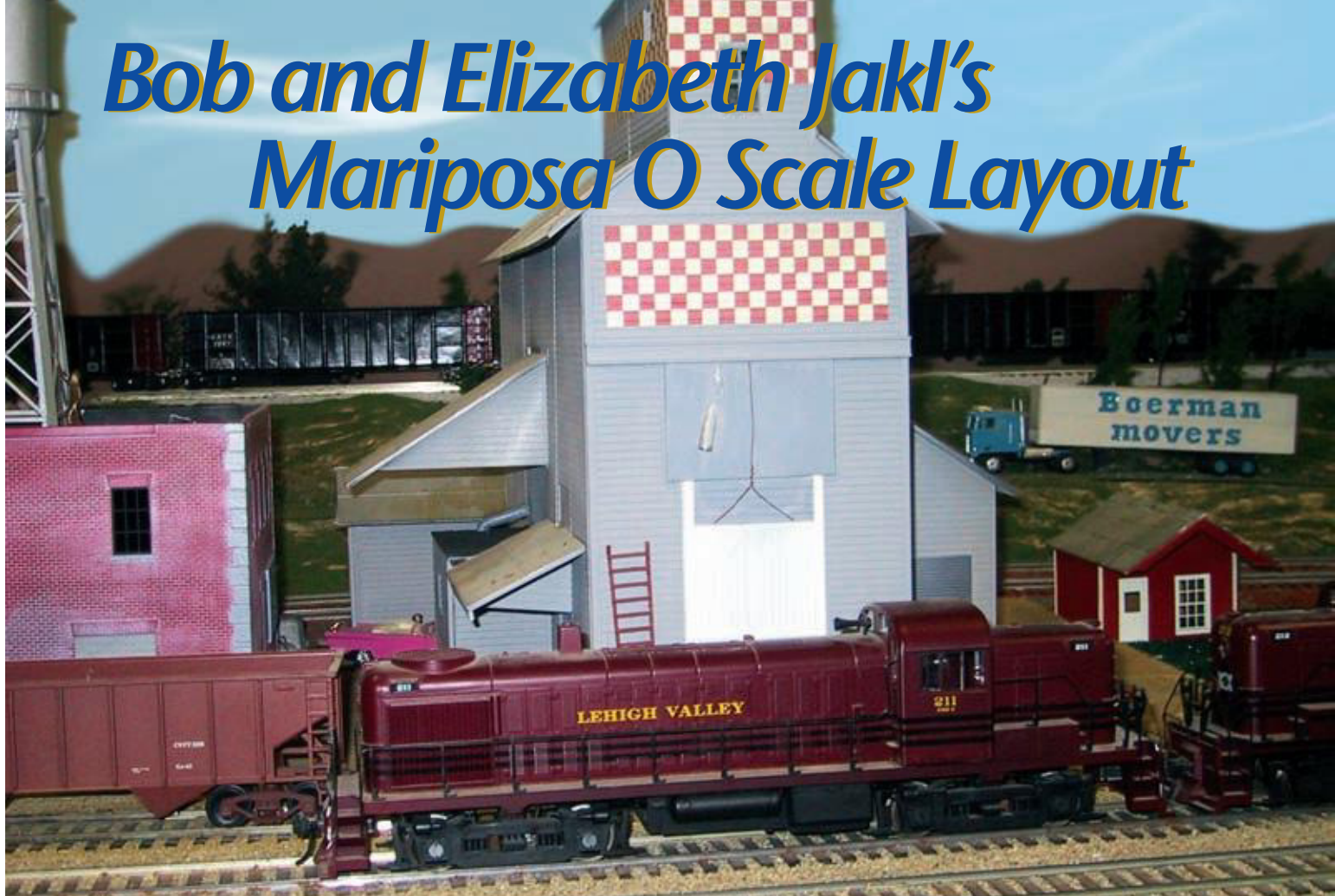


Bob and Elizabeth Jakl's Mariposa O Scale Layout



Bob Jakl

During my working years, I have tried to co-ordinate our summer vacations with the National O Scale conventions. This experience, along with visiting many layouts that were open during the conventions, set our priorities for building a club-size layout. After retirement came the opportunity to put our ideas together. We needed ample space for all the engines I built over the years, plus the rolling stock I accumulated. Local town officials provided the permits and advice for building a 34' x 78' building. Plans were sketched on paper. Then the mainline track with elevation numbers was painted on the cement floor. My goal was to accommodate three different railroads inside one building. The AT&SF, CB&Q, and MKT from 1950 through 1970.

The majority of our equipment favors the AT&SF. Therefore, we have a big diesel engine facility, a good size yard (150 cars), long caboose track, an icing

facility, and a car repair shop. Run-through trains in both directions have icing and refueling stations adjacent to the freight yard and engine facility. Mainline trains are controlled from throttles in a tower located in the middle of the room. We have a separate bench-level control panel for the engine facility and yard. Heading Eastbound from the yard, Santa Fe's two-track mainline crosses the diamond of the IHB to Union Station. This station has six tracks with passenger platforms and two bypass tracks for freight. A coach and passenger car service area plus an REA Express building make excellent use of a station switcher. Heading West from the ATSF yard, the double track crosses a large canyon before disappearing in a mountain range. The Santa Fe provides us with long freight and cross-country passenger service, and lots of yard switching for freight and passenger trains.

Next, we'll look at the CB&Q. Much

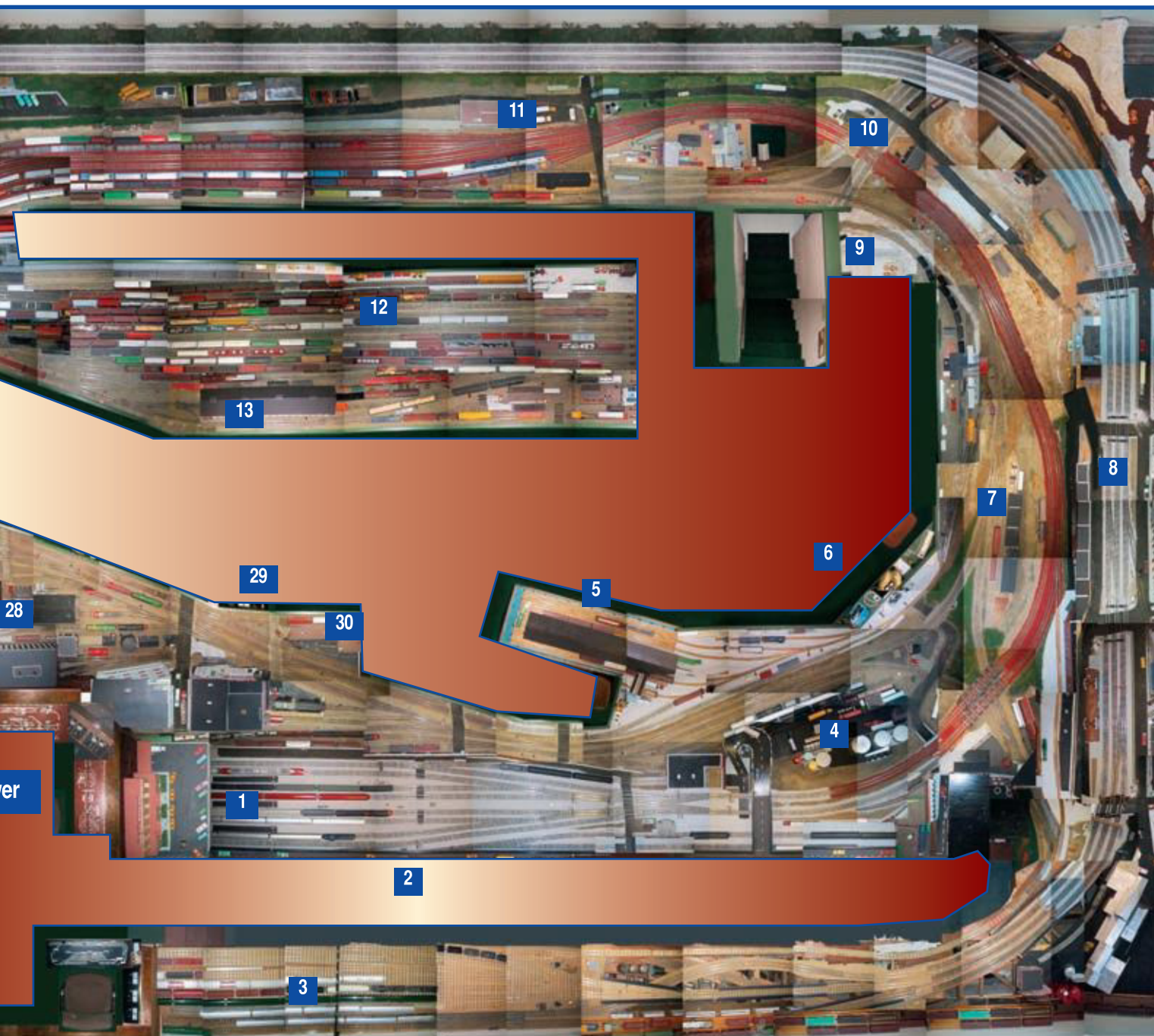
of its track includes a large holding yard hiding behind a wall of city buildings in the East, and mountains in the West. Starting in the city, our three-track mainline enters the town of LaGrange, IL (Elizabeth's hometown) with two stations (La Grange and Stone Ave.). Three push-pull commuter trains are assigned to this line. We cross over the IHB and head for Hinsdale (Bob's hometown). First stop is the Highland Station and then Hinsdale, which is seen behind the town. Here the commuter trains disappear in a hidden siding before heading back east. Cross-country passenger and freight trains continue through farmland, across a large canyon on a steel viaduct, and into the mountain range. One person can be kept very busy operating the three control panels juggling commuters and long freights in this district. The CB&Q interchanges with the ATSF in the East with a short area of street running and in the West at a branch-line in the mountains.



Bob & Elizabeth Jaki's Mariposa O Scale Layout

Through an exclusive arrangement with former compatriots, publisher Joe G. gets NASA to take Landsat photos of the Jaki's layout using IR photography. Right, and we've got some land in Florida for sale, too! Actually, Bob Jaki's son, Ed, put a digital camera on a pole and took over 200 photographs of the layout from the air. Ed then stitched them together in Photoshop to get this amazing aerial view of the layout. We felt you would rather see this than a simple track plan.

The first train ran on Dec. 29th, 1992 at 10:00 PM. The first derailment occurred at 10:05. The layout contains over 2000 feet of track and hundreds of switches, all hand-laid code 148 and code 125 steel and nickel silver, spiked to over 50,000 homemade wooden ties. One main 1100 Watt power supply feeds the many transistor controlled throttles. Mainline operations and turnouts are controlled from the Control Tower. Switching yards are locally controlled from panels.



Sites Around The layout

- | | | |
|----------------------------------|-----------------------------|-------------------------------------|
| 1. Union Station | 11. Ice Facility | 21. Mountainous Area |
| 2. Downtown Building Fronts | 12. 150 Car Freight Yard | 22. Mining Town |
| 3. CB&Q Hidden Yard | 13. AT&SF Car Repair Shops | 23. CB&Q Engine House and Turntable |
| 4. Refinery | 14. Highlands Station | 24. Steam Facility Control Panel |
| 5. Ship Dock & Warehouse | 15. Village of Hinsdale | 25. Coal Mine |
| 6. Ore Mine & Dock Control Panel | 16. Yard Control Panel | 26. MKT Yard |
| 7. Pickle Factory | 17. AT&SF Engine Facilities | 27. Grain Elevators |
| 8. Town of La Grange | 18. Fuel Facility | 28. MKT Engine House |
| 9. Rock Quarry | 19. Commuter Train Siding | 29. Yard Control Panel |
| 10. IHB Crossing | 20. Price Canyon | 30. Oscar Meyer Plant |

The Jakl's Layout

The MKT is included in our layout since Tulsa, Oklahoma was our home when our three sons were growing up. Its operation is a switchman's delight. Although the mainlines (two loops and two wyes) are controlled from the tower (as are the mainlines of the AT&SF and the CB&Q), three control panels at bench level control the yard and engine facility, the dock and quarry, and the coal mine and lumber mill. Starting at the engine facility, several industries are adjacent including a power plant, a publishing company, coal company, Westinghouse, and a furniture factory. Off to one end of the yard is Oscar Mayer meat packing plant and cattle pens. Part of the yard serves two large grain elevators and other small businesses. A branch line serviced by industrial switch engines runs into the dock and quarry area. This can keep one or two people rather busy.



As we approach the Santa Fe, we pass the ATSF facilities and interchange track as well as MKT's own icing platform. Another passenger station comes into view as we pass through the ATSF facility. Now we head downgrade and cross over a steel-arch trestle before coming to our second wye. On the right is a hidden continuous loop, and on the left is the large coal mine and lumber mill. As we pass through the wye, we need to back up for the passenger station on the far end of the wye. This station serves the rip-roaring town for the coal miners and lumber mill workers. Steam engines and roundhouse facilities are located here, as the coal mine owners run a variety of steam locomotives from various railroads. These look perfect pulling strings of coal hoppers and





truss-rod coaches. Here, another control panel at bench level is very busy. The coal mine operation uses the old method of pushing empty cars underneath the control tower to the power plant, and loaded cars away from the coal mine facility.

Our layout is open several days after the "O Scale West" meet in February and also by appointment. Additional layout information and photographs are also available on our website: <http://oscale.homestead.com> ♦

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Continued next page

The Public Delivery Track

Locomotives - 2 rail

Atlas..New.RS-1..NH, Rutland PRR, LIRR. \$309-\$349
Dash 8's..CSX, NYSW, SF, BNSF, CR, Amtk...\$299-\$349
SD-35's..B&O, SOU, CNJ, N&W, UP, WM...\$299-\$349
SW's..RRiv, B&O, LV, Rdg, Susq, NH, RFP, RI. \$225-\$329
Weaver..C-630..LV, RDG, CR, others.....\$325-\$395
...**New**..VO-1000..CNJ, PRR, RDG, LV, WM, B&O...\$259
...2-8-0 Consolidation..Rdg, PRR, NKP, N&W, WM...\$459
...U25's..LV, Rdg, D&H, EL, BN, MILW, NYC...\$179-\$239
...RS-3/RSD-5..Rdg, Erie, NH, CNJ, WM, D&H, B&M...\$249
...RS-11/RSD-12..C&O, PRR, MEC, CN, SOU, CNW...\$249
...GP-38's..C&O, CP, CSX, ICG, L&N, RDG, B&M...\$249
...Shaft drive FA/FB...PRR, RDG, D&H, NH, LNE.....
...GP-38, D&H, LV, RDG, RS-3..RDG, EL, CNJ, \$99-\$149
MTH..PRR K-4...\$795, Centipede...\$895..WP F-3's...\$795
...MTH C&O Allegheny, Greenbrier; other Steam...Call

Passenger Sets w/Interiors

Weaver..New.Pullman-Bradley "American Flyer" cars-
..NH, LV, B&M, CNJ, PRR, RDG...\$419. 2-car add-on \$219
K-line...B&O, CP, PRR, Reading, NYC, Amtk...\$299-449

Box Cars - 2 rail

Atlas..50'.ACL, L&N, MILW, RG, DH, NYC, RFP..\$55-\$60
Wood Sheathed..B&O, CNJ, NW, PRR, Rdg, WM...\$45-\$50
40'..MEC, BM, PRR, MILW, NYC, Erie, 20 more...\$25-\$30
50' plug..PMA, FEC, IC, CNW, Purina, BN, MP...\$30-\$50
60'..DTI, MKT, B&O, EL, RG, Sou, NW, RI, DTS...\$30-\$45
Pecos River..New..C&O, B&O, WM, PM.....\$44
Special Sale..NYC, KCS, CBQ, WAB, SF, SP...\$32-\$35
Weaver..40' & 50'.ACL, ACY, ARR, ATSF, BAR, B&O, B&M, CBQ, CGW, CIRR, CNJ, CN, C&O, CP, CV, CR, D&H, DTSL, EL, GN, GT, IC, LNE, LV, L&N, MP, NYC, NH, NP, NYSW, PC, PLE, PRR, Rdg, Rut, SCL, SOU, SP, TPW, UP, WM, WP, CN, Rbox, RI, MRL, more...\$20-\$30

Refrigerator Cars - 2 rail

Wvri/Crown..PFE, CV, CN, NYC, BM, BAR, REA, Hoods, Whitehouse, Sq Peanuts, Pyramid, Monarch, Dubuque Schlitz, W. Indies, Op'heimer, Rath, Nrn Refrig...\$25-\$30
57' Mech..PFE, SF, NP, MILW, BN, FGE...\$29. w/snd...\$39
Atlas..40'..Erie, MDT, WP, B&M, Kraft, more...\$50 & up
New..36'..Cudahy, Decker, Hormel, Osc Mayer...\$55-\$60

Covered Hoppers - 2 rail

Weaver PS-2..Bakers, Jack Frost, Wayne Feed, Purina Revere, Golden Loaf, BN, CBQ, CNJ, CNW, CP, CR, CSX, DLW, DTI, EL, LV, NH, NYC, PRR, RDG, WAB, UP...\$25-\$30
Wvri C'flow or Grain..CR, CP, ONT, LV, NYC, PRR, Sask, Sunbeam, Amoco, Sclair, Shell, Dupont, Hercules, Rainbow, WC, MRL, BN, UP, SP, RI, CNW, MNS...\$25-\$30
Atlas..BN, Ches, NYC, IT, WGrace, GN, WAB...\$30-\$50
Airlide..LV, D&H, CSX, PRR, UP, Brach, Jfrost...\$35-\$44
PS-4427..BN, SF, MILW, LV, Wayne Fd, Cont...\$50-\$60

Coal Hoppers - 2 rail

Atlas..ACL, CNJ, C&O, D&H, LV, NS, Rdg, WM...\$45-\$55
New..Composite..B&O, C&O, Clinch'fd, SF, VGN...\$47
Weaver..2, 3, 4-bay and Composite..B&O, CBQ, Chess, CNJ, Clin'fd, C&O, D&H, DLW, Erie, EL, IC, CR, NH, NYC, NW, PRR, Rdg, SF, UP, VGN, WM, ACL, NKP, WAB...\$25

Tank Cars - 2 rail

Weaver..BN, GULF, Herc., Trusweet, Allied, ADM, Army Ethyl, Diamond, Hooker, DuPont, Whse,Bakers...\$29-\$35
Atlas..Sub. Propane, ACFX, CNTX, Union Tex...\$35-\$55

Flat Cars, Stock Cars, MofW

Atlas..New..89' flats..TTX, etc...\$65. Auto Carrier...\$89
Pulpwood flats..ACL, ATSF, BN, Frisco, IC, L&N...\$45-\$49
Front runners..VTR, Xtra, CSX, Burl, City series...\$59-\$65
Weaver Flats..ATSF, B&O, CR, Erie, LV, BN, UP...\$20-\$30
Stock..CNW, Armour, UP, RG, PRR, Rdg, Erie, etc...\$29
MTH..Snow Plows, CR, PRR, NYC, EL, UP, LV...\$30-\$40
Schnabel, Cranes, Jord. Spreader, dump cars etc....call
K-Line Diecast Dbl-Stack \$49.95. Coil cars...\$35-\$40
16 wheel flat w/load..B&O, NH, Rdg, EL, PRR, UP...\$54-\$59

Gondolas - 2 rail

Atlas..CNJ, NW, PRR, GN, Rdg, C&O, MP, Chessie...\$30
Weaver..New..Composite..CNJ, PRR, NW, RI, SF...\$27

Cabeese - 2 rail

Weaver..CP, BM, IC, NH, NYC, Erie, LHR, LV (3 colors)
..D&H, Rdg, MEC, MMID, L&N, WM, CR, PRR...\$20-\$35
Atlas..BN, N&W, CR, DH, DMIR, RG, MEC, SF...\$52-\$65
Weaver diecast tks...\$12.50. installed add \$8.95
K-line 2-rail freight and Psgr trucks \$13-\$25

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25 Years And Counting



Bob and Elizabeth Jakl

By Glenn Guerra

Bob and Elizabeth Jakl grew up in the Chicago suburbs. Bob is from Hinsdale and Elizabeth is from La Grange. Both of these towns are on the Chicago Burlington & Quincy three track main line west from Chicago. This line was the route of numerous Zephyr trains, suburban trains, and freight trains. If you live in these suburbs, the railroad is part of your life. Many of the residents ride the train to work in Chicago, and there is always a train going by. The Zephyr trains would speed through town, and the shiny stainless steel Budd cars would sparkle as they went by. Even the Burlington suburban cars were made by Budd. Like many of us, the hometown railroad holds a special place in our memory no matter where we end up living – it is no different for Bob and Elizabeth.



This is just part of the layout during the 25 year celebration and party. The layout is built low so you can view it sitting down. Bill Leider painted the clouds and the scene of Yosemite that is on the back wall.

Bob and Elizabeth moved to California in 1968 for a while and then to Oklahoma, Arizona, and Georgia before Bob retired. They moved back to California in 1989 and started to build the layout in 1990. September of 2015 marked twenty-five years of the layout, and they had an open house for their model railroad friends with a special cake for the occasion. There were photos taken of the event and we wanted to show you some. While I was corresponding with Ed Jakl, one of their sons, I asked if he had any photos from the past. He was able to come up with some good photos of building the layout, so here we go. Twenty five-years of building a layout and still going.

Before we get too involved in the layout, let's go back in time to 1948. Bob was a kid in school in Hinsdale and was already interested in O Scale trains. When he could, he would go to the All Nation Hobby Shop in Chicago. Remember all those CB&Q suburban trains? Well, Bob would walk to the train and ride to downtown Chicago. Once off the train in Chicago, it was only a 3 block walk to the All Nation Hobby Shop. Remember those days when we would marvel over all the train models we could not afford? Soon, Bob Colson, owner of All Nation, took a liking to Bob and understood the financial situation of a teenager. Bob Jakl told me that Bob Colson would take him down into the basement of the store where they packaged the kits and would let him pick out car sides. Bob Jakl said he would be able to buy just the silk screened sides, not the whole kit, which saved him some money. He would make the wood parts at home. The ends and doors were made from tin cans that Bob would cut apart. He would make rivet impressions on them and glue them to his car bodies.



Guy Krivanek on the left, the late Lou Cross in the middle, and Bo Lilejeberg on the right were on hand during the 25 year celebration.

Bob graduated from High School in 1952, and went into the Navy. He started in electronics school in the Navy, but ended up in aircraft mechanics school. When he finished school, he wound up on the aircraft carrier USS Kearsarge, and was off to the Korean War. After the war, Bob was transferred to the aircraft carrier USS Wright and was back in electronics as a radar operator. Bob was telling me he was aboard the USS Wright when it participated in Operation Wigwam, which was one of the Atomic Bomb tests.

Bob met Elizabeth in the Chicago area when he was home on leave from the Navy. They dated until 1957 when they were married. Elizabeth was telling me she worked for the Chicago Burlington and Quincy Railroad in one of the downtown Chicago offices as a Dictaphone operator. As I mentioned, if you lived near the Burlington, railroads were a part of your life. Bob went to college on the GI bill at the American Institute of Technology in Chicago. After leaving school, the couple moved to New Mexico. Bob worked for the University of New Mexico at the White Sands missile test range while the Talos missile was being developed. After this, Bob went to work for Sperry on aircraft auto pilot flight systems that were being used on the airlines. This took them to Tulsa, Oklahoma. So what does this all have to do with the trains you ask? Well, it was the time spent in this part of the country when Bob became interested in the Santa Fe railroad. It was also the time when his son, Ed, became interested in the Missouri Kansas & Texas railroad. Both of these railroads are represented on the layout.



A view of the layout from the control tower. The guy in the blue shirt behind the engine house is coming up the stairs from the entry. No duck under here. You enter the building from the hillside and walk through a hallway under the layout and up the stairs into the middle of the layout. I really like the large buildings. Notice the curved yard. This looks like Chicago to me with the mainline running through the middle of the yard. One of the latest additions to the layout is a car card operating system. You can see the pockets for the car cards on the fascia of the layout in front of the vacant chair. The couch is a nice touch – I could spend some time there watching the trains.

Now, back to 1990. Bob is ready to start the layout. First he needed a place, and since this is California, there are no basements. So, you do what any other modeler who wants a big layout would do. You build an out building. You can see in the photos that this was a family affair. They live in the foothills of the Sierra Mountains, and there is not a lot of level ground, so the layout building is built into the hillside. This means that one side has about five feet of foundation showing. This was used to their advantage. The two entry doors to the building are on this side. You enter the building and into a hall. The hall goes under the layout and you come up the steps into the middle of the layout room. I have been there, and it is a great idea. No having to bend over to get under the layout. The layout itself is an around the walls layout, built low to the floor. When I first saw this, Bob told me his knees were bad and he knew the day would come when standing for long periods of time would be a problem. He built the layout so it could be viewed from sitting in a chair or the couch you see in the photos. When you look at the photos the first impression is, this cost a fortune. Well, it didn't. First off, look close and you will notice they did all the work. Once they had the main building up, a friend told them the Merced Mall in Merced, California was being remodeled. They went and talked to the contractor about buying some of the light fixtures. After the contractor heard what they were doing, he offered the old lumber and other building materials to them so he did not have to pay for them to go to the dump. Bob said he and his son, Tom, went in the evenings and loaded up the truck. They would spend time the next day pulling nails and removing pieces of drywall from the scrap lumber. All the layout lumber and wiring came from the shopping mall. Bob said even the carpeting in the layout room came from the shopping mall.



Ed Jakl checks the grade in 1990 when they started the layout.



Up go the walls. Bob and son, Tom, are raising the second wall section here.



This was no small undertaking, but the good California weather meant they had lots of good days to work.



Time to figure out the track plan. About this time, they met a contractor who was remodeling the Merced Mall. He sold them the light fixtures cheap, and when he found out they were building a model railroad, he told them they could have all the scrap wood and other materials that were coming out of the remodeling. Bob said they would go in the evenings after the workers went home and load up the truck with wood and scrap wire.



The top photo shows the control tower under construction. In the bottom photo, Tom Jarvis, on the left, Tom Jakl in the middle, and Perry Jakl on the right are running trains during the 25 year celebration.



Ed Jakl poses during some of the early track work.



Bob is checking the plans to see where they are at with the construction while Tom works on track. Look at how sturdy the bench work is. They got all this lumber free from a remodeling job at the Merced Mall. Definitely a much better use for it than in the dump, don't you think?



Bob and Tom laying track. All the track was hand laid and spiked. Bob has a sanding block for leveling the ties after they are glued down. Then the stain is touched up before the rail is put down. I was there for a few hours watching trains run, and not one derailed. Good work pays off.



Time for scenery. Bob is dipping paper towels in plaster to make a hard shell scenery base.

The layout is designed to remind them of things they remember. There is an outside loop that represents the CB&Q in Chicago. This loop has a three track main line around part of the room. On this, they modeled the Highland station from a kit. The La Grange and Hinsdale depots were scratch built. I got a big kick out of it when I first saw it. The three track main ducks behind a hill and out of view. When it disappears, the center track stops. Bob has a CB&Q suburban train running back and forth on this line automatically. Stopping and reversing at each end. These trains are push pull trains, and this is how they run on the Burlington. Since this center track train operates by itself, it comes and goes at irregular intervals and gives the impression of an express train running on the center track. It's a great effect. You will be watching a freight train when, all of a sudden, here comes the express train. There is another loop of track that has a lot of features of the Santa Fe on it, and that's where most of the Santa Fe engines run. There are some long yards, and Bob made them with a kink in them. I was watching as a mainline trailer train snaked through the center tracks of the yard. It reminded me of sitting on an overpass looking down on some area of Chicago that is six tracks wide with cars sitting on the outside tracks. Lastly, there is a section of the Katy. Take a look at the large elevators in the photos. This type of elevator is so typical of the Kansas and Oklahoma areas the Santa Fe and Katy run through. Layouts are never static, and things are always changing. One of the recent changes is a car card operating system. Ted Schnepf is big on operation and has a large layout designed for operation. Bob had been to Ted's layout and saw how a car card operating system worked. Bob and son, Tom, installed one on the Katy portion of the layout, and you can see the car card pockets on the fascia in a few spots.



Trains are running. This photo from the 25 year celebration shows some of the layout today. The station is Highlands, Illinois. This was a kit that someone produced and Bob built one. The actual station still exists and is a commuter stop on the CB&Q in the Chicago suburbs. The bridge over the Burlington GP is also an actual bridge that is by the Highlands station. The prototype bridge was made from an old turntable.



Bob did a little selective compression on the La Grange depot, but it looks like this. This was the depot that Elizabeth would use to ride the train to work in downtown Chicago. These days, Elizabeth likes to run this part of the layout.



The express train on the center track has just passed the local at La Grange while the local is stopped to let people off. Bob scratch built nine of these bi-level Budd cars. He made the bodies from styrene and used ICC passenger car roofs. The details came from Kiel Line and are now available through Scale City Designs.

Bob was quick to point out that this is not a one man show. You will notice in the photos that the track is all hand laid. This was done with Right O Way rail and hand spiked. Everyone helped with some of that. Bob and Elizabeth have three sons, and they all helped with the layout. Perry, who lives in Atlanta now, made a lot of the buildings. Tom worked a while in commercial art and has an eye for scenery. He did most of the backdrop. Ed's speciality is electronics and wiring. Notice the control tower they built for running the layout. Bob said there are a lot of cars and locomotives that came from other people. Some of them include George Bames, Lorell Joiner, and Ron Schofield. Bob also has some things from the Wichita Kansas O Scale Club. Remember those cars Bob made with All Nation sides and tin can ends? Some of them are still on the layout. Bill Leider and his wife were visiting Bob and Elizabeth one time and Bill got put to work. The Yosemite falls scene and the clouds were painted by Bill.

Ed Jakl made a website for the layout, and you can see it at <http://oscale.homestead.com/>. Tom Jakl has taken some movies of the layout, and they are on You Tube. You can find them by doing a search on Mytommy1962. The 25 year celebration and party was more than just about the layout. It's a lifetime of good times and good friends in the model railroad hobby. Many of the modelers in the central valley of California near where Bob and Elizabeth live come over to see the layout. Bob and Lou Cross were good friends, and Bob was one of the last people to see Lou before he passed away. They were working on Lou's layout on a Sunday, and Lou died in his sleep that Sunday night. Bob is handling Lou's estate and said the layout room is full, so he may not be open during the upcoming O Scale West meet. He will be at the show, and will be selling some of Lou's things at the show. When you see him at the show, check with him or check with the show schedule. If Bob and Elizabeth are open, try to get there and see the layout. This is what the comradery in the hobby is all about.

Coon Gap Sawmill

Welcome back our latest Encore Series kit... The McCabe Lumber Co. Coon Gap Sawmill in O Scale. It has been 15 years since this kit has been available and we have heard many folks comparing it to "hen's teeth" due to the difficulty of finding one. The hunt is over!!

This Master Creations' kit consists of laser-cut basswood, plywood, cardstock, and detail castings. The interior includes brass castings for the bandsaw, edger, and swing saw as well as details for the sawfiler's area. There are 60+ brass, white metal, and resin castings that are not shown in the photos.

Naturally, all of the other McCabe logging series kits, such as the powerhouse, planing shed, tramway, drying kiln, etc., will work well with the Coon Gap Sawmill.

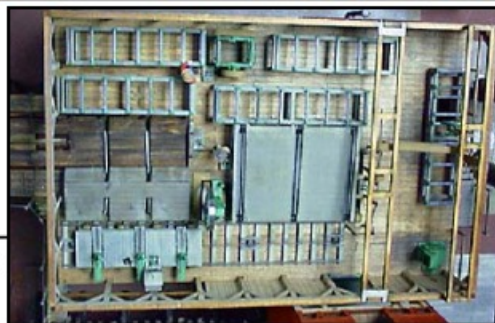
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