

the TAMR HOTBOX

Official Publication - TEEN ASSOCIATION OF MODEL RAILROADING

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September 1970

RJ&TP-4



NATIONWIDE SHIPPING TIE-UP! This was the scene at the Milwaukee Road freight yards just 24 hours before truck drivers all over the nation walked off their jobs early last spring. The long and bitter strike that was destined to cripple deliveries in all 50 states began to show its first signs in this yard, whose rails are not normally visible because of all the rolling stock parked on them. The shot looks west from the 27th St. viaduct in Milwaukee, where photographer Harry Bruskevitz (a friend of the publisher) snapped it using his Swedish Hasselblad camera and 2.8 lens. Photo courtesy of Dick Wagle.

From the Cab...

by Richard Jahn, Acting Editor

As a substitute for Tom, I got a taste of what it is like to be editor, and I must say that Tom has done a tremendous job this year. I consider it lucky that this issue got out at all. It has been mass confusion, but even with all the work it still is a pleasure because you hear from many members.

Again I am going to make a plea for photo negatives (black & white), especially if you want your photo on the cover. Other considerations for the cover photo are:

1. Image focused; sharp and clear
2. Subject centered vertically and horizontally
3. Prototype preferred

You will notice that nominations for next year's officers are due now. As I understand, we are an issue late with the election procedures, but this September issue should arrive before last year's July issue made it to you a year ago.

Now to a bad subject: money. The TAMR should have a dues hike from \$2.50 to \$3.00 because of our financial situation. Fortunately, at least one time

this year we just made it with the help of contributions, foremost being Dick Wagie's time in publishing our HOTBOXes and his mailing the July issue at his own cost. The other big contribution was President Johnson's \$15.00 to help pay for the postage on the May issue. Also, in the future foreign (overseas) issues will be mailed FIRST CLASS, and not AIRMAIL, as has been the custom. When mailing the HOTBOX to them it costs \$3.60 per year alone via airmail.

Since they pay only \$2.50 it means that the rest of the members must make up the difference (\$1.10) in postage, PLUS pay for the overseas HOTBOX subscriptions! For this reason, airmail mailing to overseas addresses has been stopped.

I will be going to college soon and this will terminate my TAMR activities, but I will try to write some articles for the HOTBOX.

My wish for the future is that the HOTBOX will remain the first-class publication it became this year. I also hope that next year's officers are more united and get along better than this year's staff did.

President's Letter

It's election time again and the nomination sheet appears in this issue of the TAMR HOTBOX. We intended to have it in the last issue but there was some mixup on my part. To make up for the delay I want to have a speedy election. SEND IN THOSE NOMINATIONS! I am not running for re-election because I will be starting college next fall and the next term would run into it.

Richard Jahn, our circulation manager and temporary editor, has told me that our friends across the Atlantic should be paying more dues because of the postal charges. Also the associate members' dues should be equal to the regular members' dues because both receive the same material benefits and both cost the TAMR just as much. I would like to know the membership's opinion on this. Please write directly to me:

JOHN JOHNSON
456 Tennis Ave.
Ambler, PA 19002



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to the first ten people who
write to me. Everyone who writes
gets a passenger timetable
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Steve Harper
330 S. Middletown Road
Media, PA 19063

Credit Where Credit is Due

by Jay Franklin

As treasurer of the TAMR for the past year, I have had a front-row seat of all the TAMR has done. There are many things which I believe the general membership of the organization has missed.

First, I'm sure many have been aware that the TAMR suffered a loss in membership and thus a loss in finances. I'm happy to report that these two matters have been on the road to recovery in the past month or two, and I hope they will continue to recover. We badly need more members, not an increase in dues. An increase in dues will only make a few people pay for the TAMR, while more members would allow each member to pay a smaller share. That means that everyone needs to get with it and start a good old-fashioned membership drive. Don't get me wrong: the TAMR is in no way about to fold up and go bankrupt. At the time of this writing (August 13) we have \$80.53 in the treasury, which is far better than we had at our lowest point, which was \$12.50 on June 12. Come on, fellows. Let's pull together and keep the TAMR going strong!

Second is something which is very important to an understanding of how the HOTBOX is published. In past issues, you've heard and seen pictures of hard-working editors and circulation people. I think someone has been forgotten. That someone is Dick Wagie. Sitting where I do, in the Treasurer's office, I know firsthand what Dick is doing for the TAMR. Dick not only offers us his time by getting the material the

editors send him ready for publication (further editing, typing, art and layout), but he also does all the camera work for the HOTBOX through Data Listing, Inc. (where he works) on his own time, thus saving the TAMR many dollars. To top it all off, Dick did the mailing on the July issue so it would get to everyone in time, and that the articles on the Convention wouldn't be wasted. As Treasurer, I know Dick has also done many other things for the TAMR free. Certainly we should give some credit where credit is due: Dick, thanks for a job well done!

Lastly, I want to say goodbye to the membership of the TAMR. I will be 20 years old next year and I think it's about time some younger fellows take over the reigns. I'll probably hang around for a while as a member, but it's time some new officers try their hands at running the TAMR. So, whatever you do as a member of the TAMR, remember to vote for capable people to lead the TAMR through another year.

This letter's purpose is to say goodbye and shed some light on things I believe the membership may have missed. If I have offended anyone, I am very sorry, because that was not my purpose. I only hope we can continue to find capable hard-working people to steer the TAMR.

Sincerely,

JAY FRANKLIN
TAMR Treasurer

Interchange

FOR SALE: Modern HO rolling stock and locos. Write for large sale list. Jay Franklin, 2001 W. Randolph, Enid, Oklahoma 73701.

WANTED: Used airbrush in good condition. Steve Harper, 330 S. Middletown Rd., Media, PA 19063.

FOR SALE: Modern HO cars. Send SAE for list to Lloyd Neal, 982 Abingdon Ct., Stone Mountain, GA 30083.

WANT: 1880 era steamers and cars. Slides or photos of steamers wanted. Rick Perry, Hurtsboro, Alabama 36860.

FOR SALE: HO standard gauge equipment. Line converting to HO_{n3}, so HO must go.

1 Athearn SD45 Excellent	10.00
3 Athearn Hustlers	1.75@
1 Mantua 4-6-2	10.00
1 Rivarossi BL2	5.00
1 Mantua F-9	5.00
4 Mantua Pass. Cars	1.50@
1 Athearn Strmln. Obs.	1.50
1 Athearn Std. Coach	1.50
8 Assorted Frt. Cars	1.00@
9 Sections Atlas 22" rad.	0.10@

POSTAGE AND INSURANCE EXTRA!

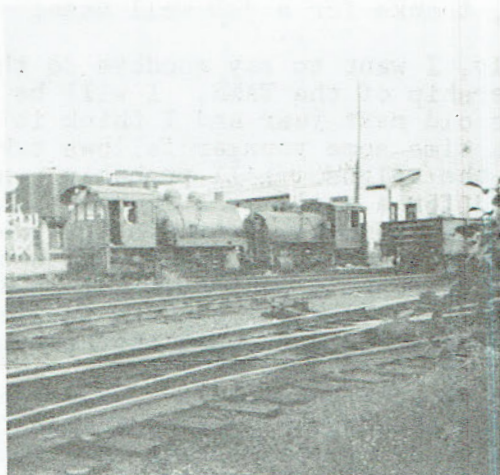
Write: Dan Finch
309 N. Maple
Eureka, KS 67045

City Industrial Line

by Ronald St. John

Here in New Haven, where I live, I can watch switchers and crews make up trains in small sizes of about seven cars. I live right down the street from a small seven-track storage yard of the former New Haven. The yard was originally privately-owned by the industries along the line. All the mainline is in the street. But the yard is the normal style of exposed track on ballast, the ties are dated 1916, probably the last time the yard was maintained.

All these industries paid for care and service of the line. Steam engines



TWO 0-4-0 STEAM DUMMIES in the yard. The larger has been saved. Photo by Ronald St. John.

never did the switching because it was electrified by the trolley company. For this reason the industries used electric switchers of their own. But since the trolley company owned the overhead, the industries were not allowed to bring in freight cars or run their engines on the line during the day.

This was because the trolley company had a carbarn along the main track which was used all day long by the trolleys. Because of this, use was not allowed until after midnight each day and until some early hour in the morning.

During the early hours of the morning, the industries were always busy getting fully-laden cars to unload or send empty cars back to be picked up

by the New Haven Railroad. Though many companies were on this line, very few owned engines, for if they did it would get very crowded on the one-track mainline. Instead the locomotives were jointly owned by all the industries. So during the early morning, engines using overhead power were supplying industries with their needed supplies and were removing empties to be picked up and shipped on the New Haven Railroad.

Then when it became easier to ship products and materials in by truck, the railroad was slowly abandoned. Of course, not all companies used trucks, for some still relied on the rails. But then when the time came in which the trolleys began to disappear, the line was semi-abandoned, being used only by the few faithful industries that preferred rails over trucks. But the upkeep of such a line was difficult and help was needed.

It was then that the New Haven Railroad purchased the right-of-way. Now the industries were supplied with direct rail service which was done by New Haven diesel switchers. Many companies used the service and still use it today. The major industries are a brewery, a pipe company, a shipping company, a DuPont plant, a dry ice and coal company, another beer shipping house, a plasterboard manufacturer and three scrap iron companies at the end of the line. All, as of 1970, still depend on the rails. Back around 1965 the line still had the two original diesel switchers which were used daily and when 5:00 came they were both parked in the storage yard until the next morning when they were started and began their daily work again. This style engine was similar to an Alco 415 style engine in shape but its builder and other details I do not know because all three have been taken out of service due to mechanical breakdown. The engines used in this part of the Penn Central's system are typical switchers purchased by the New Haven back in 1945. These too were once stored in the seven-track yard at night but now are in constant use. To this day no engines have been stored in the yard for the past 18 months.

Don't Forget To

SEND IN YOUR NOMINATIONS!

Narrow Gauge Department

Slim Gems—for the Narrow-minded

PLEASE ADDRESS ALL COMMENT TO:
David Johnston
or
Dan Finch

Scarcely right after it has gotten started, this column has already changed its format with the addition of another writer who is well-versed in narrow-gauge facts. This person is Dan Finch, who, I'm sure, is already familiar to many of you. Dan and I are going to work together to try to make this article more interesting. Dan will probably concentrate mainly on the MODELING aspects of narrow gauge, while I will make drawings and write about prototypes. This, however, may not always be a set rule.

As I write this, I have just come back from a vacation trip to the fabulous state of Colorado and a visit to the D&RGW narrow gauge at Durango. Dan wrote a lengthy article about the SILVERTON train last year in the HOTBOX, so I won't elaborate on it any more here. But I will say that the trip is as good as it has ever been, and is probably better. It is without a doubt the finest steam trip in the country, and is well worth whatever it takes to ride it. One bit of advice: if you do plan to ride the narrow gauge, make ticket reservations at least a week in advance. The passenger load is running especially heavy this year and is expected to pass the 100,000 mark before the season ends.

Some of you may have been wondering about the fate of the Alamosa-Durango-Farmington narrow gauge lines of the D&RGW which were up for abandonment. I have kept up with the proceedings for several months, but have hesitated to announce them here for fear that the uncertain schedule of the HOTBOX might make them obsolete by the time the issue was out. One recent development, however, seems pretty solid. About the first week of July, 1970, the states of Colorado and New Mexico paid the D&RGW \$290,000 apiece for the narrow gauge segment from Antonito, Colorado to Chama, New Mexico, a distance of about 65 miles. This section was purchased at scrap value and is the line which crosses Cumbres Pass. The deal supposedly includes over 100 cars of various types, both freight and Maintenance of Way, and six engines (2-8-2's) of the K-36 and K-37 classes. If the states intend to run passenger trains (and they undoubtedly do), cars to carry the tourists will have to be built or purchased from some other source. The D&RGW currently uses every bit of its passenger rolling stock on the profitable SILVERTON train. The future of the rest of the narrow gauge is still in doubt as of this writing, July 1970.

Narrow Gauge Modeling

by Dan Finch

"Getting Started in Narrow Gauge"

An article that was a regular feature of the now defunct West Coastal Region EXTRA appeared under this name, written by ex-TAMR president David Neumann. I had planned to make it a regular feature in the HOTBOX, but David Johnston and I are going to have a regular feature on narrow gauge together.

The first step in building a narrow gauge line is to decide what prototype to model. There are many different gauges of narrow gauge used in the United States, 3-foot gauge being the most common, with 2-foot and 3-foot 6-inches following closely behind. There were narrow gauge traction and trolley lines as well as even a few

narrow gauge diesels. Narrow gauge lines hauled lumber, mining products, and agricultural products, as well as the average run-of-the-mill supplies.

Narrow gauge was used because the small locomotives could conquer steeper grades (4% grades were common) as well as sharper curves (30° curves were common). A slim-gauged line could twist its way up a narrow canyon where much fill, rock work, and tunneling would have been necessary for a standard gauge line. As a result, most narrow gauge lines had more curves than Sandy Cofax and Raquel Welch put together.

Continued Next Page.

NARROW GAUGE MODELING, Continued.

Slim-gauged motive power differed greatly from the standard-gauged iron monsters. The slim-gauged iron ponies were squat and low-driven and had raw strength instead of beauty. These engines could sometimes hit 30 and 40 MPH, but usually 15 MPH was top speed and the average speed was between 10 and 13 MPH. It has been said that with narrow gauge, there was always one more mountain to cross.

Several gauges under 4-foot 8½-inches were used in Colorado, Utah, and New Mexico. I have made a study on companies that used narrow gauge, and here are my findings:

<u>TRACK GAUGE</u>	<u>NUMBER OF COMPANIES</u>
3'6"	9
3'0"	87
35"	1
2'0"	3
20"	2

Many of these lines were industrial lines. I will discuss each one of these gauges.

The nine 3'6" companies were located mostly in or near Denver as interurban and trolley lines. Four of these lines became part of the Metropolitan, later the Denver Tramway. The Denver & North Western hauled coal from mines near Leyden for the Denver Tramway's powerhouse, which now houses the Forney Museum of Transportation. The Denver and Intermountain took over the operations of the D&NW in 1950. It disappeared in 1952, along with the Denver Tramway, which turned to buses (hiss!).

Among the 3' gauge lines, the most famous are the Denver & Rio Grande Western, the Rio Grande Southern, the Florence & Cripple Creek, and the Col-

orado & Southern and its predecessors, The Denver, Leadville & Gunnison, the Denver, South Park & Pacific, the Union Pacific, Denver & Gulf, and the Colorado Central.

The better-known of the two 2' gauge lines is the Gilpin Tramway, later the Gilpin Railroad. It was a line that was located in the Central City-Blackhawk area, and hauled coal to and ore from the mines, using only Shay locomotives. The other 2' gauge line is a newcomer, the Cripple Creek & Victor, presently being built on the old Midland Terminal road between Cripple Creek and Victor.

To say what locomotives to use depends on the locality, the prototype, and the period. I have made another study, and out of a total of 587 3' gauge locomotives that were used in Colorado, Utah, and New Mexico, here is the distribution:

<u>No. Used</u>	<u>Type</u>	<u>No. Used</u>	<u>Type</u>
2	2-6-6-2T	28	4-4-0
1	0-4-4-OT	1	2-4-4T
6	2-8-6T	4	2-4-0
47	2-8-2	2	0-4-4T
263	2-8-0	4	0-4-0
5	0-8-0	23	0-4-OT
30	4-6-0	2	4whl. Dsl
19	2-6-6T	21	2trk.Shay
77	2-6-0	2	3trk.Shay
2	0-6-2T	1	3trk.Clmx
10	0-6-0	1	2trk.Clmx
19	0-6-OT	8	Gal.Geese

There were, in addition, nine locos whose identification is unknown.

Locomotives on the 3'6" gauge lines were steam dummies in the early days, and, in later days, electric.

I can't say what this article may lead to; I just don't know. We'll just have to see.

Preserving the Narrow Gauge

by Dan Finch

Great News! Part of the San Juan extension of the D&RGW will be saved, but there is still some whose future is still under speculation. The segment to be saved is the 65 miles from Antonito, Colorado, to Chama, New Mexico, via Cumbres Pass.

The states of Colorado and New Mexico have set up a railroad authority to purchase and operate the narrow gauge. Each state has appropriated \$295,000 (totaling \$590,000) for the railroad authority. The scrap price of all the narrow gauge to be abandoned (not in-

cluding the Silverton branch) is \$1.3 million. The railroad authority has purchased from the D&RGW 65 miles of track, 10 locomotives (6 K-36's and 4 K-37's), 31 gondolas, 10 dump cars, 39 boxcars, 4 reefers, 2 stockcars, 1 caboose, 3 flangers, 2 rotary plows, the Jordan spreader, 4 water cars, 17 other box and flat outfits, and lots of parts, tools, and shop machinery. The dual gauge track from Alamosa to Antonito plus the Antonito yards and wye are not included in the deal. The entire deal cost the railroad authority \$558,900.00.

PROTOTYPE GALLOPING GEESE

by Dan Finch

No doubt some of you have seen pictures of the modern "High-Rail" cars used by most railroads today for inspection. For those of you who don't know what I'm talking about, a high-rail car is a regular automobile or truck that has flanged guide wheels that can be lowered or raised so that the vehicle can be used on both tracks and roads. The earliest ancestor to this is the old Model T speedsters, but a more colorful ancestor is the Galloping Goose.

The Galloping Goose was actually developed by the Rio Grande Southern during the 1930's. The line was trying desperately to survive among rapidly decreasing revenues. The Geese were held together by bailing wire, spit, bubble gum, a few prayers, and lots of profanity and sweat.

Probably the direct ancestor of the Galloping Goose was the railcar that the Silverton Northern built around 1918 and named "Casey Jones". According to local belief, it was powered by a Cadillac motor. For a while, it was the official car of the Sunnyside Mine. It was left at Eureka (Colorado, that is) when the rails were taken up in 1942. In 1945 it was moved to Silverton and displayed near the highway junction. In 1958 it was moved to the Durango shops, reconditioned, and displayed in the private car enclosure. In 1965 it was returned to Silverton and put in the San Juan Museum, where it is today.

In either 1932 or 1933 the Rio Grande Southern built a Galloping Goose for the San Cristobal Railroad, which took over the operation of the Lake City Branch of the D&RGW. This Goose was a 3-truck model with a Pierce-Arrow

limousine body and a box trailer. The San Cristobal Railroad failed in 1934 after operating for only one year, and the single piece of equipment, the Goose, returned to the RGS.

In 1931, the RGS built its first three of what later turned out to be one better than a gaggle of Geese, there being at least six Geese in a gaggle. Two 2-truck Geese and one 3-truck Goose were built in the RGS Ridgeway shops, and numbered 1, 2, and 3, respectively. The two 2-truck Geese were built using old Buick sedan bodies and miscellaneous railroad parts. The single 3-truck Goose was built using a Pierce-Arrow limousine body. Goose No. 1 was retired before 1938, and was probably cannibalized for spare parts. No. 2 was slightly larger than Goose No. 1, and saw several years of service, being retired in 1942. Geese Nos. 4 and 5 were identical to No. 3, the 3-truck Goose, and were built in 1932 and 1933, respectively. Goose No. 6 was a 2-truck model assigned to M of W work, but little is known of its history save its builder's date of 1934. Goose No. 7, the last to be built, was identical to Nos. 3, 4, and 5, except that its box trailer was 25" longer and it had a Ford V-8 engine. Nos. 3, 4, and 5 had Pierce-Arrow engines, and Nos. 1, 2, and 6 had Buick six cylinder engines.

The Geese managed to keep the RGS going. They carried passengers, LCL freight, and express over Lizard Head Pass and across the trestles of the Ophir Loop for years. In 1946, Geese Nos. 3, 4, and 5 were modernized with bus bodies and war-surplus GMC engines.

Continued Next Page.

PRESERVING THE NARROW GAUGE, Continued.

There are still 156 miles of NG rail left to be saved. The track from Chama to Durango is 108 miles and 58 miles on the Farmington branch. The possibility of it being made into a national park is rapidly diminishing, and the railroad authority probably won't get any more state money for a while. Therefore it is up to US to help. Each one of you can make a donation. For each donation greater than \$10.00, the donor receives a conservation bond and two tickets to ride on all or any part of the NG that will be preserved. Therefore, if you send in at least \$10.00, you will get to ride from Antonito to Chama when they start operating. I have gotten a

conservation bond and tickets and so has David Johnston. Address your donations to:

Colorado Society for the
Preservation of the Narrow
Gauge, Inc.
Box 2000
Englewood, Colorado 80110

Each donation is tax deductible, too. So let's cut back on the bubble gum and cokes and get your donations in. Long live narrow gauge!

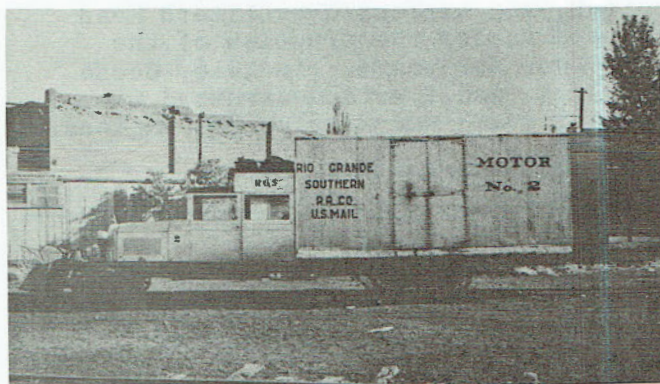
Modeling the Galloping Geese

by David Johnston

Ever since I became interested in narrow gauge railroads I have always been fascinated by the Galloping Goose railbuses of the Rio Grande Southern. And likewise, ever since I developed this interest I was determined to build a model of one of these unusual vehicles. I soon found out that this is much easier said than done.

I'd had some previous experience at scratchbuilding wooden freight cars, so I figured I was capable of tackling this venture. Nevertheless, I was going into the project quite blindly, and made several false starts before I finally got headed in the right direction.

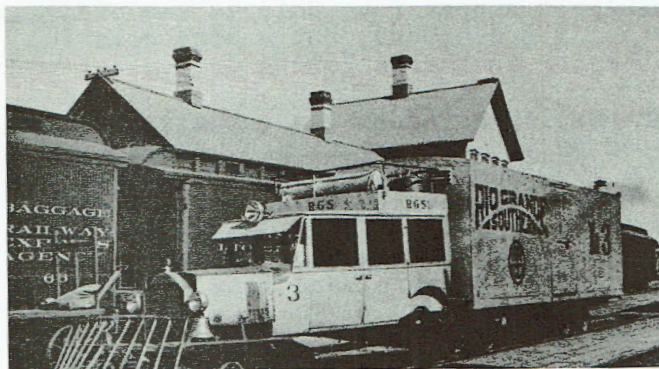
The first order of business in building a Galloping Goose model is to decide which prototype to model. At first glance, the Geese may appear to be pretty much alike, but actually some of them were quite different. Dan Finch, in his article "Prototype Galloping Geese", outlines the major differences between the various models, so I will mention only odds and ends of details of which the modeler should be aware. RGS No. 1 was the most short-lived of all the Geese, and is therefore the least extant in history books. The scarcity of photos and data of this first Goose would make it pretty hard to build an accurate model. This first bus was similar to No. 2, but was smaller.



TWO-TRUCK GALLOPING GOOSE No. 2 at Durango, Colorado in 1940. Photo: John W. Maxwell.

Of all the Galloping Geese, No. 2 would probably be the easiest to model, mainly because of its simple construction. There is one less truck assembly to

make, and the passenger section doesn't have too many complicated curves in it. The only thing that might cause trouble in modeling No. 2 would be its small size. It would probably take some work to get a motor and drive inside an HO N3 model, but it could be done.



PRE-WORLD WAR II APPEARANCE of three-truck Geese with Pierce-Arrow passenger body after fenders were removed. No. 3 shown here at Durango, Colorado in 1941. Photo: John W. Maxwell.

Continued on Page 10.

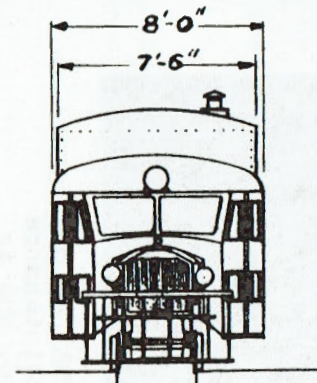
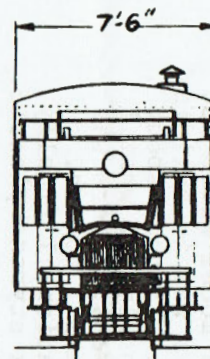
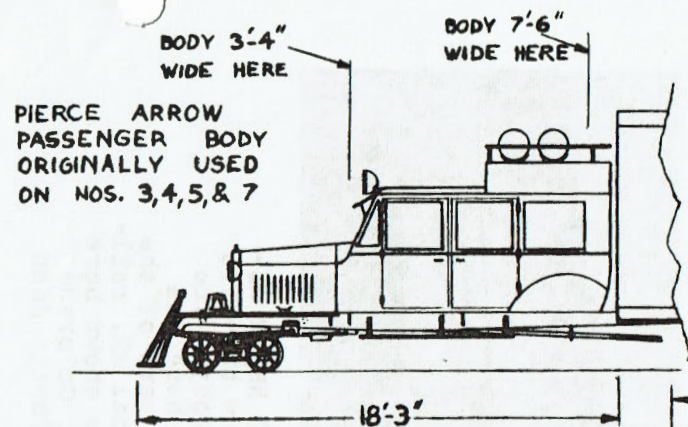
PROTOTYPE GALLOPING GEESE, Continued.

In 1947, Goose No. 7 also received such a GMC engine, but it retained the Pierce-Arrow body until it was scrapped. In 1951, when time for the RGS had just about run out, the express compartments of Geese No. 3, 4, 5, and 7 were converted for passengers with seats from Denver City trolleys.

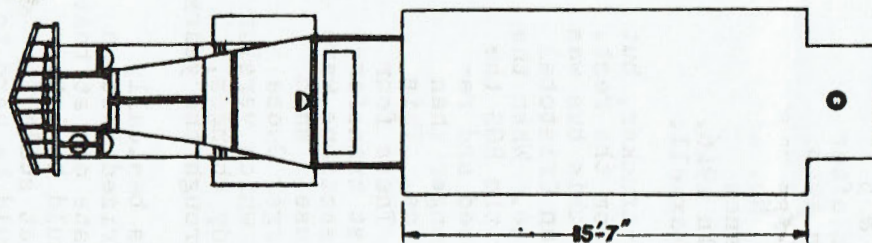
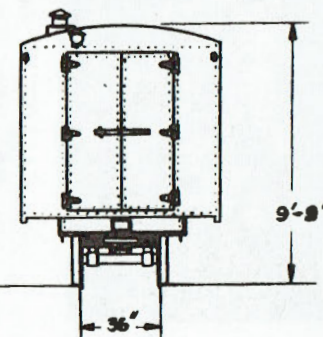
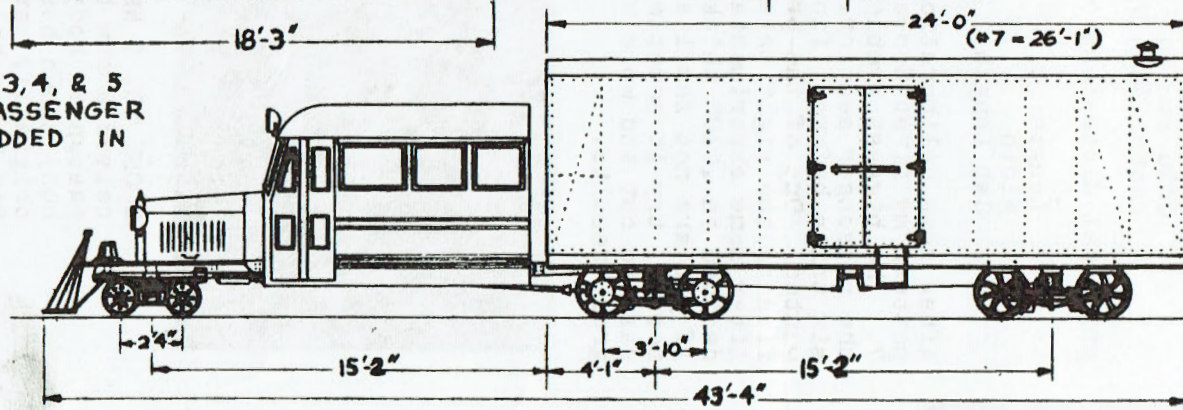
Today Goose No. 2 is on display at the Colorado Railroad Museum at Golden. Goose No. 3 is on display at Knott's Berry Farm in California. Goose No. 4 is on display at Telluride, Colorado. Goose No. 5 is on display at Dolores, Colorado. Geese Nos. 6 & 7 were scrapped at Rico, Colorado, by Brinkerhoff Brothers.*

Maybe the Galloping Goose, originally termed "Motor," was the product of an overactive imagination, but it has become a well-known Colorado legend.

*Note: Apparently, Goose No. 7 was not scrapped immediately, because it was used again in 1955 by the Brinkerhoff firm to help dismantle part of the D&RGW narrow gauge line west of Gunnison, Colorado.

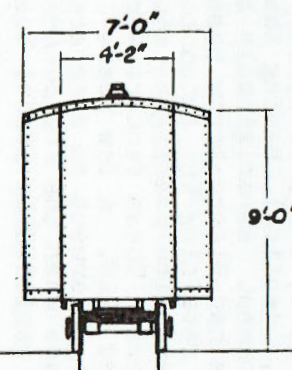
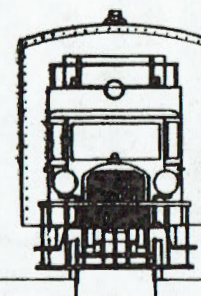
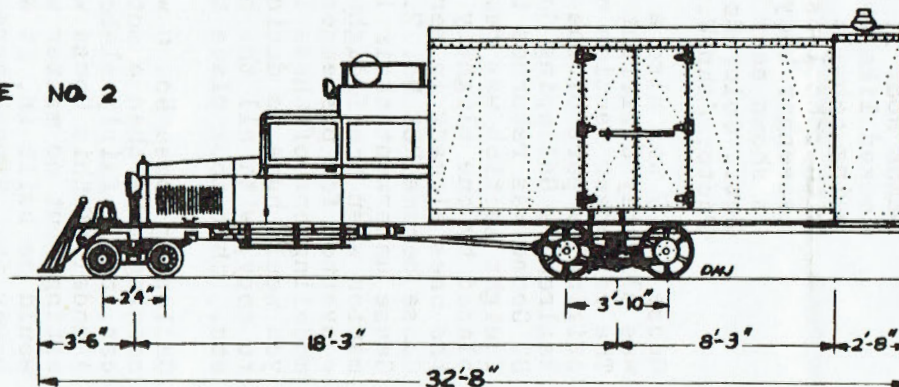


GEESE 3, 4, & 5
NEW PASSENGER
BODY ADDED IN
1946



HO SCALE : 3.5 MM = 1 FOOT

GOOSE NO 2



RGS "GALLOPING GOOSE" RAILBUSES
DRAWN : D. JOHNSTON 8-70

MODELING THE GALLOPING GEESE, Continued.

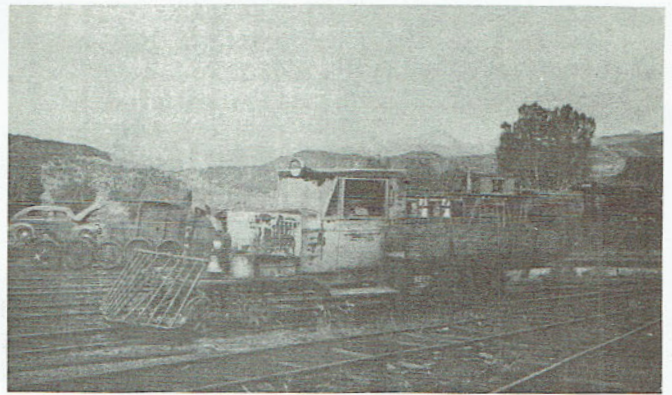
The 3-truck types, Nos. 3, 4, 5, and 7, were the longest-lived Geese, and understandably saw the most variations. Nos. 3, 4, and 5 were, for the most part, identical, having the same specifications. As originally built, these buses had Pierce-Arrow passenger bodies, retaining the automobile front fenders with headlights mounted on the fenders. These fenders were removed around 1940. A few years later these Geese underwent an even greater change of face when the Pierce-Arrow bodies were replaced by school bus-type bodies.



GEESE NOS. 3, 4 & 5 looked like this after being rebuilt in 1946 with schoolbus-type passenger body. No. 4 is shown near Vance Jct., Colorado in 1946. Photo: John W. Maxwell.

Goose No. 7 was also a 3-trucker, but was slightly different from the rest. The passenger section of this bus was originally part of the San Cristobal Railroad's Galloping Goose. When the SC Goose was returned to the RGS the freight section was removed and replaced by one slightly longer than the ones already in service. This Goose became RGS No. 7. These four Geese underwent their last transformation when the freight sections were converted for passenger use. When modeling one of these larger Geese you would have to decide which version to copy, with all the body changes, etc., that took place through the years.

Galloping Goose No. 6 was basically nothing more than a motorized section car, but a fairly elaborate one at that. A model of this Goose would be interesting, but no matter what scale it would be built in, it would be hard to power it. Since there is no freight body in which to conceal it, the motor would have to be placed in the operator's cab, which then opens the question of how to gear it to the wheels. Some



GALLOPING GOOSE NO. 6 was used in maintenance of way service, and is shown here at Ridgeway, Colorado in 1946. Photo: John W. Maxwell.

principal dimensions of No. 6 are:

Length 25' 8"
Width 7' 1"
Cab Length 13' 8"

After some deliberation, I decided to pattern my first Goose model after No. 7. The biggest problem was in building the passenger section. It took about six tries before I finally got what I wanted. One of the problems here was finding the right material to use. After some experimentation, I finally decided on .010" thick styrene plastic. If you are not familiar with this material, try it sometime. It is very easy to cut and work with, and produces great results.



GOOSE NO. 7 NEVER RECEIVED a new bus-type passenger body. The body shown here was originally part of the San Cristobal RR. railbus, and is shown here at Dolores, Colorado in 1947. Photo: John W. Maxwell.

On a model such as this, the appearance can be greatly enhanced by providing clear windows and a detailed interior. For windows I used thin clear plastic which comes on loose-leaf photo mounting pages. Seats were built up from scraps of balsa. Gasoline tank and roof are also made from styrene, and air tanks from pieces of brass tubing closed on either end. The radiator was made from balsa and index card, with cloth being used to simulate the cooling vanes of the radiator. The pilot is probably the most tedious part of the entire model to construct, but it is not too difficult. It is made from pieces of brass and wire glued together. The best way to build it is to use a jig to keep things in proper alignment. The headlights are turned from brass rod and chucked in a power hand drill and filed down to shape.

The freight section is constructed of styrene pieces laminated (glued) together. The outer piece should be fairly thin (about .010 or .015") so the rivets can be punched easily. To power my model, I used an Aurora HO slot car motor driving a worm gear on a vertical shaft to the rear axle of the middle truck. Electrical pickup is by means of brass wipers on the wheel tires. The chain drive on the power truck is simulated by stretching small dental rubber bands between pulleys mounted on the outside of the wheelsets.

A Galloping Goose model will have to be almost entirely scratchbuilt, since the only usable commercial parts are wheels and gears. These are the only purchased parts I used. The larger wheels are Kemtron sets mounted in homemade truck frames. The front truck is a Kemtron Brill railbus truck. It is not exactly right, but is close.

I have tried to outline some of the highlights in the construction of an HO_{N3} Galloping Goose model. You may know of better ways to make some of the parts mentioned. For me, many of the methods were arrived at by trial and error. When building a model such as this, you can get a feeling of real satisfaction at having a model which is one of a kind.

All of the photos used to illustrate this article are from the collection of John W. Maxwell who kindly gave his permission for them to be used. Mr. Maxwell is a well-known narrow gauge photographer and his photos have been used many times in railroad magazines. Mr. Maxwell sells excellent photographs from his collection which numbers into the thousands. For a list, send a big No. 10 self-addressed, stamped envelope to:

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FROM OUR MEMBERS' CAMERAS



NORTHBOUND OUT OF ENOLA Yard and headed for Marysville, Pa., are Nos. 6072 (SD-40) and 3121 (GP-40). Photo: John Johnson.



CIRCUS 1970 AS IT stops in Lafayette, Louisiana. Photo: David Currey.

The New York, New Haven & Buffalo Railroad

by Ronald Hicks

Stimulated by Doug Rhodes' Cougar Creek railroad in the July issue, I decided now was the time to unveil the New York, New Haven and Buffalo to the rest of the members. Okay, is everyone ready? Here we go—ZZZZZIIPPPPP. There. What do you think? Hey, wait a minute: this is a story for the HOTBOX. No one can see a thing. (If you can, let me know). I guess I've been recruited as your slave to tell you all about it.

The NYNH&B railroad is an 8x10 foot N scale pike started in January 1970. It represents (or is supposed to represent) operations between the principal cities of Buffalo and New York, New York, New Haven, and Connecticut. It also encompasses the areas of Chicago and Boston. Spanning a time period of about 75 years, it let me use any equipment from old-timers to modern day. Trains are long and frequent, but usually hauled by light to medium motive power (under 2200 HP).

This is my fifth try at a layout that looks prototypical, has lots of operation, and is inexpensive to build. I think it is the most successful mainly because it has been together the longest. It is the first designed with wide-radius curves, around 20 inch with the minimum being 15 inch. Being a passenger fan, I decided those 9 inch radius Snap Track curves are not for me especially when I started with Kadees. The layout has about 200 feet of trackage and when four trains are moving at once, it really keeps the crew on their toes. I have combined mainlines from two published plans and am designing my own yards. The mainlines are altered to fit, usually built with bigger curves. I figured it will cost me about \$5,000 to build it completely, which means it will never be finished.

Buffalo, known here as 'Queen City of the Great Lakes' is not on the NYNH&B. It is a medium-sized town with industries, yards, and servicing facilities. The main yard combines both passenger and freight, with a piggy-back area and spurs to the Buffalo division of Ampex Corporation. This area is under construction.

New York is an elevated city featuring about the same as Buffalo. New York harbor is directly beside it and under construction also. The main product is chemicals and has the New York division of Ampex.

New Haven, the largest city, contains all major shops and terminals of the railroad. The passenger terminal will have between 10 and 14 tracks and will have a scratchbuilt station and office. It presently has two tracks and a mainline. The freight yard will either be curved or a hump yard. Here also will be the future offices of the New Haven Transit Authority. This subsidiary operates elevated and subway service, street railway, and interurban service to neighboring towns. This will be on handlaid code 55 rail using Campbell wood ties. A narrow gauge is planned in the future on code 40.

The Pennsylvania Limited, pride of the road, leaves New Haven Terminal every evening at 6:30 PM. The lineup at present is a combine, baggage-mail, two coaches and an observation. A diner and pullmans are next on the list. The head end is usually an RSC-2, but occasionally an FA-2 might be seen (but not in the wintertime!). Strange thing about it is that it has left New Haven only once at exactly schedule time.

Since I am a passenger fan, I have an amazing ratio of 1 to 2 between passenger and freight cars. Right now, I'm due for some more passenger: I have five and ten. The above locos are the only two with a PA-1 on order (it has been since I started building the layout). I have worked a lot on tuning up the mechanism on the RSC-2 and it runs finer than Ron St. John's 1948 Ford.

The trackage is all Atlas flex and Atlas turnouts, and I'm presently converting to the Kadee coupler. There is nothing yet in the way of scenery, except a couple of buildings. I am winding up the benchwork and am getting ready for the mainline trackage up to New York. The cities take up about the following area: Buffalo-2x4 ft.; New

The philosophy of the dining car

by Klaus Grunert

Have you ever dined in a dining car? During midday, or in the morning, after having slept well in the sleeping car, do you long for a good breakfast? Or in the evening, when the train rolls through the darkness while you sit inside the diner, do you eagerly await your supper? If you've never experienced a meal on a diner, you've certainly missed something.

It starts when you enter the train. You've already spotted the dining car from the outside — it's always different from the other cars. In Germany it is always red, but the color is of no importance. I still remember the first time I was in a dining car. It was in Denmark. As a child I had only to pay half the usual fare, but the food tasted so good that I ate more than my parents did. The waiter in his white jacket seemed incomparably tall and noble as he served the delicious food. In the meantime, I've grown a bit, and now I have to pay full fare. But I still like to eat in a dining car.

About an hour or two before the meal starts, the waiter will knock at the door of your compartment and ask whether he should reserve a seat for you in the dining car. An hour later, when other passengers start to unpack the lunch they have brought with them, the waiter comes again with a gong in his hand, which means that you must rise and head for the rolling restaurant. (Sometimes in newer trains this summoning is accomplished via a loudspeaker, though I think this is much

too impersonal.) Your table is already set, and you can sit down and study the menu-card while the waiter brings the drinks. Then the soup is served, and behind the window you can see the landscape fly by. During the following courses of the meal, you might cross a crowded highway, and perhaps feel some pity for the poor automobile drivers, having to sit in a small box of sheet metal, struggling to reach their destination, while you sit in the dining car, having your meal and approaching your destination safely and quickly. Some children wave to the train from the countryside, and if the meat was good you might wave back, too. The train stops at a station and some passengers, packed with suitcases, walk through the dining car to find a seat back in the train. But generally the dining car remains an oasis of tranquillity and comfort.

Outside the window the terrain becomes mountainous. You know that the loco must work hard to draw this line of cars up the grades, and you could imagine the amount of work which has been necessary to build this railroad so that you can now use it in such a comfortable manner.

The meal is over now, and it's almost a pity. Let's have a cup of coffee before we leave this car to make room for other passengers who would like to have their meal, too.

Do you understand that I like dining cars?

THE NEW YORK, NEW HAVEN & BUFFALO RR., Continued.

York-4x4 ft. not counting the 2x3 ft. harbor; and New Haven-3x6 ft. The rest is taken up by countryside and mainline.

I plan to string heavy catenary soon, being a fan of electrics. The trolleys will operate from overhead also. Currently, I'm working on some walkaround transistor throttles and a rotary block control which I designed myself. I'm about to try my hand at scratchbuilding some cars and structures.

While Doug says his main problem is time, mine is finances. But I can see the NYNH&B as a road with a future.



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Getting to Know You!

RONALD HICKS, 17, of Tonawanda, New York, has been in the TAMR since July of 1969. He has been model railroading for 1½ years, having started in Lionel about 7 years ago. He now models N and his New York, New Haven & Buffalo Railroad may be the largest N layout in the TAMR, area-wise. It measures 8x10 ft. and has about 200 feet of track—not much for that size. It will have about 1500-2000 ft. of track if and when it is ever finished. Favorite prototypes include the New Haven, Pennsylvania, New York Central and Erie-Lackawanna. He has an advantage over other TAMR members in that his dad works for the Erie-Lackawanna, a fine place to get used waybills, switch lists and other information. He is also interested in the Japanese National Railways, especially the new Tokaido line. He enjoys wiring and operation as shown by his walkaround transistor throttle, currently on the drawing board. Electric locos and trolleys are his favorites, but he is not shy enough to admit his being an Alco fan. He admits being a lousy photographer, but enjoys taking pictures and slides. Out of the hobby, he enjoys stereo and hi-fi as much as modeling and, like secretary Gary Tempco, is a devoted Herb Alpert and the TJB fan. This fall he will attend Kenmore East Senior High as a senior, with interests in physics, math and electricity. He would enjoy hearing from other members, especially those in N scale.

My name is RICHARD JAHN. My first trains were Lionel O-27, a set of my father's. This was joined by an HO set in 1956 and gradually the HO won out. Presently a 5½x12' layout is under construction. I am one of those diehard Pennsy fans (not Penn-Central!) and belong to the Pennsylvania Research and Information Association, the NMRA, the MER region, and a local club, in addition to the TAMR. My favorite prototype is, of course, the Pennsylvania Railroad, but I also enjoy other prototypes, particularly photographing them. Other hobbies besides model railroading include photography, collecting any Pennsy motive power, and generally any railroading concerning the Pennsylvania Railroad. I am presently 17, and will be attending Juniata College in Huntingdon, Pennsylvania, this fall.

My name is CHARLES TAPPER, I'm 15, and

I live in Monroeville, Pennsylvania. I'm a sophomore at Gateway High School and my favorite road is Southern Pacific. My other hobbies include photography, weightlifting, astronomy, and reading science fiction. My railroad is a free-lance N scale road of the early 1950's and is patterned after the "Monongahela Connecting Railroad". I've dubbed it the "Everett and Southern Connecting Railway". It's a cheap, filthy, mangy switching road using early diesels (FA-2's, RSC-2's, etc.) and also some 2-8-0's and 2-8-2's. It's in the early stages of construction at this time, but is progressing phenomenally. I would like to add that I enjoy writing letters and receiving them, and that I have access to tape recorders. Also, my favorite engine is an RSD-15.

If you're interested in getting to know me better, I'm DICK WAGIE, and I'm the official TAMR printer. Having lost the inclination to continue in model railroading nearly two years ago, I've taken to two fields which manage to consume nine and three months of my year together, and they are college and the graphic arts. This year I will re-enter Concordia Teachers College, River Forest, Ill. as a sophomore, earning credits toward my B.A. with which I hope to teach in one of the elementary schools of the Lutheran Church-Missouri Synod, of which I am a member. I'm an avid musician, aspiring to someday be a parish organist and choir director. At the moment, while taking organ lessons at school, I serve my home church on occasion by playing services. The other three months of the year I work at Data Listing, Inc., in Milwaukee, as an assistant lithographer in sequential card composition. It is through the gracious cooperation of my employer, Mr. Alfred E. Strege, and my friend and Graphic Arts Club advisor at Milwaukee Lutheran High School, The Rev. Edward A. Bartsch, that I am able to produce the TAMR HOTBOX at a cost we can afford. Being the musician that I am, I possess a substantial library of reel-to-reel stereo tapes whose subject matter is primarily classical. Due to the problems of carrying my "hobby" along to college, I'd sure like to find a HOTBOX publisher to be my successor!

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TOM PAPADEAS.....Editor
DICK WAGIE.....Publisher
RICHARD JAHN.....Circulation

All HOTBOX business handled by
Tom Papadeas
111 Hedgerow Drive
Cherry Hill, New Jersey 08034