

THE CROSSING GATE



Twin Cities Division ❖ Thousand Lakes Region ❖ National Model Railroad Association

Winter 2009 Vol. 28.4



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R.G.S. Galloping Goose ~ Part Two

By D. Scott Secor

Goose Number Two

The success of Motor #1, accompanied by the dramatic savings in operating expenses, prompted the Rio Grande Southern to consider building more Geese based on the same principles. Motor #2 was built in 1931, based on the same type of Buick sedan as Motor #1. This model was twice as heavy as Motor #1 and runs on two two-axle trucks -- the rear being powered. The cab had room for four passengers and the freight compartment was enclosed and much larger than the first motor. Although it was initially painted black, all Geese were repainted silver in 1935.



Motor #2 was rebuilt in 1939, using a 1926 Pierce-Arrow body. It was equipped with a more powerful Buick engine. Curiously, Motor #2 was placed into stand-by duty almost immediately, as other Geese were built and pressed into service. This fully-operational motor may be seen at the Colorado Railroad Museum.

Goose Number Three

Motor #3 was also built in 1931. She was 50% heavier than Motor #2. Motor #3 is long and was the first Goose configured with three trucks—the middle one being powered—and the first to be articulated. Motor #3 was built using a 1926 Pierce-Arrow for portions of its cab and for its engine. It has a capacity of ten passengers. The freight and mail section is nearly the size of a narrow-gauge box car, and is supported by two of the three trucks. This was later converted to rail fan service at the closure of the RGS, when sold to Knott's Berry Farm, where it still runs from time-to-time.



Inside This Issue

- Galloping Goose, Part 2
- ATCS Monitor, Part 1
- Make a Turntable for Painting

(Continued on page 5)

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THE CROSSING GATE is published quarterly by the Twin Cities Division of the Thousand Lakes Region of the National Model Railroad Association. Material may be reprinted with permission.

Articles, photos, tips, or ideas are heartily encouraged and will be enthusiastically accepted! The preferred format would be in Rich Text Format (RTF), with photos as JPEGs, but we will accept any format (from a PC or Mac; MS Word, Simple Text, typed, handwritten, scribbled on the back of a bar napkin, etc.). Send it to your editor by regular mail to **THE CROSSING GATE**, 1405 Portland Ave, St. Paul, MN 55104, or by email to editor@tcdnmra.org.

From the Superintendent

Members— we have a problem! Bruce Selb has stepped down and our Editor has informed me he wants to step down in May. We really need the help of some of the older NMRA members to step forward. Because of the NMRA raising membership rates we are not getting new members at \$76.00 full membership and \$38.00 for half. I can understand why new members are not stepping up. As a result, if no one steps up this Region is in trouble.

Now on a lighter note, Neil Hovland's October presentation on decals and modeling was very informative. Neil showed us techniques on how to keep decals from falling off buildings and how to keep your buildings together. Try to take advantage of these very informative clinics that our members put on.

As a result of a death in Mary Swartoot's family (our condolences) and Scott Secor's illness, we did not have any seminars for the November meeting. Ken Zieska got Dave Hamilton to fill in. Dave gave a seminar on software and waybills for your railroad. It was very interesting. The software had information to name shippers, with city and state.

The Chinese Auction in December went well, we raised almost \$400.00. Scott and Neal did a wonderful job getting all the auction items. Thanks very much. If you have train stuff you don't need let Neal, Scott, or I know, we are collecting for next December. Remember if you donate you should be able to take it off on your taxes because we are a non-profit org.

Well that's all for now, see you at the January meeting. There will be some great door prizes and a great slide show presentation.

—Ron

From the Editor

Looking to improve your skills? Want to gain knowledge on the use of Microsoft Publisher? Here is the job for you! Contact Ron and let him know you are interested in becoming the Editor of the Crossing Gate. I have written a 'How to' that will get you started, then you can then start learning more tricks.

I foresee the day coming when the Crossing Gate will only be an on-line publication. At this time there are only 26 members still getting printed copies of this by mail, and this is costing the club money for paper, ink, postage, and labor that could be spent toward expanding our TCD website instead. I picture the members being able to post and/or update information of interest to other members or non-members, and a good place for potential new members to read about the Division.

In the meantime, The Crossing Gate is our advertisement to get members to come to the meetings to learn something new or share their skills and knowledge. We should have articles that inform members about upcoming meetings, promote the seminars, and describe the contests and prizes that are given away.

—Walt

Letters to the Editor

Walt,

What a pleasant surprise. When looking over my Crossing Gate, the shots of 4449 caught my eye. My first thought was whoever took those shots must have been standing right next to me. Then I read the text and it dawned on me they were my photos. Thanks for printing them, I am flattered.

FYI, I chased that engine when it visited the area in 1975. Here are a few shots from that day.

The first shot is on the south end of Red Wing taken from US 61. He is heading west (north) around the glass factory.

The second shot is taken from Lexington Av in St Paul. The train stalled on the hill out of Chestnut Street and the Milwaukee Road used some F's for helpers up the hill.

The third shot is in South Minneapolis near 29th Ave. He is about to take the south leg of the wye and head out to Minnehaha Park.

— Greg Smith



Thank you. Seriously, a LOT of hard work goes into these, and I really, really appreciate it.

—Carl Floren

Gentlemen:

Thank you for the fast fix on my subscription and the 2 missing copies.

That is one beautiful publication. It has come a long, long way since I printed the mailing labels circa early 80s.

Thanks again.

— Rodger

CONTRIBUTORS TO THIS ISSUE:

Jim Bernier, Scott Secor, Don Schoenberger, and Ron Einarson

THANKS!

Deadline for contributions to the next issue:

March 1st, 2010

TWIN CITIES AREA**HOBBY SHOWS & RAILFANNING EVENTS**

Saturday, 01/16	Woodbury Flea Market Location: Woodbury Senior High School. 2665 Woodlane Drive, Woodbury, MN. 10 :00 AM –3:00 PM. Admission: \$5.00 – Under 12 FREE. For More Info: 952-200-9729. ic_geeps@yahoo.com
Saturday, 01/30	Great Tri-State Rail Sale. Location: Civic Center, La Crosse, WI. Admission: Adults \$3.00 Children under 12- Free. 9:00 – 3:00 PM. For more information: (608) 582-4761 or (608) 784-0036 www.4000foundation.com
Saturday, 02/06	Greater Upper Midwest Train Show. Location: Century College. White Bear Lake, MN. 9 :00 AM – 2:00 PM. Admission: \$5.00 – 12 & under – FREE. For More Info: Tom Jefferson 651-429-2885 (home), 651-429-4463 (fax)
Sat/Sun, 02/20-21	43rd Annual Mad City Train Show. Location: Alliant Energy Center. Madison, WI. 9 AM – 5 PM (both days). Admission: \$9.00 (under 5 free with adult). For more info: http://www.nmra-scwd.org .
Sat/Sun, 03/2-03/21	La Crosse & Three Rivers 29th Annual Show. Location: La Crosse Center. 2nd & Pearl Street. La Crosse, WI. Sat 10:00 AM – 6:00 PM. Sun 10:00 AM – 4:00 PM. Admission: \$5.00(under 11 free with adult). \$.50 off with food donation. For More Info: Mark Bell at (H)507-894-8077 (C)608-797-4964. www.lax3riversmodelrrclub.com
Saturday, 04/10	Greater Upper Midwest Train Show. Location: Century College. White Bear Lake, MN. 9 :00 AM – 2:00 PM. Admission: \$5.00 – 12 & under – FREE. For More Info: Tom Jefferson 651-429-2885 (home) 651-429-4463 (fax)
Saturday, 04/17	Woodbury Flea Market Location: Woodbury Senior High School. 2665 Woodlane Drive. Woodbury, MN. 10 :00 AM – 3:00 PM. Admission: \$5.00 – Under 12 FREE. For More Info: 952-200-9729. ic_geeps@yahoo.com
Saturday, 05/01	15th Annual Alexandria Model Railroad Show. Location: Runestone Community Center(West Ice Area) County Road #22 & #82 (North end of Alexandria). Alexandria, MN. 10:00 AM – 4:00 PM. For More Information: www.trainweb.org/amra/index.html
Fri-Sun, 05/28-05/30	NMRA/TLR Spring Convention – ‘Steam of the Prairies’. Location: Canadian Mennonite University. Winnipeg, MB. For More Info: http://www.thousandlakesregion.org/pages/2010winnepeg.html
Sun-Sun, 07/11-07/18	75th Anniversary NMRA National Convention. Location: Milwaukee, WI. For More Info: http://www.nmra75.org
Fri-Sun, 07/16-07/18	The National Train Show. Location: Midwest Airlines Center. Milwaukee, WI. For More Info: http://www.nationaltrainshow.org/2010/milwaukee.html

Submit events for listing to James Bernier at jrbernier@hotmail.com

ATCS Monitor *by Don Schoenberger*

Introduction

In early 2007 I first was introduced to ATCS Monitor. I was “hooked” on it immediately but surprised to learn that no one here in the Twin Cities had taken the time, and effort to deliver this to the internet. After soliciting some help from Joe Zwirn (radio tech.) we were able to get our first server up and running in early May 2007. Since then we’ve expanded (built out) the system which now comprises of 14 servers covering nearly 600 miles of CTC track on the BNSF, CPR and UP railroads. Here’s the first installment of a three part series about ATCS Monitor.

Installment 1

We’ve all heard of CTC (Centralized Traffic Control). To control the movement of trains in CTC territory, railroads use ATCS (Advanced Train Control System).

There are 2 components to the ATCS system— the BCP (Base Control Package) and MCP (Mobile Control Package). The ATCS system is a derivative of the same type of data system used by law Enforcement. It is packet data being sent back and forth between the MCP and BCP. The railroads use the MCP acronym even although the data radio is not mobile (squad car), but located in a bungalow at a control point.

(Continued on page 6)

(Continued from page 1)

Goose Number Four

Motor #4 was built in 1932 due to the wild success of Motor #3. Motors numbered 4, 5, and 7 were constructed using the same basic design—that being Pierce-Arrow parts and an articulated frame on three trucks. Motor #3 is the only non-operational Goose amongst those which survive. Goose #4 is on display in Telluride, Colorado, a terminal of the RGS.



Goose Number Five

Motor #5 was constructed in 1933, following the design of Motors #3 and #4. After Motor #5 was pressed into service, the RGS discontinued steam-powered passenger service. These motors also carried the mail and performed express package service. Again, my fascination with On30 falls on the faithful reproductions by Precision Craft Models in several Galloping Goose configurations all are LOK and DCC equipped (very cool)—including a fanciful School Bus livery.

In 1946, the RGS refitted Motors #3, #4, and #5 with Wayne Bus Company bodies. Shortly thereafter, their engines were replaced with more powerful GMC war surplus engines.



By 1950, the RGS was again in dire financial straits. They had lost their lucrative mail contract to over-the-road trucks, and their express service had fallen off sharply. Motors #3, #4, and #5 had their freight compartments converted to excursion service with the addition of side windows and rows of bus seats. This is about the time “Galloping Goose” became the officially-accepted name for these critters, and a goose logo added to the livery.

Motor #5 was purchased in 1952 by the City of Dolores for display at the restored RGS depot in Dolores, Colorado. Motor #5 was completely rebuilt in 1998 by the Galloping Goose Historical Society. It runs regularly on the Durango & Silverton as well as the Cumbres & Toltec.

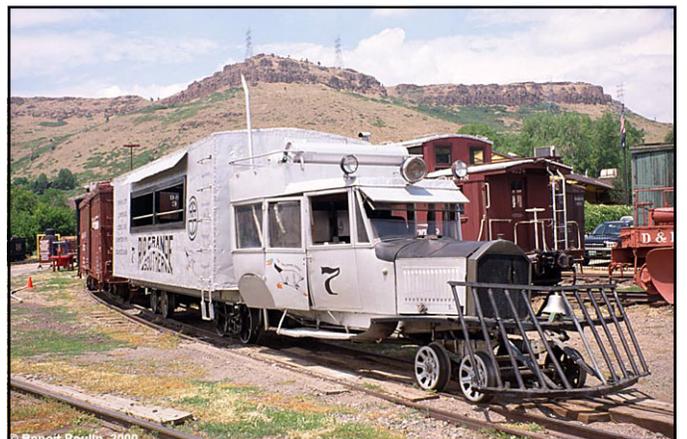
Goose Number Six

Motor #6 was built in 1934, using the body of a Buick Sedan and engine from Motor #1, which had just been scrapped. Motor #6 was designed to replace RGS steam-powered work trains, so it was built a bit larger than Motor #1 and configured with two two-wheeled trucks, the rear being powered. It was later refitted with a Pierce-Arrow body and engine. Motor #6 may be seen at the Colorado Railroad Museum. It is still operational.

Goose Number Seven

The Rio Grande Southern built its last Motor in 1936. It was similar to Motors #3, #4, and #5 in most respects, although it was the only one powered by a Ford V8 engine. Unlike them, however, it retained the original 1926 Pierce-Arrow cab. Motor #7 was also converted to tourist service with the addition of windows and bus seats in the freight compartment. All four were used for rail fan excursions in the final years of RGS operation. Along with Motor #6, Motor #7 was used to scrap the RGS after the closure of the railroad. It is preserved at the Colorado Railroad Museum, and is run on the museum’s loop of track on occasion.

Much of the information in this article was compiled from a series of articles in the *Narrow Gauge and Short Line Gazette* (“A Gaggle of Geese”) written by prolific author Mallory Hope Farrell. Photo credits are documented on the www.gallopinggoose.org website. Look forward to my future articles on other “critters” that ran on narrow gauge lines across this great nation.



(Continued from page 4)

How does this all work? There are 3 methods used to communicate the information between the MCPs and BCP. 1) Radio code line, 2) Fiber Optics, and 3) T1 phone line. When the railroad chooses to use wire or fiber optics, we as hobbyist are unable to receive the data. However, when radio code line is used we are able to receive the data using a radio capable of receiving those particular frequencies. The BCP is generally located on a railroad owned tall tower. The MCP is located track side and generally has a much smaller tower and antenna. All major railroads have some form of ATCS and in some case have multiple types of ATCS.

That is a brief explanation of what ATCS is and how the railroads use it. Here is what ATCS Monitor is and how we use it. ATCS Monitor allows you (the hobbyist) to graphically monitor train traffic on railroads. As the word implies—Monitor—we are only monitoring. There are no transmitters involved in our hobby. As I mentioned above we can only “pick up” the ATCS signals if the railroad has installed radio code line. A word here about the legality of this part of our hobby. There is an open letter to the railroads on the ATCS Monitor Web site so I’m not going to repost it here. Suffice it to say the railroads know this is here and know that it’s used by a small group of hobbyists. The railroads use an internal system known as VHLC (Vital Harmon Logic Controller). This system protects the train crews from outside intervention, such as throwing a CTC switch under a train. It will not prevent human error where a train crew runs a stop signal and causes a headon crash.

Now, back to how we use ATCS Monitor. Keep in mind that this only works where there is radio code line. Many miles of track are still TWC (track warrant) so ATCS Monitor is of no value in these areas. However, where there is radio code line it’s invaluable, and far better than a voice radio/scanner.

ATCS Monitor Servers: Where there is radio code line does not automatically mean there is an ATCS

Monitor Server. Servers are only available where individuals have taken the time, effort and expense to install a server. If no server is available you still can use ATCS Monitor, but it will require that you have a mobile setup (laptop and radio in your vehicle). Using a mobile setup limits the coverage area to the capability of the antenna on the vehicle. Typically 10–



15 miles range can be expected. In most cases this is more than sufficient to “see” what’s coming or not coming, whatever the case may be. With our current technology it’s possible to use a cell phone (Blackberry) or “laptop air card” to connect to the internet and then use the server (if it’s available) to “see the big picture.” Without a doubt, using the server data will give the best results.

In the next installment I’ll discuss ATCS Monitor Servers, finding potential sites, testing the site, equipment necessary, and the software we use to make it all happen.

Deadlines for articles to be submitted:

Issue	Deadline
Fall	September 1st
Winter	December 1st
Spring	March 1st
Summer	June 1st

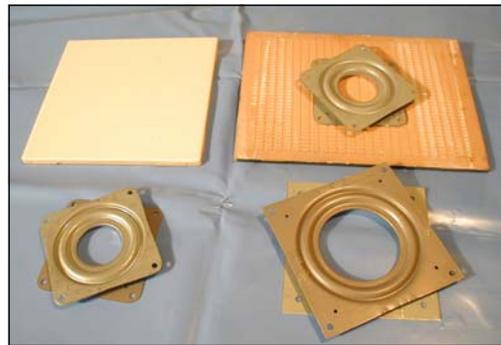
A painting turntable for small items

by Ron Einarson, President, NMRA-Canada

Here is an inexpensive and easy way to create a turntable for painting small to medium sized parts. Go to the local home hardware center and pick up a ceramic tile 4" x 6" or 6" x 6" as well as a 3"x3" Lazy Susan swivel. It's about \$6 for both unless you want to buy a fancy tile.

When you get home, flip the tile over and epoxy the Lazy Susan to the bottom. Let this dry for a day or two, then turn it over and use it. That's it! Quick, easy, cheap and simple, but does it come in handy when you are airbrushing parts. Now you don't have to hold the parts and try to turn them with one hand while you hold the airbrush with the other. I even use this device when I brush paint parts—it's much simpler to turn the tile than move the parts around.

A quick tip: if you tape a piece of wax paper on the tile, clean up is easier and the parts don't stick. Plus it keeps your tile looking clean and presentable next to your bench.



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TCD TIMETABLE

Twin Cities Division Schedule for Meetings at the Roundhouse

Month	First Clinic	Second Clinic	Contest
2009-2010 season			
10/08 2009	Neil Hovind The building guy	Neil Hovind The building guy	Diesel Engines Yard units
11/12 2009	Mary Swartoot Continental Clay	Scott Secor Weathering	Self-Propelled Car RDCs, Gas, Electric, etc
12/10 2009	Holiday Auction	Holiday Auction	Layouts and Model Photographs
1/14 2010	James Platt Vintage Reo Grand	James Platt Vintage Reo Grand	Steam Engines Road Power
2/11 2010	Cy Svobodny Slides on GN	Cy Svobodny Slides on GN	Flat Cars with Loads
3/11 2010	Round House Museum Tour	Round House Museum Tour	Dioramas
4/8 2010	Dave Hamilton Achievement program	Dave Hamilton Achievement program	First Generation Diesels
5/13 2010	Business Meeting	Business Meeting	No Contest



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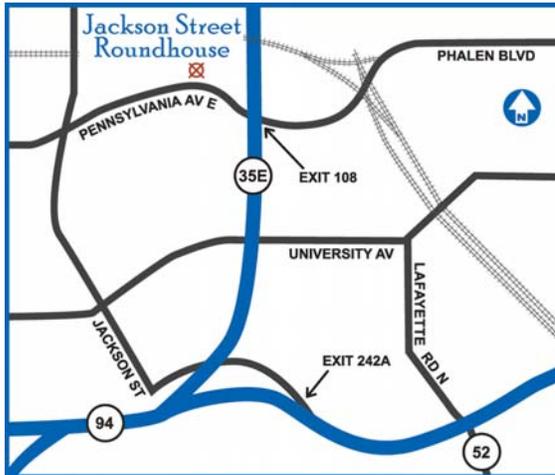
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4476 Mason Ave NE
St. Michael, MN 55376

Next Three Meetings:

January 14, February 11, and March 11 at 7 PM

Where:

Jackson Street Roundhouse
193 Pennsylvania Ave E
St. Paul, MN 55130
651.291.7588



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