



# GGLS Call Boy



May / June 2012





# GOLDEN GATE LIVE STEAMERS, INC.

Callboy Editor: Bill Holland

E-mail: [wjh@wjholland.com](mailto:wjh@wjholland.com) Cell: 415 758 8431

## OFFICERS

PRESIDENT: Mark West 925-370-0317  
 VICE PRES: Rich Lundberg 415-924-2167  
 SECRETARY: Pat Young 408-253-1206  
 TREASURER: John Lisherness 510-528-3013  
 SAFETY: Sheldon Yee 650-738-5673  
 OMBUDSMAN: Ken Blonski 510-260-0309

## GGLS COMMITTEE CHAIRMEN

Track: Jim Dameron and Bill Smith  
 Rolling Stock: Richard Croll  
 Engine Committee: M. Johnson, M. Gershowitz  
 Bits & Pieces Program: Stan James  
 Buildings & Grounds: Rich Lundberg  
 Boiler Testing: Jerry Kimberlin  
 High Track: Rob Morris  
 Refreshments: Les Cuff and Jim Dameron  
 Technical: Ken Brunskill  
 Round House: Michael Smith  
 Web Page: Rick Z, Bill H, and Pat Young

## MEMBERSHIP

All inquiries pertaining to membership should be directed to Rick Zobelein: [rgz48@yahoo.com](mailto:rgz48@yahoo.com)

## CORRESPONDENCE

All correspondence to GGLS should be sent to the Secretary: Patrick Young, 10349 Glencoe Dr. Cupertino CA 95014.

## CALLBOY

Official Publication of GGLS, Inc.

Articles, pictures, items for sale or any other information for CALLBOY that would be of interest to the club, should be sent to Bill Holland, via e-mail, in person, or snail mail to 685 Fell Street, San Francisco, CA. 94102.

**Deadline for following month is the 19th!**

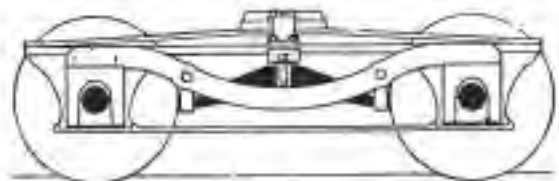


Fig. 204.  
1890.

## GGLS FACILITY

TELEPHONE NUMBER AT THE TRACK: 510-486-0623

LOCATION OF TRACK: In Tilden Park, Loma Cantadas & Grizzly Peak Blvd. Berkeley CA

# *Calendar Of Events*

05/19/12 SVR Spring Meet Hagen Park  
05/20/12 SVR Spring Meet Hagen Park  
06/09/12 Spring Meet Tilden 9:00 AM  
06/10/12 Spring Meet/Open House Tilden 9:00 AM  
06/17/12 Members Meeting Tilden 10:00 AM  
06/17/12 Board Meeting Tilden  
06/30/12 Work Day Tilden 9:00 AM  
07/08/12 Members / Board Meeting Tilden  
7/14/12 Work Day Tilden

## **08/11/12 Small Scale Meet Tilden**

08/12/12 Members Meeting Tilden 10:00 AM  
08/12/12 Board Meeting Tilden  
08/18/12 Work Day Tilden 9:00 AM  
09/09/12 Members Meeting Tilden 10:00 AM  
09/09/12 Board Meeting Tilden  
09/15/12 Work Day Tilden 9:00 AM  
09/22/12 SVR Fall Meet Hagen Park  
09/23/12 SVR Fall Meet Hagen Park  
10/06/12 Fall Meet Tilden 9:00 AM  
10/07/12 Fall Meet/Open House Tilden 9:00 AM  
10/14/12 Members Meeting Tilden 10:00 AM  
10/14/12 Board Meeting Tilden  
10/20/12 Work Day Tilden 9:00 AM  
11/11/12 Members Meeting Tilden 10:00 AM  
11/11/12 Board Meeting Tilden  
11/17/12 Work Day Tilden 9:00 AM  
12/09/12 Members Meeting Tilden 10:00 AM  
12/09/12 Board Meeting Tilden  
12/15/12 Work Day Tilden 9:00 AM

## Editors Letter

I've been notified that many club members are not happy with the new electronic version, either because it is difficult to download or that it comes out too late. In order to help those who are having difficulties viewing the callboys online, I can give one on one help at the next meeting.

I included two months in this issue simply because I had the needed information, and it reduces my workload. If there was something you wanted included, just send it my way and I can add it in still.

I'll do my best to make sure the new issues are out by the first of the month. Please keep in mind that this is a volunteer effort and having people include content greatly helps me getting the callboy out sooner. I'd like to thank all of you who have been submitting material for the callboy.

# Club Announcements



## National Small Scales Meet 2 ½, 3 ½, and 4 ¾ inch gauges

Presented by Matt Mason - The Home Railroad Journal

Hosted by the Golden Gate Live Steamers  
2501 Grizzly Peak Blvd (at Loma Cantadas, Tilden Park), Orinda, CA 94563  
GPS coordinates: 37° 52' 54.44" N, 122° 13' 25.31" W

Saturday, August 11th - Small Scales run day & chili lunch

Sunday, August 12th – Combined Small Scales and GGLS member run day

## Roundhouse Security:

As a friendly reminder, please be respectful of your fellow member's equipment stored in the roundhouse and equipment storage locations. If you do not own the locomotive or equipment, or do not have explicit permission from the owner of such equipment, please do not move, exhibit, operate or disturb the equipment of others. The exception shall be if one shares space and needs to move another's equipment in order to gain access to your equipment.

Unfortunately there have been recent incidents of damage to member's equipment and items found missing without the owners being notified. If you should accidentally damage another member's equipment, please notify the owner and leave a note with your name and number on the equipment and also contact him/her that evening. A list of roundhouse stall/storage location leasees is posted on the clubhouse bulletin board and on our website along with the member listing.

Additionally if you should see members, guests or the general public entering the roundhouse area or touching equipment that they do not own, please feel free to politely ask questions.

Thank you,  
Michael B. Smith  
Roundhouse Committee



# GGLS Signal System

Designed by Steve Vitkovits

GGLS has incorporated an automatic signal system as part of its track design. The track is broken up into "blocks" or sections that are managed by signals that give an indication of activity or lack of, in the block(s) about to be entered. The signal heads have three indicators, green, yellow, and red. Green indicates that the next block being entered is clear. Yellow indicates that the SECOND block ahead is occupied, and red indicates that the block about to be entered is occupied. Unless otherwise marked, a signal head is permissive and it is acceptable to enter the block on a "red" indication, provided the engineer stops and then proceeds with caution. If a signal head is marked "A" or "absolute" the

engineer **MUST NOT** enter the block until the signal clears the "red" indication.



## Signal Bridge

In addition, there are three "diverge" points on the track that are easily identified by the presence of a signal bridge. A diverge point allows an engineer to transfer from one track to another. A choice is made, at the approach, by pressing a button next to the track (Fig.1),

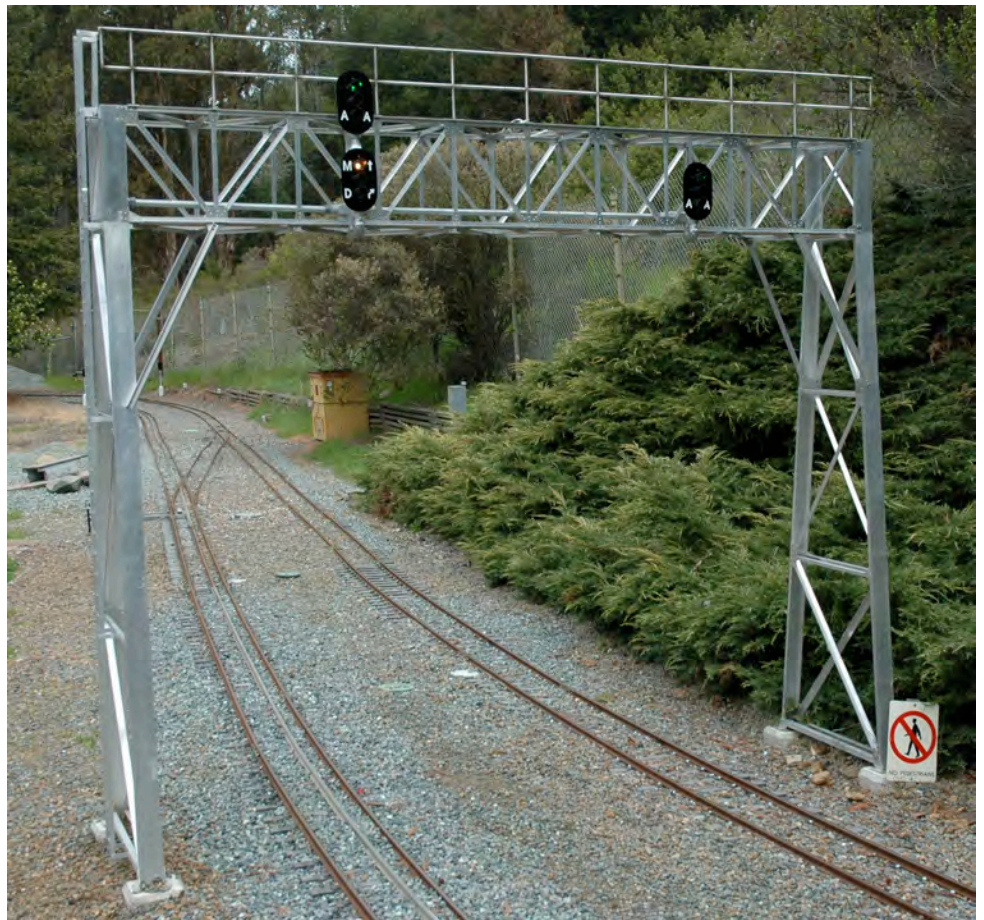


Figure 1

that will change the position of the switch points. Located on the signal bridge are the usual signal heads with three indicators. However, these indicators have a different meaning assigned to them. The upper indi-



cator is labeled as "M" or Main, and the lower indicator is labeled "D" or Diverge, with an arrow (Fig. 2). If the upper indication is illuminated, this will advise that the switch is lined for the Main. If the lower indication is illuminated this will advise that the switch is lined for Diverge. The center indication will display yellow if the switch points are not fully set for a given direction. This will allow the engineer to stop and inspect before proceeding and avoid a derailment. As a safety feature, the "crossover" track has been isolated as a sepa-



Figure 2

rate "protection" block. If this crossover block is occupied, the switch machine is deactivated. This will prevent anyone from throwing the switch while a train is crossing over, causing a derailment. As such, if a train is already beginning to cross, **in error**, the train must back up out of the block to reset the switch to the chosen direction.



Figure 3

## Merge Points

There are several points on the track that are classified as "merge points". These are identified by two tracks coming together as one. Located here are signal stands with one indicator each for both tracks (Fig. 3). A red indication for either track shows the presence of an approaching train on the other track. This red is classified as "E" or Emergency, and **will be obeyed at all times**. This means that the engineer **must** stop and observe all approaching traffic, otherwise a collision is imminent.

Adherence to these rules and policies make for a safe operating environment. Any malfunctions noticed while on the track should be reported to the safety committee.

### *Credits:*

Article & Photos	Rick Zobelein
Bridge Design:	Rich Lundberg
Bridge Construction:	Bill Smith

Observe,  
Decide,  
and  
Proceed,  
with  
Caution

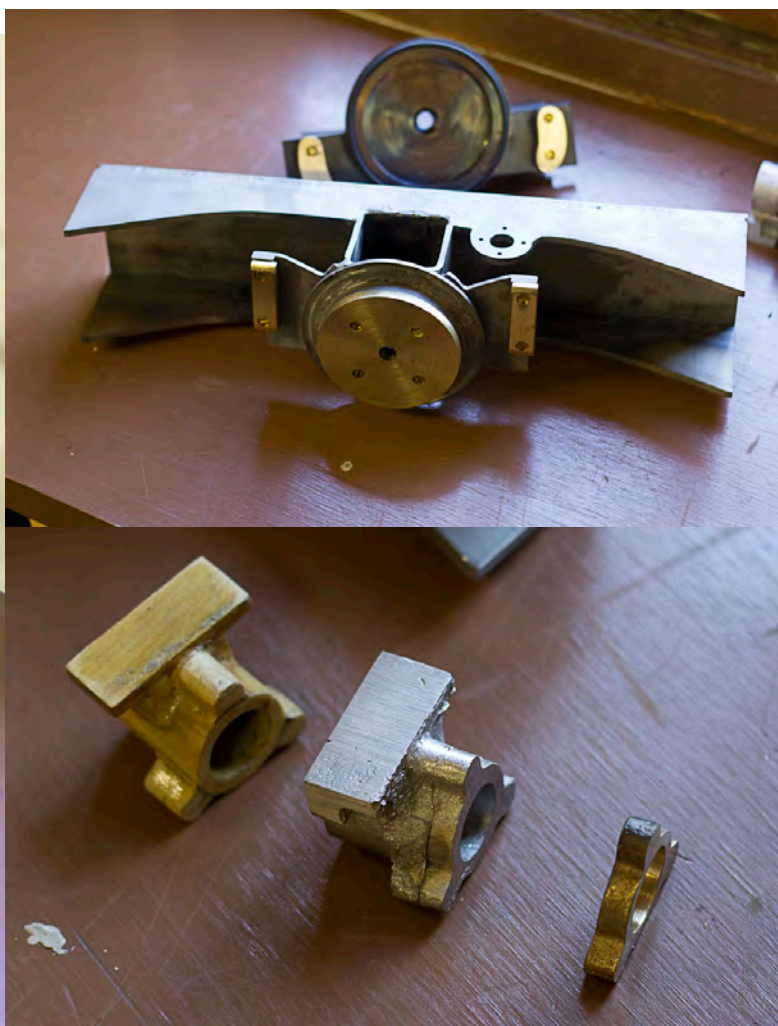
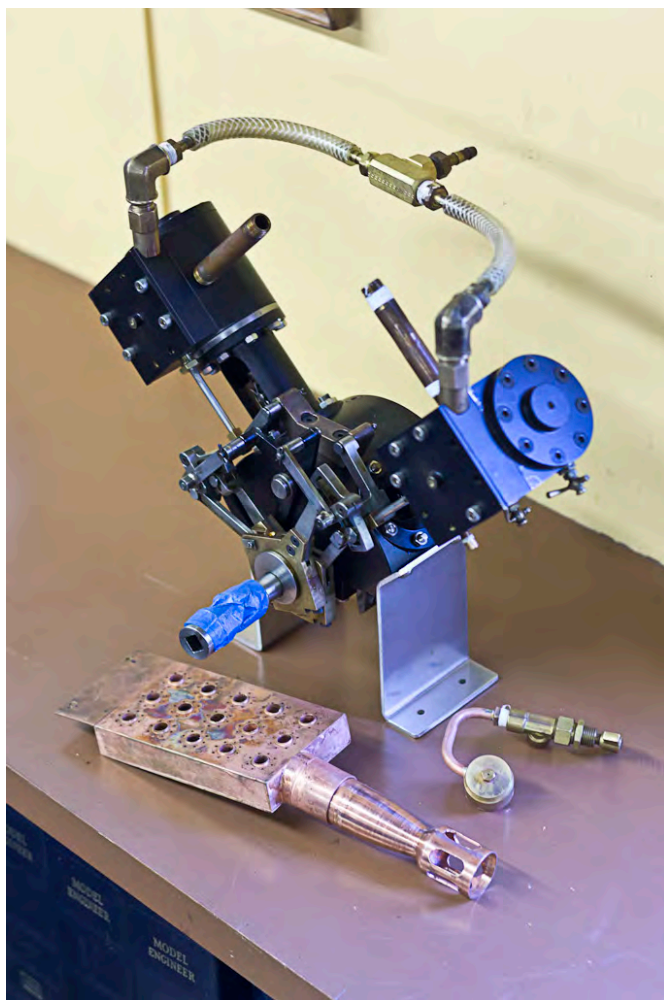
# Bits and Pieces

*Presented by Stanley James*

## April Meeting

Jerry Kimberlin brought one of the two boiler pivots required for the Garrett locomotive that he is building. With Garrett's the boiler is suspended between the water storage unit at the front and the fuel storage unit at the rear, with power chassis under each. This requires that concentric pivoting steam lines have to run through the support point centerline, to avoid relative motion between the weight bearing pivot and the steam pipe. The net result is that the assembly is complex and Jerry has done a fine job with it's design and construction.

Charlie Reiter showed parts of the Heisler locomotive that he is reviving. Having previously shown the resurrected smoke box he brought in the renewed engine, showing it to be in excellent condition. He also brought a burner, fabricated from copper, with a removable gas supply element, a part of which was made by a spinning process. All parts were nicely made, or refurbished, as we expect from Charlie





# *Bits and Pieces*

*Presented by Stanley James*

## May Meeting

Rich Lundberg brought a copy of the Astragal Press catalog, together with one of the books that he purchased from the company, which specializes in books about mechanical processes.

Jerry Kimberlin displayed one of the frames from the Garrett locomotive that he is building, as an example of the water-jet cutting process. A CAD drawing file of the frame was sent to the water jet company, who used it as the input to the machine. Checking the frame, it was clear that this system can produce a perfectly acceptable smooth edge to the cut and remarkably sharp corners at inside junctions. The jet cutting companies can, apparently, provide complete services, including the material, cutting and delivery.

Charlie Reiter showed a true collection of 'bits and pieces' with water-jet cut parts, broken off threaded connectors and refurbished items that will probably be assembled at some time in the future into a workable part of a model!

Mark West showed a very interesting part, produced by a process unlikely to be employed by model makers. The cylindrical part that he showed had been water-jet cut from a much larger example of 'explosion welded' metals, in this case a sandwich of copper between two layers of stainless steel, the total being about four inches thick. Apparently the process involves explosive forces that squeeze the metals together so that they form a molecular junction at their meeting surfaces. Further information can be obtained by going to Google and typing in 'Explosive Metal Welding'. Very interesting stuff!





# Club Meeting and Board Of Directors Minutes

Club meeting called to order on April 15, 2011 at 10:00 AM.

25+ members attended.

A new members was present and he introduced himself as Rick. Welcome Rick, to the club.

Announcements: It was reported that club member Pete Arney has passed away recently. Our condolences goes out the family. Also last month it was announced that former member Steve Booth also passed away. Steve did some videos filmed on our club layout and is available online for those interested.

Officer's Report: President Mark West reported that our East Bay Regional Park District five-year lease agreement is progressing with the East Bay Regional Park District .

The treasurer's report was given by John Lisherness.

The Locomotive Committee report was given by Bob Cohen and he stated that the club Pacific is being work on by Mike Gershowitz. Of the two club Atlantics, the plumbing between the tender and the locomotive is almost completed for one and the other Atlantic brake mechanism is being worked on by Bob. Jim Dameron reported that a new Diesel horn was installed on both club diesels but one of them has burned out. The club is now on the look out for a 12-volt replacement horn that doesn't sound too bad. Rick Zoebelein thought that the club might also look into getting a sound card system that has a diesel horn on it.

The club would like to thank members Bill Smith, Jerry Kimberlin and Jim Dameron for organizing and cleaning up the Shattock Barn work shop and making a futile attempt on the tool shed.

Buildings and Grounds Keeper chairman Rich Lundberg reported that the signaling effort is moving ahead with more wiring being installed but the signal system DC power supply will be temporarily interrupted until a new power supply can be installed. The cross over track by the Shattock Barn is not currently in operation because the switch actuator has 'given up the ghost' and is being replaced with the other type of actuator. The Saturday work day activity is scheduled to replace the last of the old approach track in front of Tilden Station.

Web Site chairman Bill Holland reported that the Call Boy has been up loaded to the ggls.org website and is devising

an encrypted mailing list to prevent spam hijacking so the club is able to notify members about timely announcements. Fellow Web Site committee member Rick Zoebelein is obtaining permanent access rights to the ggls.org domain name so that it becomes available for use by the Golden Gate Live Steamers again. A reminder to members that the Call Boy is kept in the Documents section of the club web site.

Old Business: No old business reported.

April 15, 2012 Board Meeting

Present were Ken Blonski, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee with Bern Holman and Charlie Reiter attending.

Old Business: Bern Holman brought up the topic of the Interpretive Center project and there was more discussion on its current and future situation.

The forward progress made on the 5-year club lease with the East Bay Park District was also discussed. Currently, it is awaiting the Park District's approval about the operation of the public train with 16-year old club members and to lessen the requirement to run the public train "every Sunday weather permitting" to something like "weather and safe operation, equipment & personnel permitting". As soon as the lease agreement is reached with the Part District, the club will then be obligated to begin agreed yearly lease payments.

New Business: Longer term expense planning for the club was brought up. Items like replacement roofing or fixing dry rot for club structures will have to be planned and allocated for. Except for the signal project, the current track work replacement expense is winding down and the Board is looking at year-end recommendations for fund allocation for these types of maintenance expenses.

The issue of club insurance coverage was brought up. One question had to do with liability coverage for members using their private equipment pulling the public train. The other dealt with getting additional insurance coverage for board members. This is being investigated further by secretary Pat Young.

# Club Meeting and Board Of Directors Minutes

Club meeting called to order on May 6, 2012 at 10:06 AM.

35+ members attended on a warm, sunny Sunday.

No new members were present although a guest Dan Barnes was here to pick up an application for membership and long time live steamer Dan Swanson was convinced by Mark West to attend.

## Announcements:

There will be a vote at the June monthly club meeting on the motion that members be allowed the choice to either receive the expanded version of the Call Boy via email or to receive an abbreviated hard copy by mail.

The GGLS Spring Meet is next month on June 9-10th and is being chaired by Mark West. Once again, volunteers are desperately needed to help with the operations and food will be available for purchase from member Jeff Roderick of Jeff's Pit Stop who provided that wonderful cuisine at our 75th Anniversary Celebration last year.

The Small Scale Meet on August 11-12 is being chaired by Jeremy Coombes and perhaps Matt Mason editor of The Home Railway Journal. The meet will host engines and locomotives that will run on 2 1/2", 3 1/2" and 4 3/4" gauge track and it is urged that owners bring down equipment running or not for the event. Please contact either Jeremy Coombes ([jeremy.coombes@aerojet.com](mailto:jeremy.coombes@aerojet.com)) or Matt Mason ([matt@homerailwayjournal.com](mailto:matt@homerailwayjournal.com)) for more information.

Jim Dameron wanted to remind members and guests that donuts and pastry brought to the club are not necessarily free for the taking if there is a donation can close by.

## Steam-related Activities:

The Bay Area Garden Railway Society is hosting an Open House on May 20th at Alameda Co. West of the hills and will be visiting our club and riding the public train. Amy Herman is requesting any member available to please show off any equipment they may have, so please contact Amy ([AmyLHerman@aol.com](mailto:AmyLHerman@aol.com)) for more information.

Ken Brunskil is going to Brisbane, California to do some interesting work on the full size State Belt #4 0-6-0 on May 19th thru the 23rd. Please contact Ken Brunskil ([steamtrout@comcast.com](mailto:steamtrout@comcast.com)) for more information if interested.

Charlie Reiter mentioned that member Eric Maschwitz wanted to pass on that that Maker Faire 2012 is coming to the San Mateo Fair Grounds in San Mateo, California on the 19th, 20th of May. The Maker Faire 2012 is a gathering of enthusiast utilizing the 3D printer environment to express their creativity like creating futuristic armored space suits, robotic musicians, experimental musical instruments, solar powered robot chariot and many others extremely interesting projects. More information can be found on the Maker Faire 2012 web site (<http://makerfaire.com>) and the Bay Area Garden Railway Society Live Steam Group is a "Featured Maker" and is located in Midway 110 if you want to drop by.

Ken Brunskil, John Smith, Andrew Smith and others visited the Swanton Pacific Railway in April to celebrate Al Smith Day to honor Albert B. Smith (original owner and President of Orchard Supply Hardware) who donated the Swanton Pacific Ranch/Railroad to the California Polytechnic State University, San Luis Obispo. The Swanton Pacific railroad is located in the Santa Cruz area and run 1/3 scale equipment on 19" gauge track. More information can be found on their website at [sprr.calpoly.edu](http://sprr.calpoly.edu).

## Officer's Report:

President Mark West reported that our East Bay Regional Park District five-year lease agreement has made no new progress with them.

The Treasurer's report was given by John Lisherness and mentioned that April was his favorite month because of the forms that he has to file with the Federal and State agencies. Details can be obtained from him ([lisherness.john@gmail.com](mailto:lisherness.john@gmail.com)) if interested.



# *Club Meeting and Board Of Directors Minutes*

Secretary Pat Young had nothing to report other than he was absent from last month's meeting because of family vacation.

The Buildings and Grounds Keeping chairman Rich Lundberg reported that the signaling for the outside loop is moving towards completion. Steve Vitkovits has completed making boards for the outer loop and work is progressing to the inside loop. Also the replacement of track with old ties is essentially complete for the outer loop, a major milestone. Finally on the monthly workday the signal crew will continue to work on the signal system and the rest of the work crew will be weed eating, so bring either a gas or electric weed eater to help out.

## Committee Reports:

Locomotive Committee chairman Mark Johnson reported that the club Pacific's boiler was ready for the boiler hydro test and that the locomotive was looking good because of the paint job by Dave and Scott. But unfortunately Bob Cohen later reported that the boiler hydro test was a failure.

Of the two club Atlantics, one has injector problems and the others brake mechanism is being worked on and Jim Dameron reported that the club is still on the look out for a 12-volt replacement horn that doesn't sound too bad.

Roundhouse chairman Michael Smith has put up a sign up sheet on the club house bulletin board for roundhouse occupants to use.

## Old Business:

The club web page and the Call Boy were the two topics of heated discussions among members. President Mark West pointed out that the club web page is a 'work in progress' and asked for patience as problems are solved by the Web Site committee. He requested that any member with web experience and a willingness to help to please contact Web Site Committee members Pat Young (phty95014@yahoo.com) or Rick Zoebelein (rgz48@yahoo.com).

One member was under the impression that the Call Boy was to be emailed as an attachment or a link like other live steam clubs and suggested that this might

make it easier for members to receive their copies.

Another member stated that she wasn't getting the Call Boy for the past 4 months and put forth a motion that the membership should be allowed to choose whether to obtain an abbreviated hard copy or electronic version of the Call Boy. This motion was seconded and will be put forth for a vote in next month's meeting after the membership has been notified about the pending vote.

On a positive note the Web Site Committee is planning to provide hard copies of the current Call Boy at the monthly club meetings as suggested by a member and Amy Herman has volunteered her time in helping out with the mailing of the Call Boy.

No New Business.

## May 6, 2012 Board Meeting

Board members attending were Ken Blonski, Rich Croll, John Lisherness, Rich Lundberg, Mark West, Sheldon Yee, Pat Young

## Old Business:

No response was received from the East Bay Regional Park District's (EBRPD) to our proposed changes to the club lease with regards to 16 year individuals running the public train. As soon as the lease agreement is signed off, the club will be obligated to begin lease payments to the EBRPD.

The Board discussed the future of the club Pacific locomotive, based on its overall condition and the current boiler leak and it was decided to remove the boiler from the engine frame and give it to John Lisherness for a more detailed inspection. Help will be enlisted with the boiler dis-assembly.

Rick Zoebelein then gave a quick update on the rolling stock. The yellow riding cars now have a modified brake system so they will operate on some positive air supply.

The Web Site Committee recognizes that there is confusion among many of the members. The major issue is that typing in 'ggls.org' to get into the club web site no longer works.

# *Club Meeting and Board Of Directors Minutes*



This is a domain name ownership problem and the club is actively working to transfer ownership to the club. The Web Site Committee apologizes for not informing the membership of the fact and wants to reassure that club web site is still there and need to use the following name to get to it:

goldengatelivesteamers.org

And Web Site members, Pat Young and Rick Zoebelein welcome comments and questions concerning the web site.

The timely delivery of the May issue of the Call Boy is poor due to in large part to the week long delay in delivering of April club and board minutes to the editor because of a family vacation. Secretary Pat Young would like to profoundly apologize for this inconvenience to the membership. The Board has heard the inputs, suggestions and complaints about the Call Boy and will immediately begin addressing these issues. The delivery of this issue of the Call Boy should be an indication of the progress made toward that goal.

## New Business:

The Board approved a request by a member to borrow a piece of 4 3/4" gauge equipment for a day.

The Board passed a motion to appropriate funds of \$200 to purchase the yellow jack hammer that is frequently seen being used during work days from Mike Collins.

The club insurance is due next month and the Board has accepted it. Also a motion was passed to add liability coverage for directors & officers to the policy if possible.

A Board member thought that the monthly club meetings were becoming boring and thought that a survey of the membership on what they would like to see during or after the meetings would be interesting. Ideas and comments maybe solicited in future meetings.



# *Classifieds*

## *Wanted*

**WANTED:** CANNONBALL MACK LOCOMOTIVE: Active GGLS Family looking for a new or used Cannonball Mack or Super Mack to purchase. Do you have a battery powered 4 wheel Mack locomotive that you no longer use or have outgrown it, and wish it to go to a good home and stay within the club? If you do, please give us a call at the below number. Any locomotive offered will be considered-running or not. Please state price and condition.

Michael B. Smith at (650) 615-0475

**WANTED:** Metal cutting bandsaw, 4x6 or larger, VFD, any scrap metal you do not want, and any misc. tooling you no longer want to keep around.

Bill Holland (415) 758 8431  
wjh308@gmail.com

**WANTED:** Steam Wistles

I am looking for antique steam whistles of real locomotives. primaraly a lunkenhimer 3 chime like on cass shay number 4, but im open to any other type of wistles availble. also im interested in train horns and if anyone has any they they are willing to sell, please call 16506760118 in the evening or if you are there on sunday, im the teenager with the 0-4-0 with the slopeback tender. im willing to pay a resonable price. thanks

Chris Smith

# Classifieds

## 7.5" New Hudson

This new Hudson 7 1/2 " gauge is ready to run . Engine was never completed by original builder . It has a steel boiler tested to 250 lbs. Safeties set at 120 & 125 . 1ea Super scale injector ,RR Warehouse 2 piston axle driven water pump, and a 12 volt RV electric water pump. 50 propane burners provide the heat. Fire up time at a slow pace runs about 30 to 40 minutes. New tender is constructed of all Galvanized sheet metal. It was then sealed with gas tank sealer. Air brakes provide instant stopping. Propane controller is at finger tips on front panel of tender along with water to engine axle pump ,Headlight (working) switch ,electric water pump momentary switch, Brake valve, water to injector. The only 2 valves on the turret are the blower and injector steam line. Engine and tender have working brakes. Automatic cylinder drains are from JD Locomotive Works. Some detail has been added like the turbo generator and the air pump (both dummy's) . False panels surrounding fire box were added for detail showing stays and rivet detail. The propane tank is a new 30 gallon tank with level gauge installed in it. It has 2 working blow down valves .Combined weight is about 900 LBS. (Dry). Engine has about 3 hours running time on it with no issues at all. Delivery on the West Coast is possible . Asking 30,000\$

Please contact Bob Morris [postwarbob@sbcglobal.net](mailto:postwarbob@sbcglobal.net) or 925-240-9034



PLATE XV.



# Classifieds

## 4+4 Beam Engine

FOR SALE - 7.5" gauge 4+4 Beam Engine built by Bill Conner in 2000. Propane fired 12" diameter vertical steel boiler with 306 3/8" copper fire tubes. Engine is a 2x2.75" double acting twin driving eight 4.375" diameter wheels through a 20% overdrive. More than enough power to haul a train with 11 preschool children and 11 adults and enough speed to run away and hide. Engine weighs over 400 pounds, RTR. Four chime whistle, lights for night running, pneumatic brakes on engine and tender and a working sander. Carries 13 gallons of water and 12 gallons of propane. Reason for sale - Engine runs fine, I'm running out of steam.

Asking \$12,000/reasonable offers considered. Suggest pick-up from Reno, NV area or I can deliver (Western US only) for \$1.25/mile, one way in advance, NON REFUNDABLE.

Contact me at [steamboatbill@sbcglobal.net](mailto:steamboatbill@sbcglobal.net) or (775) 674-6512 for additional details.

Bill Cody





# Classifieds

## 1.5" Scale Gondola Car - New Lower Price!

FOR SALE: 1 ½-inch scale detailed gondola car with Winton's fully sprung Bettendorf trucks. Over 6-feet long and made from aluminum/steel castings and plate. Perfect for hauling a family around the track or at your home railroad. Car is perfect for mounting a propane tank for propane fired locomotives while seating 1-2 passengers. Gondola may be viewed at GGLS most Sundays-please call to schedule. Asking \$850-will consider reasonable offers. Michael B. Smith (415) 558-4536

