

Jan & Rae Zweerts Open House

The weather outside was very cold and snowing, but the house was warm and welcoming for the December 19th open house. Many guests braved the storm and slippery ramps. The food was plentiful and in keeping with the holiday season. Rae created delicious home made chili in two different “temperatures.” The view of the “Christmas Ships” from the house and deck was great. We are grateful to the Zweerts for inviting us to this Christmas tradition.

Winter Snows Stop the Colorado & Southern Logging Operations

By Bill Derville

It is the “Big Snow” of 2008 early winter. The train is stuck and will require a lot of hard work digging out in order to get this load down to the mill. If successful in rescuing this train, this load will be the last train until spring. The work in the woods is now shut down for winter.





The Galloping Goose
From Wikipedia, the free encyclopedia
(photos from other online sources)

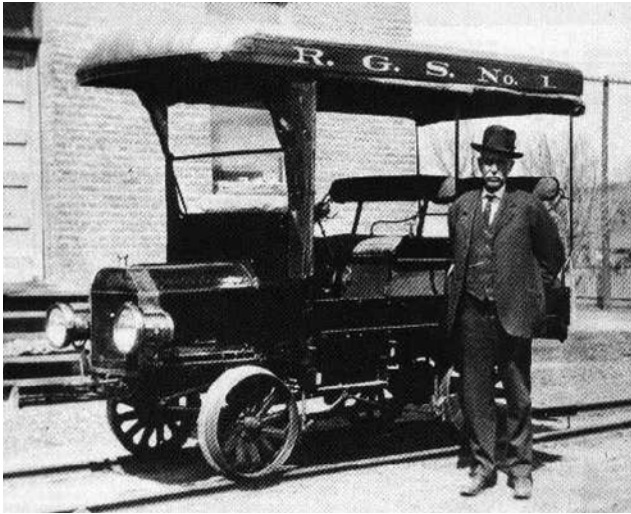
“Galloping Goose” is the name given to a series of seven railcars (also known as “motors”) built in the 1930s by the Rio Grande Southern Railroad (RGS) and operated until the end of service on the line in the early 1950s.

Originally running steam locomotives on narrow gauge railways, the perpetually-struggling RGS developed the first of the “geese” as a way to stave off bankruptcy and keep its contract to run mail to towns in the Rocky Mountains in Colorado. There was not enough passenger or cargo income to justify continuing the expensive steam train service at then-current levels, but it was believed that a

downsized railway would return to profitability. The steam trains would transport heavy cargo and peak passenger loads but motors would handle the lighter loads.

Motors were not only less expensive to operate, but were also significantly lighter, thus reducing impact on the rails and roadbeds. This cost saving meant that the first Goose was paid off and making a profit within three weeks of going into service. RGS built more Geese, and operated them until the company abandoned their right-of-way lines in 1952.

The RGS built its first motor in 1913, as a track maintenance crew vehicle. This was wrecked in 1925, but inspired the idea of using motors for scheduled service.



RGS Motor #1 (1913)

All of the “geese” were built in the railroad’s shops at Ridgway, Colorado. The first was built in 1931 from the body of a Buick “Master Six” four-door sedan. It was more conventional in its construction than the later geese, though it had a two-axle truck in place of the front axle. Part of the rear of the car was replaced by a truck stake-bed for carrying freight and mail; this was later enclosed and partially fitted with seating. It was used for two years to carry passengers, US Mail, and light freight before being scrapped.



Goose #1 (Replica)

A second “goose” was built in the same year from another Buick, but later versions used Pierce-Arrow bodies except for #6, which was constructed partly out of parts taken from the scrapped #1.

Numbers 2 and 6 were constructed with two trucks, with the rear truck powered on both axles. #2 had an enclosed freight compartment (like a very short boxcar), while #6 had an open bed similar to #1 (but larger). It was used only for work train service. The other four had three trucks and were articulated in

the same manner as a tractor-trailer truck. In these, the second truck was powered, and the freight compartment was essentially a conventional box-car.



Goose #2



Goose #6

Initially the “geese” were painted in black and dark green. In 1935 they were all painted in a silver scheme which they retain to this day, though the style of lettering and heralds changed over the years. In 1945 #3, #4, and #5 were rebuilt with Wayne bus bodies (at least the front half) replacing the old Pierce-Arrow bodies. This provided more passenger seating and comfort. A year later they also received new war surplus GMC engines.



Goose #3 (1940)



Goose #3 (1945)



Goose #3 (1950)



Goose #4 (1940)

In 1950, when the railroad finally lost its mail contract (in favor of highway mail carriers), #3, #4, #5, and #7 were converted for tourist operations. Large windows were cut in the sides of the freight compartments, and seating was added. A figure of

a running goose and the words “Galloping Goose” were added to the carbody doors. This service lasted only two years, and the last work of the “geese” on their home line was to take up the rails. The Galloping Geese added an extra twenty years to the life of the railroad, but in 1952, the Rio Grande Southern abandoned its railroad forever.



Goose #5 (1940)



Goose #7 (1950)

It is unclear exactly where the name “Galloping Goose” comes from. It is mostly commonly suggested that it referred to the way the carbody and the freight compartment tended to rock back and forth on the line’s sometimes precarious track. It is also suggested, though, that the name arose because the “geese” were equipped with air horns rather than the whistles of the steam locomotives. The name was used informally for years before the tourist operations, though the railroad officially referred to the units as “motors”.

A similar unit was built for the San Cristobal Railroad and was rebuilt by the RGS in 1934–35. When the San Christobal folded in 1939, this unit was returned to the RGS and dismantled, with some parts going to rebuild and maintain the #2 Goose.

Voltage Regulators

By Allan Warrior

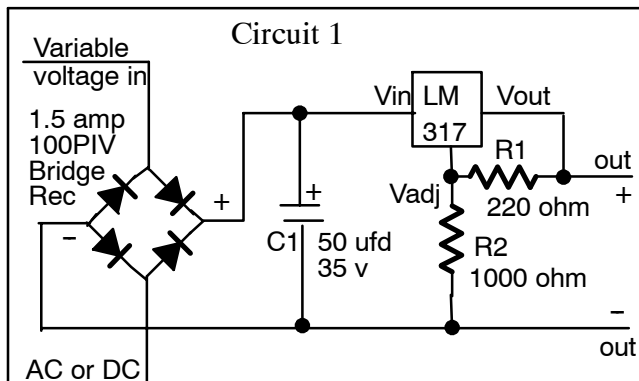
Rex Ploederer asked me to write something about simple voltage regulators. I am certainly not any authority, but I have built a couple dozen described in this article to power various lighting effects and sound cards from my track power. Those of you using DCC have other options available.

This circuit takes variable track power input and regulates the output voltage to a predetermined constant level for lights or certain electronic cards. The basis for this circuit is the adjustable voltage regulator LM317T. By choosing various ratios for R2:R1, this circuit will produce a constant predetermined voltage whenever the input voltage is greater than the output voltage. Because of variations in the electronic components, the calculation for the desired output voltage will be a close approximation but not necessarily exact. The formula for calculating the ratio of R2:R1 is:

$$V_{out} = 1.25V (1 + R2/R1)$$

In the example Circuit 1 for a variable input voltage of 10 to 25 volts,

$$V_{out} = 1.25V (1 + 1000/220) = 6.93 \text{ volts}$$



This circuit is about as simple as you are going to get using the LM317T voltage regulator. If you were sure that you would always have just pure variable DC input with never any polarity reversal, then you could dispense with the rectifier bridge and capacitor C1. The ratio of R1:R2 in this example gives about 6.9 volts output.

While the Circuit 1 above will work OK as a battery replacement for lights and LEDs, let's add a few en-

hancements to make a simple regulated power supply that will work better for powering an electronic device plus any lighting effect. See Circuit 2.

If you use these circuits to power anything that requires more than a few milliamps, you will need to place the LM317T on a heat sink because it will become quite warm.

Circuit analysis for Circuit 2:

The function of the bridge rectifier is to make sure the input to the circuit is always DC and the same polarity. If you are a masochist you can make your own rectifier using four IN4001 diodes.

Capacitor C1 decreases the voltage ripples caused by a varying AC or DC input to the bridge rectifier.

Capacitor C2 filters out some high frequency "noise".

I use 1/2 watt resistors for R1 and R2. I understand that 1/8 watt resistors work just as well.

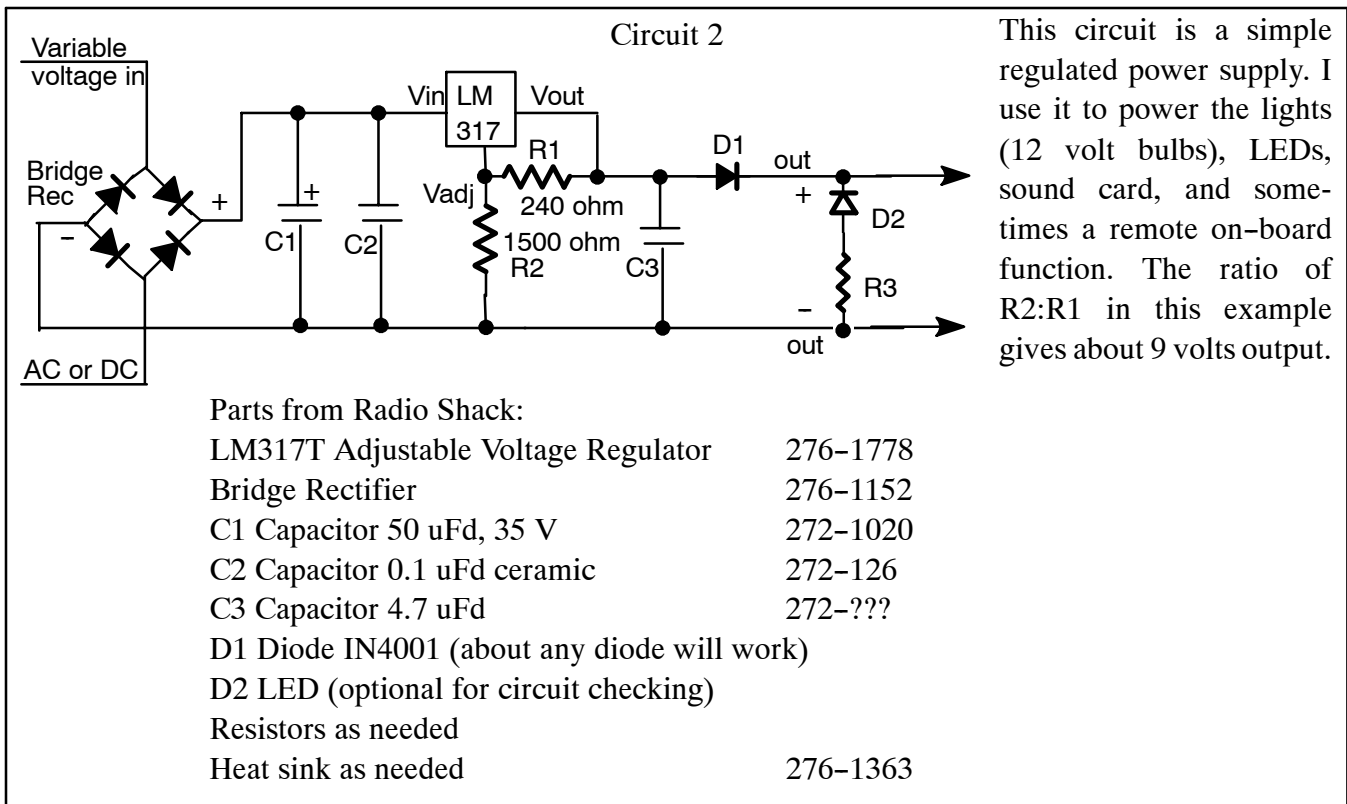
Capacitor C3 improves transient response. The value is not very critical.

Diode D1 limits any unwanted "feedback" from whatever circuits you are powering. IN4001 diodes are inexpensive general purpose silicon diodes good for about amp. of current.

LED D2 is an optional indicator (any color I happen to have on hand) which I use to make sure the voltage regulator is working. I use an 1/8 watt limiting resistor for R3, usually a 470 ohm or a 1000 ohm depending on what the regulated output is.

The most common mistake is to get the leads to and from the LM317T connected wrong. This circuit will easily produce 1 amp., which is enough for most combinations of on-board devices. I make my own heat sink if I have a fitting problem. I often use one of the lead weights in USA Trains as a heat sink if there is nothing else connected to it. Two voltage regulators on the same heat sink seems to be a short circuit.

I use one of the 1.75 x 1.75 inch Radio Shack PC cards (276-148) to mount my regulator circuits on.



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RCGRS WEB Site

The RCGRS WEB site, <http://www.rcgrs.com>, was successfully transferred to a new host "Go Daddy" by Dennis Peoples. The site is up and running and still uses the same login and password:

RCGRS2007

SP4449

A new login and password will be supplied after February to those members who have paid their dues. Thank you Dennis for your efforts.

Schedules & Timetables

Make sure you check the calendar on our Website at <http://www.rcgrs.com/> for the most up-to-date schedules and timetables.

It is the Society's policy to attempt to have an event or open house on every second Saturday of the month. Other and additional dates during a month are also available and encouraged. Anyone interested in having an Open House or sponsoring an event, please contact **Christina Britain**.

January 10, Saturday, 1:00 p.m.:

Annual meeting of the RCGRS

Place: Joe Chesney's Home

13995 SW Mistletoe

Tigard, OR 97223

NOTE: Board meeting at 12:00 noon.

Added plus: We will get to enjoy his railroad
Main course - Honey-baked ham courtesy of club.

Members bring:

A-G Side dishes and bread

H-O Desserts

P-Z Salads

OPEN HOUSE INFO NEEDED FROM HOST:

Layout info for those who want to run their own trains?

Can members run trains? Any limitations, ie., no steam?

What is minimum track radius?

What is power supply?

Is layout FN3 compatible?

Education: Is there a topic of interest host will present?

Or unusual or crafted feature that makes RR unique?

Directions:

What Host will provide:

February 14, 15, 2009; Saturday, Sunday;

Great Train Exposition, Expo Center, Portland, OR. Volunteers will be needed for set up and running trains.

March 2nd weekend _____

April 2nd weekend: Ron and Merlene Bacon, Portland, OR

May 2nd weekend: Dave and Margaret Kookan, Vancouver, WA

June 20, 2009, Saturday: RCGRS Annual Tour of the Garden Railroads

July 5 through July 11, 2009: National Garden RR Convention, Denver, CO

July 11, Saturday: Gary and Jonette Lee, Corbett, OR

August 2nd weekend: Nick Kelseyn Canby, OR

September 2nd weekend: _____

October 2nd weekend: Bill and Jean Dippert, Portland, OR

November 14, Saturday: Annual Buffet/Banquet

December Friday Evening: Jan and Rae Zweerts

Editor's Note: The deadline for the February 2009 newsletter is January 25, 2009.



Membership Dues Are Due!

The dues are \$30 per year for an individual and an additional \$6 per year for a significant other. There is only one class of member and all dues paying members have a vote in the business of the society. All dues are payable in December for the following fiscal year.

Name _____
Spouse _____
Address _____
Town _____ State _____ ZIP _____
Telephone Number _____ Email: _____
My Interests: _____

Return the bottom section of this page with your dues payment to: RCGRS, 17520 S. Holly Lane; Oregon City, OR 97045 Make checks payable to RCGRS.