars. For passenger train operation, the conductor could be the RPO clerk. Cards could be picked up or left at towns and ends of runs that represent bundles of mail. On model layouts, there is not time between stops or stations to actually sort mail on the letter level. I think it would work better to eliminate that step of the operation, and move to the next level with the mail bundled. The cards could just have the name of a town and the state on them. When the train gets to the town on the card, the conductor could go to the bin and look through the cards. Cards that are addressed to go places in the direction the train is going would be picked up. For example, on Ted's layout, he may have a passenger train that goes from Dubuque, Iowa to Minneapolis, Minnesota. The northbound train would stop at a town and look for mail. Let's say there was a bundle for Atlanta, Georgia. The northbound train would leave that bundle for the southbound train to pick up. Cards for the town where you are at and smaller local towns would be left. On Ted's layout at Marquette, Iowa, there is a junction with a line that goes west. Mail for points on this line could be left in Marquette for the westbound passenger train to take west. At some point, these trains are going to leave the view on Ted's layout and go to staging yards. At the end of the run, all mail was handed off on the RPO cars to the Railway Terminal Post Office. On the model layout, the end of the run is in staging; which is not necessarily the end of the prototype run. For our model purposes, we could say this was the end of the run and all mail would be removed. In actual practice, the mail would be handed to another train or the terminal post office. In our operation, the cards would be removed from the train and distributed around the layout for the next operating session. In addition, some cards would need to be placed with the train for the next run of that train. Some of these cards will be for towns on the layout where mail can be left. Other cards will be for exchange with other passenger trains on the layout; and finally, some cards will be for towns anywhere. As an example, on Ted's layout the east west passenger train at Marquette would take mail for South Dakota, Wyoming, and other points west. At the end of the run, these cards could be placed in towns on the layout for the next passenger train to pick up and sort. Also, at the end of the operating session, the cards for the towns on the layout could be redistributed to other towns or to the staged trains. I think you would want to include the possibility of a letter mailed from one town on the layout to another town on the layout.

This is how I think it would work. When you come to a town on the layout, the conductor will go to the mail pick up bin. His first task will be to look for mail going in his direction and collect it. Then, he will set out his mail in the mail set out bin. When the train leaves, he will first need to look for mail for towns they will be coming to and sort them for a drop at that town. Then, he will need to keep the mail for the connecting trains separate so that when he gets to the junction, he will set out mail for that train. By then, you will be coming to the next town and do it over. When he gets to the junction, there will be three set outs. One for each direction, for example east or west, and one for the town. Using Ted's layout as the example again, the northbound train going through Marquette would set out mail for a passenger train going west or east. Mail for states like Illinois, Indiana, and other states to the east would be put out at Marquette to be taken to Madison, Wisconsin and then Milwaukee. Final routing would be through Chicago to points east. For states like South Dakota, Nebraska, Wyoming and other states in the west, the mail would go to the west. Our job on the northbound train is to get the mail moving in an easterly or westerly direction.

For cards, I think something about the size of a business card would work. On your computer, a word processing program would be able to do the art work. Start by making a table. I made a sample as shown which was three columns and nine rows. I just started putting cities and states in the table boxes. Put a lot of cards for towns on your layout so you have some town to town mail on your layout. I would recommend printing this on heavy stock, say around 60 pound paper. Then, cut the cards apart. To make duplicates of the towns on your layout, just cut and paste from one table box to another. If you print more than one copy, you will start to have a lot of mail. You will need to make some additional bins at your towns for the cards.

So, those are my ideas. I think this could add some fun and interest to the operation of passenger trains on our layouts. It would be cheap to make up a couple of sheets of cards and try it. It may take some modification once you try it, but again, the cards are cheap. Drop me a me a note letting me know what you think. I will put your ideas out there, and they may be of interest to other people.

Plymouth **Wisconsin**	**Lexington** **Kentucky**	**Dubuque** **Iowa**
Marion **Ohio**	**Edmore** **Iowa**	**Dubuque** **Iowa**
Calmar **Iowa**	**Turkey River** **Iowa**	**Dubuque** **Iowa**
Rapid City **South Dakota**	**Ossian** **Iowa**	**Dubuque** **Iowa**
San Antonio **Texas**	**Calmar** **Iowa**	**Dubuque** **Iowa**
Atlanta **Georgia**	**Edmore** **Iowa**	**Ossian** **Iowa**
Madison **Wisconsin**	**Edmore** **Iowa**	**Calmar** **Iowa**
Little Rock **Arkansas**	**Edmore** **Iowa**	**Turkey River** **Iowa**
Detroit **Michigan**	**Turkey River** **Iowa**	**Ossian** **Iowa**

Filling a Space

Or

When planning or building a layout, we sometimes outsmart ourselves

By Dan Dawdy

The Chicago March Meet is over for another year. My layout was open for two days again this year, but now the people are gone and it's time to get back to work. Sitting in my chair looking over the basement can be intimidating, and I didn't know where to start. I ended up wasting a lot of time thinking about what I wanted to work on next. I decided to start at one end of the layout and just get to it.

I'm going to start at the top of the "widowmaker" and and work my way down around the paint booth and washer and dryer, and then on to the new rock molds. When we built the hill, affectionately called the "widdowmaker", we rounded a corner and headed through a tunnel to the upper deck. I thought this corner would make a great location for something. That something would be filled in later. Later is here, so I built a small coal mine which on a good day would crank out one gon load of coal. I left a space for that along with room for two switches off the main for a run around. The picture below shows what it looks like today.

At point A, the grade levels off a bit as we round the corner. There is a right hand switch there. At point B, we begin the last bit of climb to the upper level, and there was a left hand switch placed there. Point C is a three foot stub track which is level. My original idea was for a small MoW siding, but now I can see the possibility of using it to help switch the mine. Putting up a backdrop will not be hard, but figuring out how to switch the mine was really troubling. My first thought was to begin work on the other side of the layout and worry about this next year. That kind of defeats my whole motivational kick I am on, so back to the drawing board.

I needed a small switch around point X where one leg would complete the run around back to point A, and the other leg would serve the mine. There is not a whole lot of room up there, so I needed to figure out how to make this work. There are many nice pre-built switches on the market. (OK turnouts, switches, whatever.) Look in our classified section, and you will see some fine advertisers for switches and switch components. I don't want to get into a discussion of whether to buy or build. That is better left up to the individual. In this case, I needed an odd size switch, and I wanted it now. The only solution was to build my own.

There are many ways to build a switch. The following is the way I do it. It may not be the way you do it, and your way may be better or easier than mine, but this has worked for me and I have built about 25 for this

layout. For reference, I have placed a diagram at the end of the article that shows the parts that make up a switch. So, let's get started.

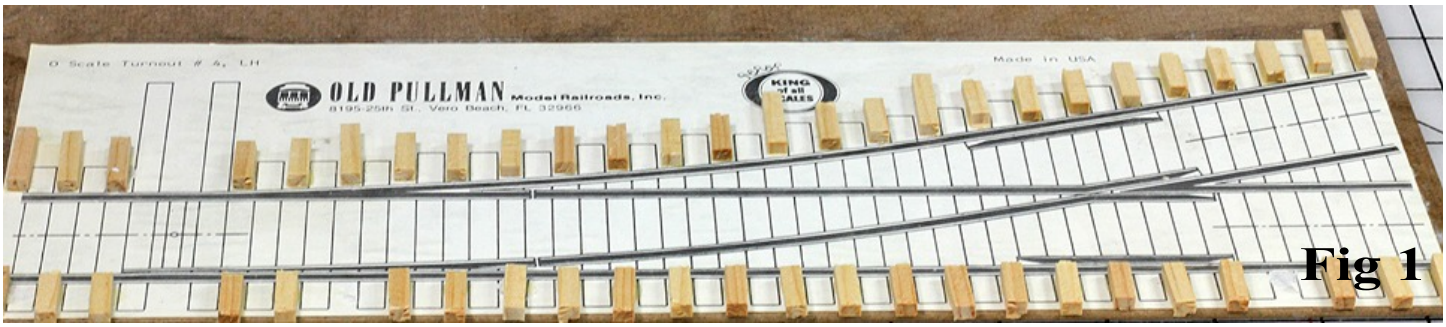


Fig 1


Fig 2

I had some paper templates from Old Pullman (no longer in business) that I use for tie placement. I chose a number 4 template, but used a number 5 frog. This will help me on the total length of the switch. (Fig 1)

I use scrap wood, and glue it to the paper template which is mounted on s piece of Masonite. I have precut and stained ties ready to go starting at 9 scale feet and going all the way to 16 scale feet in ½ foot increments. (Fig 2) Then, I simply lay in my cut and stained ties, matching the length according to the template. You will notice that the ties on the diverging end are shorter than the template. Again, this is a number 4 template but I am using a number 5 frog since I did not want that sharp of a divergence.

Fig 3

Next, I make sure the bottom row of ties are even and lay a piece of tape across all the ties. (Fig 3 & 4) This allows me to pick everything up and move it to the final location.

Fig 4

You will notice this is a left hand template. I need a right hand switch, so I simply flipped the taped ties upside down and re-taped the now right side up right hand switch. (Fig 5 & 6)

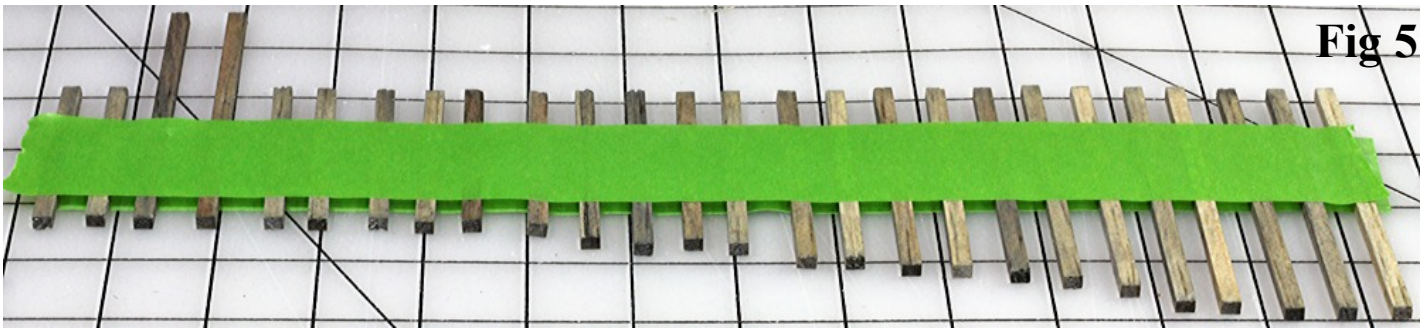


Fig 5

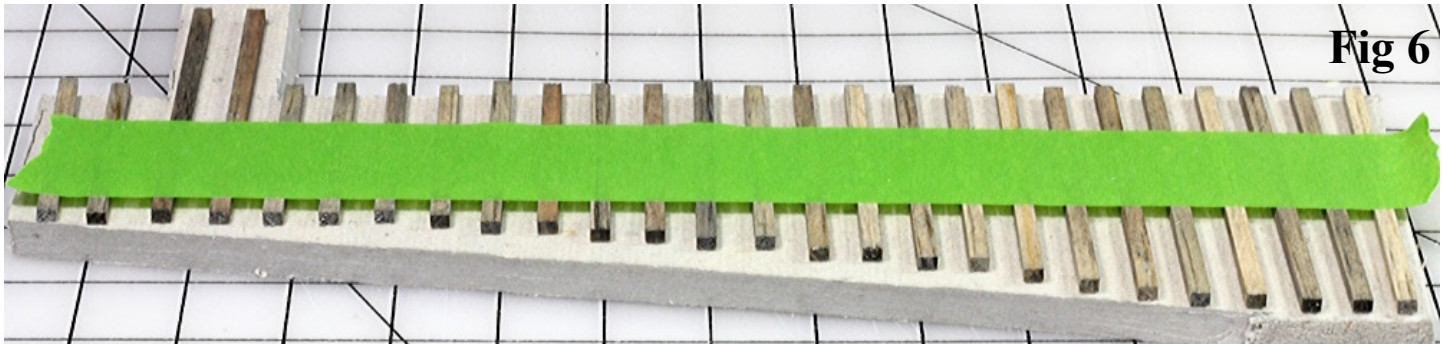


Fig 6

I mounted the ties to a piece of Homasote since I was going to build this on the bench and then mount it. I spread glue on the Homasote and then set the ties in place, weighting them down. (Fig 7) Fig 8 shows the ties mounted and sanded, ready to the rails and frog.

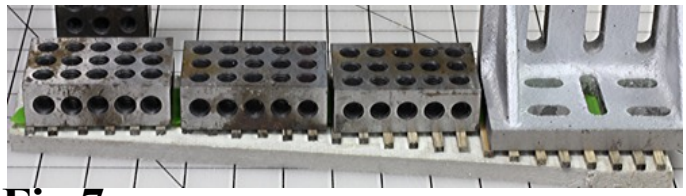


Fig 7

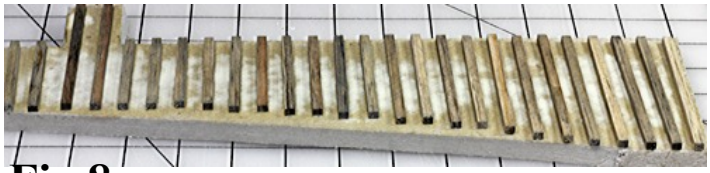


Fig 8

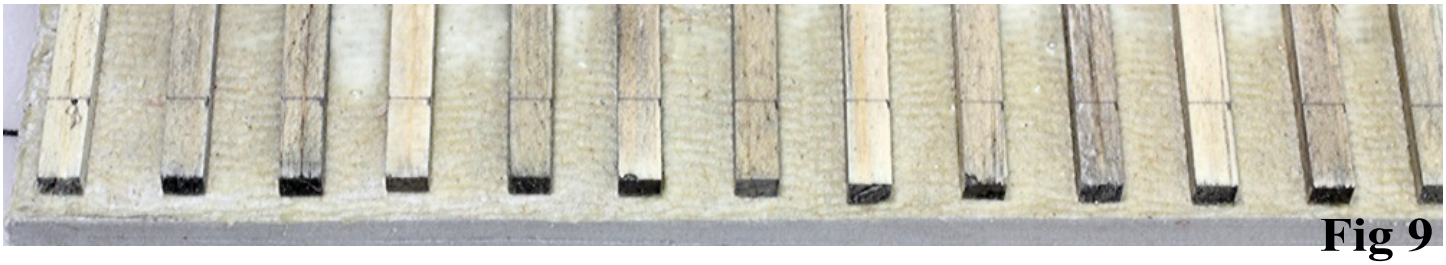


Fig 9

Now, where to start? Well, I know where the upper through rail will be. Simply measure a piece of track you already have and see how far in the rail needs to be. Then, draw a pencil line down the ties. (Fig 9) Some people do not file away material from the two stock rails. They claim they can grind/file the points so fine that it's not needed. I have not had much luck doing it that way so I "cheat" and file the inner sides of the stock rails so the points will fit snug. (Fig 10) Now, I can spike the through stock rail in place.


Fig 10

Once the through stock rail is in place, I know how to mount the frog. Using an NMRA or other track gauge, I measure from the through stock rail to the bottom right and top left of the frog rails. (Fig 11 & 12)

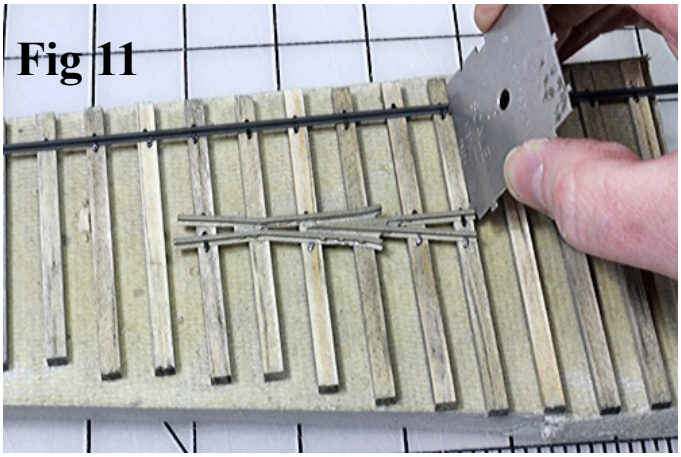


Fig 11

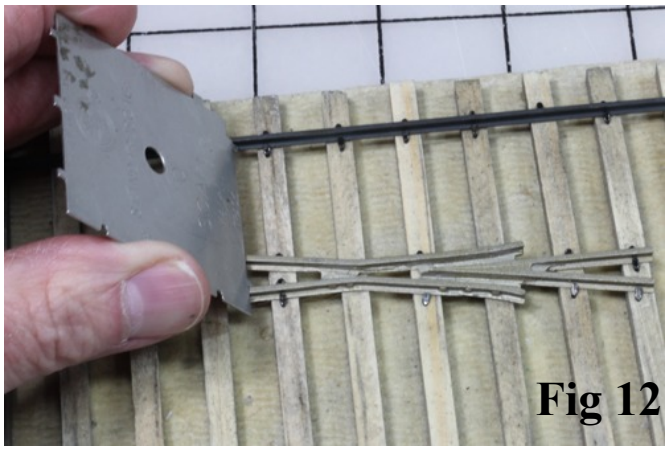


Fig 12

Next, I spike the frog. With the frog in place, I lay in my diverging stock rail. I know the distance apart at least three ties from the end, and I also know the distance from the frog – this time lower rail left and upper rail right on the frog. (Fig 13 & 14) I also know the distance back at the head block. (Fig 15)

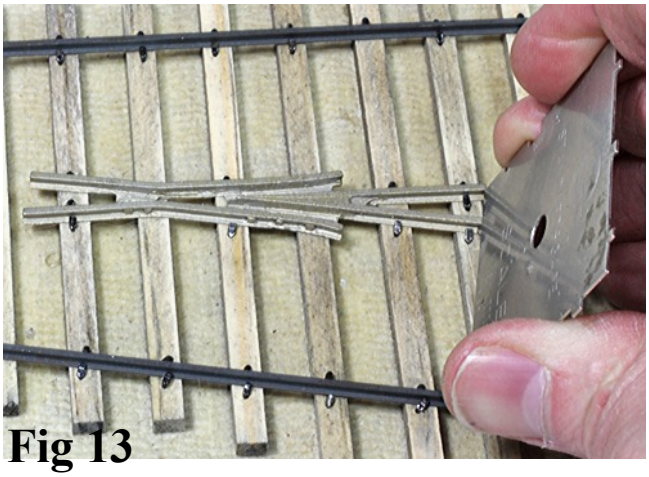


Fig 13

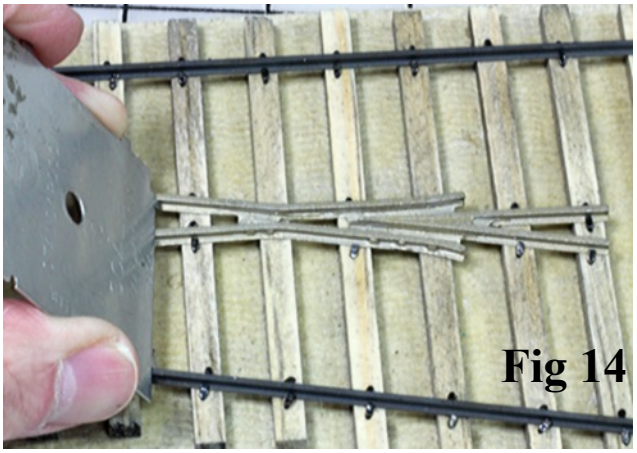


Fig 14

Now, I can add the point rails. Grind/file the point ends about 1 inch, getting them as fine as possible. I use a Dremel with a small grinding wheel to get started, and then go back and finish with files. You can also take off just bit of the outside of the rail, but you don't want to remove too much inner rail and weaken it. Test fit to see if the points snug up against the through stock rails. (Fig 16) Next, cut the opposite ends so that they almost butt up to the frog. I said almost, keep a small space and drop in a piece of styrene or some type of insulating material so those rails never touch the frog. Do the same for the other side of the frog.

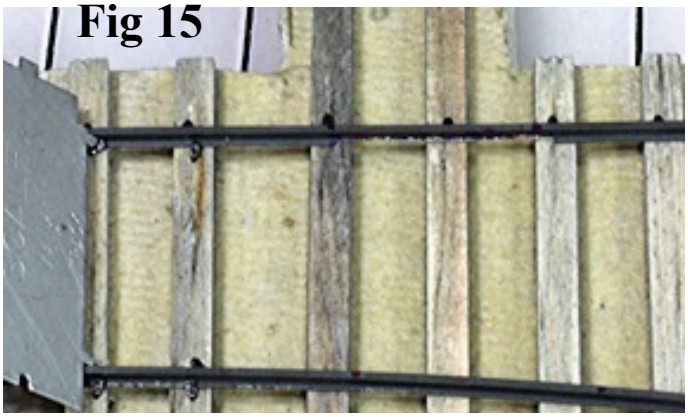
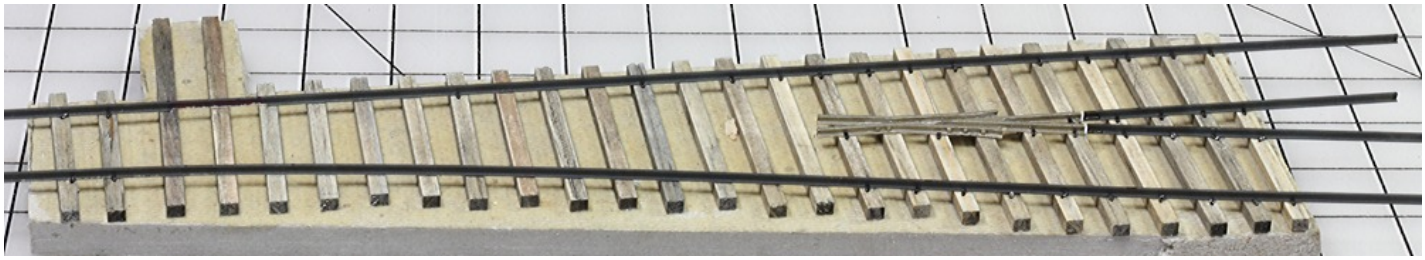
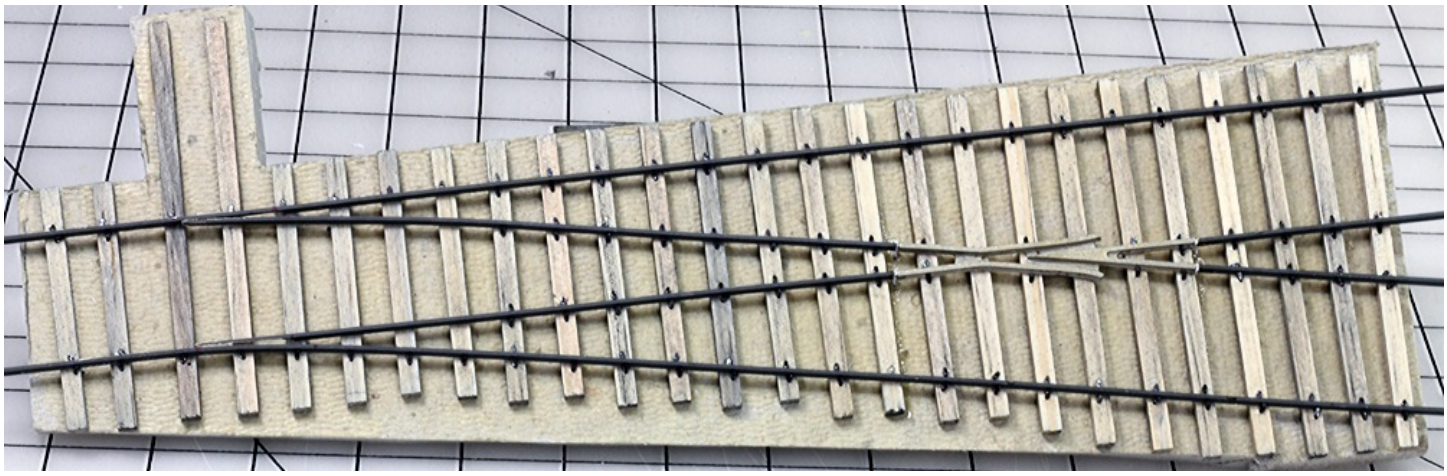


Fig 15


Fig 16

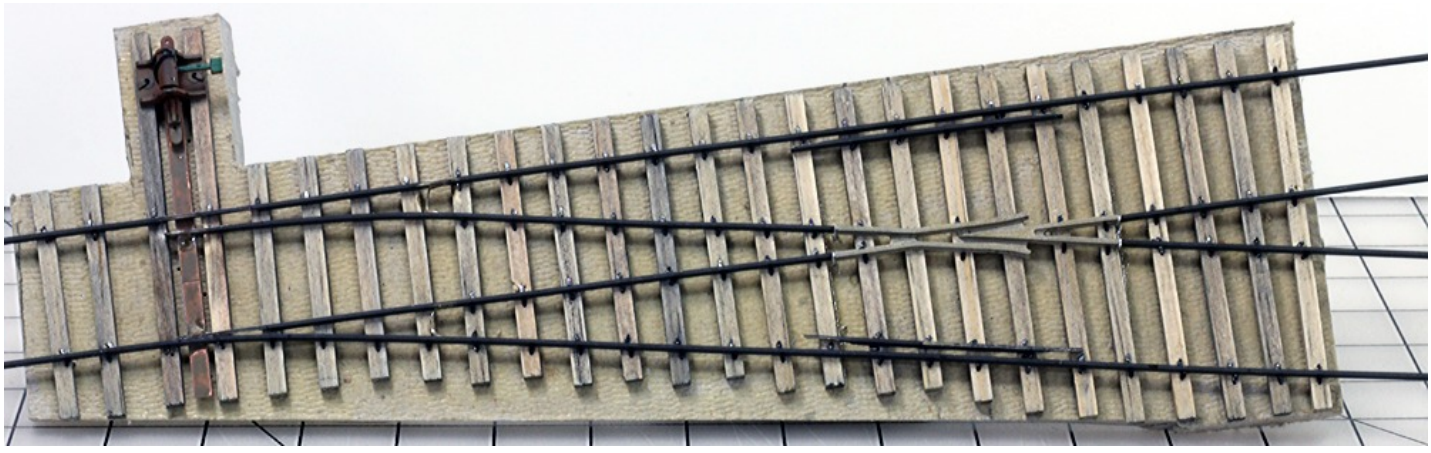




The two images above show the switch ready for the point rails and then with point rails installed.

I run all isolated frogs and use Hex Frog Juicers from Tam Valley Depot to route power in all my hand throw switches. I tried to use cheap micro switches as many do for power routing, but it was just one more mechanical thing to mount under the benckwork in a place no human should have to go. I gave up, and went the easy way. Yes, it costs more, but they are bullet proof.

Fig 17



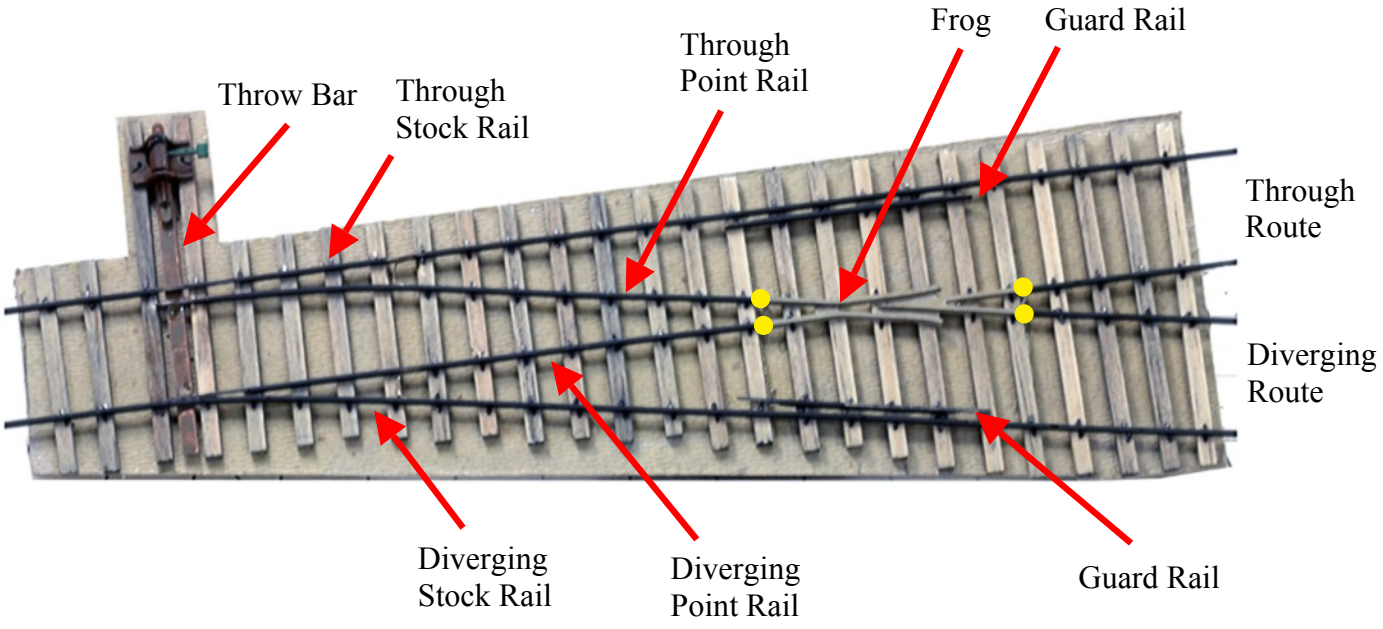
I use a copper tie bar to throw the points, and a Caboose Industries ground throw. I also solder a small wire from both stock rails to the point rails. This allows for perfect electrical connection, and is not dependant on the tightness of the points to the stock rail. Finally, add guard rails and the new switch, and it is ready to be installed. (Fig 17)

Fig 18 on the next page shows about where this will be installed. I'll need to remove some of the Homasote that I laid down when I built the trackage going around the mine, since again, I got ahead of my self by a few years.

Fig 18

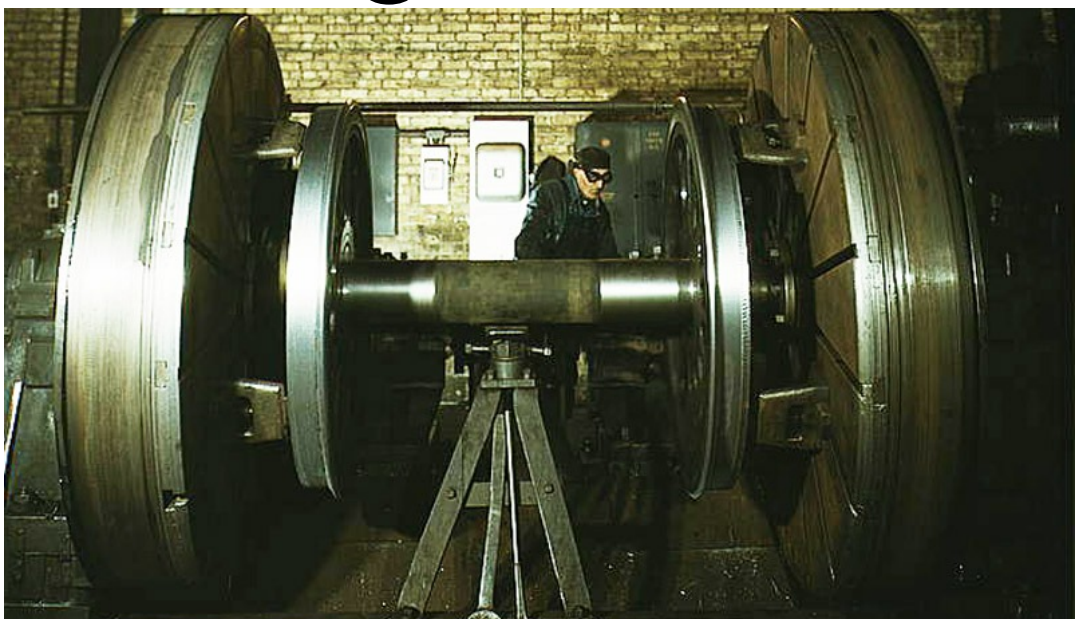
There are some shortcuts to building your own switch. Prebuilt switches are available in O Scale such as Atlas, custom prebuilt switches from O Scale Turnouts and others. If you want to build your own with more detail than I used, there are precast throw bars and points, as well as, tie plates. You can make it as detailed as you want.

Anatomy of a Switch



Machining Drivers

By Glenn Guerra



With today's ability to do 3D computer modeling and have rapid prototype patterns made, there are a lot of good quality parts available. One of those parts is locomotive driver centers. As locomotives were used, drivers got changed, and it is not uncommon to see two or more types of drivers on the same locomotive. Many of us want to have that variety, or even a type of driver not normally supplied with the model. Well, we now have the choice of driver, but they usually come as castings that need machining. For a lot of us, machining is mystifying and is to be avoided at all costs. Don't give up, it can be done as I have found out.

I was primarily a wood worker and dabbled in machine work. As far as machining goes, I am only slightly more competent than a machine operator. What I have learned from friends who are good machinists, is that before you start, think the whole process through. That is number one. As you are proceeding, you may need to change how you are going to hold the part in the chuck. Many machinists call this "leaving a handle on the part". The second important thing they have told me is that you need to do as much as possible in the same set up. When a part is removed from a chuck or vise, it is almost impossible to put it back in where it was. With this little bit of help, I jumped in and here is how it turned out.

The photo of the raw casting is typical of what you will get when you buy driver centers. The round boss on the back side needs to stay. The sprue needs to be cut off and filed smooth. If you try to machine it off, the tool will catch, and you are liable to rip the part out of the chuck. The function of the boss is to be the handle by which you hold the part in the chuck of your lathe. The boss may not be concentric with the outside diameter of the wheel, so it needs to be turned first. This operation took me a few tries to get right.

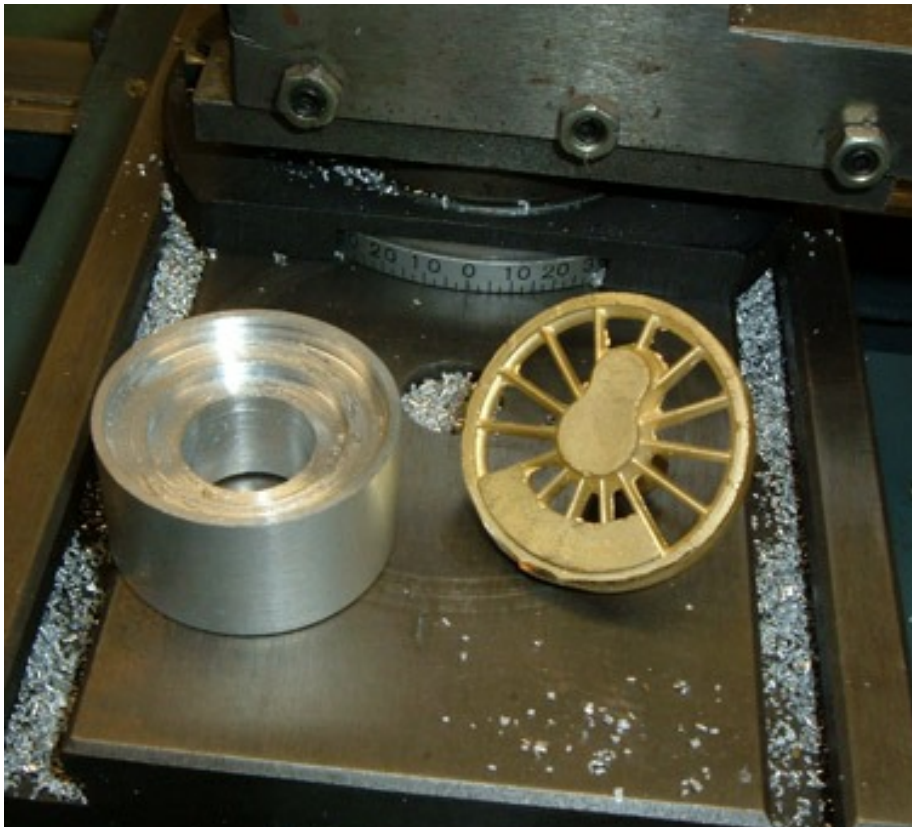
These castings are typical of what you will get when you buy driver centers.

The next photo shows the first set up I used in the lathe. I adjusted the part until the boss wobbled very little when the lathe was on. I trued up the boss, and thought I was home free. When I turned the part around in the chuck and grabbed it by the boss, the rim wobbled a little. No problem, I would just cut until the rim was true. When I stopped the lathe to check my work, I found I had cut through the spokes on one side of the rim. Look closely at the photo and you will see that the spokes in the foreground are cut into, and the ones at the back are not. As I was looking at this, the light started coming on, but it was not bright yet. I could tell at this point that what I needed was for the rim to run true in the first setup, and not worry about the boss. For my second attempt, I tried to eye the rim to see that it was running true. When I was done, the wheel was only slightly less worse. By now I realized that the rim running true was very important. After thinking about it, I saw that what I needed was to index the rim to the face of the chuck. If that were the case, they would be parallel and the rim would run true. Normally in machining you use parallel bars for this, so I got them out. The next bit of consternation was not having enough hands to hold the bar, the part, and tighten the chuck. After a few tries at that, I decided that another plan was in order. Remember the advice about thinking the job through? It was time to sit down and do just that. I tend to get ahead of myself a lot – sort of like getting half the kit built and then reading the instructions.

This was my first set up, and is NOT how you want to do it.

This was my first attempt at machining a driver. Note that the spokes in the foreground are machined through at the rim and the ones in the background are not. This is NOT what we want.

After thinking more about the problem, I came to the realization that I needed to index off of the rim only. What I came up with was to make a turning that would only touch the rim of the wheel. I made the outside diameter of the turning less than the outside diameter of the rim. After I had it turned, I cut it off with a cut off tool while it was still in the chuck. This is one of those things like point number two. As long as you cut it off in the same set up as you turned it, the front and back face will be parallel giving you the desired result. If you take it out and turn it around, you run the risk of the face and back not being parallel. As a side note, I always wondered how they ever made a machine that was more accurate than the one they were using. It's things like this. Good procedures will defeat a sloppy machine. Now that I had my spacer turning, I chucked up the part as shown in the next photo. Remember that the turning is loose in the chuck. Only the rim is being held because the turning has a smaller outside diameter than the rim. At this point, I could true up the boss and it would be perpendicular to the rim. To use the turning, put it in the chuck first, and then push the wheel in until it seats against the turning and the turning is tight against the chuck face. Now, the rim of the wheel will be running true to the face of the chuck. At this point, you turn the diameter of the boss. The diameter is not critical, so just go until the boss is machined all around.



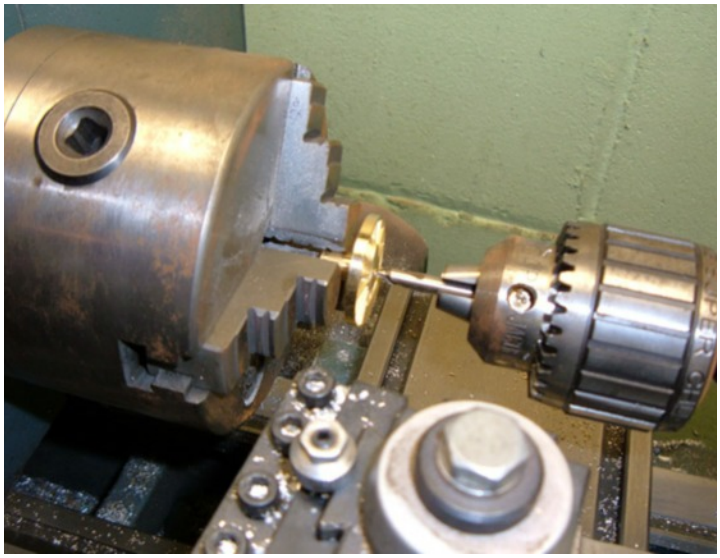
In this photo, you can see the turning that I made to help locate the wheel in the chuck. Note that the turning will only contact the face of the rim, which is what we want.

These two photos show the spacer that I made in place in the chuck. On the right is the machined boss, which is now perpendicular to the face of the rim.

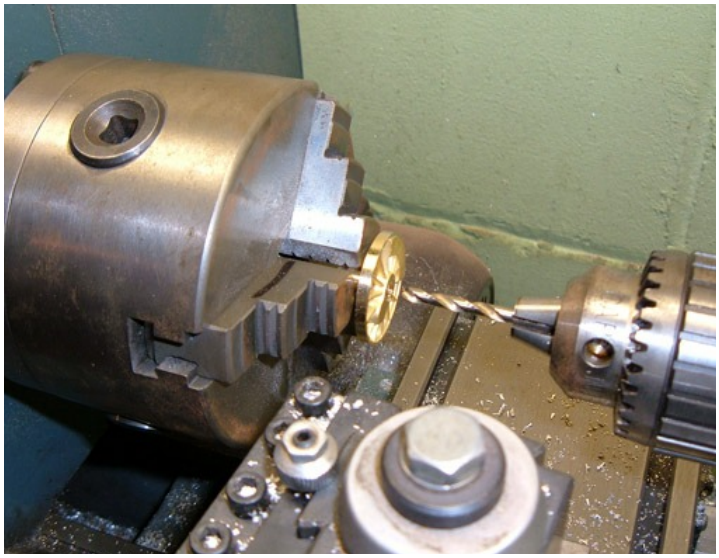
The next operation is to turn the diameter of the rim and face it. Before you start, measure the inside diameter of the tire you will be using. Use a telescoping gauge and a micrometer. A caliper will not be accurate for this operation. Write down the inside diameter of the tire so you remember what it is. What we want is to make the rim a .001" interference fit. That means we want to make the outside diameter of the wheel .001" greater than the inside diameter of the tire. On the drivers you want to insulate, you need to take into account the insulating material. I used .005" acetate for insulation. That means I had .005" on each side, so I had to make the wheel .010" smaller. Take your fist cut on the outside diameter of the rim until it just cleans up. Go slow, taking small cuts. This is my biggest problem in machining. I always want to plow off material. You can't do that. At this point, you will be feeding the tool using the cross feed to control the diameter. Feed it in to a full mark for your last clean up cut. The marks are usually in .001" increments. Now, measure your wheel with the micrometer. Again, a caliper will not be accurate enough here. Write down the dimension and subtract the dimension you want from it. For the sake of discussion, let's say your wheel is .014" too big. Turn the cross feed dial in .005" and take a cut. One of two things is going to happen. Lathes are different on the cross feed. Some are set up so when you advance the dial on the cross feed your tool moves in the same amount, in this case .005". If the tool moves in .005", the diameter on the rim will be .010" smaller. Think this through if you are confused. If our measured diameter came down by only .005", then your lathe is set up to indicate the change in diameter, and the tool is moving only one half the distance on the dial. If you are not sure, practice on some scrap by taking a cut, measuring, moving in .005", taking another cut, and measuring again. This will tell you how your lathe is set up. Next, I like to touch the face of the rim just enough to clean it up. Have your compound set up to 90 degrees to the cross feed. Feed the tool into the rim until it just touches and cleans up. Then, I like to face the front of the hub. This may not work on drivers with heavy counter weight, so you will need to skip this step. Write the number down that is on the dial on your compound. As an example again, let's say you want the hub to stick out .032" from the rim. While the lathe is stopped, move the dial on the compound back. Notice that there is some slop in the dial. Move it back past where you want to be, and then move into the part. This way, the pressure on the screw will be on the same side and the dial will read correctly. Feed in until your number is .032" plus the number you had indicated. Write down the number and back off again. Now, start the lathe and feed in until you just touch. Take small cuts until you reach your number. The last operation I like to do here is to clean up the back side of the rim. I use the cut off tool because it is narrow and will fit, but you need to set it into your holder so only a little is sticking out. The tool is thin and will want to bend sideways when you go to cut. Again, take a cut, measure and then index to your number.

These two photos show turning the outside diameter of the rim and facing the hub. When measuring, use a micrometer. A caliper will not be accurate enough.

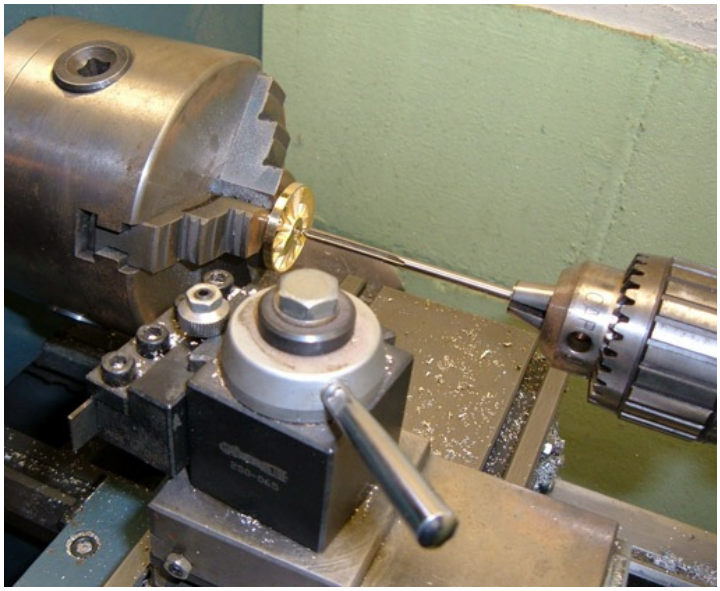
The next operation is to put the axle hole in. You want to do this before you remove the wheel from the chuck. Remember, as long as all the operations are done in the same set up, without removing the part from the chuck, all the diameters will be concentric. If you remove the part from the chuck and try to center it in the chuck again, you will be doing a lot of fooling around with a dial indicator to get even close to having the axle hole concentric with the rim. The first thing you want to do is measure your axle with the micrometer. Axles are generally made of steel with a touch of lead in them to aid the machining. The alloy is usually 12L14. The material is ground to size and is spot on to the dimension it should be. If you are converting a model, your axle may be a metric size. You can purchase axles from hobby suppliers, or make your own. The ground stock can be purchased from McMaster Carr in six foot lengths, which will give you a lifetime supply. When sizing the axle hole, you want to make it a .001" interference fit again. In other words, the hole will be .001" smaller in diameter than the axle. The method of doing this is to use a reamer to size the hole. Reamers are ground to exact size and come in a variety of sizes. I was using a .156" axle so I purchased a .155" reamer. I get mine at McMaster Carr, but there are many other suppliers. You want a straight flute chucking reamer. Lastly, you need a starter drill. Starter drills will not wander, starting a hole right where the center of the turning is. Now that I had what I needed, I started the hole with the starter drill. See the top photo. Then I drilled out the hole. To drill the hole for my .156" axle, I used a #26 drill that was .147" in diameter. I found that it was better to drill the hole at least .010" smaller than the final size. Then, I ran the reamer through the hole to make it the final size. At this point, I had concentric holes and and the part was almost ready to take out of the chuck. Before I took it out, I used a #0 fine file and put a very fine chamfer on the rim. All you want to do is take the sharp edge off along with any burrs. This will aid in pressing the tire on. Lastly, you want to chamfer the axle hole. I used a counter sink and just turned it by hand a few turns. Now, you can remove the part from the chuck.



The first operation is to spot the hole with a starter drill.



The second operation is to drill the hole. Use a drill that is at least .010" smaller than your final size.



The last operation is to ream the hole to size.

The next operation was to remove the boss. The face of the hub should be perpendicular to the axle hole, or parallel to the face of the rim. I used the same procedure as mounting the wheel in the first operation. Use your turning again to keep the face of the rim parallel to the face of the chuck. There are a few ways to remove the boss. One way is to cut it off with a cut

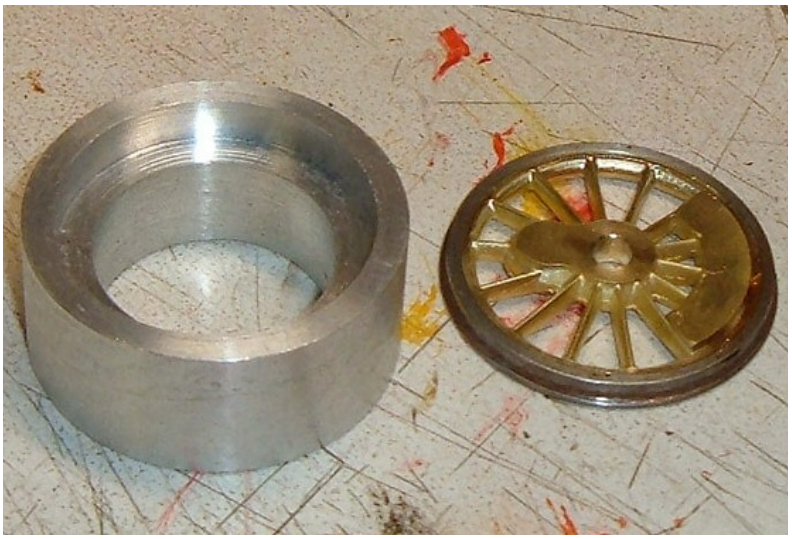
off tool. However, I would not recommend this because cut off tools can grab and exert a lot of pressure on the part. The rim now is very narrow, and there is not much holding the part on. The method I used was to keep machining the diameter off the boss to get back to the rim. Do not go past the rim. Go slow, and don't be in a hurry. Take small cuts so you don't rip the part out of the chuck. This is actually one of the hardest things for me in machining. I am always in a hurry. When I had most of the boss removed, I started face cuts on it. The face of the back hub is usually set in past the rim to clear the axle bearing. You need to determine this dimension from your own model. To get to this dimension., use the compound and set the dial to a convenient number. With the lathe off, move the cross feed into the part until the tool just touches the back side of the rim. Next, move the tool, using the dial on the cross feed, off of the rim towards the center of the wheel. Now you know where the back of the rim is, and can take a cut on the hub boss face. Use the dial on your compound to move the tool into the part and take successive cuts until you get to the dimension you want. For example, if the hub is .012" past the rim, move the tool that amount using the dial on the compound and you will have it. This operation does not require plus or minus one thousandth accuracy, and this method will work just fine. So, now that my center is machined, I need to mount the tire.

The finished driver center ready to cut the boss off of the back.

The finished driver center, tires, and press tool

To mount the tire, I made another ring that would only press on the tire and not the wheel center. I used a small arbor press and started the tire by hand, finishing it with my ring. To do the wheel with the insulation, I used the spacer that I used in the lathe chuck and laid the wheel on it. I wrapped the whole thing in acetate and left about 3/16" sticking past the wheel. I slipped the tire over this and used the ring to start the tire on. After the tire was on, I trimmed the excess acetate off with a knife, and reset the tire one more time to be sure. Now I had new drive wheels. Drilling the crank pin holes is another story, and I will show you how I did that in the next issue.

I have always had this desire to build my own locomotive. Partly because of the challenge, and also because what I want is not available. It seems like a daunting task, but if you keep plugging away, the least that will happen is that you will develop more modeling skills.



The final operation is to press the tire on the rim.

Twin City O – Scalers

By Mike DeBerg

The Twin City O-Scalers was formed on August 11, 2008 in Bloomington, IL. Yes, the twin cities of Bloomington-Normal, Illinois… not the Minneapolis – St. Paul area. We've had many people say they've seen us at train shows in the MSP area, but we have yet to set up our modular display layout in the MSP area! While the TCOS is not a formal club, the group was formed by modelers with the common interest of having fun running trains without all the political nonsense that often develops with formal clubs. The group's primary goal is to promote 1/48th scale model railroading through the operation of a modular 2-Rail layout. One the greatest benefits of belonging to the group is that other modeler's skills and experiences are directly accessible so that if you're not familiar with a particular aspect of the hobby, such as DCC, module construction, hand laying track or converting 3-Rail freight cars, chances are other group members have some experience which they can share to help you build those skills or provide you with credible information to significantly jumpstart your learning. Over the years, the comradery amongst our group members is second to none, as well as, the rapport that has been established in our local community and across the model railroad community.

We have a core group of members, in addition to other interested modelers that often participate in our group activities. This helps keep our group active and constantly involved in new opportunities. The TCOS group members stay active in between the modular layout setups through operating sessions on their home layouts, hobby shop trips to find that elusive freight car or locomotive, or on railfan trips. Presently, the modular 2-Rail layout is undergoing a significant expansion, growing to 24' x 60'. The biggest advantage of the modular layout expansion will be a 48' yard where we can have multiple trains staged for operation, along with showing how to operate a railroad yard. We are also focusing on scenery and adding buildings to the layout. Our modules are standards based, so it's very easy for a group member or interested modeler to build a module and connect it to the layout! If you're interested in building a module, helping set up or tear down, or just want to run trains, let us know. Being a member of a group like TCOS has allowed me to grow as a modeler by learning new skills, helping others develop their skills, and promoting 1/48th scale model railroading, but most of all it has helped me build new friendships. So, if you don't quite have the space to build your dream O-Scale layout, have questions on how to build that dream layout, are not sure how to convert a freight car, or are looking for others who share your passion in 1/48th scale model railroading, don't hesitate to start or join a group like TCOS.

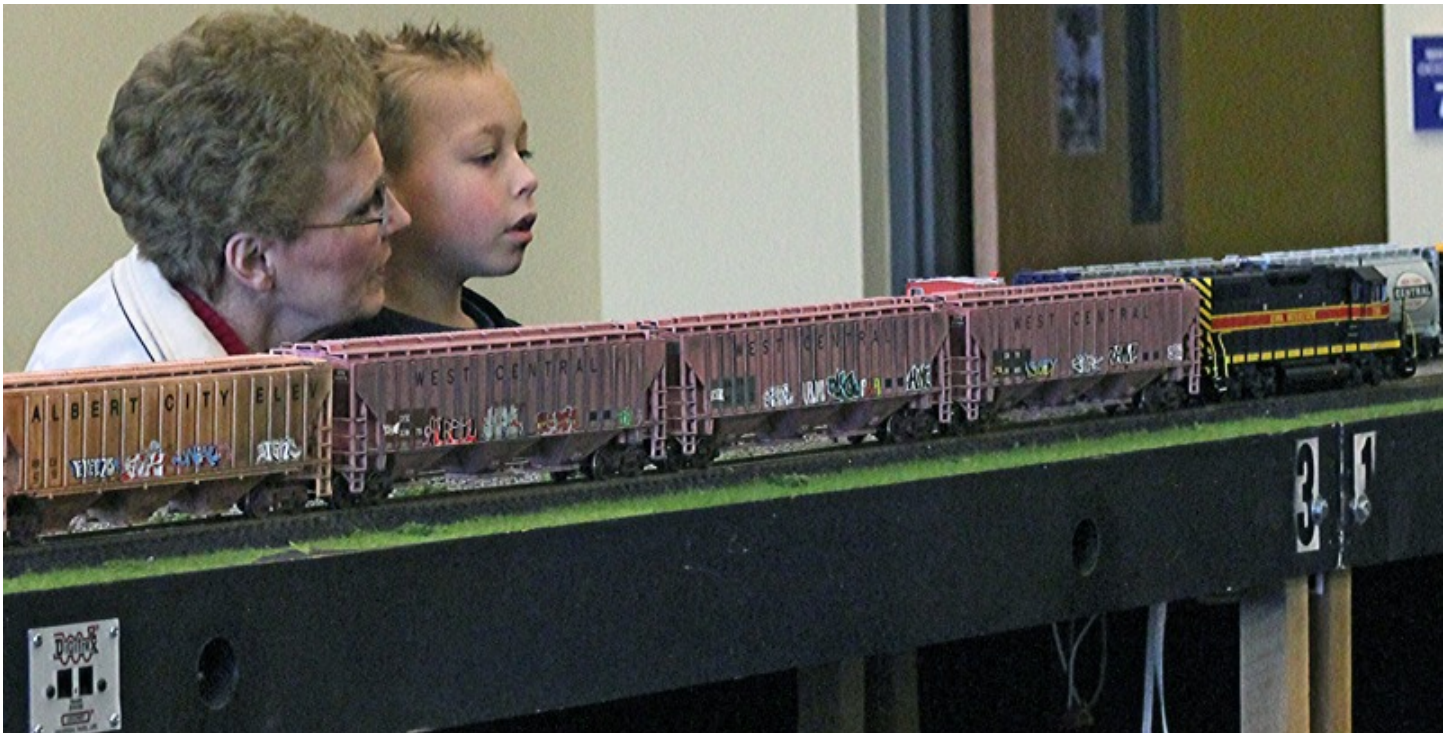
For more information on TCOS, please don't hesitate to contact us:
Mike DeBerg mike@debergfamily.net or Brian Huang brian_huang@comcast.net

Post Script:

I have been a member of Twin City O–Scalers since its inception, although a running member only. It's the core people Mike DeBerg, Brian Huang and Bill Steinkraus who have done the majority of the building and maintaining of the layout and its equipment. If they set up close enough, I'll stop by to lend a hand and run some of my equipment.

What keeps this group together is that core group of dedicated people and their love of modeling. This past March, I visited the layout while it was being displayed in Normal, IL at the Trains in The Heartland Show at Heartland Community College. ~ Dan

It's all about the children when you set up for the public. There is still something about a train that triggers their imagination.



Mike DeBerg looking serious as he takes control.

Bill Steinkraus talks to people at the show.

Brian Huang looks on while doing his "supervising" chores.

The Twin City O-Scalers use Digitrax wireless and tethered controls.

Much of the layout has scenery and ballast.

Guest operator Shruthi Reddy at the controls as Brian continues to "supervise"

Although photographing in a conference room is not conducive to great depth of field, you can get a sense of the layout's current 12' x 34' size. It makes for nice long runs, good passing sidings and fairly wide curves for a modular layout.

Group member Glenn Watson (left) and an onlooker admire that beautiful green paint.

More wonder and enjoyment.

THE O SCALE RESOURCE
NEWS, REVIEWS, INFORMATION TO USE

QUICK TIP

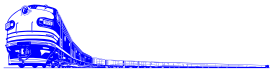
After many years uncoupling Kadee couplers with everything from fancy store bought gizmos to coffee stir sticks, I have come back to the old reliable pencil. They work, they're cheap, and are something that almost everyone has. I had been talking about getting a batch make with the railroad name on them, but really did not need 100 "uncouplers". So for a Christmas stocking stuffer, Amy gave me a set of colorful pencils with Richmond, Danville & Southern on them. These came from mileskimball.com, and at $6.99 a dozen with imprint, it's hard to go wrong. Now, I was getting sick of pencils just laying on the layout, and came up with a few ideas for holders. Since not all the fascia is finished, I wanted something cheap, quick and removable. I had some plastic wire clamps, and found that the 1/4" would do the job. Run a screw through the front hole, but NOT the rear as it will be too tight, at least for these pencils. The head of the screw will still hold the rear of the clamp, and hold it tight. It is just tight enough to allow the pencil to easily be removed and placed back. Maybe someday I'll come up with a fancy expensive idea, but now this works.

Got a quick tip to pass along? Let me know about it. Send an Email to daniel@oscaleresource.com, and tell me about it.

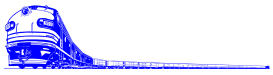
O Scale Shows & Meets

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.

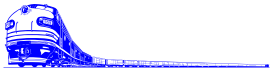
Gadsden Pacific Division Toy Train Museum - Toy Train Show
May 30th and 31st, 2014
November 14th and 15th, 2014
January 9th and 10th, 2015
Tucson Expo Center - 3750 E Irvington Road
Tucson Arizona
Email: TrainShow@gpdToyTrainMuseum.com
Web Address: www.gpdToyTrainMuseum.com



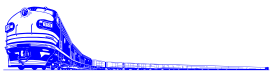
2014 National 'O' Scale Convention
September 19th thru 20th, 2014
Wyndham Indianapolis-West
2 Rail, 3 Rail, Proto48, On3, On30 Convention
Email: oscaleindy@att.net
Web Address: www.indyoscalenational.com



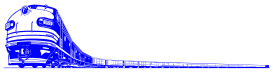
The Southern New England "O" Scale Train Show
October 4th, 2014
Chestnut Street United Methodist Church, 161 Chestnut Street
Gardner, MA.
Dealers, Displays, 2 rail, P:48..
Email: sneshowchair@snemrr.org
Web Address: www.snemrr.org



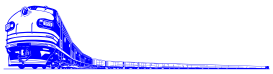
The 2014 Southwest O Scale Meet
Oct 24th and 25th, 2014
Fort Worth Academy, 7301 Durch Branch Road
Fort Worth TX 76132
Email: swoscalemeet@gmail.com
Web Address: www.oscalesw.com/



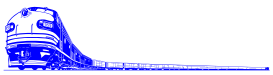
Cleveland 2-Rail O Scale Train Meet
November 1st, 20014
Lakeland Community College 7700 Clocktower Dr.
Kirtland,Ohio 44094
9:00AM-2:00PM
Email: j1d464@yahoo.com
Web Address: www.cleveshows.com



Chicago March Meet
March 13,14 & 15, 2015
Weston Lombard Hotel
Lombard, Illinois
9:00 AM-2:00 PM each day
Email : info@marchmeet.net
Web Address: marchmeet.net



Eastern Pennsylvania O Scale Show
August 9th,2014
November 15th, 2014
Strasburg Fire Department
Strasburg, Pennsylvania
Email: jdunn8888@hotmail.com
Web Address: www.scaletworail.com



O Scale West
February 5-7. 2015
Hyatt Regency
Santa Clara, California
9:00 AM to 5:00 PM each day
Email: info@oscalewest.com
Web Address: www.oscalewest.com

The O Scale Resource — Classified Listings

Manufacturers

B.T.S.
RR 1 Box 141A * Belington, WV 26250
Phone: 304-823-3729 / Fax: 304-823-2901
Email: bill@btsrr.com
Web: btsrr.com

Crow River Products
P.O. Box 2092
Pawtucket, RI 02861
Phone : 401-723-0065
Email: crowriver@cox.net
Web: www.crowriverproducts.com/

O Scale Turnouts™, Inc.
"Ready to Lay on your Right of Way™"
info@oscaleturnouts.com
810.231.4461

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1524 Lee Street
Des Plaines, IL 60018
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Email: dphobbies@earthlink.net
Web: www.desplaineshobbies.com

"the people people" Fun & Games — unparalleled craftsmanship
Phone: 573-619-8532
Email: orders@scalefigures.com
Web: scalefigures.com

MJS /Custom Designs
137 new Highway
Commack,NY 11725
Phone: 631-543-3125
Email: mitchsahagian@aol.com
Web: mjslayouts.com

Mullet River Model Works
118 Huson Ct. Plymouth, WI 53073
118 Huson Ct.
Plymouth, WI 53073
Phone: 847-308-5378
Email: glenn@mulletrivermodelworks.com
Web: mulletrivermodelworks.com


Irish Tracklayer
Cast and Etched Detail Parts For Track, Cars, and Locomotives
www.irishtracklayer.com

Nickel Plate Models of Maryland
13732 Lakeside Dr. Clarksville, MD 21029
Phone: 301-854-3200 Email: NKP48@aol.com

P&D Hobby Shop — Serving your hobby needs since 1974
31280 Groesbeck Rd Fraser, MI 48026 - USA
info@pdhobbyshop.com
Web: pdhobbyshop.com

Right-O-Way
Track Components - Switch Frogs & Points
Send for catalogue
23682 Rd 15-¾ Chowchilla, CA 93610
Ph 559 665 1001

3rd rail — Third Rail Division
Sunset Models Inc.
16 Beta Court, Sam Ramon, Ca. 94583
Ph 925-820-7701
www.3rdrail.com

Proto 48

American Switch & Signal
13052 Ratliff Run, Fishers, IN 46037-6266
Phone: 317-774-5755
Email: jfpautz@comcast.net

Protocraft™
18498 Half Moon Street, Unit 203
Sonoma, CA 95476-4835
Phone: 707-935-7011
Email: protocraft48@yahoo.com
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Dealers

P&D Hobby Shop — Serving your hobby needs since 1974
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Whitewater, CO 81527
PH 970-245-5100
www.rgsrrhobbies.com

Rails Unlimited
126 Will Scarlet
Elgin, IL 60120-9524
Ph 847 697 5353
Email: railsunl@sbcglobal.net
Web:
http://railsunlimited.ribbonrail.com/

Des Plaines Hobbies
1524 Lee Street
Des Plaines, IL 60018
Phone: 847-297-2118
Email: dphobbies@earthlink.net
Web: www.desplaineshobbies.com

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Jim Hackworth Model Trains
2631 Edgevale Rd
Columbus, OH 43221-1113
PH : 614-451-4517
Fax : 614-451-4557
Email : jhmtrains@mns.com
Web : www.jhmtrains.com

Shows & Meets

Chicago "O" Scale Meet
March 14-16, 2015 Lombard, Illinois
www.marchmeet.net
Ph. 630-745-7600

2014 National O Scale Convention
Indianapolis, Indiana
Sept. 19-20 2014
www.indyoscalenational.com

Custom Builders

MJS /Custom Designs
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Email: mitchsahagian@aol.com
Web: mjslayouts.com


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