

MID-CONTINENTAL REGION
2ND ANNIVERSARY CAR

the MCR
Expediter

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THE OFFICIAL PUBLICATION OF THE MID-CONTINENTAL REGION OF THE T.A.M.R.

The M.C.R. EXPEDITER

The MCR Expediter is the paper on the move for a region on the move!!
"We make Things Move!"

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May-June

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May-June Publishers Note:

This issue was already two months late when I received it to publish. I am very sorry I added another two months to an already too long period. I hope Robert Streger and all of you reading this will accept my apologies.
-----Stephen Shaffer

Helpful Hint No. 1

So you have just finished a kit or project and you are going to start another one STOP before you do, do what I keep telling myself I should do. Completely clean off your work bench and put everything where it should be. You'll find your next kit will go easier and you can do a better job.
Stephen

As this article is being written on the 100th anniversary of the transcontinental railroad few comments on the celebration will be made. Most readers are aware of the Golden Spike Centennial Limited trip from New York to Ogden. The train, consisting of some 15 cars from various roads was pulled from New York to Kansas City by ex-NKP 2-8-4-No. 759. The train arrived in Kansas City the evening of May 6 and was reported doing above 80 mph outside the city and even passed Santa Fe's Super Chief. The steam engine will spend the week in the N&W roundhouse while a new UP Centennial series 6900 locomotive will do the honors from KC to Ogden, and return. Fare for the trip was \$995.00.

Passengers and passenger trains have been big news the past few weeks. The National Association of Railroad Passengers has stated that although passenger train discontinuences are continuing, "the good outweighs the bad" in terms of public service. The success of the Northeast corridor service, including TurboTrain service on the old New Haven, and the retention (atleast temporarily) of the California Zephyr. For passenger train service as a whole to survive, the organization states that of necessity there will be some discontinuences. For example, the NARP will support N&W's proposal to discontinue four trains between railroads between the two cities on April 17. The Santa Fe has announced its plans to discontinue its Tulsans on June 15. The Post Office is now putting bulk mail on Santa Fe's Super Chief and indications are that it will be a success.

The New York Times has cautioned the government on its approval of the N&W-C&O merger. The paper urged the government to make certain that the merger will result improved public service. The paper noted that since the NYC-PRR merger the PC has seemingly been more interested in many diversified investments than running trains. The merger would include nine railroads, creating a system 27,510 miles long, stretching from Maine and Virginia to Iowa, Missouri and Nebraska.

Book Review--Scale Model Railroadng

by Leslie J. White.

This book covers a great number of subjects from getting started, through scenery and wiring, and to locomotives. Mr. White includes pictures of his own HO scale railroad, and he has some fabulous equipment. He also injects a little humor into some otherwise to serious subjects. His wiring circuits are easy to understand, and his pictures of scenery and structures are fantabulous-the best I have seen. For the beginner and the veteran alike, it is very good. It is available at most large or medium liabnaires. Also, it can be purchased through Kalmbach publishing company. It is not a Kalmbach Publication. Price-\$6.95. It has 192 pages.

--Marion Mills

M.P. is not discontinueing the Texas Eagles.....Lloyd Neal

The M.P. has called off discontinuance of the Texas Eagles no. 1 & 2 (St. Louis to El Paso). This announcement came as a suprise to myself and the members of the Arkansas Valley R.R. Club. It has caused us to wonder what the M.P. is up to. The announcement gives the club a breathing spell in our search for mew quarters before the station closes.

Pullman service was discontinued on these trains.

EMDizing an Alco FA-1.....Jay Franklin

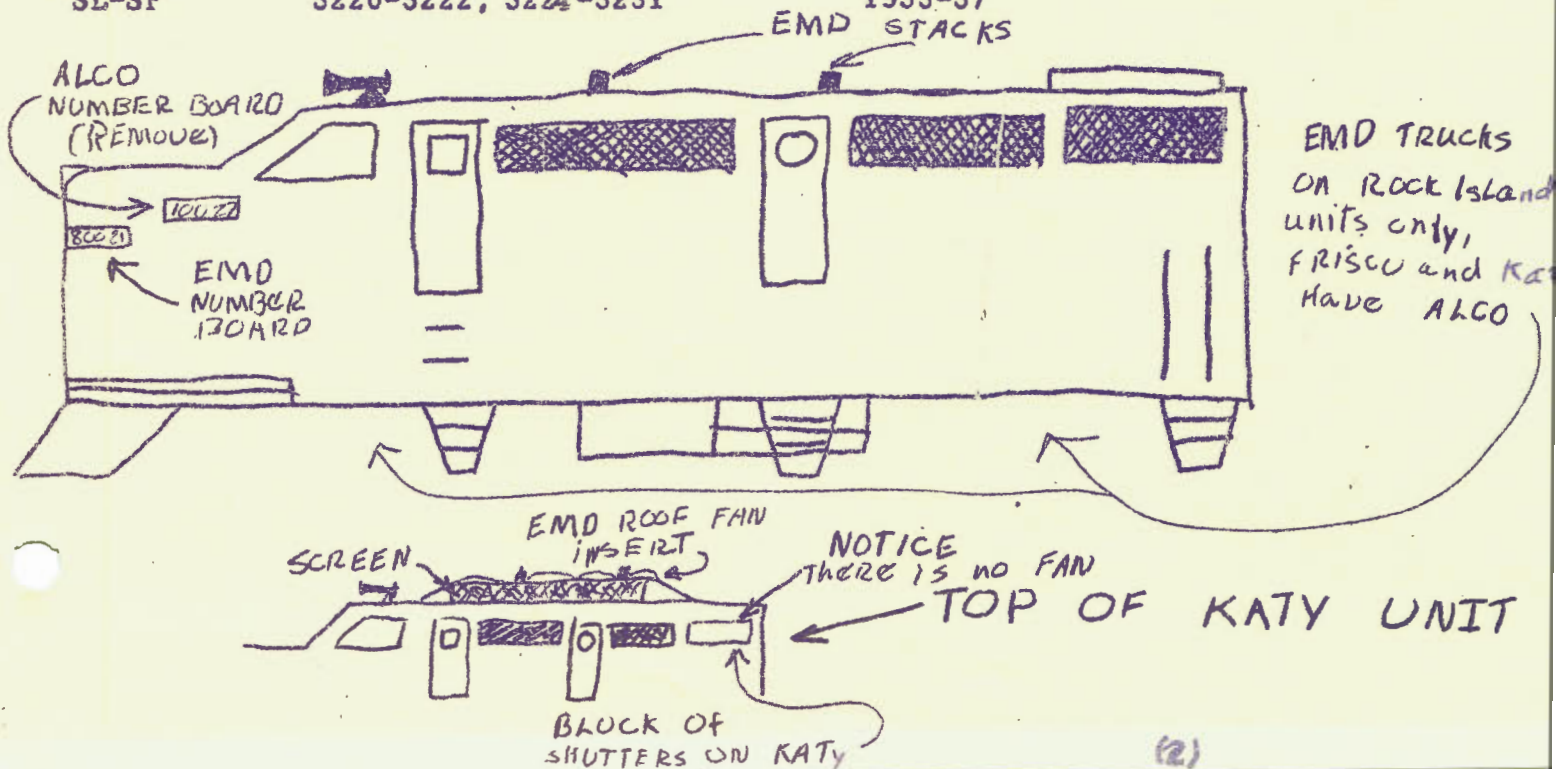
Three Southwestern railroads have rebuilt their Alco FA-1's with EMD engines. The roads are the Frisco, Rock Island and Katy (see your Diesel Spotters Guide). The Frisco and Rock Island units retained their Alco cooling systems, but the Katy replaced their's with an EMD stacks centered in the roof. However most of the Rock Island FA-1's have EMD trucks. The Rock Island later found that they didn't have to change trucks when they retained Alco trucks.

To build a model of a repowered FA-1 all you need is some type of FA-1 body, such as the Lionel, Hobbyline, or others. I used a Hobbyline metal unit myself. You will also need an old beat up F-7 unit shell. You cut the stacks off the F-7 and place them on the F-7 as shown in the diagram. The number boards from the F-7 ~~and place them on the~~ are also used on the FA-1. First though you will have to remove the old Alco number boards and smooth up the area where they were. For the Katy unit you would cut the entire top out of an F-7 and mount it on top the FA-1 (see diagram). The Katy unit has screen along side the roof fans, thus producing a bulge in the roof. The radiator shutters on the rear of the Katy unit were blocked off as was the large rear fan.

In modeling the Rock Island unit you use EMD trucks, if you want to power the unit you could use an Athearn, Tyco, or other powered F unit with EMD trucks. The Frisco's FA-1's have now been traded in to EMD for GP-35's, this has resulted in one group of Frisco GP-36 (725-731) with Alco trucks under them. When finished the FA-1 rebuilt makes a good looking as well as an unusual model.

FA-1 Rebuilds

<u>Railroad</u>	<u>Numbers</u>	<u>Date Rebuilt</u>	<u>Engine Used</u>
CRI&P	128-143	1955-56	EMD 567
MK&T	82-88&90	1956-59	"
SL-SF	5220-5222, 5224-5231	1955-57	"



Product Review----AHM Rivarossi 0-8-0 switcher.

This is a great model of the Indiana Harbor Belt switcher, of which only three prototypes were made. This is a well made facsimile, representative of Rivarossi's quality merchandise. The boiler is a well-detailed plastic casting with everything cast on except the handrails. The smokebox front is removable to get to the headlight. The motor is a smooth 3-pole cab mounted unit, with a worm gear drive that is well lubricated when purchased. on the minus side of the ledger of this engine.....

1. The front screws is a bolt, and it is hard to connect up after the boiler has been removed.
2. The number on the tender is not clearly printed.
3. The tender wheels are retarded by brushes, and do not roll easily at all.
4. The wheel flanges are larger than N.M.R.A. standards
5. The headlight is quite dim. The power goes through a steel boiler weight, which is a bad conductor of electricity.

On the plus side.....

1. The engine runs quite smoothly.
2. The drawbar is not a screw connection, which makes it easy to store.
3. It is nicely painted.
4. The valve gear looks super.
5. The engine is sufficiently heavy.
6. The gears are pre-lubricated.
7. The engines cost is not prohibitive. It costs \$19.05, but you can get it on sale for as little as \$14.00.

If your preference is HO, this is a great engine. While its wheels dictate it to be a switcher, it is big enough to serve as a mainliner on smaller pikes. As stated, it runs smoothly. It is factory guaranteed for one year. It has one rubber tire for traction, and it is my ~~guess~~ (repeat, my guess) that it will pull 15 cars easily. I only wish more inexpensive medium size locos were available. To name the few I can think of--Tyco's 2-6-2, Varney's 2-8-0, maybe Tyco's 0-4-0, and that's about all. --Marion Mills

New Ballast on the Missouri Pacific.....Lloyd Neal

The M.p. (mop) is laying new ~~ballast~~ on their main line from Little Rock to Texarkana and Little Rock to Russellville, Ark. I don't know how much more they are planning to lay. The new ballast is light gray like gray model railroad ballast. The former was crushed rock (sand colored).

Book Review ---HO Primer.....by Westcott

This book covers everything but scenery. I have it, and wiring would have come to me were it not for Westcott's glassy clear diagrams and ideas. It also discusses kit-building and painting. Its clear unbiased discussions of different cars, locomotives, track, wiring aids, and tools are of immeasurable use, especially to novices. Westcott does not cover scenery, and has little on framework, but these are supplied by his other books. Probably this book is best for new comers, but it is a very good reference aid to those of all experience. Price-\$2.00 80 pages ---Marion Mills

So, you have several car shells laying around. A couple of boxcar shells unused. Well here are some ideas of what to do with them. In my many trips between Houston and Tulsa I have seen the use of various outdated cars along the highway. Along about Atoka, Oklahoma there are two old Rock Island outside braced boxcars. These are side by side and about ten feet apart. Between the cars are glass plates that form a green house.



Other possibilities of this building are up to you.

Just a simple boxcar is mounted on ties for a water tight haybarn in one ranchers field.

One could if he had a large cattle operation, on his pike, could use a gondola for a feed trough.



May-June Editors Notes:

Sorry this issue is late, but due to circumstances beyond anyones control I was unable to do the Exppditer as originally planned. I want to give my special thanks to Stephen Shaffer for his great help in the preparation of this issue. I don't know when the July-August issue will come out but when it comes it will be worth waiting for if you send in some articles. My address till August 31 will be,

Robert Streger
8305 Mettler Drive
El Paso, Texas
79924

or go ahead and send to my Harlingen address it makes no difference.
The article on lightening will be in the next issue for sure, sorry about that.

The Submarine Engine of the LR&FS R.R.....Lloyd Neal

Few railroad locomotives have been encountered in underwater operations but there was a locomotive on the bottom of the Arkansas river for about two weeks.

During January 1870, work was rapidly taking place on the Little Rock & Fort Smith Railroad starting on the north bend of the Arkansas opposite Little Rock. A connection was made with the Memphis and Little Rock for interchange.

No railroad should be without an engine, so an order was sent for a new engine, direct from the factory (I do not know which one).

Work was again received on January 21, 1870, that the barge and it's cargo were at the mouth of the Arkansas River. They would be at Little Rock as soon as a steamboat headed for there would come by.

Ten days later the Guidon came along and took the barge in tow. The Guidon then began fighting it's way westward along the river dodging sand bars and submerged trees. Now the Guidon would be dodging dams instead of bars and trees ~~thence~~ to the work of the Army Corps of Engineers.

All through the night the boat fought its way up the river. Soon after dawn the boat was ten miles above Pine Bluff and on it's last stretch of the river.

Suddenly the Guidon shuddered from prow to stern. The captain ordered the power shut off. This was a repeat of what had happened many times before.

The barge had struck a submerged tree trunk. The captain and crew watched as one corner of the barge settled slightly. Then before the order could be given the crew cast of all lines to keep the barge from sinking the riverboat. They then watched as the barge rapidly filled and sank.

The news shocked the railroad but they took immediate action and ordered a second engine. Also, the first one would not be lost with out a fight. A "bellboat" was sent immediately to the scene. This was a salvage boat equiped with a diving bell to assist raising sunken cargo. (There was a lot of that on the Arkansas in those days.)

The men worked two weeks to repair the hole on the barge so that air could be pumped into the barge to raise it. It was raised and its cargo with it. The locomotive and the cars did not have their former bright and shiny newness but a repair shop at Hunterville (North Little Rock) would fix that.

On February 17, 1870, the barge arrived in Little Rock. The engine and cars were unloaded and sent to the shops. The engine was not damaged by a thick coat of river mud which coated it and the cars. It was a real suprise when a pair of catfish were found on the garte of the firebox.

The people of Little Rock were startled by a shrill incessant screeching on March 25, 1870. They soon found that LR&SF #1 was ready to work. A fresh coat of paint was on the engine and the name Pulaski (the county Little Rock is in) was lettered on the sides. With one engine and another ordered the LR&SF was ready for business.

It is now the Central division for the Missouri Pacific and the only railroad in Arkansas to start with an engine salvaged from the river.

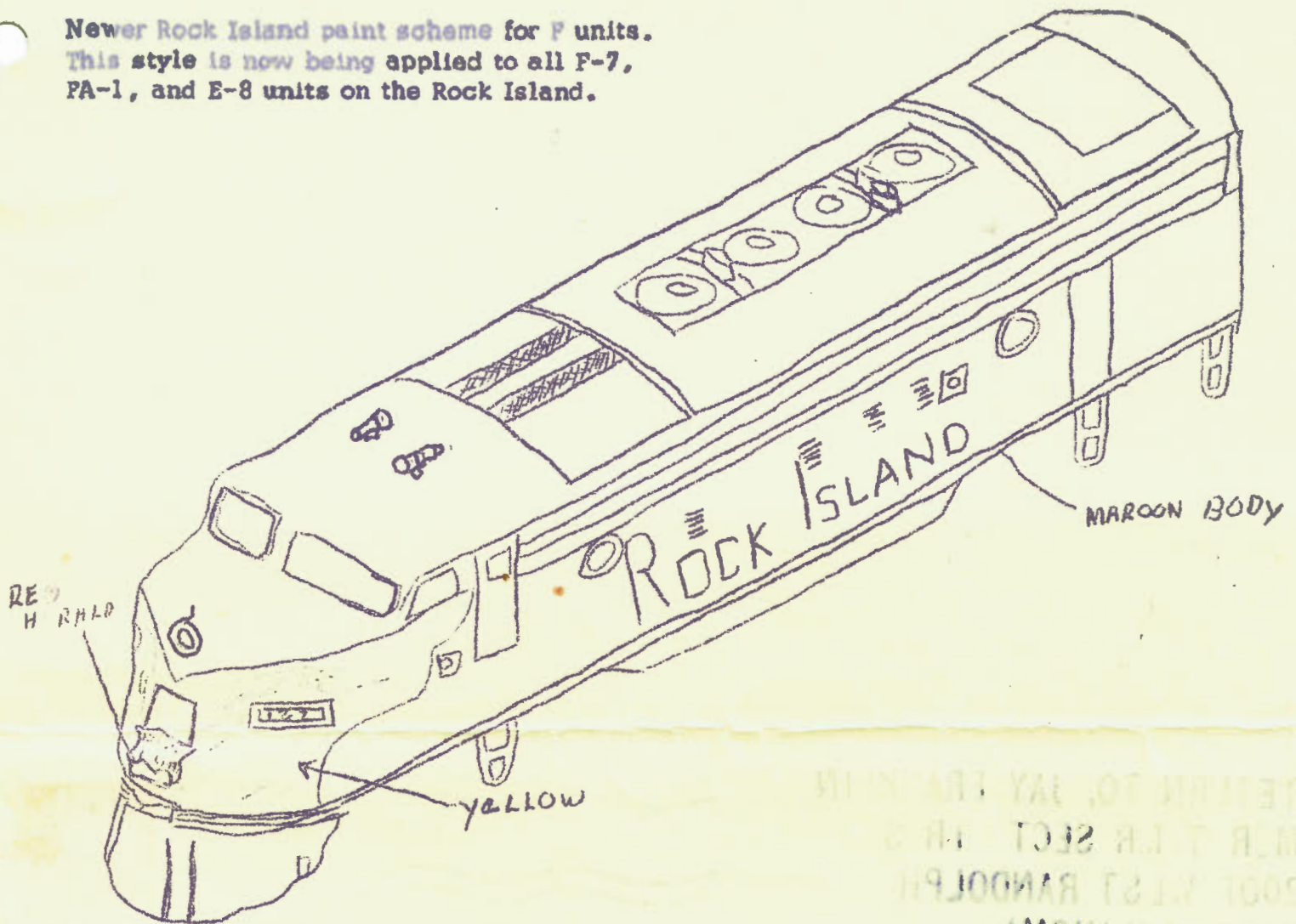
M.P. and C&NW buy A&S.....Lloyd Neal

The M.P. & C&NW have bought the Alton and Southern (St. Louis) and several associated short lines from Alcoa. What they plan to do with them I do not know as yet. The R.R. bought are.....

The A&S, Bauxite & Northern (Ark.), Point Comfort & Northern (Tex.), Massena Terminal (N.Y. stat and Rockdale, Sandow & Southern (Tex.)

DIESEL COLOR CHART.....Jay Franklin

Newer Rock Island paint scheme for F units.
This style is now being applied to all F-7,
PA-1, and E-8 units on the Rock Island.



Colors

yellow

Floquil reffer yellow

Marroon

1 part Floquil maroon

1 part Floquil tuscan

(for a weathered
appearance ues
tuscan alone)

Decals

Walthers- use 44-78

Champ- use EH-198

DIESEL COLOR CHART.....Jay Franklin

Newer Rock Island paint scheme for P units.
This style is now being applied to all P-7,
PA-1, and E-8 units on the Rock Island.



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