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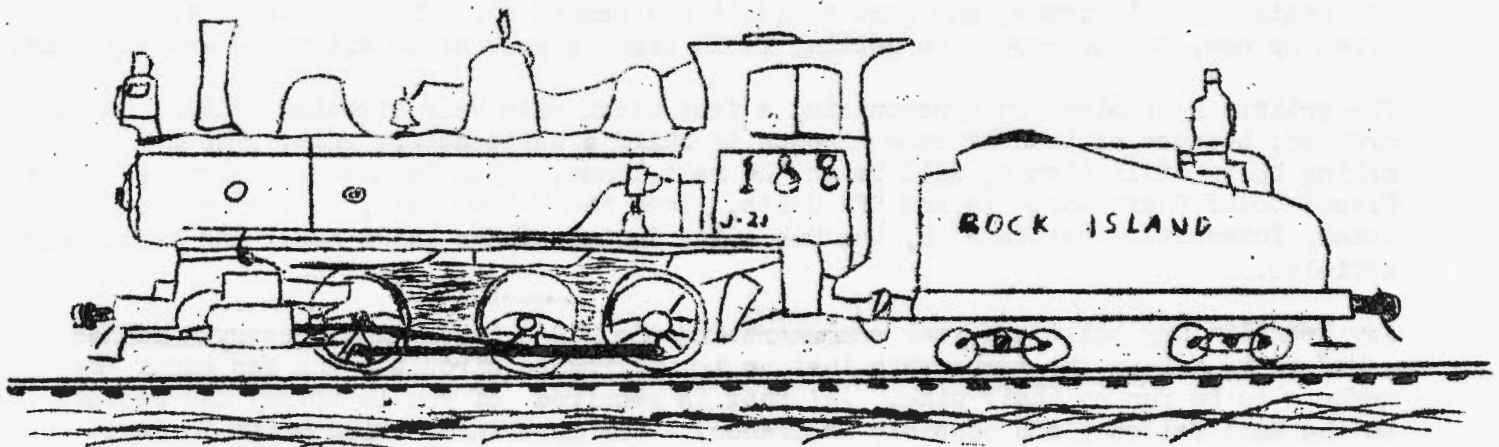
EXPEDITER

"The Paper On The Move for the Region On the Move!"

ROCK ISLAND

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CYLINDERS 18X24
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JAY
FRANKLIN
12-3-66

THE OFFICIAL PUBLICATION OF THE MID-CON. REGION

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

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Editors Notes:..... Robert Streger

First of all I want to appologize to everyone for the lateness of this issue. I really got behind on this issue, and just couldn't get caught up. The next issue is being typed up now, so you should be getting it in about a week or so after you get this one.

The article I promised on Synchronizing a fast clock with your lighting system, has been dropped, because of the extreme expence to build a satisfactory unit. The article on making bolts of lightening will be in the next issue. Also in the next issue will be: Diesel Color Chart--Rock Island "F" Units, Along the Welded Rail, Operating Crossing Gates, Interesting Railfans #4, The Submarine Engine of the IR&FS R.R., and other good articles.

Jay Franklin has built a boxcar commemorating the MCR's Second Anniversary. He has asked me to inform the membership that he is willing to circulate the car among the members to be run on their pike. All that is required of you is to pay the postage to the next fellow (and possibly insurance). For more information write to Jay;

Jay Franklin, 2001 West Randolph, Enid, Oklahoma 73701

A Correction to be noted: On page 6 "Corrections on Traffic Light Circuit" second paragraph, third line. I made another boo-boo, the wiper arm can not be corrected by justing cutting off a peice. A brand new one must be made according to the corrected dimentions.

About the MCR and Its Members..... Jay Franklin

Now that I have been elected Secretary-Treasurer of the Mid-Continental Region, I would like to disclose some of my plans for improving both the Region and the TAMR as a whole

A quick glance at the Membership Map will clearly show that we are pretty well scattered out. As you look at the map you begin to wonder that must be teen-age model railroaders in Dallas, Fort Worth, San Antonio, Tulsa, Wichita, Kansas City, Omaha, Des Moines, New Orleans, and El Paso. Why aren't we reaching these people? Actually I'm sure most of the teen-age model railroaders in these cities have seen the TAMR ad in Model Rail-roader, but that is probably all they know about the Association because they have not taken the time to write a letter to Doug Kocher and find out.

As Secretary-Treasurer I am in charge of membership, but I need your help. Look around in your own town, talk to hobby dealers, and see if you can't locate some teen-agers interested in model railroading. I am in the process now of writing letters to all of the major hobby shops in the Mid-Con Region asking dealers to tell their teen-age customers to look into the TAMR and especially to tell them about our strong Mid-Con Region. Here again I can use your help. Perhaps you will be able to visit some of these hobby shops yourself as a representative of the MCR and get names of interested teen-agers. You can also help by supplying me with the names of the better hobby shops in your state which handle a lot of model railroad business. Please help me build a better Mid Continental Region!

The Question About Dues..... Jay Franklin

One point which seems to have caused trouble in the Mid-Continental Region is the regional dues. This is the one matter which I believe is not very well understood by the membership. The By-Laws of the Mid-Continental Region states that dues are collected for three purposes: "A. For the publication and printing cost of the MCR Official Publication; B. For the postage fees from Region's offices for Official Regional Business correspondence only; C. For any and all other financial matters which must be settled with official funds."

Article VI Section 3 states that "Should any member fail to renew his membership through the non-payment of his annual dues, he shall be mailed one (1) notice stating the situation. Renewal of the individual's membership shall then be left up to his own discretion." What all this amounts to is that the dollar (\$1.25 for Armed Forces) that you pay is not just a gift to help out, but an actual due which is mandatory for regional membership. Those from other regions who pay their dollar a year for MCR membership are actually members of the MCR according to the By-Laws. This means that your payment of dues is not just for the Expediter, But for membership in the MCR.

Some Presidential Notes On the Above Statements..... Robert Streger

During the past two months or so, the MCR can very close to bankruptcy! The reason, many of the members had neglected to pay their dues. Probably because they didn't realize just what the dues mean to the existence of the MCR. We are no longer in the dangerous position that we were in, but we are by no means in the position that we can afford to ease up on the MCR's income. To prevent the same situation from arising again Jay and I have talked about raising the dues 25 cents and possibly a little bit more than that on out of region dues. We haven't decided whether or not to do this yet, and sincerely hope that it will not be necessary. The best way to prevent this from happening, is to get more people into the TAMR and the MCR. So do your best to recruit new members, you'll be doing both the MCR and them a favor.

MEMBERSHIP MAP OF THE MID-CON REGION.....Jay Franklin

This listing includes all past and present members



Along the Welded Rail..... Allen Maty

The Association of American Railroads recently announced it is willing to operate passenger trains, however there is a catch. The AAR proposed that the Federal Government should subsidize those trains it decides should continue running. The subsidy would be equal to any deficit as computed by the ICC. The AAR also wants the government to buy new equipment and lease it to the railroads.

From what the top railroad men would tell you it would not seem that business is so bad that it won't be long at all before unfair competition drives them to bankruptcy. The Wall Street Journal tells it another way: "railroad stocks, long dull performers in the volatile market, have been acting like glamore issues this year." Increased investment seems to stem from reports of mergers, takeovers and land deals.

The Union Pacific has ordered 20 U 50C locomotives from GE, to be delivered during 1969 and 1970. The units are rated at 5,000 hp on six axles and will be used on high speed mainline freights. Each locomotive, weighing 417,000 pounds, is powered by two independent 12 cylinder turbocharged diesels, with traction motors permanently connected in parallel.

The National Transportation Safety Board has reported that derailments during 1967 totaled 4,960. Included were 1,611 caused by defects in/or failure of equipment and 1,800 were caused by defects in/or improper maintenance of way and structures. Derailments have increased 85% from 1961 to 1967.

A recent issue of Time magazine told it like it is concerning neglected track of the railroads. An article describing the derailment of a Burlington freight in Crete, Neb., in which several persons were gassed, said: "Clearly, the escalating number of train wrecks across the country is not caused by mere happenstance. Clacking over dilapidated roadbeds at ever higher speeds, the railroads are carrying heavier and more dangerous loads.

Interesting Model Railfans #3..... Jay Franklin..... John Arbuckle

First, I'd like to apologize for missing an issue. Number three of my series of Interesting Model Railfans is Jay Franklin, 2001 West Randolph, Enid, Oklahoma 73701, President of the HO scale St.Louis,Santa Fe and Pacific Railroad.

Jay has been interested in railroads all his life. His home is 150 feet from the Frisco line and enjoys train watching from his yard. His father sold trains in his business for a while and jay built his first layout in 1965. Now Jay is building another layout, 4'X 8', which he described in Vol. II Number III of the Expediter. I think he devised the name from the three roads he models (Frisco, Rock Island, and Santa Fe) rather cleverly. He is also clever at drawing and drafting railroad equipment, some examples of his work appearing in the Expediter.

Jay is trying to form a teen-age model railroad club in Enid, single-handedly and without much success. He enjoys scratch building cars, structures, and bridges. He also likes scenery work. The St.Louis-Santa Fe and Pacific Railroad("The Sooner Line") is standard guage, HO scale, and located in Northeast Oklahoma and the Ozarks. Preferring HO scale, Jay says:"It's large enough for plenty of detail, yet small enough to fit in almost any space." His favorite roads are the Frisco, Santa Fe, and Rock Island, the three roads that serve Enid, and also the main two-footers. His favorite locomotive is Frisco #1519, a 4-8-2, on display in Enid. Jay remembers the time they steamed down the street for the last time when he was five.

Jay has ridden the Santa Fe's "Texas Chief" from Perry, Oklahoma to Chicago and back.

Interesting Model Railfans.....continued.....

The last passenger train thru Enid was the Rock Island's "Twin Star Rocket" which exited in August 1966. He has no Railroadiana collection, but has a "good start" on a photo collection of the local railroads. Jay reads Model Railroader, Railroad Model Craftsman, Railroad, and Trains, as do most TAMR members. He also subscribes to Modern Railroads. He presently holds the office of Secretary-Treasurer of the MCR. In addition to being a member of the TAMR & MCR, he is a member of the NMRA.

Born May 16, 1951, in Enid, Jay is now a senior in Enid High School and has a job with Scheffe's Prescription Shop of Enid as a delivery boy. Next he plans to study Engineering (not the railroad type) at Oklahoma University as Norman. His mother owns a local cosmetics studio while his father previously owned a hobby shop where they both became interested in HO, when he was four. His eleven year old brother, Jerry, is not too interested in our hobby.

Jay has some ideas for the railroads. He feels that people are hurting the railroads by making them continue deficit passenger service. He would like to see the railroads cut unnecessary trains and use these savings to experiment with new ways of freight and passenger handling. He likes the idea of the Auto-On-Train project, tested on the old Atlantic Coast Line (now merged). Your car would be loaded on flat-cars or auto-racks and you could ride in coaches, pullmans, and such that is in a normal passenger train. "This way you wouldn't have to worry about driving, getting tired, or buying gas, not to mention safety," says Jay. Trains also travel faster, at least overnight when motorists usually stop. Expensive by itself, flying requires renting ground transportation at the destination or taxis (even more expensive) or by busses (maybe street-cars, subways, and cablecars?).

I think Jay would like to hear from you out there. He has great stationery and sends out nice, personal Christmas cards. 1968's edition had a fine Franklin shot of a Rock Island snowplow.

I hope you've enjoyed "meeting" Jay Franklin. Number four of my series will be Robert Streger, your Expediter Editor.

NMRA MCR Convention..... Lloyd Neal

On June 20-22, Friday through Sunday, The NMRA MCR Convention will be held here in Little Rock.

John Allen and Jim Findley who both have had several articles in MR and RMC, will be here to conduct clinics. There will be a tour through the MoPac shops and hump yard in North Little Rock plus tours of local model railroads and the Arkansas Valley Railroad Club. There will be auctions and contests and a brass V&T 4-6-0 will be given away.

You do not have to be a NMRA member to attend, but they would like you to be one. The cost is \$13.50 for registration plus \$5.00 for NMRA membership. There will be no charge for non-NMRA members, but non-members will be barred from entering contests, winning the loco, and attending the banquet.

Hotel costs are extra but I can bunk you at my house if anyone is interested in coming. Please contact me if you think you might attend or want more info. If you're wondering how to get here, Little Rock can be reached by train, car, bus, or plane (river-boat?). Try to stay through Tuesday if you come and ride the Reader R.R. (steam). Adult tickets are \$4.50.

Illinois Central Railroad.....Deisel Locomotive Data..... Matthew C. Barkley

Number of Deisel Units - July 1, 1968

Type	H.P.	Series	"A" Units	"B" Units	Total Units
Passenger					
E-8	2400	2022	1	-	1
E-8	2400	2100	-	1	1
E-6	2000	4001-4003	2	-	2
E-7	2000	4004-4017	8	-	8
E-8	2250	4018-4033	15	-	15
E-9	2400	4034-4043	10	-	10
E-8	2250	4105	-	1	1
E-9	2400	4106-4109	-	4	4
General Purpose					
C636	3600	1100-1105	6	-	6
GP40	3000	3000-3059	60	-	60
U30B	3000	5000-5005	6	-	6
U33C	3300	5050-5059	10	-	10
SD40	3000	6000-6005	6	-	6
GP7	1500	7960-7961	2	-	2
GP9	2000	8009	1	-	1
GP9	1750	8025-8038	2	-	2
GP9	1750	8052	1	-	1
GP9	2000	8072	1	-	1
GP9	1750	8082	1	-	1
GP9	1750	8109	1	-	1
GP9	2000	8158	1	-	1
GP9	2000	8233	1	-	1
GP7	1500	8800-8801 #	2	-	2
GP7	1500	8850-8851	2	-	2
GP7	1500	8900-8911 #	12	-	12
GP7	1500	8950-8981	29	-	29
GP9	1750	9000-9041	39	-	39
GP9	1750	9042-9047 #	6	-	6
GP9	1750	9048-9187	135	-	135
GP9	1750	9188-9199	12	-	12
GP9	1750	9200-9219 #	20	-	20
GP9	1750	9220-9257	37	-	37
GP9	1750	9300-9369	70	-	70
GP9	1750	9370-9389	20	-	20
GP18	1800	9400-9428	29	-	29
GP28	1800	9429-9441	13	-	13
Yard					
SW9	1200	MSC206-210	3	-	3
SW7	1200	200	1	-	1
SW9	1200	236	1	-	1
SW7	1200	325	1	-	1
SW9	1200	379	1	-	1
SW7	1200	400-429	29	-	29
SW9	1200	430-484	54	-	54
SW1	600	600-605	6	-	6
SW1	600	606-617	11	-	11
SW8	800	800-802	3	-	3
NW2	1000	1000-1016	17	-	17
TR2	2000	1026-1029	3	3	6
NW2	1000	1075	1	-	1
SW7	1200	1201-1219	18	-	18
SW9	1200	1220-1242	20	-	20

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Illinois Central Railroad.....continued.....

Type	H.P.	Series	"A"Units	"B"Units	Total Units
NW2	1200	1235	1	-	1
SW7	1200	C&IW 101-104	4	-	4
TOTAL DIESELS			735	9	744

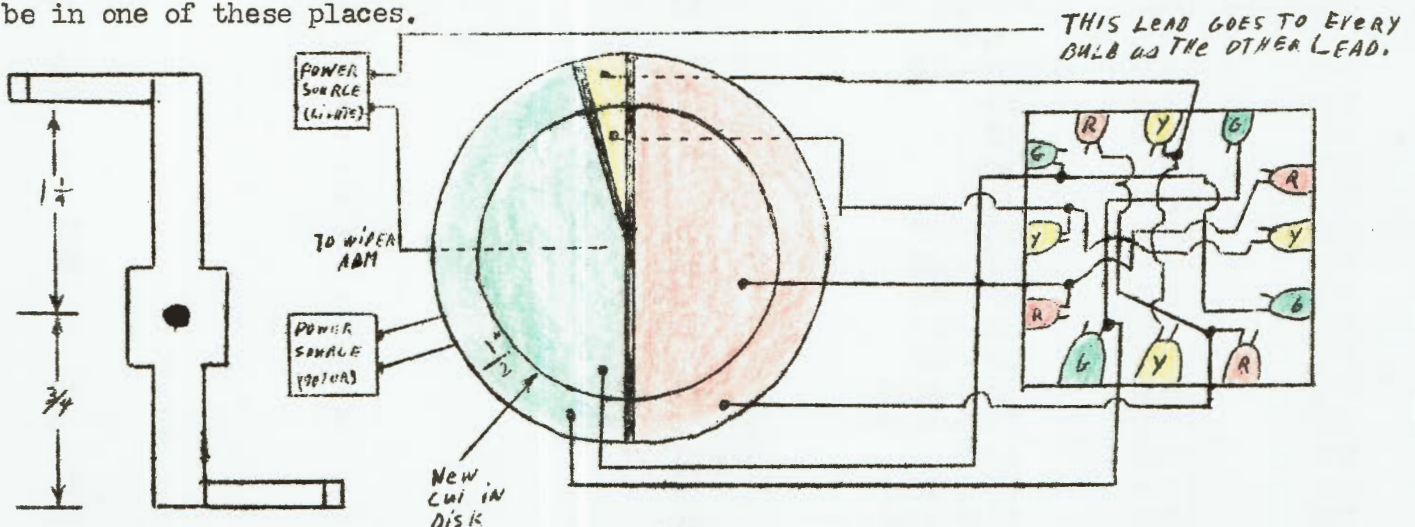
Equipped with steam generators

Corrections on "Wiring A Traffic Light.....Editor.....

Unfortunately some serious mistakes were made on the traffic light circuit printed in the last issue of the Expediter. These mistakes were made unintentionally while some changes were being made to the original circuit. My sincere apologies to Marion Mills for this. Below are the new diagrams of how the circuit board should look, also the diagram of the modified wiper arm. A completely new wiring diagram is also below, so just forget the original one--it is a mess.

The diagram of the disk is part of the wiring diagram, as you have noticed, but is it easy to see the additional cut that needs to be made on the original disk by comparing the two. All that needs to be done to the wiper arm is to cut off about 1/2 inch of one of the arms. Even with these modifications, the traffic light will not function completely prototypically. Why? Because the wiper arm will make contact with two plates at time at the gaps, thus making two lights come on at the same time. This occurrence will last only a very short period, possibly only a fraction of a second. But if this bothers you it can be corrected very easily by the following method. Each gap that separates the red, green, and yellow section, should be widened so that it is one degree wide, this will give an interval of one second between light colors. Or if you want a longer period of time, just widen the gap one degree for each second--that is if you are using a 1 rpm motor. The interval of time is up to you, here in Harlingen, the interval last from 1/5 to 2/5 of a second, but those in Lubbock, according to Marion Mills last about 2 seconds, so you see there is quite a variety you can choose.

Should something go wrong and the circuit doesn't work, perhaps this will help you find out what is wrong. If any thing goes wrong, first check your bulbs to see if they still work. If they do, check to make sure the leads are in conducting condition. If so, watch the contact plates under bright light and see if contact is made with the wiper and plates. If so, and the system still does not work, then check for shorts and see that all leads are connected to the right plates. If you have trouble at all, it will be in one of these places.

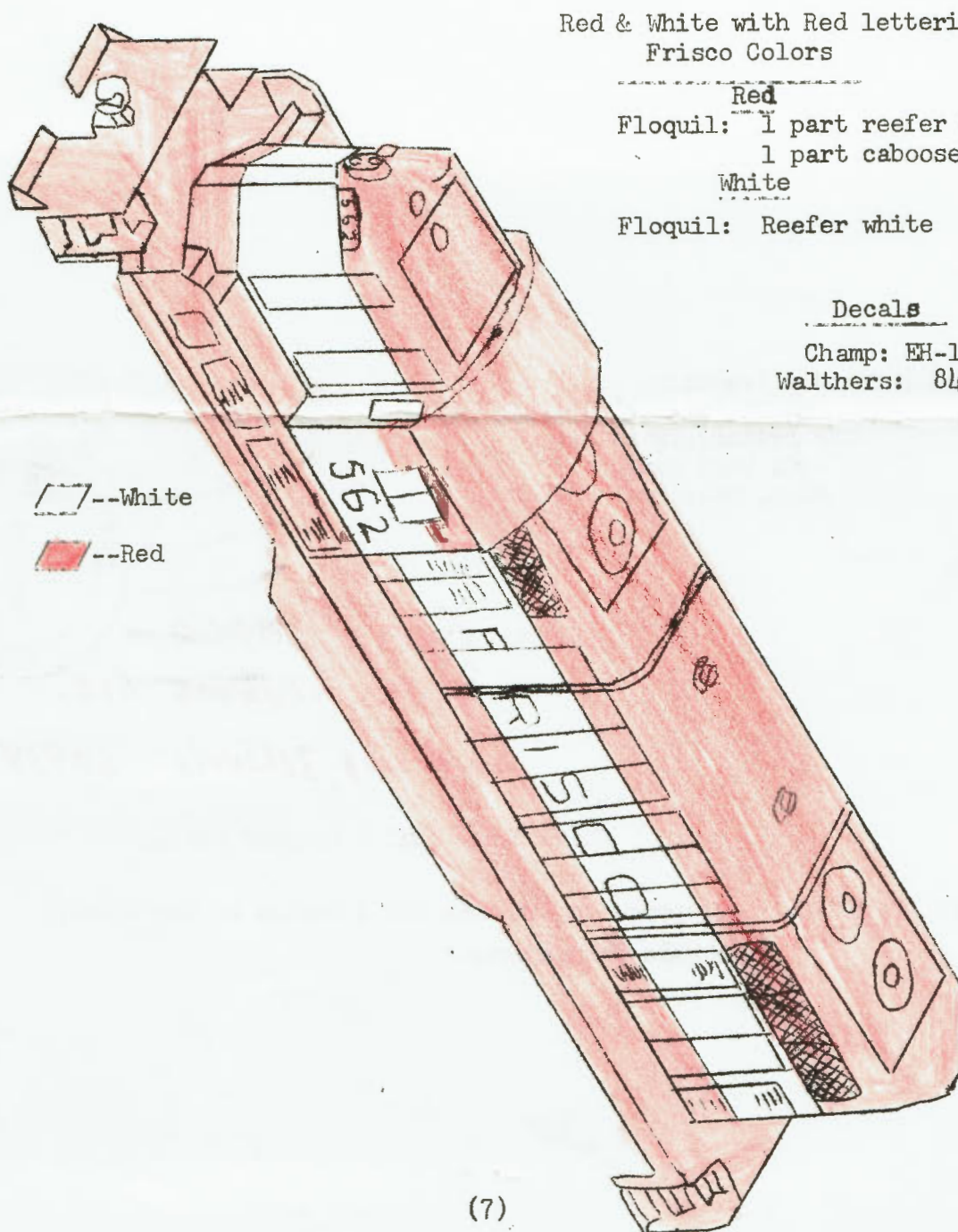


Diesel Color Chart..... Jay Franklin

Frisco GP-7 (New Colors) Road Nos. 500-549, 555-632

This is a new type of article for the Expediter which I hope will catch on. If possible I will try to supply a Diesel Color Chart in each issue.

In this issue is the color chart for the new paint style on Frisco GP-7's. This will help you in painting and lettering your deisels. The paint mixtures given are what I have found to produce good results on my own diesels. All paint mixtures use Floquil paint. Also listed are decal manufacturers who make decals for this diesel, and the order numbers of the decals.



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