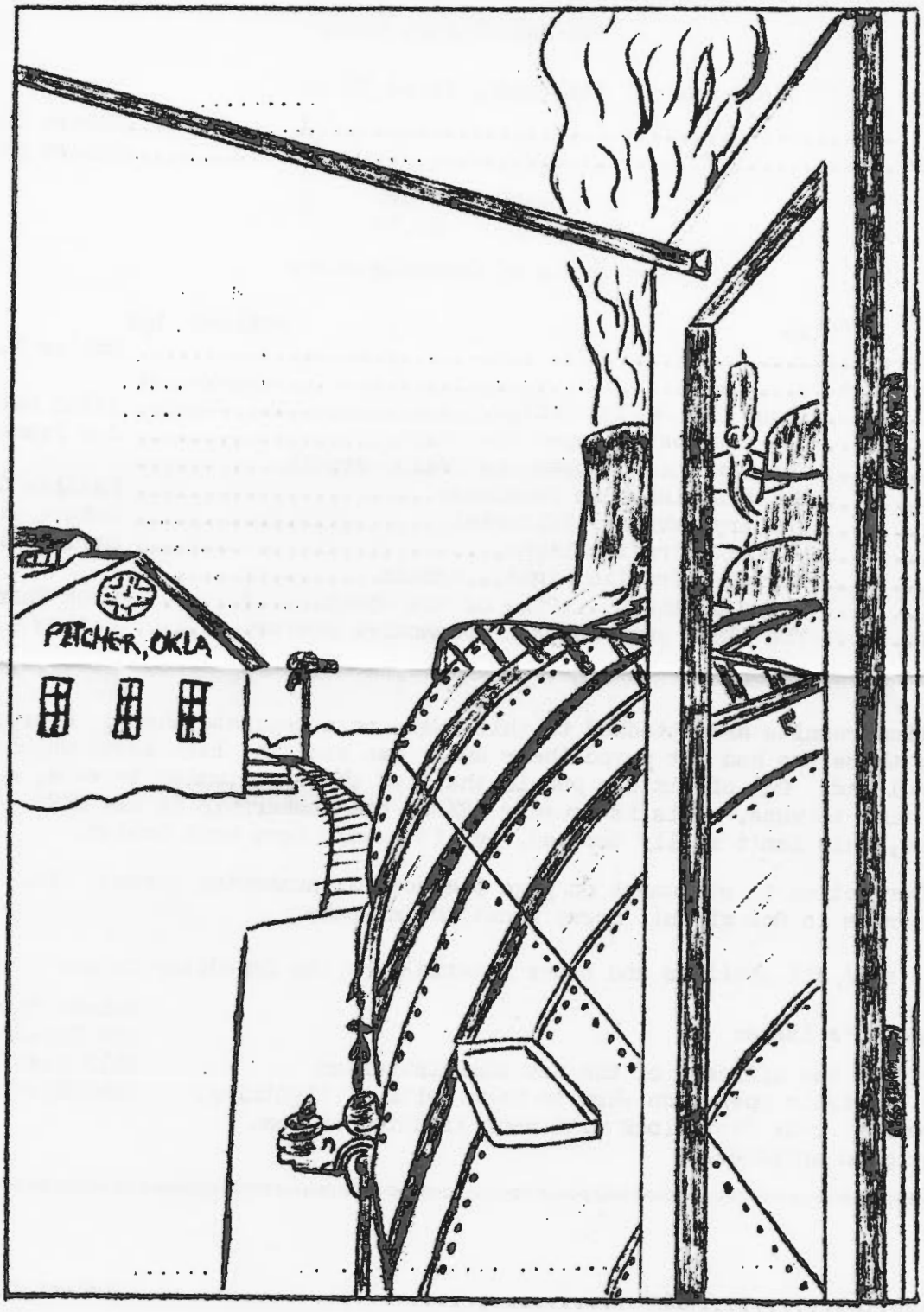
the MCR Expediter



THE OFFICIAL PUBLICATION OF THE MID-CONTINENTAL REGION OF THE TAMR

The MCR EXPEDITER

The MCR Expediter is the paper on the move for a Region on the move!!!

"We Make Things Move!"

Entered as third class mail at Harlingen, Texas 78550

Editor.....Robert Streger
Publisher.....Robert Streger

January-February
Vol.II No.IV

***** Table of Contents *****

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The election results are attached to this issue on a seperate sheet. Everyone, including those who had not payed their dues, was sent the last issue which had a ballot enclosed. Out of sixteen people that had the opportunity to vote, only ten took the time to vote. This is roughly 62% of the membership in the MCR. All things considered, this isn't really too bad, but it should have been better.

Note; Correction to statement on page 9 concering numbering series. The numbering series is not given! Sorry about the mistake.

Remember, send all articles and other material for the Expediter to me:

Robert Streger, Editor
MCR Expediter
2419 East Bowie
Harlingen, Texas
78550

In next month's issue:

A letter form the officers of the new administration
For More Realistic Operation--How to make bolts of lightning.
How sycronise your fast clock with your lighting system.
And other good articles.

****

Product Review.....WD40.....Robert Streger

Though not made for model railroad purposes, WD40 is quite usefull around the pike. Though ist cleaning quality on rail leaves something to be desired, it does help. For best results, clean the rail then apply a light coat of WD40. The shine that is the result of cleaning the rails, will last about a week, with this stuff, and the electrical conduction will be excelent for three or more weeks. Anouther use of this stuff, is cleaning the commutors of the motors in your engines. Just disconect the drive, turn the motor on, and sray this stuff onto the commutor. Cleans it just as good as new. Cost: $1.80

Along the Welded Rail..... Allen Maty

Biggest news in the MCR region this issue is the sudden about face of the Kansas City Southern concerning the discontinuence of trains 1 & 2, the Southern Belles. Four days before the hearings were to begin in Kansas City, the road filed a petition with the ICC asking that the original petition be withdrawn, the commission agreed within one hour. Pullman service was discontinued on December 31., since the cars were owned by subsidairy I&A, the demise of Pullman Company in Chicago should not have affected this action.

On December 3, 1968, the results of a unification election among the members of 4 operating unions were announced. Members of the Brotherhood of Railroad Trainmen, Brotherhood of Locomative Fireman and Enginners, Order of Railway Conductors and Brakemen, and the Switchmen's Union of North America approved a referendum creating a new 140,000 member United Transportation Union. Charles Luna, president of the former BRT will head the new organization.

The Illinois Central has announced that is would like to test Turbo-Trains on its Chicago-Carbondale line. Department of Transportation approval is needed; such trains would allow the trip of 308 miles to be covered in 3 hours and 55 minutes.

The Interstate Commerece Commission has announced that rail employment hit an all-time low in October, 1968, when 584,537 persons were employed, a 2.13 decrease from October 1967. The number of executives, officials, and assistants increased 2.36 per cent from a year ago.

The United States Supreme Court has delayed the merger of the "northern lines" (CBQ, NP,GN, SP&S) due to a claim by the Justice Department that adverse competition would be generated by the merger.

~~The Santa Fe Super Chief was derailed in Holcomb, Kansas during the holidays,~~ the holidays, the train was carrying 580 passengers when 9 cars left the rails; none overturned.

The Class I railroads claimed 1968 to be a very good year. Net income during the first 9 months was $385.8 million, a 12.5 percent increase over the same period in 1967. On the grim side, the Automotive Safety Foundation predicted that 1,800 persons would have been killed and 15,000 injured in grade crossing accidents during 1968. It was estimated that it would cost $5 billion to install lights and gates at the 220,000 grade crossings.

CNR has halted Turbo-Train service between Montreal and Toronto. Breakdowns have occurred in the electrical systems to the surprise of officials since no problems were encountered during two years of testing. Service was begun on December 7, and trains have been running between 90 and 100% capacity

An editorial in a recent publication of the St. Louis Mo. Auto Club called on citizens to loudly protest the discontinuence proceedings of the Missouri Pacific concerning trains between KC and St. Louis. Admitting that the airlines are dangerously crowded and that the highways are being expanded too slowly, the editorial praised the efforts of the Japanese, Europeans, and Canadians. The editorial sumed the opinions of us all when it said, "In the United States, the railroads are protesting that the little passenger bu business they have not succeded in driving away does not enable them to make a profit or break even. This kind of dead-heading can lead only to socialization of the railroads. Adead goose doesn't lay any kind of eggs."

San Francisco, California is going to get rid of its trash by shipping it 300 miles to the desert for dumping. The special night train hauling the garbage has been christened "The Excess Express". Other suggested names were "The Raw Trash Cannonball" and "The Smells Fargo".

The Saw That Stopped the Train..... Jay Franklin

Last September 16, the 75th anniversary of a big event was celebrated. This event was the opening of the Cherokee Strip which took place on September 16, 1893, and the county in which the City of Enid, Oklahoma, is located is in about the center of this area (see map, next page). Quite a celebration was held here in Enid, and you probably received a letter with one of the stamps commemorating the run.

Many people, however, don't realize the large part that was played by the railroads. Listed along with the map are the populations, distances and fares on the Rock Island from Wichita,Kansas, the day the strip was opened. The Rock Island had trains of 42 cattle cars each from Caldwell on the north and Hennessey on the south which brought the settlers into the new land.

You will notice that there is a station listed at Enid and Pond Creek, Oklahoma and then the actual town is listed below. The explination for this began back in 1889 when the Rock Island was first pushing its iron across the Cherokee Strip. Sites had already been selected for the County Seat of each County, but the railroad found that Indian allotments had been made in both Enid and Pond Creek where they were to build their stations. To meet this problem the railroad merely moved their site three miles north in both instances. What eventually developed in both towns was a "North Town" which had the railroad station and a "South Town" which had the land office, post office, businesses, banks, and the bulk of the population. Of course this created some freight handling problems, because mail had to be unloaded in "North Town" and shipped to "South Town" by wagon.

This big problem soon turned into open warfare between the North and South towns and the Railroad. The climax to it all came on July 13, 1894, when a few industrious South Enid fellows sawed through the trestle over Boggy Creek with the intention of stopping the morning passenger train No. 12. Luckily for the passengers, however, a 14 car "extra" freight came through first. The engine and 2 cars made it across but 6 cars of wheat, 3 of lumber, 2 of cotton seed oil, and 1 of empty beer kegs, plus the caboose did not. Only one person was hurt, that being the brakeman who suffered a broken ankle.

Meanwhile in Washington D.C. much debate on this subject was taking place, in fact it fills 65 pages of the Congressional Record! Shortly after noon on September 16, 1894, just one year to the day after the opening of the Strip, the first regularly scheduled train stopped in South Town which is now Enid. President Grover Cleveland on August 8, 1894, had signed an act requiring railroad companies operating in the Territories over Government right-of-way to establish stations at all town sites on the roads established by the Interior Department, this gave Enid its depot.

When that first train stopped in Enid a great celebration was in progress because it was also the 1st anniversary of the famous run. It is said that many people arriving on the train were new to the frontier and at first thought the town was under attack by Indians.

Even today, almost 75 years after Oklahoma's most famous train wreck, you can still tell that the Rock Island once stopped in what is now the town of North Enid, for located there is the Rock Island's large yard and all of its engines facilities. The old "Railroad War" is now over, but if you ever get the chance you might stop at the Cherokee Strip Museum at Phillips University here in Enid and see the saw that stopped the train.

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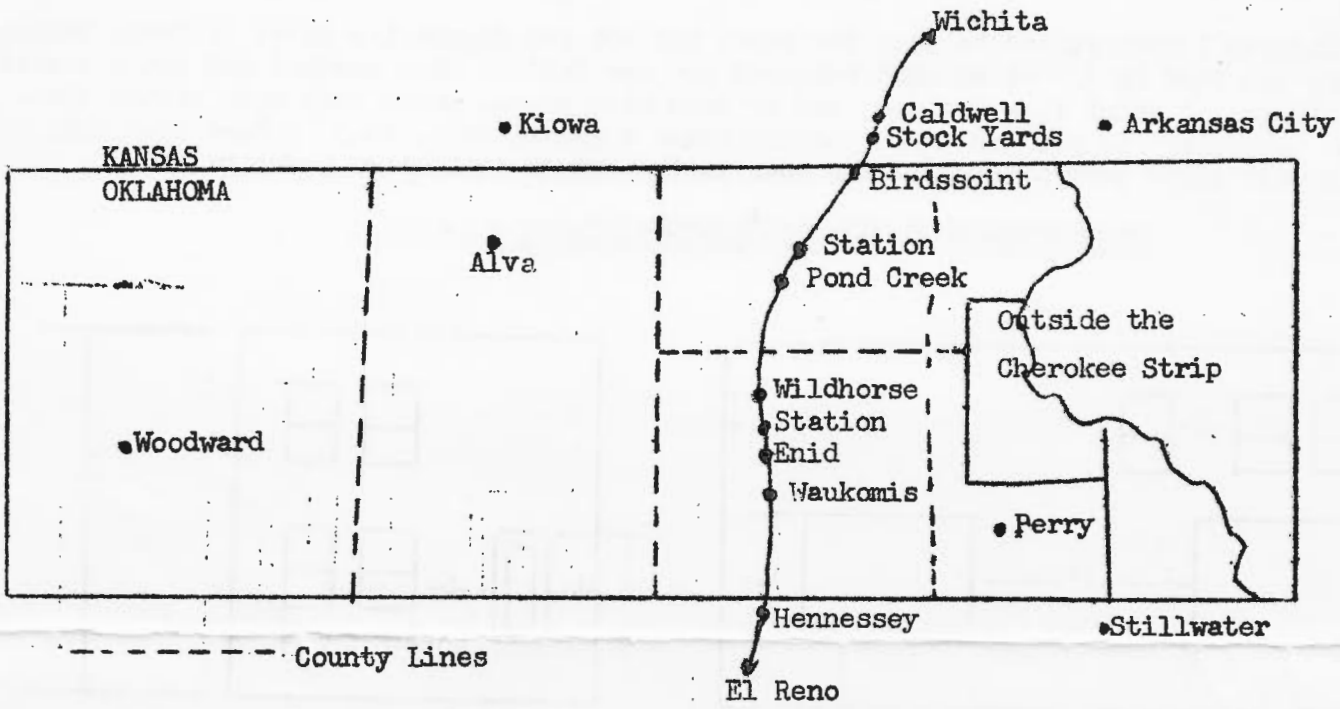
Support the TAMR in 1969--------Write articles for the Hotbox!

MAP OF THE CHEROKEE STRIP

September 16, 1893



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POINTS BELOW ARE SHOWN ON MAP. ALL DISTANCES AND FARES ARE FROM WICHITA, KANSAS

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Place	Population on day before the run	Distance	Fare
Caldwell, Kansas	1750	50	$1.50
Stockyards	--------	53	-----
Bird's Point	10	62	1.90
Pond Creek-Station	--------	75	2.25
Pond Creek-County Seat	--------	78	
Wild Hourse	10	86	2.61
Enid-Station	--------	94	2.82
Enid-County Seat	10	97	-----
Waukomis	10	105	3.15
Hennessey	1200	117	3.50

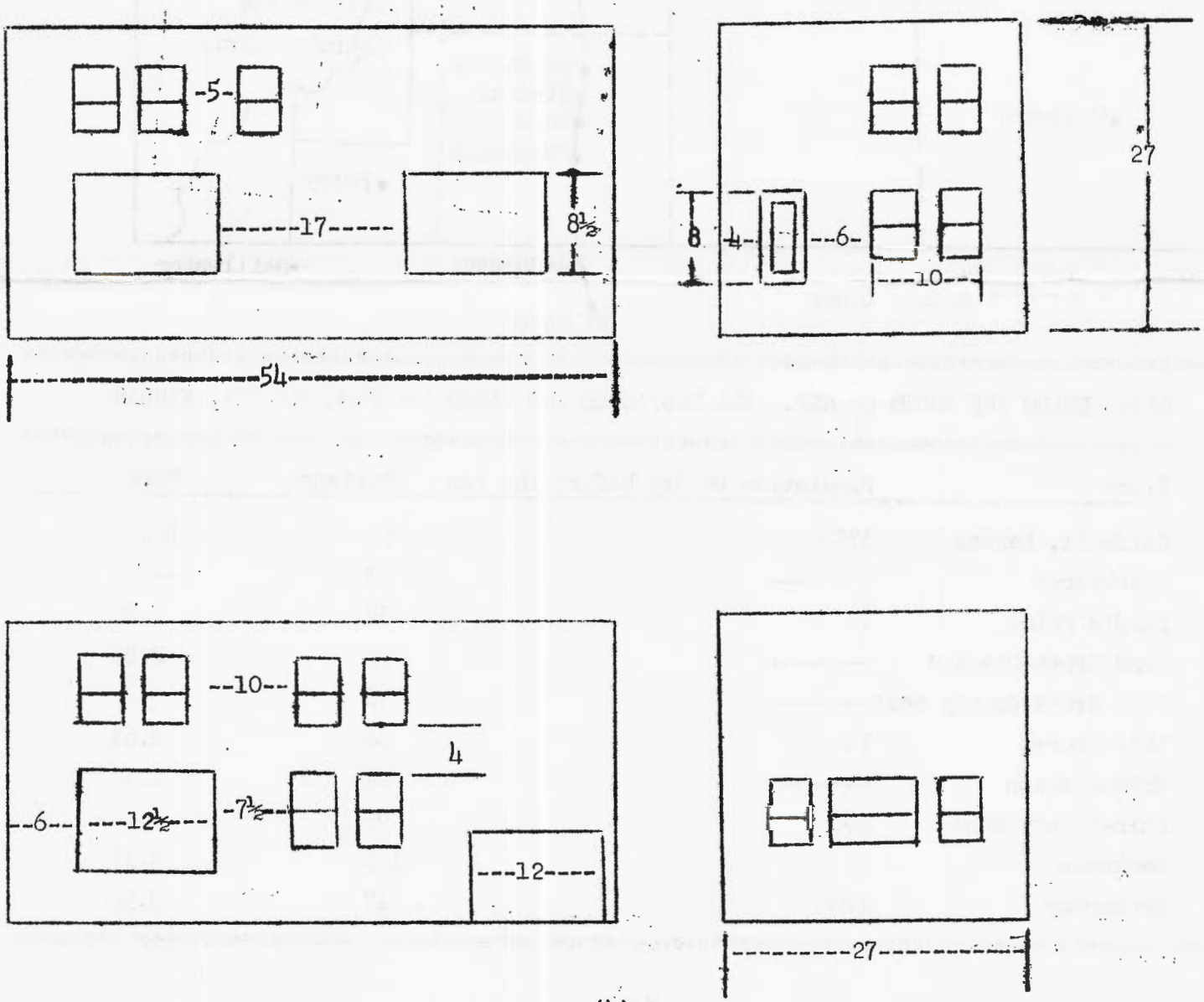
****

Build A Miniture Warehouse..... Matthew C. Barkley

Everyone seems to have a short spur off in some corner of their layout that needs a small warehouse or some sort of small industrial building. The small warehouse that I have designed is my answer to this problem.

The building is quite versital, it can be made into a modern building or made to look older. It can be put in a crowded business district or on the outskirts of a small town. It can even be covered with several types of material, brick paper, strip wood, or just paint.

In the diagram I have failed to show the roof, but you can figure its size. I found that by laying the roof in 1/8 of an inch recessed you can fill it with sawdust and get a realistic effect. (Note: I think fine grained sand or even bird gravel would look much better than sawdust---especialy if you are trying to duplecate a gravel roof. Ed.) I hope that this building will solve your problem of the spur in the corner without an industry.



January-February Editorial.....Fast Time Operations .....

I just finished installing a fast time clock about 2 weeks ago, and boy I'm glad I did! Fast time is really a great thing to be using during model railroad operations. Why? Well there are several really good reasons. ONE: You can get more of a day's operations into a day. Especialy if you operate on some sort of timetable like I do. Two: Those speeding trains seem to slow down. For example; if you have a fasttime clock that runs 5:1; say you have a train running 40 scale miles per hour, and it takes about 1 1/2 to 2 minutes for it to go completely around your layout. Well if you were running on fast-time and lets say the trip took 2 actual minutes, you train would have been running for 10 minutes in fasttime. Thus you layout seems to be mush larger than it really is! Three: When combined with a good lighting system, one with which you can duplicate all times of the day, really amazing results can be had. Just imagine a train, passenger or freight, that starts out at 3:00 P.M., on the fasttime clock of course, and travels along its assigned route making stops, setting out cars, picking up cars, and after one hour, actual time, your train has been traveling for five hours. It has gone from bright day-light, to a redish-orange sunset, to dim twilight, to the dark blueish light of night. If you want, you could even have had a short thunder storm with lightning just after sunset (See this issue; For More Realistic Operation). "Aw, come on,"you say, "all this can't be done, not inexpensively at least." But it is possible! And it won't cost very much either. Most of the stuff can be salvaged from around the house. The clock, for instance, this can be any electric clock, or even a wind up clock, that for some reason is being replaced with a new clock. Grab it before is gets thrown away! Take off the casing and examine the mechinism, but don't take the mechinism apart! Look at it real, notice all the possible to speed up the clock, maybe you can do what I did, that being repositioning the motor so that the motor gear drives the idler gear between the second hand gear and the minute hand gear. I had to cut away part of the mechinism frame on mine but that was fairly easy. The only drawback of repositioning the motor is that the casing cannnot be put back on the clock, but if your going to mount it on your control panal that doesn't matter. Or you can build a new casing out of some nice panaling scraps liberated from the scrap pile of that house that is being built a little ways from your house. That takes care of the fast clock.

Now for the lighting system, you could build one like the one described by Marion Mills in his article "Realistic Lighting Effects" in the Sept.-Oct. issue (Vol. 2 No. 2). Or, you can even use Christmas tree lights, or better yet outdoor Christmas light. At the very least you'll need one string of nothing but blue bulbs (not all the sockets have to have bulbs, about every-other-one would be sufficient or even every third one). Or you can have two strings, one blue, for nighttime, and one white, for daytime. Or you can have three strings, one blue, one white, one red and oramge mixed, for sunsets. As long as you have at least one string for each color, so each con be individualy controled you've got it made.

See, I told you it wouldn't cost much. The only cost should be from buying the light bulbs for the lighting system, toggle switches to control these light, and other odds and ends you might need. So if you've got an old clock lying around, get to work on it! If you need any help, just write me, be sure to include details, and I'll be glad to help.

Now if you really want to get fancey, and syncronize your fast clock to run with an auto-matic system that controls the lighting system to simulate the time of day,or night, according to your fast clock, be sure to read the next issue of the Expediter.

##

What to know how to make a mechenism to make street stop lights operate prototypicaly? Then read the article on the next page, "Wiring a Traffic Light" by Marion Mills.

Wiring A Traffic Light..... Marion Mills

Ever wanted a working traffic light? Easy. First time one to see how long the complete cycle is. For instance, from the start of the green, through the yellow, and to the end of the red, this is your cycle time. Now find yourself a timing motor which makes one revolution in that time. If the cycle time was 30 second, get a 2 rpm motor. For a one minute cycle, get a 1 rpm. (Note: I found that the average traffic light here to have a one minute cycle time--so a 1 rpm motor would be best and easiest. Ed.) For simplicity we'll assume a 1 rpm motor is used. Now time the duration of each color. Now again for simplicity sake, we'll assume that the red last for 30 seconds, the green for 26 seconds and the yellow for 4 seconds, thus totaling up to 60 seconds or one minute. Now, since we have aur data, we can begin with the construction and do any neccessary calculations as we go along.

First you need a disk, or square, about 3inches across. The disk can be made out of anything you want, except metal, though a solid copper-clad circuit board is recommended. If you use something else, just glue some sort of conductor to your disk or square. Now since there are 60 seconds that we are dealing with and there is 360 degrees in a circle, each second of tine will cover 6 degrees of the circle. Therefore the red will have 180 degrees of the circle,or half of it, the green will have 156 degrees, and the yellow will have 24 degrees. Now take a compass and construct a 6 inch diameter circle on a piece of notebook paper, then with the same center, construct a 3 inch diameter circle. Divid both of these circles in half (see drawings), now one half is the red cycle. If your motor turns clockwise, the right half will be the red. Now turn the line you just drew so that it is horizontal to you and the red is nearest you. With a protractor measure 156 degrees from the line starting on your left. Now draw a line from this mark to the center of your circle. Cut out the three inch circle and you have a pattern for marking your disk. Drill or punch a hole in the center of the disk, that is big enough for the motor shaft to fit through and turn freely. Position the paper disk on this disk so the centers are centered. Now mark the edge of the circuit board disk where there is a line. Now take a straight edge and a knife or some other instrument with which you can cut a groove, and scratch a line from the center to these marks. Continue to scratch these lines till you have cut completely through the copper. The disk should look like the diagram when finished.

Now to construct a wiper arm. You need a strip of tin plate or some other metal that is a fairly good conductor. Then cut it to the dimentions of the drawing. Drill a hole, where noted, the is slightly smaller than you motor's shaft. After you have place the disk in position on the shaft, force fit the wiper onto the motor shaft so that the wiper make good contact on the disk. Now mount all this on a piece of wood as shown on the drawings. Then make and mount the seond wiper arm as indicated. Wire it up as shown, and the cicuit is completed.

I shall leave the construction of the traffic light to you. But, the advantage goes to the O scalers because of the size of the bulbs. Be sure the motor turns the right way so that the flashes are in the proper sequence. It really isn't very hard to make is it?

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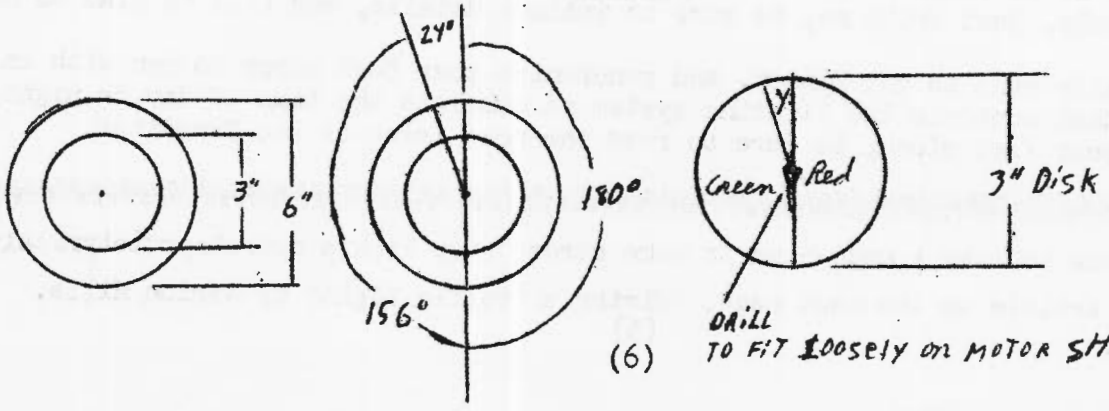
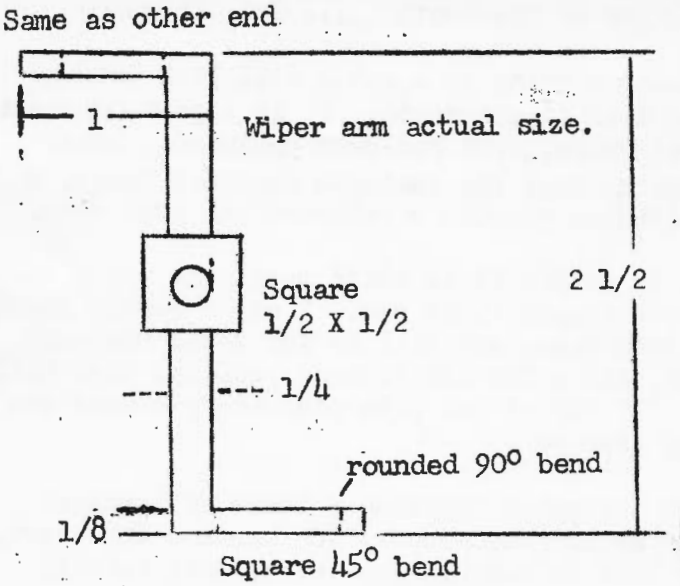
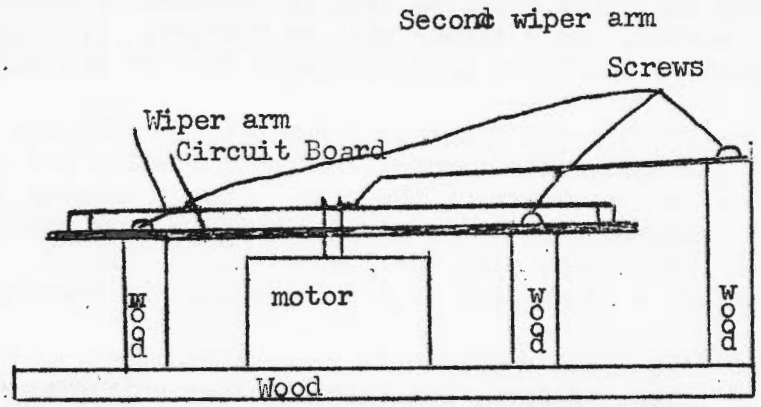
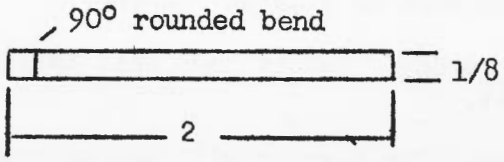
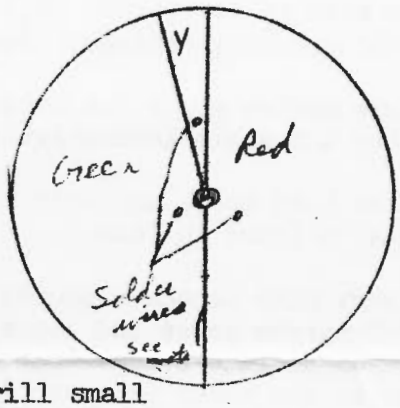




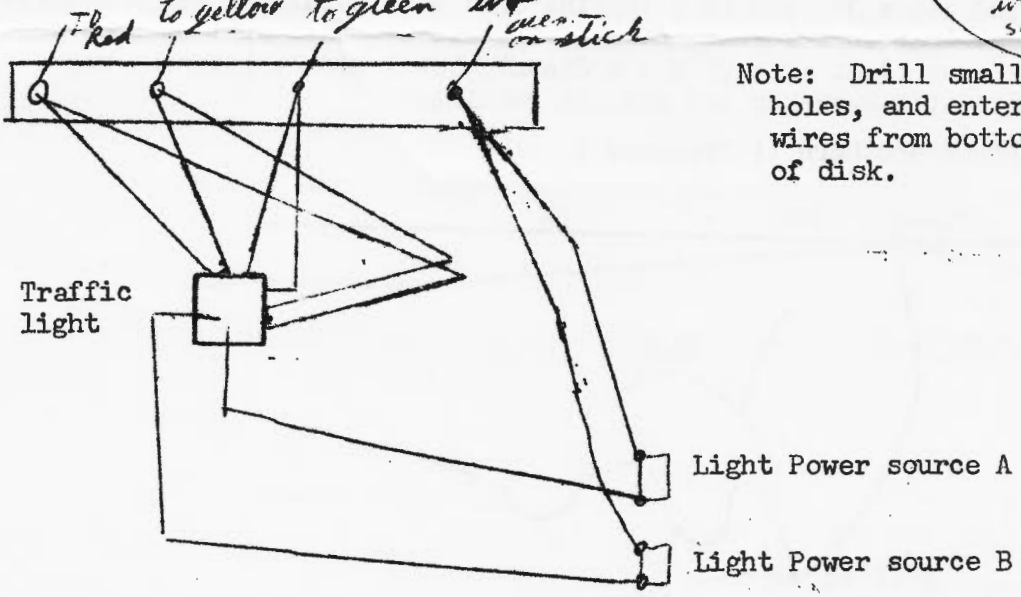




May need to be longer.



Note: Drill small holes, and enter wires from bottom of disk.



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Rails to Possum Trot..... J. A. Stowe..... Lloud Neal

This book is almost as good as a ride on the Reader R.R. (Akansas). It has plenty of pictures and information on equipment, etc. It describes the Reader well enough that you feel you have been there. For those that have, it brings back pleasent memories. The pictures are excellent and there are many varieties, such as the Reader in the snow, and doubleheading. Cost--$2.50 from Kalmback or Col. Rail Museum, $2.06 at Reader.

Idaho Southern..."Route of the Mighty Midget"...Pike of the Month..... Greg Thompson

The Idaho Southern is a short-line in western Idaho serving as a vital rail link between the UP in the south, and the GN,NP,and Milwaukee Road in the north. It is a post-Depression day rail line,emerging from the Depression almost broke, with run-down equipment, lousy road-bed, and a strong will to survive. It traveled over the Sawtooth Mountain Range, a part of the Idaho batholith with some of the ruggedest country a railroad has ever seen.

The IS is being built in S scale (the only way to go!). It is still mostly in the planing stages, with emphasis being on rolling and structures right now. I can't really start much construction on the pike, since I am away from home, and will be for about the next 7 years anyhow. I do plan to build a test track, and a few 4X8 plywood sections that will be intergrated with the larger layout planned. (If any of you pike planning geniuses can design a layout for me I'm interested in hearing from you!)

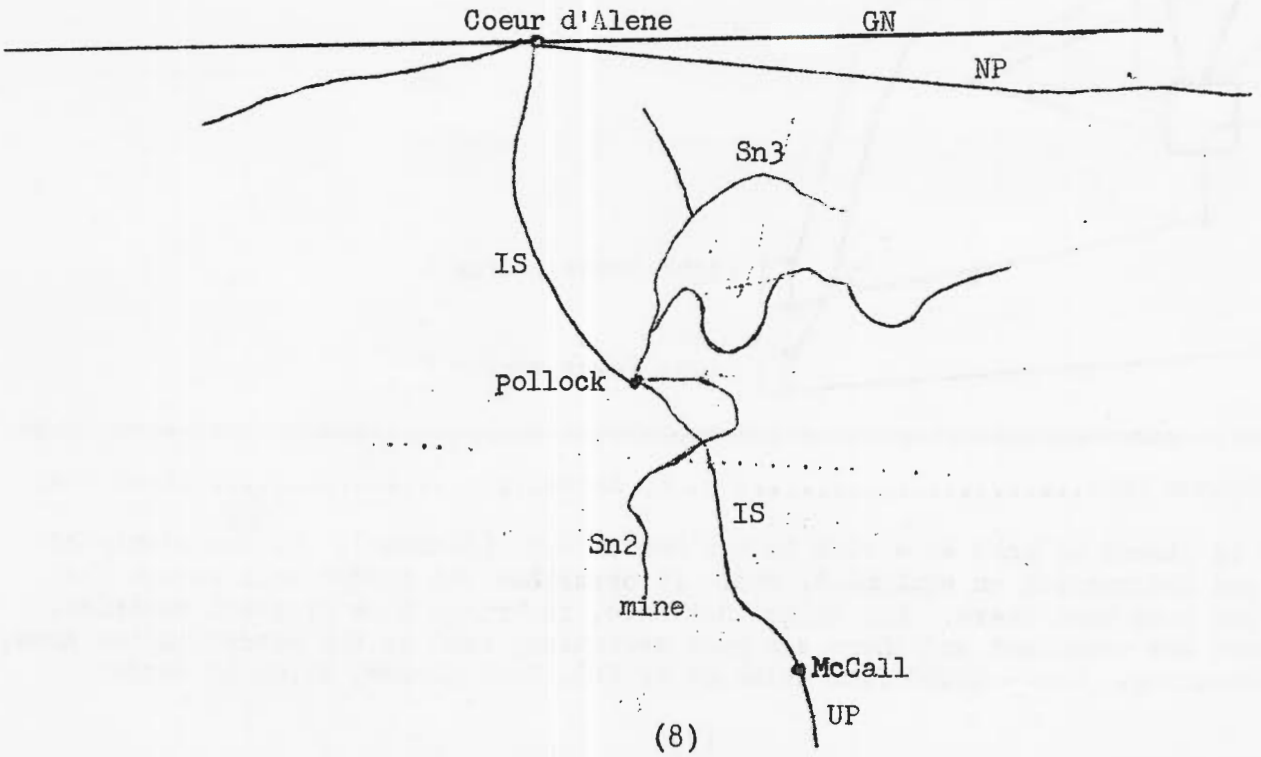
As I've said, emphasis is on rolling stock. I'm currently building a bunch of Northern 40' steel boxcars, but when I'm done will emerge as 40' high-cubes, 50' box and auto cars, and a B&O roundroof boxcar. Next I am going to work on some Kinsman kits, most notably the basic car kits (5 for $5.00) that will be turned into wood boxcars, a reefer, and perhaps an ATSF sidedoor caboose. Next I'd like to work on a GN 50' boxcar.

I have no scale motive power but I have a 2-8-0 on order. But if that deal falls through, I'd like to try a S scale Locomative and supply kit.

Scenery will be hard shell and with plenty of trees. The terrain will mountainous and typical of what's found in Idaho.

Seems like every pike nowadays sports a narrow guage line. The IS is caught up in this rising tide of narrow gauge and has a 3' line is a logging road that moonlights as a tourist attraction. The 3' line's equipment is 1 logcar and a HO LaBelle kit that will be a SP boxcar. Also in the works is a caboose. The 2' has a dieael, but I didn't like the way it turned out, so it is going to the backshop and will be rebuilt.

Idaho Southern (Proposed)



This is one of a series of Locomotive Rosters of railroads that operate in the Mid-Continental Region. This series should be helpful to those of you who want to know the types of engines, their builder, and their numbering series, or your favorite prototype. This issue we have the Roster of the Atchison, Topeka, and Santa Fe Rwy.

The AT&SF Rwy. ..... Diesel Locomotive Data ..... Matthew C. Barkley

February 1, 1967

Class	No. in Class	Builder	Builder's Type	H.P.
Passenger				
11	7	EMD	E6	2000
16	83	EMD	F3	1500
37	41	EMD	F7	1500
51	2	Alco	PA-PB-PA	1750
52	38	Alco	PA-PB	2000
80	12	EMD	E8	2000
3000	44	EMD	F7	1500
350	10	G.E.	U-28-CG	2800
	Total 237			
Freight				
200	316	EMD	F7	1500
281	36	EMD	F9	1750
325	55	EMD	F7	1500
	Total 407			
Road Switchers				
99	1	EMD	GP7M	1350
600	1	Alco	RSD7	2250
602	4	Alco	RSD7	2400
700	52	EMD	GP9	1750
800	50	Alco	RSD15	2400
900	80	EMD	SD24	2400
1100	75	EMD	GP20	2000
1200	84	EMD	GP30	2250
1300	160	EMD	GP35	2500
1600	16	G.E.	U25B	2500
1700	20	EMD	SD40	3000
1800	90	EMD	SD45	3600
2099	1	Alco	RS2	1600
22100	49	Alco	RSD5	1600
2650	248	EMD	GP7	1500
3000	15	F-M	H-16*44	1600
	Total 946			
Yard Switchers				
460	2	G.E.	SW	380
500	1	F-M	H-10-44	1000
501	2	F-M	H-10-44	1000
500	59	F-M	H-12-44	1200
541	3	F-M	H-12-44	1200
625	8	BLW	DS44	750
650	3	EMD	SW	900
1500	38	Alco	S4	1000
2200-2260	72	BLW	DS44	1000
2303	2	Alco	S1	600
2310	10	Alco	S2	1000
2322	70	Alco	S4	1000
2394	6	Alco	S4	1000
2403	15	EMD	NW2	1000
2418	26	EMD	TR4-SW9	
	Total 317			
Grand	Total 1,907			

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Enid, Oklahoma 73701

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