

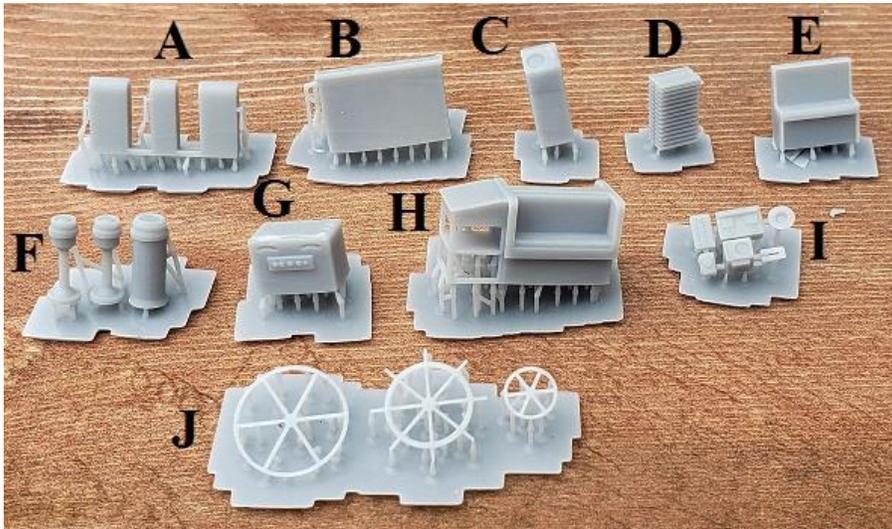


# GOTHAM RAIL & MARINE

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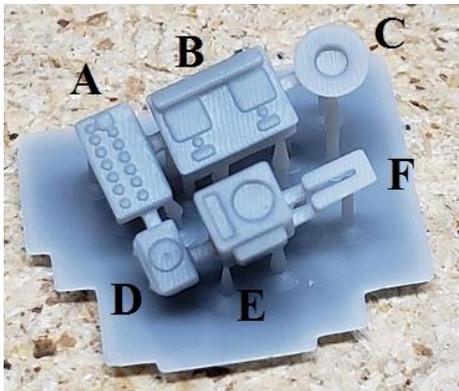
Kit # 006 Interior for Walthers Railroad Tugboat

This kit is designed to be used for the wheelhouse interior of the Walthers railroad tugboat kit. Great effort has been put into making this as accurately as possible, using many field measurements, photos and original drawings. This kit will enable you to accurately model the interiors of the TAMS Inc. designed tugs that the kit portrays, as originally owned by Lehigh Valley, Erie and New Haven. Coming soon will be versions for other tugs and commercial boats.



## Parts Included

- A – Throttle Stands
- B – Storage Cabinet
- C – NH Radar Repeater
- D – Radiators (2x)
- E – NH Bench
- F – Steering Stands & Compass
- G – Radio Telephone
- H – LV & Erie Desk/Bench
- I – Small Parts (outlined separately)
- J – Wheels – 42” Brass, 36” Wood, 22” Bronze

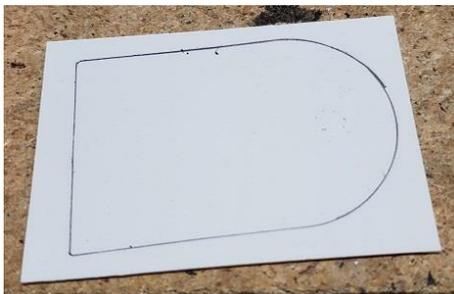


## Small Parts

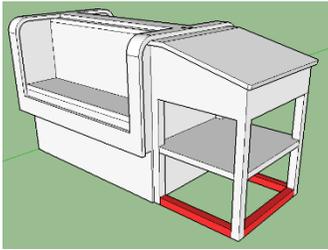
- A – Lighting Panel
- B – Gauge Panel
- C – Interior Light
- D – Steering Changover
- E – Radar (Modern)
- F – Compass Ball Mounts

## Located in Envelope Underneath Packaging

- Ship Wheels
- .015” Wire
- Compass Balls (5x)
- .020” Styrene Floor
- .015” Styrene Wall
- .045” Styrene Rod



Start by carefully removing all the parts using a hobby knife and or sprue cutters. DO NOT break parts off sprues. A very light sanding might be required in some spots where the sprues connect. We have already removed the wheels and they are included in the envelope. Start by taking the flat styrene and tracing the inside of the wheelhouse. Cut this out, leaving it a touch oversize so as you can sand it to fit tightly. You will need to either remove the upper portion of the glue tabs in the wheelhouse, or simply notch the new floor piece to go around them. After cutting it out, mark a line down the center, to use for placing the steering stand, compass and bench. The floor should be located .950” from the top of the wheelhouse roof line. I suggest making a piece of flat stock, and use it so you can mark a line all the way around, to fit the floor squarely.



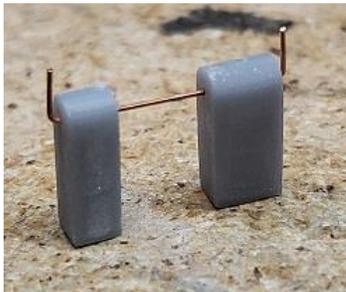
For the LV/Erie tugs, the lower portion of the desk (highlighted) can be removed using a hobby knife, as it was designed as sort of a sprue to keep the front legs from breaking off. The bench is placed 24" from the rear wall. For LV tugs, the small cabinet is placed on the Port side, 12" from the rear wall, up against the Port side. The steering changeover switch is located on the aft end of the cabinet. Drill a #79 hole on top and insert a piece of .015 wire as the handle. The Erie and NH tugs did not have the small cabinet or steering changeover switch. The radio equipment box was in the starboard aft corner on all, originally. The NH tugs only used the smaller bench, centered 24" from the rear wall. Also NH specific was the tall radar repeater, located towards the front of the wheelhouse (see photo below). All three designs have the gauge panel located on the rear wall towards starboard, and the lighting panel port.



Glue the compass ball mounts on the compass 180 degrees apart. After glue has set, place a dab of canopy glue on them, and wait for it to get tacky. Once tacky, place one of the copper balls on them. After the canopy glue has set, put a touch of CA on them.



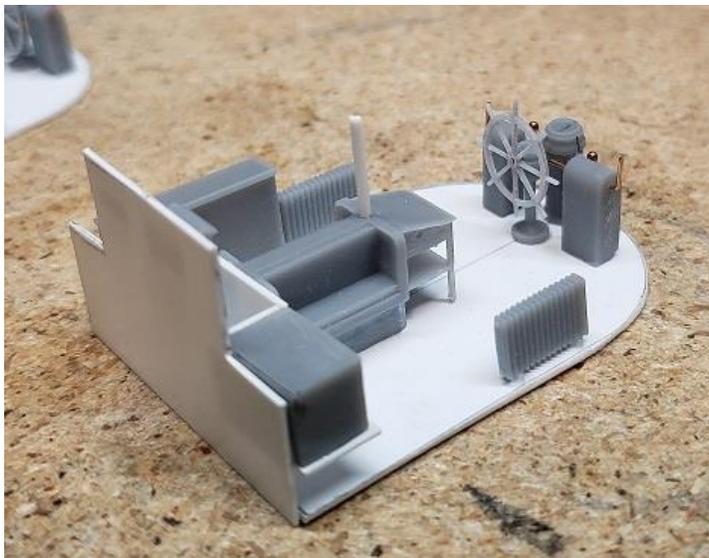
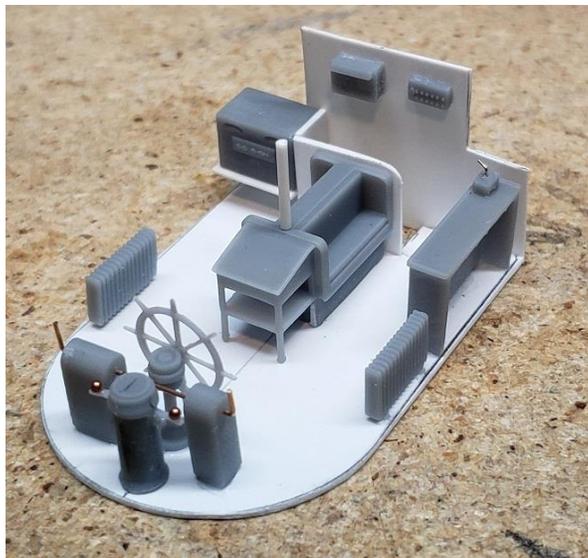
Drill a #79 hole in the steering stand just above the band. Insert a small piece of .015" wire, leaving some excess. Choose your wheel style, and you can glue it on now, or after painting it. Trim the wire after installing. LV used a 36" wood spoke wheel, Erie used a 36" Brass spoke wheel, and NH used a 42" smooth Brass wheel. In later years, it was common to see wheels swapped around, and in the case of the wooden ones, the spokes were typically removed. On the LV tugs with the stern stand, the 22" Bronze wheel is used.



Remove the steering stands from the sprue, and before sanding locate the starter hole dimple on both sides. The extra parts on the stands are throttle handles, which are optional, and would just get glued on. Drill out the holes with a #79 drill, and then sand after. For the LV tugs with the stern controls, only drill a hole on one side. Bend 2 small (3 if using stern stand) pieces of wire at 90-degree angles. Handle portion should be .140" or so tall. Cut another piece of wire .360" and insert it in between – do not glue. Place the stands in place and glue them down, see photos. They should have a .300" gap between them. The large one is on the Starboard side, and the small on the port side. They are linked using the center rod, and thus both handles should be in the same position.

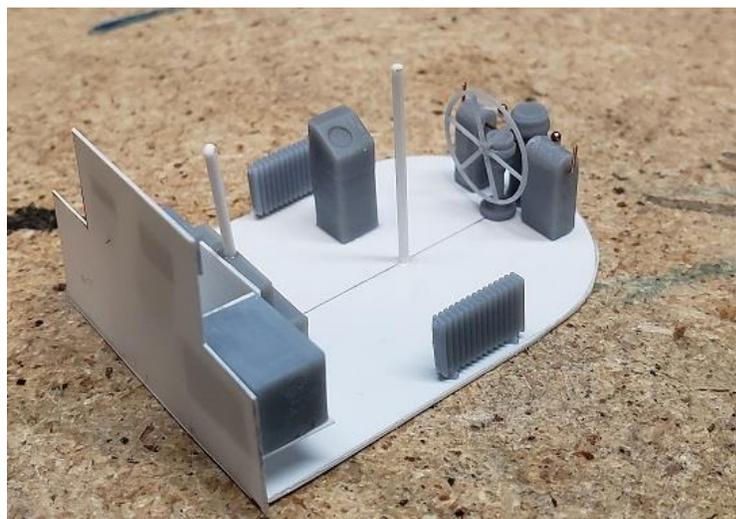
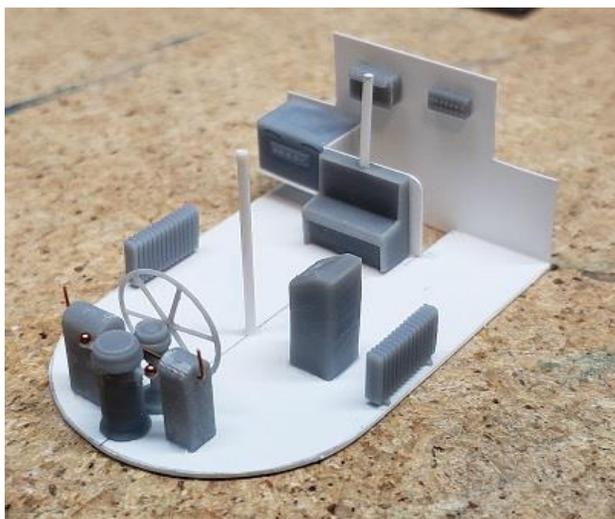
Other parts – Cast iron radiators (used on the LV and NH) are located on each side, right before the wheelhouse starts to radius around the front end. Using a piece of .015" styrene, make a piece using a scale ruler 48" wide by 42" tall. Radius one corner. Glue this in place behind the bench. Make another piece approx. 24" wide, which gets glued 90 degrees to the previous piece. This forms the spot where the stairs come up. Radio Telephone gets glued into the corner that is formed on a shelf. See photos below. Gauge panel is located on the rear wall (you may wish to fill and sand the back wall flat or overlay a piece of styrene) on the Starboard side, and the lighting panel next to it on the Port side. Use the .045" rod to make a piece that goes from the top of the bench to the ceiling line. You will see a dimple where they are located. NH tugs have an additional one about center of the wheelhouse. Large radar stand is located here as well. Again, see photos below. The light is mounted on the top of the wheelhouse roof, just aft of the forward pipe.

## LV/Erie Interior



Note that the Erie tugs did not use either the storage cabinet or the cast radiators, as they had a narrower profile wheelhouse.

## New Haven Interior



## Additional Modeling

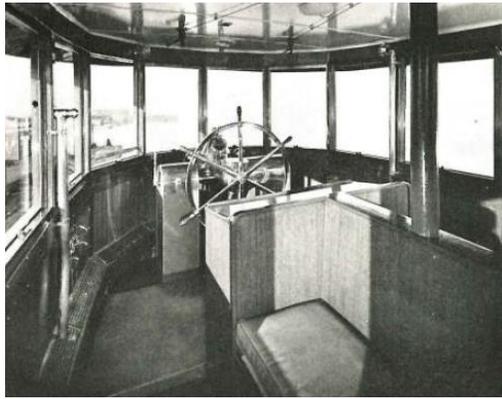
A few additional pieces (not included) can be added using styrene or brass. Ideas include the Bell and Jingle controls, mounted on a brass plate on each side on the front walls, the actual radio handsets, whistle cords, spotlight handles, stools and voice speaking tubes. Later on, many changes were had on these tugs, such as the addition of radars (one is included), radios, removal of benches, etc. See prototype photos.

One major improvement that can be had to the Walthers tug is the addition of window sills. These tugs used wood trim pieces mounted on the outside and can be modeled using .020" square styrene to make the upper and lower pieces, and .010x.030" to make the vertical pieces.

A good resource for photos is Preston Cooks 4 part article on RR tugs, in the April-July 1983 issues of Railroad Model Craftsman magazine.

Painting – The LV and NH tugs used all Mahogany for all the interior, while Erie opted to use it only for the bench and had paneling walls. Throttle stands were both all brass, as was the compass upper portion. Steering stands are Bronze, as is the changeover switch.

### Prototype Photos



These 3 photos are from Cleveland Diesels newsletter “Diesel Times” and show the interiors as they originally were built. Top left is Erie, top Right is New Haven, Right is Lehigh Valley.



Below is a few more prototype photos.



Please feel free to email us at [gothamrail@gmail.com](mailto:gothamrail@gmail.com) with any questions, comments or concerns about this kit. Should you break or loose a part, we will be happy to replace it. This kit is for those 14 years of age and older.