RGS Galloping Ghoose

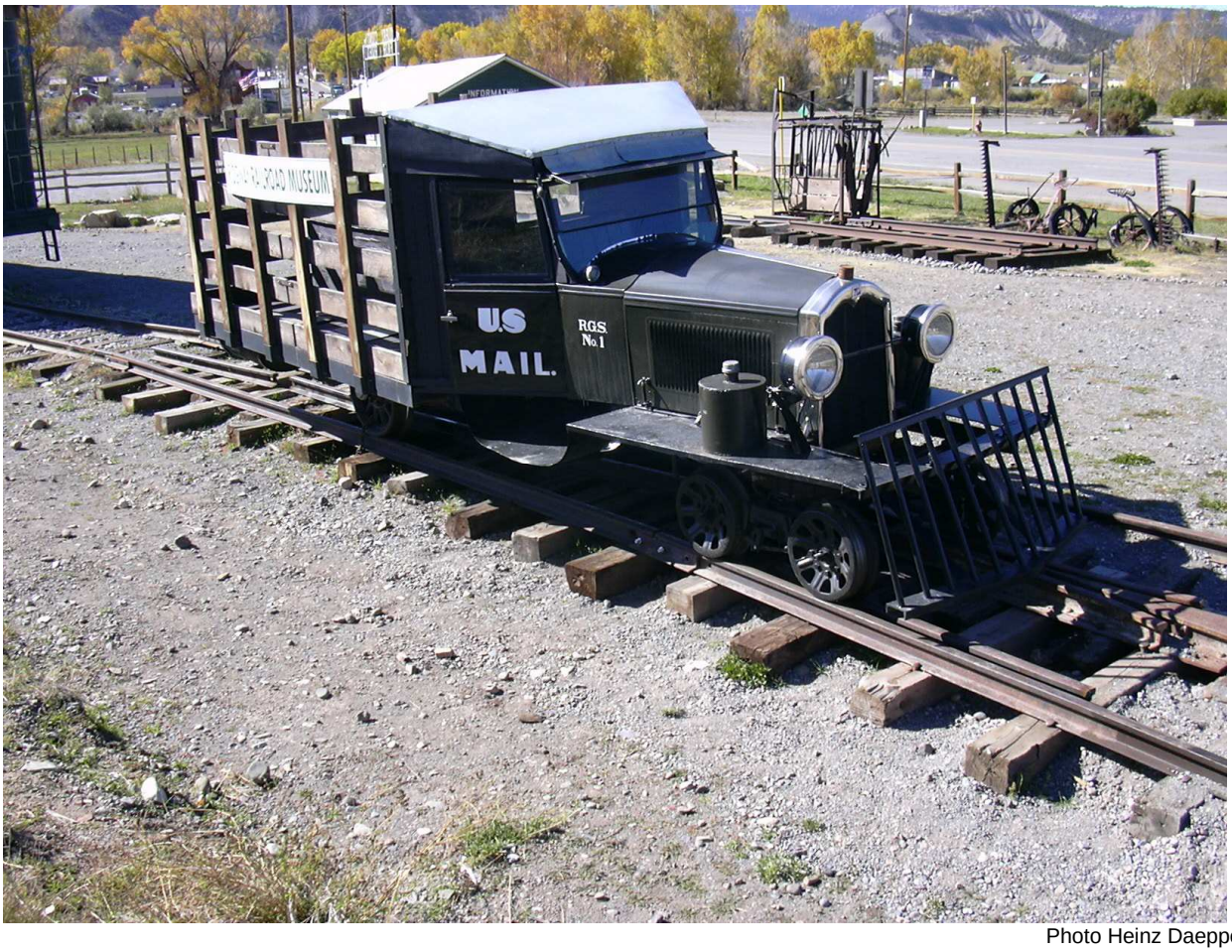

Photo Heinz Daeppen

Prototype informations

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.

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. 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.

No. 2 and No. 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 a larger open bed similar to #1. 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 boxcar.

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.

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, and the "Galloping Goose" name was officially recognized by the railroad. 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. The service lasted only two years, and the last work of the "geese" was to salvage the rails.

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".

Preserved today at Ridgeway Railway Museum

Wikipedia

Sound project informations

This sound project is recorded and dedicated for Ghoose 1 specialy fitting the Bachmann modell.

The sound operates booth, the noisy motorsound and the light coasting on flat areas, with the Motor in idle rpm. Check F14 to switch between booth modes.

The sound let you hear the wining of the axle gear by faster speed.

During the Ghoose is running the clicketiclack of the fish-plated rail joints is a nice add specialy fine during coasting.

The Function outputs are all disabled except FA0 headlight and Fa5 interior light. Both are dimmed with CV60 to 90%

The sound project is based on Zimo Advanced Standard - US.

Der Decoder must have SW Version 33.18 or higher.

All actual Zimo sound decoders works well, except the old MX 690 series is for complex sounds with different sounds at the same time no more dedicated..

CVs 3, 4, 5 and 57, 154 and 158 are very important values for the sound project. Changing of these CVs 3 and 4 will change the number of gears you get! Lower values of CV5 will cut away the wining of the axle gear and changing of clickediclack speed will be distructed. The topspeed is adjusted by CV 57 and not CV5. Please change values very carefully!

Please watch the another Galloping Ghoose projects too, for the openbed Ghooses 6 and 7 and the Silverton Railbus .

Function number is default the same as function key. With the Zimo function key mapping, the complete function are easy changeable to another key.
Program the desired key number as your value in the CV 400+Fu number and the whole function is mapped to another key. Please take care, you can mape multiple functions to one only key! Please read the instruction sheet http://sound-design.white-stone.ch/Information.html

Function	Installation	Function output	Sound effect
F0	Light on	FA 0v+0r	
F1	Bell		Bell
F2	Oaghoo l-l-s-l		App Highway crossing
F3	Oaghoo		Playable as long as you push
F4	Oaghoo short		Short
F5	Cablight	FA 5	
F6	Oaghoo for running by operation		Oaghoo with dopler effect
F7			
F8	Sound ein/aus		Light engine
F9	Curve noise		Sound of close curves
F10	Conductor		All aboard
F11	Closing the door		Slam a door
F12			
F13			
F14	Coasting		Idle sound of lightrun
F15			
F16	Tunnelfader (muting)		Fade in or out in 2,5 sec
F17	Here we go Michael		to the Chief of CRRM
F18			
F19			
F20			

randomeffect	noise	
Z1		
Z2		
Z3		
Z4		
Z5		
Z6		
Z7		
Z8		

input	sound	
1	Bell	
2	Oaghoo	
3		

Changing CVs values used by the reset

CV# 3 = 25 Acceleration rate
CV# 6 = 20 Medium speed
CV# 17 = ---
CV# 29 = ---
CV# 35 = 0 Function mapp. F1
CV# 36 = 0 Function mapp. F2
CV# 37 = 0 Function mapp. F3
CV# 38 = 0 Function mapp. F4
CV# 40 = 0 Function mapp. F6
CV# 41 = 0 Function mapp. F7
CV# 42 = 0 Function mapp. F8
CV# 43 = 0 Function mapp. F9
CV# 44 = 0 Function mapp. F10
CV# 45 = 0 Function mapp. F11
CV# 46 = 0 Function mapp. F12
CV# 57 = 90 Motor regulation: voltage reference
CV# 60 = 255 Dimming
CV# 115 = 66 Uncoupler control
CV# 116 = 145 Automatic uncouple
CV# 124 = 0 Shunting keys Settings
CV# 133 = 1 FO4 for exhaust fan
CV# 136 = 24 RailCom Km/h - Speed
CV# 137 = 153 Smoke generator at standstill
CV# 138 = 204 Smoke generator at cruising speed
CV# 139 = 255 Smoke generator at accelaration
CV# 154 = 2 Special OEM bits
CV# 158 = 8 Several sound bits + RailCom variants
CV# 181 = 0 Servo 1 - Function Assignment
CV# 266 = 65 Total volume
CV# 287 = 90 Threshold for brake squeal
CV# 289 = 2 Thyristor Stepping effect
CV# 290 = 20 Thyristor pitch at medium speed
CV# 291 = 120 Thyristor pitch at maximum speed
CV# 293 = 255 Thyristor volume at medium speed
CV# 294 = 255 Thyristor during acceleration trip
CV# 295 = 255 Thyristor Volume at delay trip
CV# 296 = 255 Electromotor largest volume
CV# 297 = 210 Electromotor: begin of audible noise
CV# 298 = 4 Electromotor: begin of full volume
CV# 299 = 90 Electromotor noise depending on the speed of the pitch
CV# 311 = 0 General on/off button for functional noise
CV# 312 = 0 Drainage button
CV# 313 = 116 Mute button
CV# 314 = 25 Mute fade time
CV# 351 = 226 Smoke fan pwm at constant speed
CV# 353 = 32 Smoke heater max. operating time
CV# 359 = 0
CV# 361 = 0
CV# 362 = 65
CV# 363 = 0
CV# 372 = 255
CV# 373 = 255
CV# 374 = 14
CV# 376 = 255
CV# 430 = 21
CV# 432 = 7
CV# 434 = 7
CV# 436 = 22
CV# 438 = 8
CV# 440 = 8
CV# 442 = 23
CV# 444 = 9
CV# 446 = 9
CV# 448 = 24
CV# 450 = 11
CV# 452 = 11
CV# 454 = 25
CV# 456 = 12
CV# 458 = 12
CV# 508 = 0
CV# 509 = 0
CV# 510 = 0
CV# 511 = 0
CV# 512 = 0
CV# 777 = 0
CV# 778 = 0
CV# 779 = 0
CV# 780 = 0