

*IrwinsJournal.com Presents:*  
**The Unofficial Micro-Trains® Release Report**  
**Issue #160 – April, 2010**

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Hello again everyone! Copy, paste; copy, paste; copy, paste... and don't mess it up this time. Yes, there's a fair amount of copying and pasting going on this month, and in the opposite direction from which we usually go. For April, two releases and a Runner Pack which were first offered in Z Scale are coming to N Scale. Most of the time that I can, ahem, "leverage," previous material, it's from an N Scale item going to Z. But regardless of what I'm borrowing from where, I still have this nasty habit of forgetting to edit what needs to be edited, which then leads to another item in this column: the "Oops Patrol." And there are other releases on which I have to do some, ahem, "actual work", so let's get right to it...

**N SCALE NEW RELEASES:**



**024 00 180, \$19.90**

**Reporting Marks: PRR 85940.**

**40 Foot Steel Boxcar, Single Youngstown Door,  
No Roofwalk, Short Ladders, Pennsylvania  
Railroad.**

Freight car red with white lettering including reporting marks on left and "plain keystone" herald on right. Simulated paper grain door included (to be installed). Approximate Time Period: 1967 (paint and service date given by MTL) to late 1970's.

This car immediately struck me as an unusual release. A grain door in a Pennsy boxcar without a roofwalk? Some of this reaction can immediately be attributed to my biased perspective. I think of the Pennsylvania Railroad in terms of the multiple track electrified mainline from New York to Washington, or the densely packed yard in Jersey City where I grew up. But that's not the entire picture of the line. There were certainly places farther west where grain could have been a key commodity—think Ohio, Indiana, and parts of Illinois. And it's certainly possible that there were lightweight rails that could not handle larger covered hoppers, not to the extent of say the Canadian National's lines that led to the "Manitoba" cars that Micro-Trains has already depicted, but enough to need to outfit some boxcars with grain doors, even in the 1960's when roofwalks were beginning to disappear from those same boxcars. However, while looking for information on another car in this month's release lineup, I tripped over a photo in the November 1990 issue of Rail Model Journal which shows a Pennsy boxcar with the remains of a grain door... in 1983! PRR 70646 had been released from a bulk flour customer in Binghamton, New York. "Yes, flour was still being shipped in box cars as late as 1983," author Martin Lofton commented in the article "Modeling Grain Doors for Box Cars."

But the Pennsy removing running boards from boxcars? Isn't that a little too early? The short answer is no. Roofwalks were officially outlawed in 1964, however railroads were given years to bring their fleet into compliance. So it's feasible to see a boxcar with a Pennsy keystone and no roofwalk. The PRR 76046 in grain service, pictured in the above cited RMJ article, has the roofwalk removed and the ladders cut down as well. There are images of examples of this online, witness PRR 86298 photographed in December 1974 and posted on George Elwood's "Fallen Flags" site (URL [www.rr-fallenflags.org](http://www.rr-fallenflags.org)). That X43B car even has the cut down side and end ladders like the MTL body style. Also on Fallen Flags is PRR 86243 lensed by Jim Sands in 1968, but that car still has its full height ladders.

Both cars pictured on Fallen Flags and the road number selected by Micro-Trains were part of the series 85400 to 86399. According to "Rob's Pennsy Page" (<http://pr.railfan.net>, no "www") by Robert Schoenberg, these thousand cars were built by Pressed Steel Car Company in February or April 1951. They had 10 panel riveted sides, R+3/4 early improved Dreadnaught ends, diagonal panel roofs, eight rung ladders and a seven foot Superior door. In other words, not a match to the MTL 024 body style, starting with the "door thing" since the prototype's door was a foot wider; and the Micro-Trains car has welded sides. Rob's Pennsy Page cites a photo of PRR 85940 as found in 1979 on Page 61 of Morning Sun's PRR Color Guide, Volume 3, unfortunately not in the UMTRR Research Accumulation.

A roster table on the site has this group of cars lasting fairly well from their build date through April 1968, with 942 cars of the possible one thousand still listed in the Official Railway Equipment Register (ORER) for that date. We'll pick it up from there and note that as of the April 1970 listing for the Penn Central, the PRR series was already down to 374 cars. In the April 1976 inaugural Conrail registration, there were 118 cars left with PRR reporting marks out of the original thousand, including the 85940 which had been boosted to 110,000 pounds capacity as noted on the Micro-Trains car. Just a single car, the 85906, remained in the series as of April 1981.



**024 00 250, \$16.70**

**Reporting Marks: CB&Q 61417.**

**40 Foot Steel Boxcar, Single Youngstown Door, No Roofwalk, Short Ladders, Burlington Route (CB&Q).**

Metallic gold with black lettering including roadname and reporting marks on left. Red, black and white herald on right. Approximate Time Period: December 1966 to at least 1975.

Here is our first "copy, paste" for this issue as this very car was released in Z Scale just last month (Catalog 503 00 080). As noted last time, I went right to Morning Sun's CB&Q Color Guide and to Page 47. There I found not only the real CB&Q 61417, but the caption that was used for most of MTL's car copy. The "Golden Freight Car" award given by the Railway Progress Institute honors the railroad that provides the most effective promotion of railroad freight traffic. In 1966 it was awarded to the Burlington and to, well, promote, that

achievement the Havelock shops painted eight boxcars in gold with black lettering instead of the CB&Q's usual red with white lettering. A small "R.P.I. Award Winner 1966" legend was added below the Burlington Route's herald on the right. The RPI consolidated with the Railway Supply Association to form the Railway Supply Institute in 2009. I don't know whether they still present a Golden Freight Car award.

This rebuilt XM-32 class boxcar and the other seven painted gold were among hundreds of cars painted in the usual red and white. The Burlington series which included the 61417 numbered 60000 to 62249 and was of 2139 cars in January 1967. I don't have it completely gone from successor BN until between April 1984 (three cars) and January 1985 (zero cars). But I can't pin down the Approximate Time Period for this specific car. I can tell you that the photo in the Morning Sun Color Guide is from March 1975, almost five years after the CB&Q went into the Burlington Northern, so our ATP is good to at least then. And perhaps not much longer as originally painted: the site RRPictureArchives.net shows the 61417 in October 1976 with a replacement door... a faded red one! That is not appropriate for a Golden Freight Car...



065 00 670, \$21.40

Reporting Marks: KPCX 2105.

39 Foot Tank Car, Single Dome, Koppers Company.

Black with orange lettering "Koppers Chemicals - Plastics" and reporting marks on left. White dimensional data and end markings. Black, white and red Koppers trademark on right. Approximate Time Period: early 1940's (or 1952, see text) to late 1960's.

Here's "copy/paste" number two. In the August 2009 UMTRR, when Micro-Trains released two road numbers of this tank car in Z Scale (catalog 530 00 27x) and two "Koppers Coke" gondolas in N Scale (catalog 105 00 71x) we provided a thumbnail sketch of the Koppers Company, to which we'll refer you on the website if you don't have that issue. But we'll control-c / control-v the rest of the story from the August coverage.

The magazine **Fortune** has to be one of the more offbeat places to find a prototype car. MTL provided the citation of the January 1952 issue of Fortune, which illustrated an article about the Koppers Company. Our own UMTRR Gang Member (and accomplished author and industrial historian) Tom Flagg provided that piece to MTL, er, some time ago, I am told. Actually, in the shot there are tank cars with a variety of sizes of both tanks and domes, all with the same Koppers paint scheme, though KPCX 2129 is the only readable number in the photo. There's a similar tank car in "Classic Freight Cars Volume 2" by John Henderson but with the legend "Koppers Coal Tar - Chemicals" instead of "Chemicals - Plastics." Neither car looks to be a precise match to the model. During a Steam Era Freight Cars List discussion of Koppers tank cars, historian Richard Hendrickson noted that a number of Koppers 8000

and 10000 gallon cars were built by the Standard Tank Car Company in Sharon, Pennsylvania, to a distinctive design that hasn't yet been modeled very much. (And as far as we know, not commercially to a large scale in Z, N or HO Scales for that matter.) Standard Tank Car was taken over by General American in the 1920's.

We'll trust the MTL car copy stating that the car was built in 1943, meaning it may or may not have been built to a Standard Tank Car design. MTL says it was serviced in January 1952, conveniently the same date as the Fortune Magazine piece. We can't start the Approximate Time Period any later than 1952, of course, given the photo evidence of the paint scheme, but we don't know if that paint was new in '52, thus the "see text" caution in the ATP. The January 1955 ORER shows 29 cars in the number series 2100 to 2129, provides the 8,000 gallon or 80,000 pound capacity, the AAR Classification TMI (Insulated Tank Car) and a home point of Milton, Pennsylvania for the entire series. (Other Koppers cars had home points ranging from Massachusetts to Louisiana to Minnesota.) The 2103 road number is called out as "vacant" and it's also noted that the cars 2104 to 2129 are among the few without heater coils. Quite a bit of information above the usual "very little" for a change, although I would have liked some dimensional data, which I know I'm not going to get for tank cars.

Skipping some ORERs, we have 26 cars remaining in service in the same series in January 1967. But that's down to just the 2111 in the April 1970, bringing a halt to the ATP. We will further assume that the cars stayed painted in that almost glow in the dark orange for their period of service-- at least from 1952 onward, anyway. But I'd keep in mind that these cars were likely to get plenty dirty, and even gooey if they were carrying coal tar. Your weathering might justifiably range to the heavy side on these tankers.



**083 00 081 and 083 00 082, \$21.40 each**  
**Reporting Marks: SP 151264 and SP 151273**  
**40 Foot Drop Bottom Gondola, Southern Pacific.**

Brown with white lettering including roadname (not reporting marks) and road number on left. Black and white circular "Southern Pacific Lines" herald on right. Simulated scrap wood load included with each car. Approximate Time Period: 1949 (build date) to about 1956.

David Carnell helps out with some of our research for this release, start quote...

"Information on these cars is found in Chapter 7, General Service Gondolas after 1940 in the book **Southern Pacific Freight Cars, Volume 1: Gondolas and Stock Cars** by Anthony W. Thompson. The two cars released this month are class G-50-22 gondolas, car numbers

151000-152649 part of an order for 1650 gondolas built in 1948-49 by Bethlehem Steel Company. The first 1200 were built in the fall of 1948, and since these cars fall outside of the first 1200 car numbers they would have been built in 1949. The cars are painted in the as delivered paint and lettering scheme.

“In 1956, these cars were renumbered into the series 364725-366274. So the Approximate Time Period is 1949 to 1956. It appears that many cars were just renumbered and kept their original paint and lettering scheme. Other cars were repainted and had the full road name with stripes over the number replaced with SP initials and a new stacked SOUTHERN PACIFIC road name painted on the center of the gondola side.

“As the cars aged, the drop bottom doors were welded shut. SP started retiring these cars in the late 1960s and they were mostly off the roster by 1980.”

End quote, and thanks, David! Believe it or not, I've gotten all the way to this point in the column without an official ORER lookup, so let's put one in now. The ORER for July 1950 shows the series David mentioned, 151000 to 152649, with all 1650 cars described as “Gondola, All Steel, Drop Bottom” with dimensions as follows: inside length 41 feet, inside width 9 feet 6 inches, inside height 5 inches, outside length 42 feet 9 inches, extreme height 9 feet 4 inches, capacity 1948 cubic feet or 100,000 pounds. The January 1959 ORER shows the “great renumbering” of the Espee to be complete for these cars.

#### N SCALE REPRINTS:



035 00 170, \$13.70

Reporting Marks: GN 56421.

40 Foot Despatch Stock Car, Great Northern.

Sky blue with white lettering including roadname and road number on left. Approximate Time Period: 1966 (service date given by MTL) to late 1970's. Approximate Time Period: late 1960's (1969 rebuild date given by MTL) to early 1980's. Previous Release (as catalog 35170): Road Number 56385, April 2002.

Scott Thompson's book “Great Northern Equipment Color Pictorial - Book One Box Cars and Stock Cars” provides a reference to this series of cars, whether painted vermillion red or sky blue. Scott models the GN in HO Scale as it appeared in Northern Minnesota in the late 1960's, which fits right in with the ATP of this car, so his comments on Lindsay Korst's website (found at <http://www.gngoat.org>) are limited to 1:87. He says that the Athearn kit is a starting point for the series, except “scratchbuild new sides.” Ouch. Those of you who have Thompson's volume will want to check pages 110 to 112 for further information, and there's also a reference to the May 1984 issue of **Railroad Model Craftsman**. These cars were in vermillion red paint prior to being painted GN Sky Blue.



Since we are referring to the 1969 rebuild and repaint of the series 56250 to 56469, I can skip right to the April 1970 ORER and the "brand new" Burlington Northern's listing. This is divided into two groups, 56250 to 56324, and 56325 to 56469. The only dimensional difference between the two is the outside length, which is 40 feet 9 inches on the first group and one foot longer on the second group. Otherwise, they are 40 feet 6 inches long and 10 feet 1 inch high on the inside, have a door opening of six feet and carry 80,000 pounds of livestock. While most railroad's rosters of stock cars had been decimated by this point, especially east of the Mississippi, the GN still operated more than 1300 stock cars at the time that the line went into the BN.

By April 1976 the two subgroups totaled a still respectable 202 pieces with GN lettering. In April 1981 this was down to only 52 pieces and the subgroups noted above were merged into a single series. I quickly perused the BN reporting marks section of each of these listings, by the way, and found no stock cars in either case having been repainted for the Burlington Northern. I can't say I'm terribly surprised by that.

Online photos? Well, we have a partial match. The main subject of a photo taken by Jim Sands in 1968 and posted on the Fallen Flags site is the GN 55747, not from the same series, and good thing because it's not even close to the MTL model. But coupled to this car we can see the end and about the leftmost twenty percent of GN 56365 which is from the series in which we're interested. And we can see a key difference: the model has a single wide set of boards across the center of the side from left to right, and the real car doesn't. Instead, the real GN stock car has letterboards just about big enough to hold the roadname and road number mounted to the car. Although the car in the photo is painted vermillion I don't expect that the letterboard placement would have been different in the sky blue version of the car.



**074 00 040, \$19.30**

**Reporting Marks: CP 285611.**

**40 Foot Boxcar, Plug Door, No Roofwalk, Canadian Pacific.**

Aluminum with black ends. Red lettering including large script roadname and "Controlled Temperature" in same style as roadname. Black reporting marks on left. Approximate Time Period: late 1960's to early 1990's. Previous Releases (as catalog number 74040/x): Road Number 285606, July 1998; Road Number 285608, August 1998; Road Number 285602, September 1998; and Road Number 285605, October 1998.

Before there were Runner Packs, there was the short-lived Micro-Trains "Runner Series." This consisted of four cars released in usually consecutive months with a different road number each month. I think it's fair to say that this idea never really caught on, and it was quietly dropped after a few iterations. One of the Runner Series was this particular car,

offered in four numbers from July to October 1998. However, this follow up is a “not a reprint” given its black ends, which differ from the four Runner Series cars. The lettering on this run appears to match the four previous cars though, including the build date of September 1963 and the service date of June 1968.

The story of these cars is also more complicated than what I reported back in 1998 so that will also be a “not a reprint.” According to Ian Cranstone’s “Canadian Freight Cars” site, fifteen insulated boxcars from the groups 165000 to 165199 and 165200 to 165299 were rebuilt to mechanical refrigerator cars and then numbered in the series 285600 to 285614. Cranstone then shows that small group classified as Mechanical Refrigerator cars with AAR Designation RPL from 1968 to at least 1975 and Insulated Boxcars with AAR Designation XLI from 1978 to 1993. I have the April 1976 ORER and they were still listed in the Refrigerator section of CP’s roster and qualified for “Perishable Traffic Except Frozen Products and Fresh Hung Meat.” There’s just one of the fifteen cars remaining in the July 1992 Equipment Register.

A photo of CP 285606 in Morning Sun’s Canadian Pacific Color Guide reveals a lot of extra equipment including a fuel tank mounted below the plug door and what I believe to be temperature controls below and to the left of the reporting marks. (That’s more descriptive than what I called them in 1998: “gizmos.”) The circa 1970 photo is too straight on to confirm that the cars had black ends, but I think that was CP practice at the time. The lack of roofwalk is accurate on the model, but the real cars had riveted sides and the MTL depiction does not. The caption for this car in the Color Guide, which was used by Micro-Trains for its car copy, doesn’t match the information on Cranstone’s website.

#### **N SCALE WEATHERED RELEASES:**

The following item was announced as “off-cycle” releases via the Micro-Trains website on March 16 and also via the MTL “E-Line” broadcast e-mail on March 17.



**024 44 020, \$19.95**

**Reporting Marks: LV 66202.**

**40 Foot Boxcar, Single Youngstown Door,  
No Roofwalk, Short Ladders, Lehigh Valley.**

Paint: Green with white lettering including roadname and reporting marks on left and small black and white herald on right. Weathering: Rust colored, brown and black streaks and simulated dirt along bottom of car. Approximate Time Period: late 1960’s to early 1980’s. Previous Releases (in unweathered form): Road Number 66201, September 1978; Road Number 66205, March 1991.

Well, there's no question this time that this is a "direct to weathering" release! The previous run of this car was nineteen years ago, and it was not in this road number. And that means a "full" review, not just a reference back to a recent unweathered release. It will be interesting to see how this car does in the marketplace. What we will probably never know is whether it was intended to be a regular reprint that was then redirected to the weathering booth, or whether it was planned all along to be run strictly as a weathered reprint.

Fortunately for our review purposes, we have a prototype reference handy. Page 95 of Morning Sun's Color Guide to the CNJ & LV provides two examples of this series of rebuilt cars. The work was done by the United States Railway Equipment Company—that's their map logo to the left of the door—and the donor series was apparently the group numbered 63000 to 63999 which was built by Bethlehem Steel in 1950. As part of the work done, the side sills were significantly strengthened. This is a delta between the model and prototype but based on the photos it looks like a strip of metal was attached directly to the car body. Some strip styrene could be used to simulate that effort. (Matching the paint and weathering would be a little more difficult.) If you're rivet counting, well, there are riveted sides on the real cars, whereas the MTL body style depicts a welded side car. The high brake wheel placement and the cut down side ladders are correct. If you're looking online, try George Elwood's "Fallen Flags" site ( <http://www.rr-fallenflags.org> ) for shots of the LV 66225, 66270 and 66393 in service in 1976 and 1979 as well as the 66029 and 66170 out of service and "whitelined" (stricken from the roster) in 1986.

The MSCG refers to the series 66000 to 66524 for these reworked cars and the two examples in the book have service dates in 1969. The two previous MTL releases have service dates in 1972. There's a group from 66000 only to 66179, of all 180 possible cars, in the April 1970 ORER. It's marked as a addition to the registration. The vital statistics: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 44 feet 4 inches, extreme height 15 feet, door opening 7 feet (a bit of a "door thing" there) and capacity 3890 cubic feet or 140,000 pounds. By July 1974 the group was enlarged to the count indicated in the MSCG with 519 out of a possible 525 cars in service. Of these, 516 went into Conrail per the April 1976 Equipment Register, but the group was all the way down to 56 cars in April 1981 and gone by April 1984.

#### **N SCALE RUNNER PACKS:**

In addition to the below announcement, Runner Pack #38, Three Ringling Brothers & Barnum and Bailey Circus sleeper passenger cars, has been released. UMTRR coverage of Runner Pack #38 was in the subscriber edition (only) of the October 2009 issue.



*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is October 2010. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close April 30.*



***Scheduled October 2010 Release:***

**Runner Pack #44: 993 00 045, \$64.95**

**Reporting Marks: NYC 715110, 715111, 715165 and 715167.**

Quantity four of Quantity four New York Central 50 foot gondolas, fishbelly sides, drop ends.

Brown with white lettering including reporting marks on left and oval "New York Central System" herald on right. Simulated scrap metal loads included for each car. Approximate Time Period: 1951 (build date) through mid-1970's. Previous Releases (as catalog 46170): Road Number 715529, October 1986; Road Number 715106, June 1998.

Copy, paste... wait a minute. These road numbers aren't the same as the ones in the Z Scale Runner Pack (994 00 020) announced for August 2010 delivery! No matter though, the prototype series is the same. Carry on...

Although we can't vouch for what these cars looked like by that time, it's a fact that 111 cars in the original New York Central series 715100 to 715899 actually made it all the way to the first registration for Conrail, in the April 1976 ORER. But let's go back to the April 1952 Equipment Register which is the closest I have to the build date for these cars. There are two consecutive groups of cars which are nearly identical, numbered 715100 to 715599 and 715600 to 716599, both described as "Gondola, Steel, Drop Ends, Steel Floor" with AAR Designation GB. The cars had an inside length of 52 feet 6 inches, inside width of 9 feet 6 inches, inside height of 3 feet 9 inches, outside length of 55 feet 1 inch, and capacity of 1896 cubic feet or 140,000 pounds. These two groups totaled 1098 cars. If you're curious, the only differing dimension was the height from rail at the extreme width, which was 7 feet 1 inch in the first group and 7 feet 4 inches in the second group.

The paint scheme MTL depicts on these cars aligns with the early 1950's practice of the New York Central, with freight car red sides, white lettering, and the NYC oval without a black background. The lettering matches that shown in the CDS Equipment Diagrams book. In the 1960's the Central went to black gondolas, with some Century Green mixed in, but I'm quite confident that the freight car red cars co-existed with the black and green gondolas.

## N SCALE SPECIAL EDITION RELEASES:



047 00 408, \$25.95

**40 Foot Wood Double Sheathed Ice Refrigerator Car, Ringling Brothers and Barnum & Bailey Circus Billboard Car #8: "Colossal Combination"**

Reporting Marks: None (reference in UMTRR website will be "RBB&B Billboard Car #8").

Brown with multi-color depiction of a female circus performer, a polar bear and a circus clown, with the words "Ringling Brothers and Barnum & Bailey / A Colossal Combination of all that is Great in Circus Achievement" all on a blue background.

Ben Thielemann, Micro-Trains Marketing Director, authored "An Inside Look at Micro-Trains Ringling Brothers and Barnum & Bailey New Train Cars" for the March/April 2010 issue of **The N Scale Collector** and described some of the work that's gone into the licensing, design and production of these items thus far. Discussing particularly the work on this billboard series of Special Edition cars, Ben noted that MTL "had to take a number of the posters that were originally in a vertical arrangement and change them to a horizontal or landscape [arrangement]." That's quite true in the case of this month's release! The original poster has the words from top to bottom, and both the female circus performer and the circus clown facing to their left and our right along the left hand side of the poster. To depict those two people as they were on the poster would have had one of them facing away from the car, and probably would have looked, well, awkward in my estimation. So as part of the modification the clown image was flipped or mirrored so that he faces to his right and our left at the opposite side of the car. I'm sure that was an additional bit of work for the graphics department, even with today's available technology. Going back to the NSC article, Ben noted that the Ringling Brothers folks "are extremely organized with all of their graphics, fonts, color schemes [and] photographs." That's got to be pretty handy!



074 00 119, \$23.95

**40 Foot Boxcar, Plug Door, Without Roofwalk, Full Ladders, Presidential Series #20: Chester A. Arthur (21st President).**

Cream sides and ends with green roof and black lettering. Multicolor rendition of the Seal of the President of the United States and dates in office on left. Name of Vice President, home state of president and party affiliation at bottom left. Multicolor portrait of president in front of red, white and blue rendition of American flag in service during presidency on right. Birth date in small lettering at bottom right of side.

The Miller Center at the University of Virginia ( <http://millercenter.org> ), writing about the impact and legacy of Chester Alan Arthur, concludes that “historians view the Chester Arthur presidency as an important surprise, one that no one would have expected. Put simply, he performed well in office, defying his state-based reputation as a slick machine politician. Despite his poor health, he attempted to govern competently, and he succeeded to a degree that was never acknowledged by his fellow politicians, the press, or the great mass of Americans.” Certainly I wouldn’t have acknowledged it.

Chester A. Arthur was born a minister’s son and as such was moved from place to place in New York and Vermont as his father made the rounds of churches. Chester’s aim in life was to live it, richly and as a “true gentleman.” That led him to a career in law and notoriety on two cases both involving African Americans. The first challenged the Fugitive Slave Law and the second caused the segregation policy on New York City’s streetcars to be found illegal, over 100 years before the famous Rosa Parks case. Arthur served in the Civil War as engineer-in-chief with the rank of quartermaster general, responsible for what we’d call logistics for the New York volunteers. He worked with hundreds of suppliers and military administrators and gained a reputation as efficient and effective. He was noticed and advanced by then New York governor Roscoe Conkling, who was the head of the state’s powerful Republican machine. Arthur was appointed Collector of the Port of New York, a prized—and lucrative-- Federal position as the New York harbor was a principal point of entry and of potential customs fraud. While Arthur was not known to take bribes, he did share in fines levied against shippers who understated cargo values. This boosted his compensation to some \$50,000 per year, which was a fortune in the 1870’s and equivalent to that of the President. Rutherford B. Hayes, who succeeded U.S. Grant in the Oval Office, sought to remove Arthur and purge his “boss” Roscoe Conkling. Hayes succeeded but Conkling wasn’t done; for the 1880 election they worked to bring back U.S. Grant for a second term. While that did not happen, as James Garfield was nominated by the Republicans instead, a quiet movement by some of Conkling’s men put Arthur in the Vice President’s spot on the ticket. When Garfield won, Arthur was just a heartbeat away from the White House, and was very much seen as still under the control of Conkling. And then Garfield was assassinated and Chester Arthur became the 21<sup>st</sup> President of the United States. Then he showed everyone who was really boss, and it wasn’t Roscoe Conkling.

The Pendleton Act to which Micro-Trains refers in its car copy was a civil service reform law meant to reverse the “spoils system” of political patronage. For example, public servants were to start at the bottom of the career ladder and advance by merit examinations. (And now we know where those Civil Service Exams had a genesis.) The Pendleton Act was not retroactive, so those already in their positions were not forced out, and did not cover every Federal employee or any state or municipal staffing, but it was a start. Arthur also acted independently on changes to the American tariff system, which surprised both supporters and opponents. And there was no question that Arthur was an extraordinary administrator.

What was kept secret from the public was that even as Arthur was serving out his term of office, he was dying from what was then called “Bright’s Disease” and is now known as one of several more specific kidney ailments such as chronic nephritis. Knowing of his condition,

Arthur did not actively seek a full second term as President, though he was strongly considered for the nomination by others. He died of Bright's disease not long after leaving the White House, on November 18, 1886.

And now let's consider this month's trivia question. While I probably would have started with the clue about Stanford University, which narrows things down as it wasn't founded until 1891, it's actually the sad fact that this man was orphaned at age nine that brings us to only one choice. And at the other extreme, he's also the victim of a mispronunciation that still stands as one of the classic broadcast "bloopers" of all time, committed by radio announcer Harry Von Zell: "The next voice you hear will be that of our new president, Hoobert Heever." Get those entries in, and good luck... but make sure you get the name of the 31<sup>st</sup> President right, don't send in "Hoobert Heever!"

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**993 21 010, \$189.95 - "Eerie Express" 2010 Halloween Set.**

Consists of a powered FT-A diesel locomotive (MTL sample artwork at left) and three modified Railway Post Office cars. Each decorated in midnight blue paint with multicolor Halloween themed graphics across entire sides which forms a continuous "picture" from darkness and a full moon to orange daylight.

Sure, I'll freely admit it, I have a copy of the "Booville and Beyond" train set which was released by Micro-Trains for Halloween back in 2006. I mean, how could I... I mean, my kids... resist a glow in the dark locomotive and cars with special cargo for that All Hallows' Eve night? And I... I mean, my kids... really enjoy the setting up of my small N Scale layout outside on the front porch on Halloween Night, which attracts the attention of the children who come by for Trick or Treat, as well as their parents. I... I mean, the kids... just love that extra added attraction.

So if you missed the chance to get in on the Halloween festivities – which, around the general vicinity of UMTRR HQ, seem to be increasing in size and scope each year – here's another opportunity. While I'm sure that the RPO cars are among the easiest on which to execute the graphics, I certainly hope that's the only reason why they've been selected... please don't tell me that Micro-Trains is already needing to amortize the molds for this needed a prototype car across "fantasy" releases. Like the other themed sets, I suspect that a non-trivial number of club and N-Trak participants will be pre-ordering this offering to add general audience interest to train shows. In my corner of the world, "train show season" starts up again right around Halloween, and certainly I... I mean, my kids... would love to see this set "screaming" around a display layout.

**Nn3 SCALE (NARROW GAUGE):** No releases this month.



**800 00 070, \$19.30**

**Road Number: 161 (will be preceded by "EBT" in website listings).**

**30 Foot Wood Double Sheathed Boxcar, Single Door, East Broad Top.**

Freight car red with white lettering including herald and road number on left. Approximate Time Period: 1940's to present (considering tourist operation). Previous Releases (first two as catalog number 15107) Road Number 170, June 1996; Road Number 154, August 1999; (this one as catalog 800 00 070) Road Number 163, July 2005.

A photo on the official EBT site (<http://www.ebtrr.com> ) shows two boxcars, the newer of which is of all steel construction and dates back "only" to 1914 to 1920. To its left is boxcar number 170, a wooden body, steel frame transition boxcar built about 1913. The ATP comes forward to the 1940's introduction of the herald depicted on the car.

Strangely enough, while the East Broad Top Railroad and Coal Company is shown in the listing of interchange points of the Pennsylvania Railroad (at Mount Union), it does not have its own listing in the Equipment Registers of April 1928 or January 1943, or, I presume, any of the ORERs I have in between. But the company does have an entry in the November 1946 edition of The Official Guide of the Railways, complete with schedules for three passenger trains in each direction (!) as well as the clarification "Standard Gauge freight cars are handled over the entire line by transferring bodies to specially designed three foot gauge trucks, with no extra cost for this service." At that time, the EBT operated from Mount Union through Orbisonia to Alvan, a track distance of 33 miles.

Today, the EBT is a major league tourist operation with a five mile line, and a National Historical Landmark. It was saved from oblivion by the Kovalchick Salvage Company, which had actually bought it for scrap back in 1956. The line was reopened for passenger excursions in 1960. I suspect other railroads might lay claim to the title "most authentic narrow gauge line in America," but it's certainly the only truly surviving operation in the East at this writing. In 2009 the nonprofit EBT Preservation Association signed a three year contract to operate the trains of the EBT with an option to purchase, and the "Friends of the East Broad Top" which was founded in 1983, began physical restoration projects in 2002.

There is an "Unofficial Guide" to the East Broad Top as well, last updated in 2007 (<http://www.spikesys.com/EBT> ) and includes a roster of equipment with photo citations in EBT books. The 170 pictured on the official site (and also the road number of the first Micro-Trains release) is listed on the roster of surviving equipment, and shown as having been restored in the early 1960's. The majority of the EBT's cars were actually hoppers of varying two and three bay types, what you'd expect from a coal hauler.



## Z SCALE NEW RELEASES:



**526 00 101 and 526 00 102, \$20.95 each**  
**Reporting Marks: D&H 8006 and D&H 8008.**  
**40 Foot Bulkhead Flat Cars, Delaware and Hudson.**

Red with yellow lettering including reporting marks left of center and roadname right of center. Simulated loads included: large pipe (on the D&H 8006) or boiler (on the D&H 8008). Approximate Time Period: mid 1970's.

The series 8000 to 8059 of pulpwood cars is shown on a table on the Bridge Line Historical Society's website ( <http://www.bridge-line.org> ) . Pulpwood cars are not "standard" flat cars. The floor has a shallow "v" shape angling down towards the center of the car, which helps keep the stacked pulpwood where it should stay. That makes the MTL model a stand in for the real pulpwood car. The ends on the prototype are different as well.

The first ORER I have in which these cars appear is the January 1964 edition (they're not in my next earliest one, January 1959). They were given AAR Classification LP and the description "Flat, Pulpwood Steel" and had these dimensions: inside length 37 feet 11 inches, inside width 8 feet 8 inches, outside length 43 feet 4 inches, extreme height 12 feet 4 inches, and capacity 100,000 pounds. All 60 cars were in service at the time. But that quickly dropped to 25 by the January 1967 ORER, where it stayed through at least April 1976.

I believe that for most of this time, though, the cars weren't red. There is a shot from July 1975 of D&H 8009 on the site "Boxcars & Freight Cars of North America" (URL <http://www.boxcars.us> ) which shows the car with a service date of May 1975, and what sure looks like a fresh paint job. Before that these cars were painted black with white lettering, a data point reinforced by models of D&H pulpwood cars in other scales.

A posting on the DandH YahooGroup notes that the Maine Central got all of the D&H's pulpwood car fleet. That's supported by an Atlas HO model pulpwood car in D&H paint with black and white MEC restenciling and a 1977 service date. An entry for the Maine Central series 7700 to 7724 in the October 1981 guide, 25 pulpwood cars with exactly the same dimensional data as the D&H group – which of course is no longer part of the D&H. In short, the ATP for these cars as depicted by Micro-Trains is, well, short.



530 00 291 and 530 00 292, \$24.20 each  
Reporting Marks: UTLX 53164 and UTLX 53166.  
39 Foot Single Dome Tank Cars, Sunoco.

Black with yellow lettering including reporting marks on left. Multicolor Sunoco trademark left of center. Approximate Time Period: mid-1950's (1956 build date) to mid-1970's.

When I was just a kid growing up in Jersey City, the closest gas station to our apartment was what my parents called “Sam’s Sunoco”, which we all think was the actual name of the business. It’s long gone, and even the downtown road on which it was located has been renamed (from Henderson Street to Luis Munoz Marin Boulevard in 1982). I still remember Sunoco’s proprietary gas pumps, which had a “Dial A Grade” feature that allowed the customer to choose from “subregular” Sunoco 190 to Sunoco 260, by the attendant just moving a lever on the side of the pump. I think we just went for “Regular” –87 octane, or maybe the next grade up, “Plus” –89 octane.

But it’s Naphthalene, not gasoline, that’s being advertised on this pair of tank cars. Chemically, it’s  $C_{10}H_8$  (and let the record show that this is the first-ever use of a subscript in the UMTRR). While it’s mainly used as a chemical intermediate, that is, a chemical used to make other chemicals, you might be familiar with naphthalene as the active ingredient in mothballs. Yes, that’s what you’re smelling, and hopefully not very much of it.

The Sun Oil Company had its own fleet of over one thousand tank cars with the reporting marks SUNX in the January 1943 ORER, and 898 cars in the January 1955 Equipment Register. But that was down to just 119 in the January 1959 ORER. That data appears to align with the build date of 1956 given by Micro-Trains for these cars, and the fact that Sunoco was leasing cars from Union Tank Car Line (an arrangement that, according to online lookups, is still in place today).

Meanwhile, the same January 1959 ORER shows, under the Union Tank Car Company registration, the series 52000 to 54299 which consisted of 553 tank cars with 80,000 pounds capacity and 972 cars with 100,000 pounds capacity, the latter including the road numbers we’re interested in. That 1956 build date looks good since the same UTLX series in the January 1955 ORER doesn’t call out the road numbers present on the Sunoco cars.

The book “Classic Freight Cars Volume 2” gives us a bingo on UTLX 53164. It was photographed in 1973 in Mechanicville, New York and the build date is given as 1956 in the caption. The “look and feel” on the model against the prototype is fairly good, although it appears that the real car is a bit longer and has a smaller diameter tank overall than the

Micro-Trains body style. One delta I'll note—and warning, this is a real nitpick—is that the Sunoco logo used by MTL on the model is an older version than that on the prototype car. I don't have the exact chronology on this (but yes, I tried!) but the trademark on the real car is more like a 1960's version and the one on the MTL car, which has a taller "diamond" and the red arrow going through at a steeper angle is more like a 1940's or 1950's version. Since then, Sunoco has adopted yet another version of the famous logo, with speed lines in the diamond and italicized lettering, perhaps to reinforce its position as "the official fuel of NASCAR."

The exact two cars are listed in the April 1975 and April 1981 Equipment Registers, and I see them through at least January 1985 where I stopped looking. I'm a little surprised to see the Sunoco trademark on the cars as late as the 1973 photo, since by that time, lessors were looking to be less conspicuous, and that meant trademarks were far less common on tank cars. (Not that they were ever "common," for that matter.) We also don't have a good way of knowing the exact date range of the lease of these two cars to what was known then as the Sun Oil Company. So my ATP is admittedly a guess, and a fairly liberal one at that.



**535 00 290, \$29.20**

**Road Number: 10280 (will be preceded with "BN" in website listings).**

**30 Foot Center Cupola Caboose, Burlington Northern.**

Green with yellow ends. Mostly white lettering including herald and roadname in center and road number on right. Approximate Time Period: early 1970's to present, but see text.

"This former Northern Pacific caboose is owned by an MTM member" is the caption on the website of the Minnesota Transportation Museum in St. Paul (<http://www.mtmuseum.org>) that accompanies a photo of the real BN 10280. It's in decent shape although the windows are boarded up and it could use a bit of restoration. But hey, it still exists, a better fate than what befell most North American cabooses. The museum has an impressive selection of locomotives, passenger equipment and cabooses, many from the Burlington Northern's predecessor railroads as well as other lines that operated in Minnesota.

Based on photos elsewhere online, I can speculate that this is from the former NP 101xx series, which was the NP 11xx series before that. I see images of BN 10277 which was NP 10116, BN 10279 which was NP 10118 / NP 1118, and BN 10283 which was NP 10122 / NP 1122, all on RRPictureArchives.net. You can get a sense of what this car might have looked like in NP paint from the Fallen Flags site in the form of BN (NP) 10298.

What you'll also get a sense of is the degree to which MTL's body style is a stand in. I suspect opinions will range from, "well, I guess it'll do" to "no way this matches." It appears that the prototypes are International Car Company standard cupola cabooses (in fact, they've

been offered in N Scale by, er, another manufacturer). This isn't all that close to the Northeastern style caboose that is the basis for the Micro-Trains model.



**982 01 201 and 982 01 202, \$175.95 each**  
**Road Numbers: 1715 and 1718 (preceded by "B&M" in website listings).**  
**GP-9 Diesels, Boston and Maine.**

Blue with black frame and handrails. White lettering including roadname on long hood and road number on cab. Approximate Time Period: early 1980's to mid-1990's (somewhat of a guess).

The Boston and Maine's GP-9 order numbered 1700 to 1749 was partially paid for via trade-in of the B&M's FT diesel locomotives and were delivered in 1957. The 1715 and 1718 arrived in October and November respectively according to an all time B&M diesel roster compiled by Ken Houghton (see <http://home.comcast.net/~railimages/bmros2.htm>). It looks like the "early 1980's" timeframe for this paint scheme—one of several these Geeps wore—is in the ballpark. Photos on RRPictureArchives.net show both the 1715 and 1718 in this "solid blue" decoration by 1984. On James B. VanBokkelen's "Unofficial Boston and Maine" site (gotta love that name!) it's noted that the particular variation of the "solid blue" came along in the late 1970's. Trainweb.org shows the 1718 scrapped in October 1995 but doesn't show any specific disposition for the 1715. From photos, it appears that the general configuration of the model matches the prototype as well, including the dynamic brakes.

**Z SCALE REPRINTS:** No releases this month.

**Z SCALE WEATHERED RELEASES:**

The following item was announced as "off-cycle" releases via the Micro-Trains website on March 16 and also via the MTL "E-Line" broadcast e-mail on March 17.



**540 44 081, \$38.95**  
**Reporting Marks: NOKL 210110.**  
**Gunderson Husky-Stack Car With**  
**Containers, Northwestern Oklahoma**  
**Railroad.**

Paint: Brown with mostly white lettering including reporting marks on left and "Husky-Stack" trade name on right. Includes one 40 foot Hapag-Lloyd container and one 40 foot Hanjin container. Weathering: Black, brown and gray streaks, including on containers. Approximate Time Period: 2000 to present. Originally released (as 540 00 081) March 2009.

**Z SCALE RUNNER PACKS:**

In addition to the below announcement, Runner Pack #16, Three Ringling Brothers & Barnum and Bailey Circus sleeper passenger cars, has been released. UMTRR coverage was in the subscriber edition (only) of the October 2009 issue.

*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is October 2010. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close April 30.*



***Scheduled October 2010 Release:***

**Runner Pack #21: 994 00 021, \$69.95**

**Reporting Marks: CP 166049, 166066, 166191, 166192.**

Quantity four of 50 foot exterior post plug door boxcars, CP Rail.

Yellow with mostly black lettering including "CP Rail" roadname and reporting marks on left. Approximate Time Period: 1968 to mid-2000s. Previous Releases: None.

Well, copy and paste isn't going to be an option for this quartet! The only N Scale release of this car was back in April 1989. I hadn't even met my wife yet, never mind starting the UMTRR. And there have not been any previous Z Scale releases of this car, not unusual for the 1:220 Runner Packs, actually.

Or do we have a copy and paste after all? These cars were built in 1966 and according to Morning Sun's Canadian Pacific Color Guide, the paint scheme they wore was orange and black with black and red lettering... which is what Micro-Trains released back in February in N Scale.

As noted in February, then, there were 200 cars in this series numbered 166000 to 166199 built by National Steel Car. When in the previous paint scheme, the cars had roofwalks but I don't think that will be an issue with this later decoration. We've know there are online photos on the Canadian Freight Car Gallery site ( <http://freight.railfan.ca> ) aligning with the MTL paint scheme. We also know that there are differences between prototype and model with respect to the ends and sides, and that the MTL depiction doesn't come with those famous thermostatically controlled underslung heaters. (Still an aftermarket opportunity for someone...)

Though it's just before the switch from Canadian Pacific to CP Rail in 1968, we can copy and paste the description from the ORER for January 1967. The series 166000 to 166199 is described as "Box, Steel, Insulated, Bulkhead, Cushion Underframe" with AAR Designation XIH. The inside length was 49 feet 6 inches, inside width 8 feet 9 inches, inside height 9 feet 2 inches, outside length 59 feet, extreme height 15 feet 1 inch, door opening 9 feet, and capacity



3970 cubic feet with weight capacity not listed. An end note calls out three inches of insulation and the alcohol heaters. Ian Cranstone's "Canadian Freight Cars" site (URL <http://www.nakina.net>) has the service date of the series 166000 to 166199 extending out to 2007, so in theory we almost make "to present," but not quite.

#### Z SCALE SPECIAL EDITION RELEASES:



**502 00 522, \$22.95**

**Reporting Marks: NE 1867.**

**40 Foot Box Car, Plug Door, Nebraska State Car.**

Aluminum sides, black roof, ends, sills and door hardware; blue and black primary lettering including reporting marks, state name and outline map on left. Four color process graphics including state flag, state bird (Western Meadowlark) and state flower (Goldenrod) on right. Twenty-second release in the Z Scale States of the Union series.

[The following is largely reprinted from the May 2005 UMTRR coverage of the N Scale release of this car.]

It was near the end of the last Ice Age, some 12,000 years ago, that the earliest documented human occupation occurred in what is now Nebraska. Nomadic in nature at first, the Native Americans began to settle into more permanent locations and shifted from hunting to agriculture, often borrowing from tribes to the east. By 600 to 1000 years ago, there were settlements along streams and housing that incorporated pits for food storage and waste disposal. Siouan-speaking tribes were in the east and tribes like the Apache and Lakota were farther west. The first Europeans may have visited as early as the late 1600's but definitely by the early 1700's. In 1714 a French trader named the area "Nebraskier" and in 1814 there was a settlement at Bellevue. The establishment of the Oregon Trail circa 1830 brought settlers through but not necessarily to the area. The Kansas-Nebraska Act of 1854 made the region available for settlement, breaking promises made to the Native Americans. Eight years later, the Homestead Act gave any head of household 160 acres of land if he lived on it for five years. The railroads, beginning with the Union Pacific, were also given huge land grants on either side of trackage that they built. From 1862 to 1869, though, it was the Transcontinental Railroad, which spanned the length of the state, that got most of the attention. Nebraska achieved statehood two years before the Golden Spike, on March 1, 1867. Nebraska was one of the last states to allow women's suffrage, because it was tied up with strong feelings about prohibition of alcohol. Meanwhile, Father Flanagan founded Boys' Town in 1917 as a place where young men would be safe while trying to find work; it remains one of the most well known support organizations anywhere. World War I put the Progressive Movement aside and World War II saw Nebraska build many military aircraft including the Enola Gay which dropped "the bomb" on Hiroshima on August 6, 1945. The NebraskaStudies.org website

contains a well-organized body of material and special emphasis on several main events and key state historical figures. One of those is Edwin Perkins, the inventor of Kool-Aid.

Other famous Nebraskans include dancer/actor Fred Astaire, actors Henry Fonda, Robert Taylor, James Coburn, Nick Nolte, Sandy Dennis and David Janssen, investor Warren Buffett, founder of Arbor Day J. Sterling Morton, and U.S. President Gerald Ford. There is a listing of "700 Famous Nebraskans" but anyone who was convicted of a felony was automatically excluded.

My first foray into the Cornhusker State was a drive up to Omaha from Kansas City, and although I made it a point to drive out of Omaha on US 34, in order to get at least a few miles in after coming up on Interstate 29 on the other side of the Missouri River, I really didn't get to see much. My second trip was to Alliance, and I did two nights in that small town which hosts a large now-BNSF rail shop. Should I mention Carhenge-- the reproduction of Stonehenge that is done with junked automobiles? It's just northeast of Alliance. Perhaps I should mention that in terms of Big BNSF Coal Drags, out of the Powder River Basin, it would have been really hard to beat the trackage in that area. It was just one train after another on one of the mornings in which I visited. Yes, the second time around was certainly more memorable.



**515 00 607, \$29.95**

**40 Foot Wood Double Sheathed Boxcar, Ringling Brothers and Barnum & Bailey Circus Billboard Car #8: "Colossal Combination."**

Reporting Marks: None (reference in UMTRR website will be "RBB&B Billboard Car #8).

Brown with multi-color depiction of a female circus performer, a polar bear and a circus clown, with the words "Ringling Brothers and Barnum & Bailey / A Colossal Combination of all that is Great in Circus Achievement" all on a blue background.

Please see the review of the N Scale release above.

### HOn3 SCALE (NARROW GAUGE):



**New Release: 860 00 070, \$42.45**

**Road Number 350 (will be preceded by "VGMCo" in website listings).**

**30 Foot Gondola, Victor Gold Mining Company.**

Yellow with black lettering including company name along bottom of car. Black panel with yellow road number and "The Gold Belt Line" herald in center. Approximate Time Period: mid-1890's to mid-1910's at most.

It doesn't particularly help our cause that a firm called Cripple Creek and Victor Gold Mining Company was founded in 1976 for the purpose of, well, gold mining in an area of Colorado near Cripple Creek and Victor. Most internet searches come up referencing that far newer company, not the one we want. (That is, if the link wasn't to the Bachmann G Scale gondola that's also painted in yellow and black. But this isn't the UBRR, it's the UMTRR.)

The Florence and Cripple Creek and the Golden Circle Railroad are both referenced in the lettering on this gondola. These two railroads were in the same corporate family, the complexities of which I won't go into. But suffice to say that I think the Approximate Time Period for this car wouldn't be any longer than the relatively short lifespan of the Florence and Cripple Creek, which was roughly 1894 to 1917 depending on how you consider the various renamings, corporate restructurings, and abandonments. The F&CC and GC were both in business primarily to haul ore, first to the mills at the southern end of the line and later to Colorado Springs. The "special service" called out on the car side could have been ore hauling, but maybe for the Victor Gold Mining Company only, as opposed to whatever mine needed a car at the time.

There's an article on this particular car in the Spring 1972 issue of **Slim Gauge News**, and I hope you're not surprised that I don't have that magazine in the UMTRR Research Accumulation. The piece includes a drawing and instructions on how to scratchbuild the car. Labelle has marketed an HO Scale kit, using the same road number 350 that MTL has painted on its offering this month. The Labelle website calls out the 350 as a thirty foot truss rod model built in 1899 by the Michigan-Peninsular Car Company and assigned to run on the F&CC. Note that the MTL depiction doesn't have truss rods. The "Gold Belt Line" herald appeared on other cars in service for the Florence and Cripple Creek. I wish I had an ORER reference to share here since I'd love to relate the "extreme height" of this car, which would count the rather tall looking brakewheel. But as we know, it's not always easy to come by information on cars that were in service a century ago.

**HOn3 SCALE WEATHERED RELEASES:** No releases since last issue.

**MTL ANNOUNCEMENTS:** Two new kits have been announced. In N Scale, there's a Military Mess Hall Kit (499 90 909, \$29.95) that could also have other applications around the layout. And in Z Scale, there's a barn kit (799 90 928, \$39.95) with what I think is a pretty big footprint for a 1:220 farm building, 5 ½ inches square. (Either that or my N Scale barns have a pretty small footprint.) Two new loads are out as well: a pair of N Scale Bulkhead Pipe Loads (499 43 958, \$8.95) and a pair of Z Scale Covered Mechanical Loads (799 43 927, \$8.95). Finally in Z Scale there are some more train sets with SD40-2 diesels, Norfolk Southern, Conrail and Union Pacific this time. Check the MTL website or Micro-News for details on these.

**DISCONTINUED ALERT:** Leading the N Scale bye-bye board is last month's Burlington Northern covered hopper (099 00 090), but not far behind are the February weathered releases of the Great Northern bulkhead flatcar (054 44 180) and the Trailer Train TOFC flat with CAST container (072 44 220). Also outta here from February is the Canadian Pacific insulated boxcar (027 00 310) and the first number of the green – really green – Northern Pacific boxcar (073 00 111, second number still in stock). From January of this year the Canadian National gondola has left the building (046 00 390). Rounding out the 1:160 list of sellouts are three boxcars from last year: the John Tyler Presidential Car (074 00 110, June), the British Columbia double plug door reprint (075 00 120, September) and the Rio Grande combination door car (076 00 100, March). In Z Scale, we'll start with three GP-35s that have left the building: the single release CP Rail (981 01 030, November 2005) and both numbers of the Illinois Central Gulf (981 01 13x, September 2008). The Wisconsin State Car (502 00 510, April 2009) is gone. The second number of the Missouri Pacific boxcar with "Buzzsaw" has sold out (503 00 032, June 2008, first number also sold out), as has the second number of the Chicago & North Western boxcar (505 00 232, September 2008, first number sold out too). I already have the Western Pacific 50 foot boxcar second number gone (506 00 232, June 2008) but just in case. The first number of the Erie Lackawanna gondola with load is unloaded (522 00 171, September 2008, second number still available). And finally, the weathered version of the Union Pacific covered hopper (531 44 080, July 2009) is gone. I'm glad to see Micro-Trains listing now when their weathered cars are sold out... sure makes record keeping easier.

**INCREMENTAL INFORMATION DEPARTMENT:** Several items this month. First, though we know that the Approximate Time Period for last month's Ontario Northland boxcar (020 00 836) ended no later than 1985, we now know that the "with roofwalk" ATP ended no later than 1979. There is a photo of the car in the Morning Sun Color Guide to Canadian Freight Cars, Volume 1 that shows the prototype with the running board removed. Thanks to Paul Graf for that lookup.

We continue to receive details on the Pacific Fruit Express experimental aluminum refrigerator cars (059 00 516 and 059 00 526, January). Geoff Fit has this to share: "Further to Charlie Vlk's observation on the aluminum reefers: they are both illustrated on page 172 of "Pacific Fruit Express" by Thompson, Church and Jones. Both cars have tabs; they are painted black on #45698 and unpainted on #44739, the centre tab on the latter car extends over nearly two thirds of the body. The number of body panels is the same as the MT model.

I'm not an expert on US freight cars so I'll leave more detailed observations to those who are, but I hope this helps." It certainly does, Geoff.

Finally, George Hollwedel notes with respect to last month's Santa Fe tankcar Runner Pack announcement that he did commission a special run of a later paint scheme for these Tk-L cars. This is the white with black lettering version in three road numbers. Photos are on the Micro-Trains website, on the Special Runs page. Contact George at [proto.nscale@yahoo.com](mailto:proto.nscale@yahoo.com) for more information.

**OOPS PATROL:** Another copy and paste hack job last month, this time on the Ringling Brothers billboard cars. Of course that trained seal poster depiction is all the way across the car, not "at right." That oops was caused by carelessly grabbing the companion caboose description from the previous month. Fortunately, the embedded image set things straight. Hopefully, I won't be bringing you any copy and paste Oopses in the May bytes being that I used that technique so extensively in this month's column.

**FINALLY, WHAT'S WITH THE UNSUBSCRIPTIONS WHEN...** I send out a "News Flash" on the weathered car releases? For the past four months straight, I've gotten replies to those quick announcements asking me to remove a reader from the distribution list. Why is that? I'm assuming that my passing along word about cars that have a pretty limited available quantity would be a value add, not a causal for dropping the UMTRR. It's enough to give me complexes... well, actually, no, it isn't, it's just a little strange. We will probably test fate again mid-month, assuming that the folks in Talent issue another "off-cycle" dirty and possibly graffitied car or two, but in the meantime, do the best you can!

Cheers,  
George

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