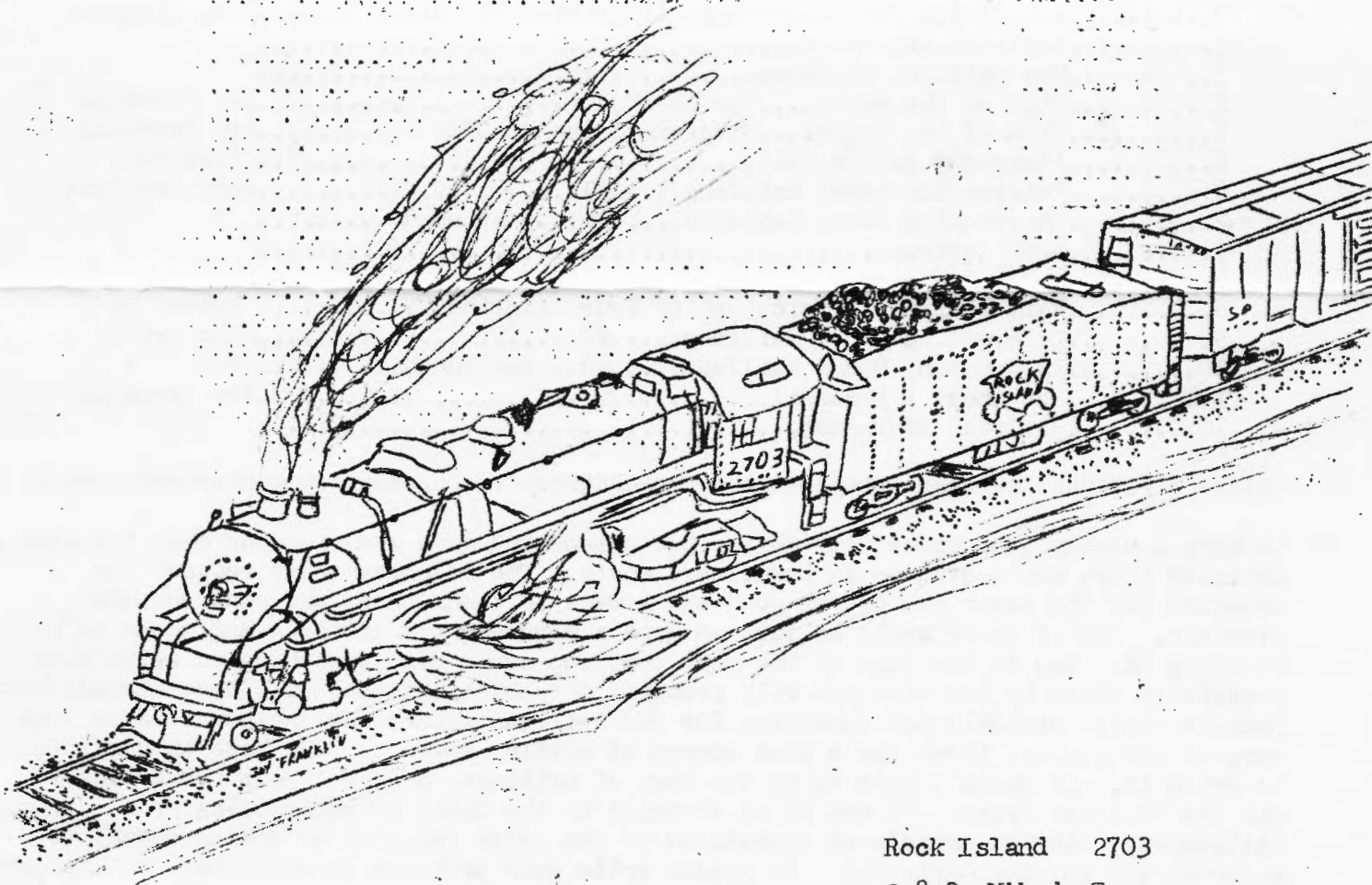


The
MCR

VOL. II NO. III

Expediter



Rock Island 2703

2-8-2 Mikado Type

63 inch Drivers

Built by Alco, 1927

Class K68B

JAY FRANKLIN

11/21/68

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!!!

Our Motto; "We Make Things Move!"

Entered as third class mail at Harlingen, Texas 78550

Editor.....Robert Streger

Publisher.....Robert Streger

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We have a pretty good issue this month, but unless you guys send in your dues and some articles there won't even be an issue next month. The response to my request for drawings for the cover was pretty good and I want to thank those who sent me some drawings. Now if there would be just as good a response for articles and money we'll be doing OK. Now is the time of the year that you could find something to write about especially since by the time you will probably get this Christmas will have already been. Because you'll probably get something for you railroad like a new engine or maybe some cars or structures, these are a good source of writing subjects, you have an open field to write in. It doesn't have to be the best of writings, afterall your not trying to win the Pulitzer Prize. It can be on anything in the field of railroading or model railroading, like an article on operations of the local railroad or adding detail to a model you got for Christmas. So please write some articles so we'll have an Expediter next month.

Remember to vote the ballot is else-where in this issue and all it will cost you is a six cent stamp, if you don't vote remember just one thing---if you didn't vote then you don't have the right to complain about the new officers.

All articles go to me: Robert Streger
 Editor MCR Expediter
 2419 East Bowie
 Harlingen, Texas 78550

All dues go to Lloyd Neal
 Secr/Trea. MCR
 922 North Coolidge
 Little Rock, Arkansas 72207

November--December Editor's Notes.....

First of all I'd like to wish all of you all (that's Texan talk) a very Merry Christmas and a Happy New Year. May the coming year bring everyone the best of luck and much happiness.

Now to the business at hand. First of all the Regional Elections. This is our second annual Election and lets make it a 100 % participation election. After all it's your privilege to vote and you should use it, and it only takes 5 minutes of your time and a 6cent stamp. As you can see we have 5 candidates total for both offices and each one of theses fellows are very capable of handling their prospective offices. If you are wondering why Jay Franklin is acting as Election Chairman while running for an office here is the explanation: I had asked Jay to act as Chairman for the Elections before either of us knew that he had been nominated for the office of Secretary/Treasurer. By the time we found he had been nominated it was too late for changes to be made. So if anyone has any objections to this please write me and we will re-run the elections if necessary.

Concerning this issue.....

This issue is really two issues in one. Pages 4,5,6,7,&8 are the July-August issue which never was completed (Vol. 2, No. 1) the rest are composed of material that I received for this issue. Acutally the material is left over from the Sept.-Oct. issue because I haven't received any material since that one was published. However I did receive three drawings in responce to my request for such. For these my sincere thanks.

Concerning the next issue.....

Unless I receive some articles by January 15 (a month past the deadline) there will only be one or two articles in the January-February issue, Now that is not the way to start out the way to start out the new year! So send in some articles otherwise we may end up like the Hotbox. While you are at it why not write an article for the Hotbox also?

An important announcement.....

Our present Secretary/Treasurer Lloyd Neal informs me that we are in a somewhat sticky financial situation. To be honest the region is broke! The reason, many of us have not paid our dues yet. So please fellows send in your dues if want to continue getting an Expediter, otherwise it may never get published, not even the two articles I do have on hand now!

The Mid-Continental Region By-Laws.....

The By-Laws which were presented to the membership in the May-June issue of the MCR Expediter and voted upon, were unanimously accepted by the membership with a vote of 7 to 0. If finances permit, perhaps we can memiograph it so that all the members, especially the newer members, will have a copy of our By-Laws.

The present membership of the MCR stands at 15. The GLR is ahead of us with 36 members. Come on fellows lets really get busy and recruit members. We already have a better region and a better publication than they do, so why should they have more members than us. Listed below are the rest of the members that are not listed on page 4. Officialy Gale Hall is no longer a member of the TAMR so he is not included in membership count of the region's members that I gave.

Danny Akin
806 Avenue K
Hawarden, IA
51023

Matthew C. Barkley Val Dasho
803 Kipling Ave. 14 Berrywood Dr.
Houston, TX Glendale, MO
77006 63122

Rodney L. Owensby
C/O John Brown Univ.
Box 1417
Siloam Springs, AR
72761

Mike Porter
7904 N.W. 28th Terrace
Bethany, OK 73008

Inspection Pit..... Greg Thompson
Northern Industries 40' Steel Boxcar....."S" Scale.....

This is a versatile kit, you can make 8 different kits out of it. It is a wood kit, and considering its versatility, the \$2.50 price is very reasonable. All parts of wood are quality Northeastern basswood, and the metal castings are of a fair quality. Staples are provided for grab-irons, but the Northeastern preformed grab-irons are better

The kit can be made into the following cars: 40 foot Boxcar
40 foot Autocar
40 foot HighCube
50 foot Boxcar
50 foot Autocar
40 foot B & O Roundroof Boxcar
40 foot Milwaukee Road Outside Braced Box
and 60 foot car.

(On cars of 50 feet or over you'll need to splice two kits together)

The kit needs to be sealed with a sanding sealer or Ambroid cement to hide the wood grain. I didn't like the door or the ends, because they were made out of wood, so I bought castings instead and they look much better.

This is a great kit for the beginning "S" gauger to cut his teeth on. This very versatile kit is available from: The Hobby Shop
St. Albans, Vermont
05478

(Sorry no street address was given. Ed)

Railroad Addresses.....

These addresses are for your convenience when writing to the prototypes for information.

Chicago & Eastern Illinois Railroad
Public Relations Department
646 Chicago Road
Chicago Heights, Illinois
60411

Chesapeake & Ohio Railway
Public Relations Department
Post Office Box 6419
Cleveland, Ohio
44101

Duluth, Missabe & Iron Range Railway
Public Relations Department
501 Wolvin Building
Duluth, Minnesota
55802

Toledo, Peoria & Western Railroad
Public Relations Department
Post Office Box 125a
Peoria, Illinois
61601

For those of you that don't know who our newly elected National Officers are I am including their names and addresses.

President: David Neumann
10 Kittie Lane
Belmont, California
94002

Vice-President: Doug Kocher
607 S. Huddleston Rd.
Winamac, Indiana
46996

Secretary: Richard Wagie
13106 N. Granville Rd.
Mequon, Wisconsin
53092

Treasurer: Allen Maty
216-A Hudson Hall
CMSO
Warrensburg, Missouri
64093

My St. Louis-Santa Fe & Pacific Railroad is a 4 x 8 pike in HO. The plan for the layout actually came from December 1967 Railroad Model Craftman. Even though my pike has an almost identical track plan, if you study it close enough you will find some differences. I changed the track plan and rearranged the industries to fit my plans.

The thing that appealed to most about this layout was that it packed so much operation into a small area. There are three main stations; one at Clinton, one at Waterloo, and one at Prue (incidently, the names for those towns came from towns in Oklahoma). There are six industries located within the layout; a cider mill, oil company, scrap yard, grain elevator, coal mine, and a saw mill.

No doubt if you have studied the plans you noticed that little line beside the mill pond with the C & BL written on it. That's the little logging road known as the Copperville and Blue Lake Railroad whose track leads right off the edge into the imaginary land that surrounds my pike.

At the present time the layout is not finished, but should be by the end of August. Right now I'm laying track and finishing up the plastering. The track for the SL-SF&P is all snap track made by various manufacturers which was put down on the almost solid plaster roadbed by a bounded ballast method. Since this isn't a construction article I guess I'd better get back to the finished layout.

When finished the scenery will resemble the terrain in NE Oklahoma; wooded, rocky, and slightly mountainous. The locomotives and rolling stock will be modeled after the Frisco, Rock Island, and Santa Fe Railroads. The structures will probably be modeled after anything from a modern structure to a 2 foot gauge station in Maine.

Speaking of narrow gauge, if any of youse guys can figure out a way to add a narrow gauge line to my layout I'll gladly award 25 pairs of slightly used horn couplers for the best suggestion.

The Present Membership of the Mid-Con Region

John Arbuckle
19 Carlton Road
Hutchison
Kansas 67501

Walter P. Harris
10670 Mayfield Road
Houston
Texas 77043

Lloyd Neal
922 North Coolidge
Little Rock
Arkansas 72207

John F. Bagwell
221 "D" Southeast
Ardmore
Oklahoma 73401

Allen Maty
13508 Parker Avenue
Grandview
Missouri 64030

Robert Neff
3950 Dallas Center
St. Louis
Missouri 63125

Jay Franklin
2001 West Randolph
Enid
Oklahoma 73701

Thomas "Marion" Mills
2506 48th Street
Lubbock
Texas 79413

Robert Streger
2419 East Bowie
Harlingen
Texas 78550

Gale Hall
Mgr. Longview Mobile Park
Route 1
Rogers
Arkansas 72756

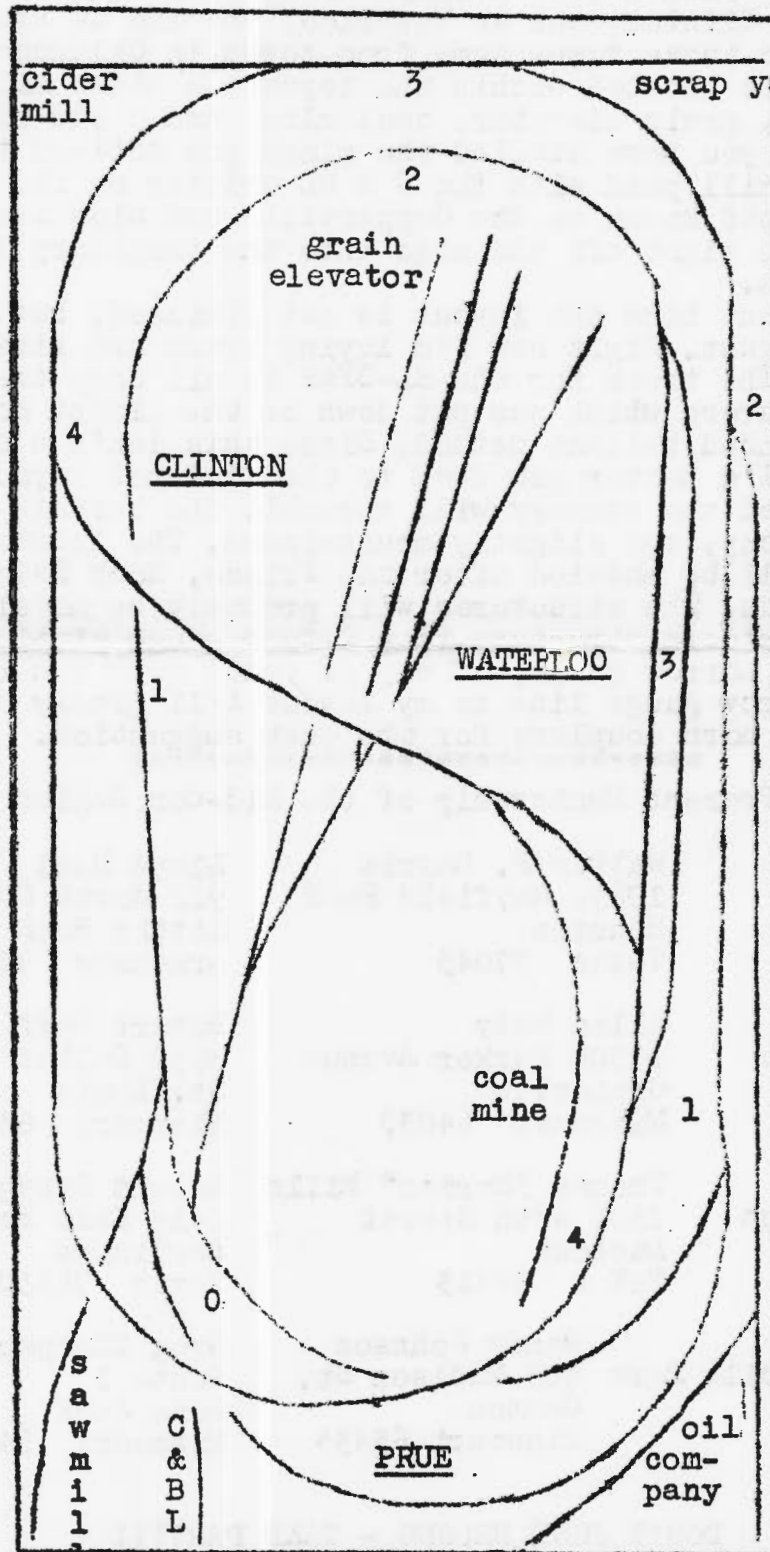
Randy Johnson
705 Madison St.
Canton
Missouri 63435

Greg Thompson
Route 1
Lone Jack
Missouri 64070

DON'T JUST BELONG - TAKE PART!!!

ST. LOUIS - SANTA FE & PACIFIC RR.

SOONER
LINE



Scale: 1" = 1'

Nos. indicate
elevation in
inches.

Along the Welded Rail

by Allen Maty

Frisco is trying out a train similar to the Santa Fe's "Super-C", but it's success is questionable; it consists of a loco and 5 flatcars. Many railroads are now trying to provide super-fast freight service.

Most of you have heard of the runaway GP-30's the Santa Fe had awhile back. The brakes were reported to have burned out within the first few miles of its journey. They finally derailed 98 miles from Hutchinson, Kansas. The highway patrol tried to stop them, but the excessive speed made their attempts futile. The locos were clocked at 90 mph.

The Rock Island had another wreck in northern Missouri at almost the same place they had one a year ago. The cause was believed to be a broken rail.

The Chicago Great Western and the Chicago & Northwestern merged, providing a 11,000-plus mile system. The C&NW next plans a merger with the Milwaukee Road, and other small roads, providing the north central states with a more efficient transportation system.

The Mop is running some big trains on the St. Louis-KC passenger runs, the Missouri Eagle now consists of an old E unit, a grill-coach and coach. (Wow!)

Interesting (Model) Railfans

by John Arbuckle

This is a new column that will interview a different TAMR member in the MCR every issue. This issue we start out by interviewing our old editor, Greg Thompson.

Greg was born in Kansas City, Missouri, on November 4, 1952, so that makes him over 15½ years old. He now lives on a farm in eastern Jackson County, so consequently he is in close contact with Nature, although, according to Greg "I'd rather live next to a hobby shop by the railroads". His big gripe is that he can't drive yet, and his parents are not exactly wild about trains, so he has problems when it comes to railfanning. The nearest railroad is the GM&O, now all freight, in Grain Valley, where he goes to school. He has completed all the elementary grades, and one year of high school. "The only thing exciting about high school was the fact you could watch the trains in study hall", says Greg. He got started in model railroading when he was two, courtesy of his grandfather who had a large American Flyer layout. He liked the trains so well, when his new sister arrived he came up, made the statement, "She's got fingernails!", and went back to the trains. True devotion! Presently, he is converting to S scale, and when asked about the choice, "It is a challenge to build in a scale where you have to do a lot of improvising" was the reply. The layout will eventually be huge, with 40" minimum radius curves, but Greg says that is in the future after he gets done with his schooling. Now he is working on rolling stock and structures to fill up the layout when it is built. When asked about his favorite loco, he said, "Which one?" Seriously, he likes the NP 4-6-6-4 and GN 4-8-4 in steam, and the U-25C's (ala NP) in diesel. His favorite roads are Great Northern, Northern Pacific, SP&S, and the now defunct Rio Grande Southern. These roads give him a setting for his pike, the IDAHO SOUTHERN, a depression-days railroad in Idaho. He's only ridden 2 passenger trains, all of them Burlington excursions of one kind or another. He can't see why the railroads want to give up passenger

Interesting (Model) Railfans, Cont.

service, and has been active in protesting their discontinuance.

He joined the TAMR when he was 14, and soon became editor of the first regional paper. He then ran for the national Vice-presidency, and won. Later he became publisher when the TAMR bought a mimeograph. He is on the Member Services Committee, and corresponds with many other TAMR members. His big gripe is that most modelers do not get involved in their hobby, e.i., "They sit around and complain about the lack of this, or the high price of that, or in organizations for their benefit they let a few fellows work their heads off, when they could be helping out." He is now undertaking a column in the S GAUGIAN, a magazine for S gaugers. He gets RMC and MR, and thinks MR is better than RMC, but not so much better that it is worth \$2 more. The S GAUGE HERALD, another S gauge magazine, is his favorite modeling magazine. He doesn't subscribe to Trains or Railroad. He doesn't have any photo or other railroading collections, other than timetables and other publicity material he receives from railroads.

Book Review

(Ed. Note: Anybody got any ideas for a better name? This will be run similar to the Inspection Pit and Helpful Hints, just send a short article on a book you read on either railroads or modeling.)

AMERICAN LOCOMOTIVES: A Pictorial Record of Steam Power 1900-1950 by Edwin P. Alexander.--This is a must for the steam fan. It covers the development of the steam locomotive from 1900 to 1950. It shows 117 different engines with a photo and usually a drawing and important information. Although it doesn't cover every road, there is a fair sampling of most roads. It has locos ranging from the early 4-4-2 weighing 100 tons to the C&O's steam turbine, the longest and heaviest loco to ever run on rails. It is a great aid in detailing your steam locos. It can be found at most libraries. The Dewey Decimal number is 625.2. Cost is \$6.75.

The Complete Book of MODEL RAILROADING by David Sutton--The largest and most complete book found in our library on model railroading, this book provides the reader with many hours of enjoyable reading. However, you will find some of it boring if you have been in the hobby long, and minority gaugers (N-TT-S-and even O to an extent) will find information on their scales lacking. However, it does give you a broad understanding of all phases of the hobby, although I was unhappy that it did not cover scratchbuilding very well. But you can't complain, with 340 pages and more than 600 photos it makes the most enjoyable and comprehensive book on modeling I have read yet. Price is \$15.00.

Helpful Hints

Got an old typewriter you're going to junk? Take out all the springs, you get about 50 of them, and you can find countless uses for them on your pike.

Gravel used in aquariums is ideal for hoppers and gondolas. It comes in many colors, and is heavy enough to add extra weight to the car. Position it in the car to your liking, then sprinkle or spray on a 50-50 solution of Elmer's Glue and water to hold it in place.

There are many details that can be added along mainlines on your model railroad to make it more interesting and detailed. Among these is a rail and flange lubricator. The prototype is found in South St. Louis along the Missouri Pacific southbound mainline. It is made by Maintenance Equipment Company, which is a division of Poor & Co.

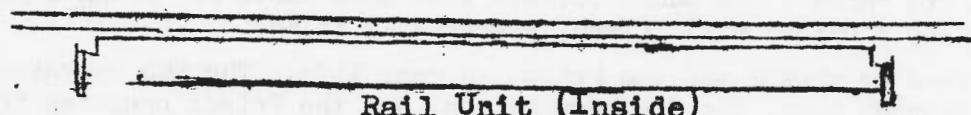
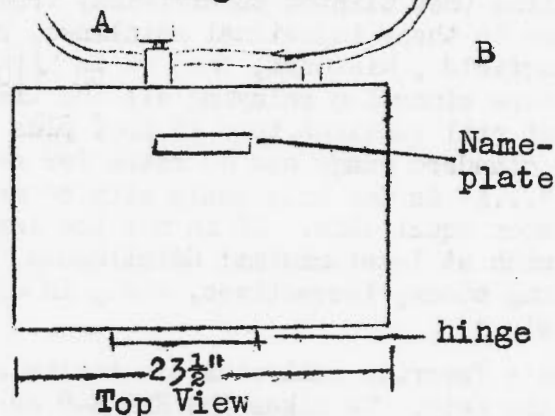
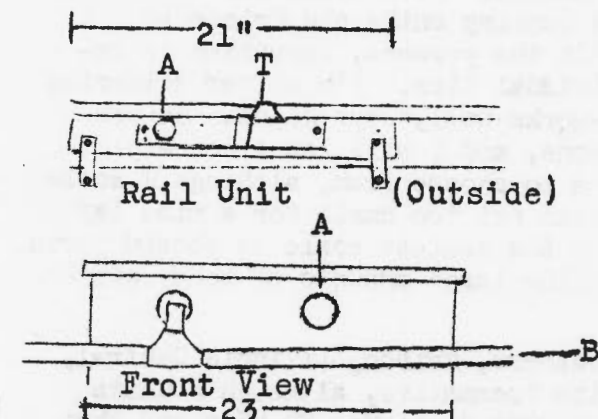
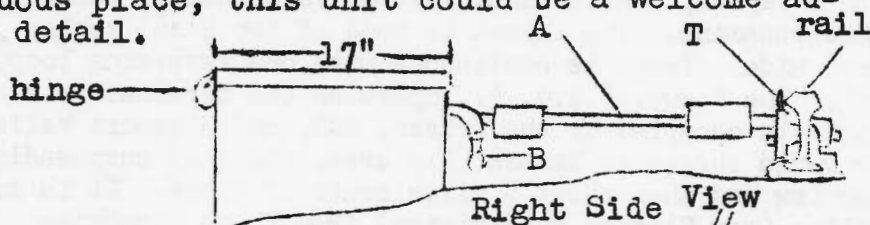
After watching a MoPac passenger train go over it, I determined how it works. It only puts grease on the right side of the rail and the right flanges. There is a tripper that sticks up above the rail (T on the drawings). When a train comes, it pushes the tripper down and turns a shaft leading to the machine in a clockwise direction (A on the drawing). This actuates the machine inside which forces grease out through two hoses to the rail units where grease comes up and gets all over the flanges and rail surrounding the area. The hose is indicated by a letter B on the drawing.

Construction of the lubricator is simple and detail can be carried out as much as the builder wishes. It is rather small in HO and not too much detail is required for a good appearance. The trackside unit can be made from a small block of wood and the hoses and shaft can be formed from wire. The rail units can be made out of wood or wire soldered to the rail. Be sure not to make them so shallow that they will interfere with the flanges or wheel. I put the tripper even with the rail top so it will not interfere with the wheels, yet will still give the appearance of one. O gaugers can merely cut the plan's size by 1/4, and HO gauger's who aren't fussy can cut the size 1/8.

The trackside box and shaft leading to the rail should be painted a grimy gray-black color with spots of rust. There is a nameplate on the top of the trackside unit which tells of the builder, patents, etc. I think it was one time silver, but now is a dirty black, being covered with dirt and grease. The rail units should be painted black, and they are always covered with grease. To add realism, paint the ties, rails, and ballast all along the lubricator and down the line always black, because it gets grease all over everything.

If set in a conspicuous place, this unit could be a welcome addition to your mainline detail.

MAINTENANCE
EQUIPMENT Co.
RAIL & FLANGE
LUBRICATOR



Allen Maty, second in my column describing the members of the MCR, is well known throughout not only the MCR, but throughout the entire TAMR. He was born on January 24, 1949 in Harvey, Illinois, a suburb of Chicago. Allen has completed 12 years of primary and secondary schooling and will be starting his second year of college this fall. He holds a part-time job with Solo Cup Co., of Grandview, Missouri, when he's not attending school.

Allen presently resides a 13508 Parker, Grandview, Missouri 64030 with his mother, father, and so-to-be-married brother. Allen has a sister that is married, also. He says of his family and his rail activities: "Actually, none of them relate to rail activities, except the folks do finance many of the activities; although they usually don't exactly approve. My brother is of help at times and once in a while can be talked (or forced) into chasing trains, or working on the layout. My brother-in-law was very helpful with some scenery earlier this summer, but he had to move to Hawaii, so that cut that short."

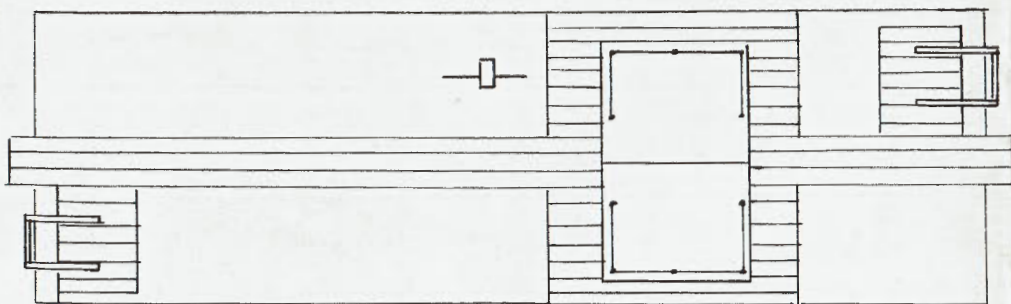
The subject became interested in railroads in the Chicago area in the early 1950's. He says: "We lived a block from the IC on one side and a block from the Indiana Harbor Belt on the other, plus about 4 other roads ran through town. Hardly a day went by that I didn't see a train, although I was just a little tyke, I'm told that I would run to the window just to watch a train go by, even though there was a good cartoon on TV--what the heck, I still do that! After we moved to Missouri, I really became interested in railroads since where we lived was about a block from the Mopac tracks. Daily I would watch a morning train out of KC stop with the mail--that got me hooked. I became interested in model railroading during the summer of 1964 when I bought a copy of RMC, it was very good and sold me on HO. I did get a Lionel 027 set around 12 years ago, but that lacked realism to me and didn't get off the floor."

Allen currently holds the office of TAMR Membership Services Chairman as well as the office of Treasurer for the TAMR. Besides the TAMR, Allen is a member of the NMRA, the NRHS (Kansas City Chapter), and the Nickel Plate Historical and Technical Society.

Allen's layout, the Terminal Rwy. of Kansas City, occupies it's own 12'x15' room in his basement. The layout is made of two 4'x6' tables joined by an "L" about 3 feet wide. Track is continuous with one reversing loop, no grades--just on the level. The T.Rwy. of K.C. "...operates the terminal as a subsidiary of the SL-SF and is jointly occupied by the Frisco, KCS, and Missouri Valley. The locale is as the name would suggest-- Kansas City area, the road supposedly runs from downtown to Grandview and then about 5 miles south of there. It is supposedly the old Frisco mainline (now Clinton subdivision) from KC to Grandview. From Grandview the roads branch to their individual mainlines, with the MV running on the old Frisco to Springfield, Missouri, then on to Little Rock. "At the present, operation is impossible since I'm relaying all the track on individual ties. I'm silver soldering 3 foot rail sections into 15 foot plus sections--works well," says Allen. He prefers standard gauge and HO scale for several reasons, and I will let Allen explain why. "...it is the only scale with so many products to choose from, although N scale may soon equal this. HO is not too large, and again not too small for a nice layout with at least minimal derailments, etc. It is the easiest scale to obtain parts, rolling stock, locomotives, etc., in without spending large amounts of money per article."

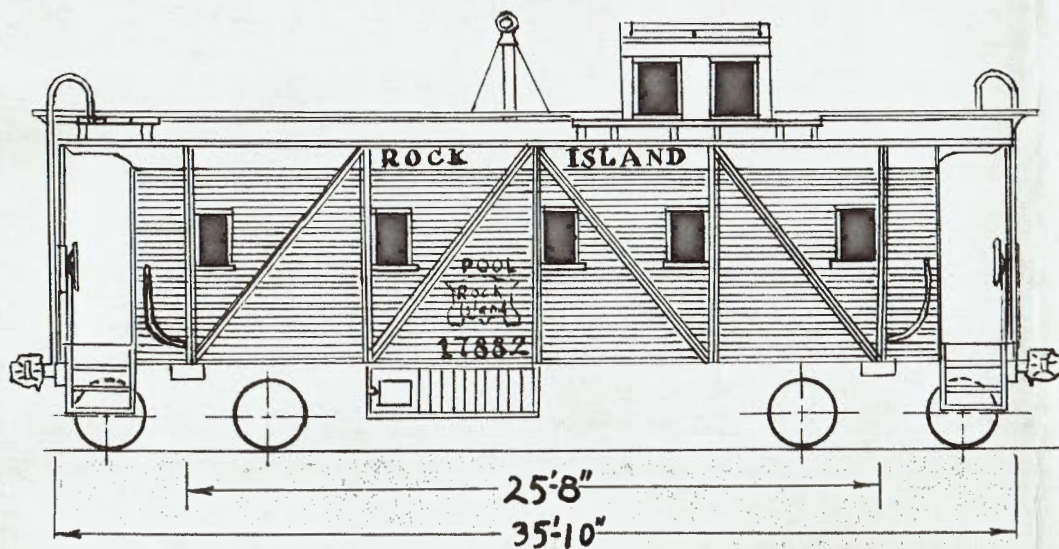
Allen's favorite railroads are the Kansas City Southern, Frisco, Illinois Central, and the Katy. He likes the EMD E-8 as his favorite locomotive, although F units and Alco PA-1's are "nice". He adds: "...have seen some Santa Fe FP-45's and they are wild!" (Must be a deisel nut) (Yeah, great isn't it. Ed)

Grandview is served by the KCS and the Frisco in real life. The KCS operates its trains 1 and 2 through town, the Southern Belles, and the Frisco operates freight

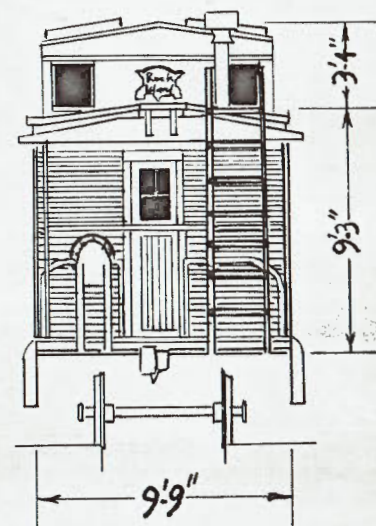


CRI&P CABOOSE NO. 17882
 BUILT IN 1906
 DRAWN BY: JAY FRANKLIN
 8/7/68

PROPORTION 87:1
 HO SCALE, 3.5mm. per foot



NOTE: THERE ARE 5
 WINDOWS ON THIS
 SIDE ONLY. THE CENTER
 WINDOW IS OMITTED FROM
 OTHER SIDE.



Railfans.....continued

service only. He has ridden the trains of the KCS, Frisco(mainline and mixed), Mopac, AT&SF, IC, C&E, C&NW, UP, CSS&SB, and the CB&Q, which is quite a list! Allen has traveled 30 miles by car and 500 miles by train to see rail action.

Allen collects unspecified railroadiana and has a photo and slide collection of locomotives, passenger trains, structures, and railroads in general. He reads Trains, RMC, MR, and EXTRA 220 South "a good magazine". Trains has fallen way down in popularity with Allen due to a "non-railfan orienation D.P.M. has taken on trying to make the mag of a higher class." He also feels that RMC, although underated by many people because of its content, is as good a magazine as MR is.

He feels that the railroads are in trouble today, loosing freight rapidly due to their nonpersonal attitude. Allen comments, "Although I really like passenger trains, I do understand the rails' position and do not blame them 100% for what is happened here. The government is to blame for its spending on free highway highway systems, etc., while hardly encouraging rail transportation. All it did was order certain trains to continue operation without offering any workable solution to the troubles."

Allen thinks model railroading is heading for even better times as the wild fads for the less stable hobbies come and go, e.g., model airplanes slot cars, etc. He says, "As long as the manufacturers continue top quality and try to keep prices low more and more people will enter our hobby and it will become a major past time in the US..."

How About A Bouncer?..... Jay Franklin

If you don't know what a "Bouncer" is, all I can say is that some place along the line your railroad vocabualry has been seriously deprived. And if you have never had the fun and pleasure of building a "Bouncer", then you really have missed something!

As far as I'm concerned no piece of rolling stock is more fun to build than a caboose. And I can say that from experience, because I have scratch built four cabooses and modified four more, leaving only three that I haven't attacked yet!

What's that? You say eleven cabooses are too many for a 4 x 8 foot layout! Of course not! If you like cabooses that is! But the real question is: " HAVE YOU SCRATCH BUILT A CABOOSE YET???"

If you haven't then now is the time to get started. There are lots of plans for cabooses in those Model Railroader and Railroad Model Craftsman magazines you have laying around the house. And just in case you don't have any magazines, I have included a caboose play with this article.. I've already built a model of this one and all you need are a few simple tools, a pair of trucks some laddering and a little wood. I built my first caboose out of balsa wood which I scribed with a pencil! If you really want to get fancy, you can order detail pieces from Kemtron, Selley, or A-W Miniatures. And don't forget that those cupolas off an old Athearn caboose can be modified and put on a scratch built body.

So find a caboose you like on your favorite road and go to work. Who knows, before long you might have as many cabooses as me!

RAILROAD ADDRESSES

Northwestern Pacific Railroad
Public Relations Department
65 Market Street
San Francisco, California
95105

Western Maryland Railroad
Public Relations Department
300 St. Paul Place
Baltimore, Maryland
21202

Illinois Central Railroad
Public Relations Deptment
135 East 11th Place
Chicago, Illinois
60605

RETURN TO: Lloyd Neal
Mid-Continent Region, TAMR
Secretary-Treasurer
922 North Coolidge
Little Rock, Arkansas
72207

U.S. POSTAGE
6c



Send to:

Third Class Mail - Printed Matter

MCR Expediter "We make things move!"