

IrwinsJournal.com Presents:
The Unofficial Micro-Trains® Release Report
Issue #165 – September, 2010

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Hello again everyone! Well, there is a lot to cover this month including the announcement of the latest Circus Train Runner Packs—red, no, blue! But there is also quite the personal milepost of sorts to mention first. Those of you who also follow along with the doings of the Irwin Household know that our son Kieran was born not long after my postings evolved into what is now known as the UMTRR. Some of you were around for my “New Release” announcement in fact when Kieran was born. How time flies: this month, he’s started High School! Meanwhile, our daughter Thalia commences her final year in Elementary School; next year at this time she’ll be on her way to Middle School. Those mile markers now past, let’s be on our way through what the Micro-Trains folks have in store for us this month...

N SCALE NEW RELEASES:



075 00 180, \$21.30

Reporting Marks: WSOR 503052.

**50 Foot Steel Boxcar, Double Plug Door,
Wisconsin and Southern.**

Maroon with white lettering including roadname, small herald and reporting marks on left. American Flag with caption “We Support Our Troops!” on right. Approximate Time Period: 2001 or 2006 to present.

We do start with a fairly easy and short story. This car, like other WSOR specially painted boxcars, comes from the series 503005 to 503191, which are AAR Class RBL described “Refrigerator” although they are more properly insulated boxcars. The prototype cars are a little longer than the MTL body style at 52 feet 5 inches inside and 60 feet 3 inches outside. The double plug doors yield an opening of 16 feet, and capacity is 220,000 pounds. This information is of course from the Official Railway Equipment Register (ORER), in this case from January 2002.

MTL reports that this car was serviced in the year 2000 but I suspect that the add of the American Flag and “We Support Our Troops!” came after the tragic events of September 11, 2001. This is noted alongside a photo of the 503052 on RailcarPhotos.com from October 2007. The earliest photo I found online was from October 2005 on RRPictureArchives.net. Micro-Trains notes in its car copy that the conspicuity stripes were added in 2006 and photos from 2007 indicate their presence. This gives us a split Approximate Time Period as noted above. In photos taken in 2009, it seems that there has been something else added: extensive amounts of multicolored graffiti across the entire bottom of the car. While the flag and slogan were not “tagged,” this is not what I would call Supporting Our Troops.



075 00 190, \$22.70

Reporting Marks: DT&I 20066.

50 Foot Steel Boxcar, Double Plug Door, Detroit, Toledo & Ironton.

Yellow with red ends and aluminum roof.

Mostly black lettering including reporting

marks on left. Black and white “We have the connections” compass herald on right. Red and white “AirPak” device on left. Approximate Time Period: 1968 (build date) to no later than 1992.

The “DT&I Modelers Page” (<http://dti.railfan.net> , no “www”) includes a photo provided by Jim Eager of the prototype for this MTL model, plus information that the car was built by American Car and Foundry for Evans in November 1968 and was leased to the DT&I by United States Railway Equipment. The photo has a copyright date of 1990 and I hope we can assume that’s when the photo was taken! A check of the Equipment Registers will validate this, but we’ll start closer to the build date.

The April 1970 ORER shows a series of twenty cars numbered 20050 to 20069, described as “Box, Insulated, Plug Doors, Cushion Underframe” with the AAR Designation “RBL.” Normally when discussing cars of this type, this is when I would point out that the MTL 075 body is a bit too short, but this time, the prototype car has an inside length of 49 feet. However, it does have an outside length of 57 feet 11 inches. The couplers are mounted on draft gear that’s a bit extended (MTL emulates this with the trucks they supply with the car), but I think more of the difference between inside and outside length is what’s inside the body, say the “Car Pak” equipment and insulation. So once again, I think we have to conclude that the MTL body is a little short. And I suppose I’ve taken the long way around the point... Anyway, the rest of the vital statistics are: inside width 9 feet 3 inches, inside height 9 feet 4 inches, extreme height 14 feet 11 inches, door opening 14 feet, capacity 4667 cubic feet or 140,000 pounds.

Nineteen of the twenty cars were in service as of the April 1981 ORER. By that time the Grand Trunk Western had taken control of the DT&I, and merged it in 1983. So it’s the GTW registration for October 1991 in which we find the DT&I’s equipment including, again, nineteen cars in the group. That entry just about wraps things up, as the series is out of the roster in my next Equipment Register, July 1992.

Returning to the photo of the real DT&I 20066, the first observation is that there’s a bit of a “door thing.” The prototype has what I believe were 8 foot and 6 foot plug doors to add up to the 14 foot opening, while the model has two evenly sized doors for a total of 16 feet. The real car’s side ladders are cut down, although we don’t know for certain when that happened. There are ladders on the left end of each side versus grab irons on the MTL car. The real car’s yellow paint has turned to more of a dirty orangish hue and the “1090” to the right of reporting marks, probably an indicator of pool service, has been painted out. That “AirPak” logo still looks quite fresh though!



077 00 200, \$15.90

Reporting Marks: CSXT 143203.

**50 Foot Steel Boxcar, Single Youngstown Door,
No Roofwalk, CSX Transportation.**

Dark blue with mostly yellow lettering including reporting marks on left and CSX logo on right.

Approximate Time Period: mid-1990s to early 2000s.

I was a little skeptical about this release—I'm used to seeing lots and lots of exterior post cars with CSX paint, and don't recall the last time I saw a boxcar like this with CSXT reporting marks. But they did exist... more or less.

I started with a check of the online photo sites and came across CSXT 143228 as of March 1998 on RailcarPhotos.com, not far in number from the 143203 that MTL used. It is a fifty foot boxcar with a single door and no roofwalk, but it's not just an older boxcar repainted in dark blue and yellow. The car has had its roof raised and side ladders shortened, and it's got a pretty big door. A stencil indicates that the car is still within Plate C dimensions. But does it look like the 077 body style? Eh, well, maybe not so much.

My next thought was a wondering of how many cars there might have been—just a few, perhaps? More than a few, actually, though probably still a “rounding error” in the overall CSX roster. These cars first appear sometime between the July 1992 ORER, where they aren't present, and the October 1996 ORER, where they are listed. The group was numbered 143200 to 143389 and described as just “Box, Steel” with AAR Designation “XL.” The dimensions: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 9 inches, outside length 57 feet 10 inches, extreme height 15 feet 3 inches, and door opening 10 feet—yes, a large door, and of course that means a “Door Thing” since the MTL body style has an eight foot door. Capacity was 5022 cubic feet. There were several subseries based on capacity, adding up to 188 cars, but the main group had 150,000 pounds capacity and included 112 cars.

In the January 2000 ORER the subsets were consolidated into one group which included 186 cars. But just two cars remained as of the October 2004 Equipment Register, so this was a relatively short-lived series.

It might have been interesting to understand what group of cars from a predecessor railroad were modified to result in the CSX series that MTL used for its release. Actually, it would have been interesting just to know what the predecessor railroad was, never mind the exact group of cars! That information might be lost to the ages... or someone out there might have Incremental Information. If you do, please let us know.



094 00 310, \$26.85

Reporting Marks: BN 446219.

**3 Bay Center Flow® Covered Hopper,
Burlington Northern.**

Green with mostly white lettering including reporting marks and roadname on left and large herald on right. Approximate Time Period: 1975 (build date) to at least the 1990s.

One of the newest additions to the Research Accumulation is the Morning Sun Color Guide to the BN, and it is a well-timed acquisition. Page 48 of that volume shows the very car offered here by Micro-Trains, as found in 1977 two years after it was built. It's painted as MTL has rendered it, in the "classic" BN decoration of two line roadname over centered reporting marks with large herald. This car should be a good match to the model since the 094 body style is based on the AC&F CF 4650 prototype. In the photo I notice a few tiny bits of lettering that don't appear on the model, my favorite of which is painted upside down on the edge of the roof: "Caution No Side Ladders." Obviously it's meant to be read by the person up on the roofwalk... watch that first step!

The ORER for April 1976 has this car among a group of 500 numbered 446000 to 446499, described simply as "Covered Hopper" with AAR Designation "LO." The inside length was 49 feet 9 inches, outside length 54 feet 7 inches, extreme height 15 feet 6 inches, and capacity 4650 cubic feet or 193,000 pounds.

Twenty years later in the October 1996 Equipment Register the description had been changed to "Covered Hopper, Trough Hatches, Three Gravity Outlets" and the group was down to 421 from the original 500. The July 1998 ORER listing for the Burlington Northern Santa Fe showed 339 cars with the original BN numbers. That was down to 271 in the January 2000 ORER and 145 in October 2004. There were just eleven cars left in the October 2007 ORER. However, well before that there were other BN paint schemes in place, including the herald with reporting marks only version and the "logoless" (reporting marks only) version. The degree to which this group of cars was redecorated is of course an open question, but I think we can make it into the 1990s "at least" with the as delivered paint.

Maybe you don't have the BN Color Guide, but that's OK. With a group of 500 cars and a lot of Burlington Northern territory, there are bound to be online photo references to the overall series as well, and there are. For example, Fallen Flags (<http://www.rr-fallenflags.org>) has several shots of sister cars, mostly in the "as delivered" paint scheme as late as the Year 2000 (confirming my "at least"!) but also in the follow-on paint schemes as well, for example the 446267 as of November 1991. These photos also provide some guidance on how these cars could be weathered, and, I suppose I don't need to add, tagged with graffiti.



103 00 101 and 103 00 102, \$22.90 each

Reporting Marks: SP 654812 and SP 654814.

60 Foot Excess Height Boxcar, Double Plug Door, Waffle Sides, Southern Pacific.

Brown with mostly white lettering including reporting marks on left and roadname on right. Black on white "Excess Height Car" bands at top of ends. Approximate Time Period: 1979 (build date) to the early 2000s at least.

I had been wondering when MTL would get around to this particular roadname for these cars. I'd seen photos while, of course, looking for something else and it seemed like a good fit. And the Southern Pacific does remain a fairly popular roadname, so this run should be a pick to click.

Our friend Joe Shaw contributed five photos of cars in this small SP Class BX-100-46 to Lee Gautreaux's "Railgoat" site (<http://www.railgoat.railfan.net>). Images of the 654800, 654803 and 654804 are available for viewing; all photos were taken between 2000 and 2003 and show the car as MTL depicts it. We should be good with the comparison of model to prototype, but there is the matter of the couplers: the real cars had some pretty extended draft gear.

How extended? Well, it depends. The April 1981 ORER shows two groups of cars that according to Lee Gautreaux were built to the same design by Berwick. Both sets of nine cars had an outside length of 67 feet 9 inches. The first nine, 654800 to 654808, had an inside length of 59 feet 4 inches the second nine, 654809 to 654817, had a inside length of 60 feet 10 inches. Both groups had an inside height of 13 feet 2 inches, extreme height of 16 feet 11 inches, and door opening of 16 feet. Capacity differs a bit between the two groups given the different inside lengths. The description was a bit interesting: "Box, Shock Control, End of Car Cushioning, Single Sheath, Plug Doors, Nailable Steel Floor, 50K". Single sheath? I guess so, though I don't usually think of steel cars in that manner.

Sixteen of the original eighteen cars were still in service with SP reporting marks in the Union Pacific listing as of the October 2007 ORER. I can't be absolutely sure that the original paint hadn't been replaced. But between Joe Shaw's pictures from as late as 2003 and the probable use of this rolling stock in captive service (the 2007 ORER calls out auto parts), I would not be surprised that these Espee boxcars were still on the rails "as delivered."



105 00 190, \$25.70

Reporting Marks: ONT 5019.

**50 Foot Steel 14 Panel Gondola,
Fixed Ends, Ontario Northland.**

Dark blue with yellow ends. White lettering including reporting marks on left. Yellow roadname left of center and “triple lightning” herald right of center. Yellow Government of Ontario symbol at far left of side with white legend “Rail Services / Ferroviaires”. Simulated “mixed pipe load” included. Approximate Time Period: mid-1970s to mid-2000s at least.

Ian Cranstone’s “Canadian Freight Cars” site (<http://www.nakina.net>) gives 1967 as the build date for the gondola series 5000 to 5099, and notes that these cars are still in service, but we can’t just go with that for the Approximate Time Period. The “CDS Railway Equipment Diagrams” book gives 1975 as the earliest appropriate year for lettering of this style, so we can go with mid-1970s as the start of the ATP. Previously to that, this car would have worn green paint with white lettering and the “O inside N” (or is it “N inside O”?) symbol.

A shot of sister car ONT 5061 as found in 1998 appears on “The Unofficial Ontario Northland Railfan Site” (<http://onr.stabler.org> , no “www” and yes, of course I like the website name!). The fixed ends of the prototype car look quite a bit different from the model, and if I’m counting correctly, the real gondola is 16 panels, not 14 panel. There’s also a full side view shot of ONT 5025 from 2000 at the same site, and it shows the gondola as just looking “bigger” than the model. The exact number 5019 that MTL chose is at the Canadian Freight Railcar Gallery website (<http://canadianfreightcargallery.ca> , no “www”) as of 2003.

We can check out that impression in the ORER for April 1981: the inside length is 52 feet 6 inches, inside width 9 feet 6 inches, inside height 4 feet 2 inches, outside length 57 feet 6 inches, extreme height 8 feet, capacity 2078 cubic feet or 200,000 pounds. I note that the first ten cars in the series had drop ends and the rest, solid ends. MTL picked a correct road number here to correspond with the fixed ends even if they don’t look the same as the prototype’s. Knowing that there was a photo from 2000 available, I skipped to the January 2000 ORER where there are 88 fixed end cars out of the original 90 still in service along with all ten drop end gondolas. I jumped again to the October 2007 Equipment Register to find the count of fixed end gondolas down just one to 87 and all ten drop end cars still on the roster. That should bode well for a “to present” ATP but then we run into the “forty year rule” on the age of cars for unrestricted interchange service, so we might just have to hedge on that.

The Ontario Northland serves territory that, even for Canada, is pretty remote: it runs northward from North Bay all the way up to Moosonee, on James Bay and some 430 rail miles away from North Bay. So a “mixed pipe load” might just be appropriate for this car; it seems plausible that there would be stops along the route to drop off a few lengths of pipe here and a few lengths there.

N SCALE REPRINTS:



029 00 050, \$19.25

Road Number: 41115 (will be "CV 41115" in website listings)

40 Foot Single Sheathed Wood Side Boxcar, 1 ½ Doors, Central Vermont.

Brown (boxcar red) with white lettering including roadname and road number on left and "Automobile" legend on right. Interior car ramp (loader) kit included (unpainted and unassembled). Approximate Time Period: late 1920s (1926 build date on car) to 1950s. Previous Release (as catalog 29050/29279) : Road Number 41099, January 1975.

This is an oldie but goodie for sure: how about thirty-five years between releases? No chance of reprinting myself this time!

So we'll start with the Basic Research, that is, the ORER for April 1928 given the build date of March 1928. However, we appear to be a bit too soon as we don't find any boxcars numbered in the 41000s—ORER lead time issues again I suppose.

That brings us to the July 1935 ORER which is the next one I have available. That's better: a group of 497 cars numbered 41000 to 41499. They are described as "Automobile, Steel Frame" with MCB Designation "XA." The dimensions: inside length 40 feet 6 inches, inside width 9 feet 1 inch, inside height 10 feet, outside length 42 feet 1 inch, extreme height 14 feet 7 ½ inches, capacity 3705 cubic feet (as best as I can read it) or 80,000 pounds. The door opening is 10 feet 6 inches, which seems about right for a "door and a half" boxcar. The side door, that is! There are also end doors, 9 feet 1 inch wide by 9 feet 10 inches high. Don't look for them on the Micro-Trains model—they aren't there. A "door thing" of a different kind I suppose. I can't say we're likely to see this particular body style in widely available N Scale anytime soon, but that still does make this offering a "stand in."

These cars lasted a while: there were 480 of the original 500 shown in the July 1950 ORER and 470 rostered in the January 1959 Equipment Register. I've recently read that the "forty year rule" for equipment didn't take effect until 1970, and didn't count on the home road anyway, which in this case would have included the vast empire of the CV's parent the Canadian National. Perhaps amazingly, the 388 cars in this group, still with their end doors, comprised almost half of the Central Vermont's entire revenue roster of 791 pieces in the January 1964 ORER!

For the record, eleven cars were still hanging on in the April 1976 Equipment Register which is where I stopped looking, however I think I need to call the Approximate Time Period back in the 1950s for two reasons, both of which are apparent from a photo of sister car CV 41142 on Page 40 of Morning Sun's Northern New England Color Guide. First, the wood doors have been replaced with steel Youngstown doors, yep, one and one-half of them! Well,

maybe more like one and three-quarters; a six foot door and a four and one-half foot door. Second, the decoration has changed to a roadname and road number in block lettering in the far left panel plus a “wet noodle” CV across the two doors (the “C” on the half door and the “V” on the full door on the side of the car we can see). The “CDS Equipment Diagrams” book calls out this paint scheme as starting in the 1930s, so perhaps even the 1950s is pushing it for the version of the car that MTL models.

Two more illustrations to share for this reprint, straight from UMTRR HQ. First, since the official MTL image shows the car with the “car ramp kit” not only built and installed, but with some N Scale vehicles which are not included, I thought an Unofficial photo of the car would be in order.



Second, here's a look at the car ramp kit as it comes from the factory, and the instructions as well. It's not easy to see the individual laser cut parts even with an adjusted image, but they're there. In practice the car doors would be closed when transporting automobiles so the rack wouldn't be seen, and when not carrying cars the ramp would probably be folded down. I'm wondering whether some N Scalers will choose to use this ramp outside the car for which it was originally intended, just to be able to show it off.



035 00 040, \$17.70

Reporting Marks: NYC 28028.

40 Foot Despatch Stock Car, New York Central.

Brown (freight car red) with white lettering including reporting marks on left and small oval “New York Central System” herald on right. Cattle ramp kit included (unassembled and unpainted).

Approximate Time Period: 1947 to mid-1960s. Previous Releases (as catalog 35040): Road Number 28497, February 1975; Road Number 28490, May 1974; Road Number 28463, March 1988 (painted green instead of brown); Road Number 28022, October 1996.

This is the only railroad for which this body style—and several others marketed by other companies in N and other scales—is actually relatively correct, prototypically speaking. All

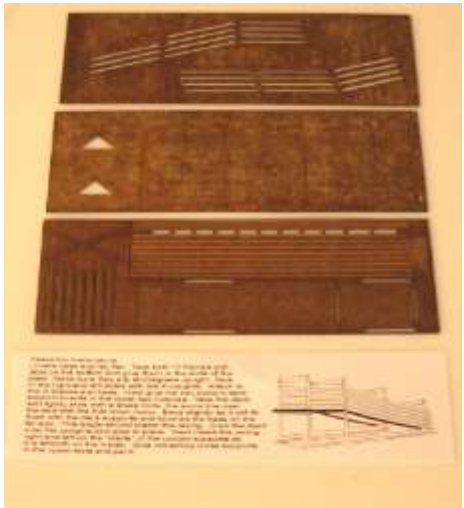
of the other roadnames on this car are stand ins to one extent or another. The NYC's Lot 757-S was rebuilt from single sheathed boxcars in 1947, and was numbered from 28000 to 28499. At right is an Unofficial photo of the MTL reprint in the usual view, to augment the Official MTL image with the car obscured by the cattle chute.



The ORER for July 1950 shows all 500 possible cars in the series. The description is "Stock, Steel Underframe, Adjustable Deck" with AAR Designation "SC". The inside length was 40 feet 6 inches, inside width 8 feet 6 inches, and inside height variable based on to where the adjustable deck was, well, adjusted. The outside length was 42 feet 2 inches, extreme height 13 feet 7 inches, and door opening 6 feet by whatever height was needed based on the adjustable deck. Capacity was 2670 cubic feet or 80,000 pounds. End notes further discussed the inside height: when the deck is raised, it was 7 feet 9 inches and when it's lowered there were two partitions, the top one being 4 feet 3 inches and the bottom 3 feet 11 inches. At the time the Central had 1,675 stock cars on its roster, more than I would have guessed.

And you might have guessed by now that the number of stock cars was in for a "big drop" as my son used to say when he was little. In January 1955 there were 498 cars in the series, still pretty much intact, and in the January 1959 ORER we were down just a bit more to 490. But the next Equipment Register I have is January 1964 and the group has plummeted to 52 cars in that listing, among what looks like just 108 total stock cars of all types. Only five cars in the 28000 series were shown in the January 1967 ORER, and these don't appear to have survived to the time of the Penn Central merger. As the livestock business stampeded away, the Central began leasing cars from North American Car, with reporting marks NISX and the NYC cigar band herald. The Morning Sun Color Guide to the NYC has two examples which don't look like anything currently available in N Scale.

I haven't referenced the softcover book "Freight Equipment of the New York Central Volume 1" in a long time, but I will here. There's a black and white photo of sister car NYC 28230, caught in 1952, on Page 45. There are some details that aren't present on the model which I think relate to the adjustable deck. Brought down to N Scale these would be so small as to have been impractical to include back in 1974 when this body style was tooled, and I'm not sure that they wouldn't still be impractical even with advances we've made. What I find quite interesting is the door. From the photo it looks more like two doors which can be opened together or separately depending on whether the deck is used or not. The Micro-Trains model seems to simulate that with grabs molded into the top and bottom portions of the single casting. (A photo in the same book of NYC 27211, from Lot 766-S, shows the top door opened and the bottom door closed.) Finally, I'll note a curious delta between the photo of the 28230 and the MTL model: on the 28230, the dimensional data is painted way up on the top rail of the car, almost at the roofline. How were people on the ground supposed to read that?



At left is the cattle chute kit as it comes in the box from MTL. This might be an ideal first project for someone who hasn't tried laser kits before. (And then maybe you'll attempt one of MTL's buildings—smart marketing, eh?) Though it's called undecorated, the brown base color looks like a good start to me. Weathering and distressing would of course enhance the structure. The ATP of the cattle chute is wider than that of the stock car itself, as they'd been around well before 1947 and they could also be used for loading of the trucks which replaced stock cars. I'm thinking about where best to put this cattle chute on my own model railroad, and I think it will be near a farm as opposed to near a siding, something you might consider as well depending on your pike's Approximate Time Period.

N SCALE WEATHERED RELEASES:

The following items were announced as "off-cycle" releases via the Micro-Trains website and MTL's "E-Line" newsletter on August 18.



024 44 180, \$22.40

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

Reporting Marks: PRR 85953.

Freight car red with white lettering including reporting marks on left and "plain keystone" herald on right. Light to moderate weathering on sides and roof.

Approximate Time Period: 1967 (paint and service date given by MTL) to late 1970's.

Previous Release: Road Number 85950, April 2010.

MTL goes as far as to show you what the roof looks like on this weathered release (see image at right).

My guess on why is because the weathering here is rather subtle, and they would like you to know that while relatively gentle, it is on the entire car. I

suppose that would make the Approximate Time Period for this car more like the first few years after it was repainted in this "Plain Keystone" scheme.



I will refer you to the April 2010 UMTRR for more on this release, since it falls within the number series for the first run.



099 44 090, \$23.45, Three Bay Evans Covered Hopper, Burlington Northern. Reporting Marks: BN 456554.

Green with white lettering including roadname and reporting marks on left and herald on right. Light weathering along bottom of car; large multi-color graffiti (several layers!) on one side of car. Approximate Time Period: 1971 (build date given by MTL) to mid-2000s. Previous Release: Road Number 456559, March 2010.

Like the Pennsy boxcar, this BN covered hopper carries a new road number. I'd say this use of new road numbers has gone from experiment to trend to common practice at Micro-Trains. As with the PRR boxcar above, I will refer you to previous coverage for more on the prototype itself, in this case the March 2010 issue. But I must mention the graffiti over graffiti executed by Micro-Trains here! I am no fan of "aftermarket decoration" as you might know, but this is certainly a creative depiction of what is unfortunately commonplace on North American railroads these days. My model railroad set in 1963 is safe...

N SCALE RUNNER PACKS:

In addition to the below announcement, Runner Pack #43, Four Santa Fe tank cars, is available. UMTRR coverage was in the March 2010 issue.

The following item is in pre-order at present and is NOT currently available. Scheduled delivery is March 2011. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close September 30.



Scheduled March 2011 Release:

Runner Pack #49: 993 00 049, \$59.95

Reporting Marks/Road Numbers: None

Quantity three of 10-1-2 Pullman Heavyweight Sleepers, Pullman.

Pullman Green sides and ends. Black roof, underbody and trucks. Metallic gold "Pullman" in center of letterboard. Approximate Time Period: 1930's to late 1940's. Previous Release (as catalog 141 00 010): no road number, June 2010.



It's another easy choice for a Runner Pack, and another that will "sell itself." While not quite as prolific a plan as the 10-1 version, there were still more than enough prototypes to choose

from. Between this one and last month's announced Runner Pack of the 10-1s, I think the folks in Talent will be churning out a lot of Pullmans between now and next summer.

If you're wondering about the names that you could use to complete these "otherwise unlettered" cars, no problem. Jerry LaBoda has already done the heavy lifting for you. He's compiled a comprehensive list of car names for both Micro-Trains sleeper cars and the Parlor Car. Tom Madden's "Pullman Project" database of all Pullman equipment is a key source for Jerry's compilation. Here's the direct link for the 10-1-2s, part of his extensive "Passenger Car Photo Index" website: http://passcarphotos.info/Varnish/Pullman_3410.htm . Links to the other two lists are right at the top of the cited page. Jerry noted in a post to the N_Scale YahooGroup "N Scale Varnish" (well worth joining!) that "cars rebuilt to other plans or subclasses before air conditioning was installed are not included, but cars that lasted through the ownership of Pullman to divestiture without air conditioning as Plan 3410/3410A and 3585 are listed, as well as types of air conditioning and what roads acquired them."

The following items are in pre-order at present and is NOT currently available. Scheduled delivery is May and June 2011 as noted below. Pre-orders close September 30.

Scheduled May 2011 Release: 993 00 051, \$89.95 – 3 Car Multipack, Two Dormitory Cars and One Equipment Car, Ringling Brothers and Barnum & Bailey Circus.

Scheduled June 2011 Release: 993 00 052, \$89.95 – 3 Car Multipack, Sleeper Passenger Cars, Ringling Brothers and Barnum & Bailey Circus.

Reporting Marks: Not available at this time.

Both sets in 1970's "Blue Train" paint scheme of white with red, white and blue banner with "Ringling Brothers and Barnum & Bailey Circus" name across bottom center of sides and "The Greatest Show on Earth" logo on right. Cars are Con-Cor models with decoration, trucks and couplers by Micro-Trains. Approximate Time Period: decade of the 1970's (we presume).

MTL switches colors from blue to red (why is a Monty Python scene playing in my mind?) and Approximate Time Periods from "the present" to "the 1970s" for these two Runner Packs. Put them together and you'll have the start of a decent length train for most layouts. Then as now, the circus did not have dedicated power, so whatever you've got on your pike will be reasonable to pull the show into town, as long as there is sufficient horsepower.

We are not heavy on details for these two Runner Packs. First off, the actual road numbers haven't yet been announced. Second, despite going through hundreds of photos on my three major go-to sites (Fallen Flags, RRPictureArchives.net and RailcarPhotos.com) I did not find a single photo of an RBB&B passenger car painted in white. Aluminum, yes, plenty of those, in images dated mostly from the late nineties forward. I checked with MTL and yes, photos from the 1970s are hard to find, but they do have a few for reference purposes. Without specific road numbers to check, I can't speak to the validity of the base models versus the

prototype. Knowing when the cars were acquired from companies such as the Union Pacific would be of some assistance, but again, we need the reporting marks! Any validation attempt would be made even more daunting by needing to take note of modifications to the cars over time.

So, is this a pair of Runner Packs or should I have placed these in Special Editions? Despite the lack of data, I've (obviously) leaned toward the former. Based on the reactions I've read and heard thus far to the Ringling Brothers offerings that are based on prototypes (as opposed to the "just for fun" billboard poster cars) I'd say that the market has pretty much established itself for these cars. I expect it will expand and contract somewhat for these new arrivals depending on the Approximate Time Period interests of the individual modeler.

N SCALE SPECIAL EDITION RELEASES:



074 00 125, \$23.95

40 Foot Boxcar, Plug Door, Without Roofwalk, Full Ladders, Presidential Series #25: Abraham Lincoln (16th 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.

There's been so much written about Abraham Lincoln that I would hardly know where to start looking. So, in a change of pace, I won't offer the usual biographical sketch. My go-to sites, including the Miller Center (<http://millercenter.org/academic/americanpresident>) will certainly be useful for more information. But this time, I'll offer a personal anecdote.

Last year's family visit to Washington, DC coincided with an exhibit at the Library of Congress called "With Malice Toward None: The Abraham Lincoln Bicentennial Exhibition." (Railroad connection! Major funding was provided by the Union Pacific Corporation.) The Library brought out a number of rare artifacts and the public responded in large numbers to view items like notes he prepared for the famous Lincoln-Douglas debates and the actual grammar book Lincoln used. One item in particular caught my eye: the Bible upon which he took the oath of office on March 4, 1861. (President Barack Obama used the same Bible for his oath of office on January 20, 2009.) Note that I didn't write "Lincoln's Bible." We caught up with a formal tour being given by a Library of Congress docent to a class trip just in time to hear "the rest of the story": this wasn't the Lincoln family Bible at all! That particular volume was still packed up with the rest of the Lincoln family belongings and in transit from Springfield. So the word went out: the President-elect needs a Bible, pronto! It was then purchased by William Thomas Carroll, Clerk of the Supreme Court. Following the oath,

Carroll personally certified the Bible used by Lincoln with an inscription at the back of the book. To me this story illustrated, quite simply, that things aren't always what they seem.

We're not going to break with tradition on the Trivia Question, however. And here we have another assassinated Chief Executive: "Which President... had only 200 days in office because he was shot while entering a railroad station?" This gave the 20th President of the United States, James Garfield, the unfortunate distinction of being the second President killed while in office. We'll learn more about that, we'll name the railroad station, and we'll even speculate as to whether Garfield could have been saved... all next issue. Meanwhile, quickly get those e-mails into mtl@micro-trains.com, and good luck.

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

Z SCALE NEW RELEASES:



500 00 650, \$27.80

Reporting Marks: WP 19527.

40 Foot Steel Boxcar, Single Youngstown Door, Western Pacific.

Silver with black ends and roof. Black lettering including reporting marks on left and slogan "Rides like a Feather" on right. Approximate Time Period: 1952 to late 1950s.

I'll do a two for one special here with the reprinted WP "feather" boxcar, Catalog Number 500 00 080, the photo of which is down in the Z Scale Reprints section. The details are quite similar for both cars so I can save some time and space.

The Morning Sun Color Guide to the WP tells the story, which is somewhat quoted by MTL for its car copy. The first twenty cars of the WP's 1951 Pullman-Standard order for six hundred PS-1s were equipped with the then-brand new "Compartmentizer" adjustable bulkheads. These devices were designed to help control damage to goods and were tested by the Western Pacific and several of its shippers, including Montgomery Ward which had a facility in Oakland. (Speaking of Fallen Flags—Montgomery Ward!) Unlike the rest of the order which got mineral brown sides, black roof and ends and aluminum lettering and herald—which wasn't too bad-- these twenty were painted all silver with the large orange feather, which is the paint scheme of the reprint below, and were renumbered from the original 20801 to 20820 to the road numbers 19501 to 19520 in 1952, starting that Approximate Time Period.

At the same time, another 22 randomly selected cars from the original P-S order were sent back to Pullman and equipped with compartmentizers. They were meant to be painted all aluminum as well. However, the original "paint" on the roof and ends wasn't paint at all, but car cement! This was used to help stop leakage and corrosion, but the silver paint

wouldn't stick to it. So black the roof and ends stayed. Which does beg the question, how did they get the paint for the reporting marks to stick? Details, details. At any rate, with or without the black ends and roof, the silver sides didn't wear well, and by the end of the 1950s the cars were repainted into mineral red and orange with a smaller feather.

Because the prototype cars are PS-1s and the MTL 500 body style is based on the PS-1, we should have a good match here, and we do. Well, except for the door, which is seven feet on the prototype and six feet on the model, yes, a Door Thing. There's a photo of the 19527 taken in January 1954 on Page 25 of the Morning Sun Color Guide.

I'll grab the ORER from January 1953 to illustrate that Equipment Register updates had a non-trivial lead time! The original group from 19501 to 19520 shows just fourteen cars out of what would be twenty, and the second group isn't present at all. So we go to the January 1955 Equipment Register, where at least we have 41 of the possible 42 cars in the group 19501 to 19542. The description is "Box, All Steel, Equipped with Pullman-Standard Compartmentizers" and an end note clarifies the restricted inside dimensions based on how they are deployed. Speaking of dimensions, here they are without the devices: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 5 inches, outside length 41 feet 10 inches, extreme height 15 feet, door opening 7 feet and capacity 3370 cubic feet or 100,000 pounds.

The MSCG notes that as 40 foot cars gave way to 50 foot cars, the compartmentizers were removed from these "feather" cars and they were then renumbered into the original series from which they were taken, 20801 to 21400. That would have occurred after the silver paint gave way to the mineral red, so I didn't check for exactly when that happened. But suffice to say that if you're modeling most of the fifties, you could have one of these cars Riding Like A Feather down your track. I suspect that sales of this release won't be restricted to only those modelers!

It's kind of interesting, to me, anyway, to note the price difference between the all silver reprint and the new release in silver and black. A different color on the roof and ends versus the sides results in an MSRP uplift of \$2.90. Considering that Micro-Trains actually nets only a fraction of that list price, I suppose that's not too bad.

And a note to my friends in Talent, Oregon: You haven't done said silver and black version of this car in N Scale. On behalf of myself and the other WP fans out there, we'd better see it soon. A reprint of the silver roof version of the Feather boxcar wouldn't hurt either...



527 00 061 and 527 00 062, \$23.70 each

Reporting Marks: BCOL 864100 and BCOL 864252.

60 Foot Bulkhead Flat Cars, British Columbia Railway.

Green with mostly white lettering including reporting marks on left and roadname left of center. Simulated pipe

loads included. Approximate Time Period: mid 1990s to present.

Don't confuse—as I almost did-- these British Columbia Railway cars with the N Scale bulkhead flat cars that MTL released in March 2009. They're from a different series entirely.

Between Ian Cranstone's Canadian Freight Cars site (<http://www.nakina.net>) and the Canadian Freight Railcar Gallery (now at <http://www.canadianfreightcargallery.ca>) we see that these cars were built in 1980 by Marine Industries but were acquired by the railroad in 1995. Despite the fact that the British Columbia Railway officially became BC Rail in 1984, at least one of the cars in the prototype series, the 864062, survived with the British Columbia Railway roadname as late as 2006, based on a photo in the Canadian Freight Car Gallery. It's noted that these cars are possible renumpers from the 860000s to the 864000s, and the much brighter "4" in the roadnumber seems to hint at that as well. From the photo we also note a rather bright red floor which looks new or repainted, certainly of better condition than the rest of the car which has plenty of rust spots particularly on the inside of the bulkheads. The real car looks "thinner" and "longer" than the model. Well, the prototype at 66 feet inside length is in fact longer than the MTL body style which is 60 feet; even in Z Scale that's a difference you can easily notice. There are a bunch more photos of cars in this series on Fallen Flags, all taken in the Chicago area by Shannon Edwards in the late 2000s and all sporting the paint scheme MTL depicts, although with varying wear. I think our "to present" ATP is good here.

I wanted to validate that these cars didn't show up on the British Columbia Railway roster — OK, the BC Rail roster — until 1995, so I checked the July 1992 ORER first. There it's noted that the 860000 series, from which these cars may have been renumbered, were owned by Procor Limited. (Procor is, to oversimplify things, the Canadian arm of Union Tank Car Line.) But there's no such ownership citation for the group 864000 to 864415 as it's shown in the October 1996 Equipment Register. I wonder if the renumbering was to designate transfer of ownership from Procor to the railroad, assuming that renumbering is what occurred. Anyway, the vital statistics: inside length 66 feet as already noted, inside width 10 feet, inside height 10 feet 10 inches, outside length 76 feet 10 inches, extreme height 14 feet 10 inches, capacity 178,000 pounds with eight exceptions with capacity 182,000 pounds. The total number in the group at the time was 371, of which 363 were called out with four log bunks for loading logs and poles.

In the January 2000 ORER, the capacity of the main series is listed at an improbable 82,000 pounds—I think the leading "1" is missing!—and the owner is once again listed as Procor

Limited. Given the photo evidence I jumped all the way to the latest ORER I own, October 2007, where the series is alive and well under the Canadian National's registration with a total of 245 cars in several subsets. (The CN took possession of BC Rail via a lease in 2003.) By this time the Gross Rail Weight is listed, not the capacity, and they are all at 263,000 pounds on that metric. Of those, 118 cars were still showing with log bunks, but that means 127 weren't, which provides plenty of options for using the pipe loads that MTL supplies with their models.



531 00 131 and 531 00 132, \$22.35 each

Reporting Marks: B&M 2752 and B&M 2754.

PS-2 Two Bay Covered Hoppers, Boston and Maine (Company Service).

Gray with mostly black lettering including reporting marks on left. Black and white McGuinness herald in center. Approximate Time Period: early 1980s to late 2000s.

Micro-Trains' car copy is somewhat from Morning Sun's "Northern New England Color Guide" with a key addition that at least of one these cars survived to at least 2009, a point to which we will return. First things first though: the series of cars was built by Pullman-Standard in 1956. They were originally numbered 5520 to 5545 and painted a darker gray with white lettering and a more typical black and white large B&M McGuinness-era herald. The Morning Sun guide has a June 1956 shot of the 5545 on Page 32. Though from the mid-1950's, it's noted that "It was not until the decade of the 60's that [covered hoppers] achieved any real importance." The PS-2s were only the second group of this car type on the B&M, following some ACF product numbered 5500 to 5519 delivered in 1946.

MTL says that it was about 1981 that these PS-2s were renumbered, repainted and flipped to company service (note the "MWM" lettering to the right of the road number). But the complete series 5520 to 5545 does remain in the April 1981 ORER, well, 25 of the possible 26 anyway. By April 1984, the next Equipment Register I have in the Research Accumulation, 19 cars are in the original series. The 2700s are not listed in that ORER, which would make sense if they are in company service. In the July 1989 ORER there are 15 cars in the original series and again the 2700s aren't shown.

And then we get to the July 1992 ORER, where there are eleven cars in the old series 5520 to 5545, but also appearing are nine covered hoppers numbered 2750 to 2758! Why did these company service cars suddenly appear in the Equipment Register? Sometimes, you just don't try to figure these things out. At any rate, the 2750 to 2758 group numbers nine again in the January 2000 ORER. They are out of the Register sometime between the January 2006 and the July 2007 issues, as is what's left of the original series as well. That coincides neatly with the "40 year rule" applied to most revenue freight equipment.

Paul Graf gets the credit for a photo on RailcarPhotos.com of the 2754 taken in approximately 1993 in Piscataway, New Jersey (definitely not in B&M territory). The paint scheme is a match including the "MWM" designation for maintenance of way, the U-1 "yellow dot" stencil and the consolidated stencils at the right and the somewhat unusual variation of the B&M herald in the center. I also got a shot of sister car 2730 as of 2001 on Fallen Flags; and also there, for a little variety, car number 2756 in Guilford paint in "very dark" gray and white as of 1988.

The reference MTL makes to cars still in service in 2009 is based on a photo of the 2752 from May of that year at Ayer, Massachusetts (which definitely is in B&M territory) available on RRPictureArchives.net. There is a hose attached to the "B" end (the one without the brake wheel) and it looks like a small hatch has been added to the same end, on the roof. The paint looks more red than gray. But that herald is still easy to spot, and most lettering is readable.



982 01 220, \$185.95

Road Number: 4585 (preceded by "CN" in website listings).

GP-9 Diesel, Canadian National.

Black with red ends and white sill stripe. Black frame, trucks, and handrails. White "wet noodle" herald on long hood. White

roadnumber on cab. Approximate Time Period: early 1960s to early 1980s.

According to the CN Lines Special Interest Group (<http://cnlines.ca> , no "www"), "Originally, CN GP9s had high short and long hoods and most were set up to run long hood forward (controls on right hand side with long hood pointing forward)." It's noted that during rebuilds the short hood was "chopped" for better visibility. I'll also get right to the detail of the 4585 from the same source: it was built in 1957 and had the CN's classification GR-17m, and was rebuilt to a "slug," the second 276, in 1993. That by no means gives the Approximate Time Period for the entire formidable roster of the CN's Geeps. Some are still in operation today, though probably not looking the same as when first outshopped from EMD's Canadian subsidiary, and certainly not painted the same way, either.

There's no question that if built in 1957, the as delivered paint scheme isn't what is on the MTL model. That "wet noodle" wasn't conceived until 1960 and was introduced to CN employees in January 1961, so "early 1960s" seems right for the start of the ATP. The "zebra stripe" engine paint followed the scheme on this model, but it seems that the CN mixed things up quite a bit based at least partially on the everyday assignments for its locomotives. Even so, shots of Geeps in zebra stripes in the 1980s, such as those on Fallen Flags, suggest to me that I need to close the ATP by then.

I found just one image of the 4585, on RRPictureArchives.net. But it's a good one: it's in Capreol, Ontario, coupled to one of the then-new SD40s of the Quebec, North Shore and Labrador, as of April 1969 with plenty of snow still on the ground in an image that even looks cold. I note a couple of deltas between model and prototype including the bell

mounted at the top of the end of the long hood and a few extra appliances on the roof. The 4585 did have dynamic brakes so we're OK there.

Z SCALE REPRINTS:



500 00 080, \$24.90

Reporting Marks: WP 19505.

40 Foot Steel Boxcar, Single Youngstown Door, Western Pacific.

Silver (including ends and roof) with black lettering including reporting marks on left and slogan "Rides like a Feather" on right.

Approximate Time Period: 1952 to late 1950s.

Previous Release (as Catalog Number 14108/14108-2): Road Number 19501, January 1987 (with Marklin Coupler) and September 1987 (with Magne-Matic Coupler).

Please refer to the discussion of the New Release WP "feather" boxcar above.

Z SCALE WEATHERED RELEASES: No releases since last issue.

Z SCALE RUNNER PACKS:

In addition to the below announcement, Runner Pack #21, four Texaco tank cars, has been released. UMTRR coverage was in the March 2010 issue.

The following item is in pre-order at present and is NOT currently available. Scheduled delivery is March 2011. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close September 30.



Scheduled March 2011 Release:

Runner Pack #27: 994 00 027, \$84.95

Reporting Marks: MKT 1406, 1414, 1420 and 1422.

Quantity four of Missouri-Kansas-Texas 50 foot single door boxcars.



Bright red with black ends. Yellow lettering including reporting marks on left and "Hydroframe 60 Keeps Load Safe From Shock" legend on right. Red, yellow and black "Katy" herald on left.

Approximate Time Period: 1964 (build date) through early 1970s as built, to the early 1980s without roofwalk. Previous Releases: None.

Back in February 2006 (that long ago?) when the N Scale release of this car bowed, I declared it to be "the bomb," and that my evaluation wasn't necessarily negative. "The bomb" was not about the actual car as much as what it carried.

Pullman-Standard built fifty of these cars for the Katy in April 1964, numbered 1400 to 1499. The very 1422 that MTL depicts is the first in a line of five of these Hydroframe-60 cars pictured on Page 60 (how appropriate!) of the Morning Sun Color Guide to Pullman-Standard. Noted from the photo is some very extended draft gear, long enough to have the words "Keep Off" stenciled upon it. All that's missing from the low three-quarter view is a good look at the roof, but I believe it is the same bright red as the car. Later in life, we get a view of four very worn out looking cars from the group via Bill Phillips' photos on George Elwood's Fallen Flags site (<http://www.rr-fallenflags.org>). The 1433 as of April 1979 has had its door changed from the as-issued Superior type to the "classic" PS-1 version, and the 1409 from April 1980 is missing the door! The yellow lettering has faded badly, to almost a mere shadow of itself; the Katy herald is just an off-color shadow, and the reporting marks are practically invisible. The 1441 from September 1982 is actually a little better; at least one can see that it belongs to the Katy without a detailed inspection. On this one, you also get a great view of those extended draft gear... you could seat a couple of people on it, were it not for the "Keep Off" warning. Finally, the last car in the series, the 1499, is pictured as of October 1980; the slogan is, well, just about gone, and the number has been restenciled in what looks like a Helvetica Bold font, in what looks like white, not yellow. On all four of these cars, the roofwalk is long gone, although it was definitely in place as delivered by Pullman-Standard back in '64.

The Official Railway Equipment Register (ORER) from January 1964 is unfortunately just a bit too early for this group. So we need to hit the January 1967 edition which is the next one I have. (And added to the UMTRR Accumulation since the N Scale release of this car.) The group 1400 to 1449 was described as just "Box, Steel" with an AAR Designation of "XML" but we'll catch a notation in a moment. The inside length of these cars was 50 feet 6 inches, inside height 10 feet 6 inches, outside length 60 feet 5 inches-- see, I said the extended draft gear was long!-- extreme height 15 feet 1 inch, door opening 9 feet (a slight "door thing") and capacity 4252 cubic feet or 140,000 pounds. The Katy was already down one of the group to 49 cars. The notation added that, and, gang, you're going to love this one, "Cars... are equipped with Evans DF-2 loader and steel protection rings for bomb casings loading except cars numbered 1401, 1404, 1409, 1417, 1422, 1427, 1434, 1439, 1441, 1443, and 1445 equipped with Evans DF-2 nine belt loader and cars numbered 1415, 1420 and 1436 equipped with Evans DF-2 one belt loader."

OK, so some of these cars really were "The Bomb" huh? Or at least that's what they carried-- bomb casings? Where to, I might ask? Perhaps "where from" might be the correct question; the McAlester Army Ammunition Plant (MCAAP), "a vast, somewhat dilapidated facility six miles south of the town of McAlester" [Oklahoma, and yes, on a Katy line]. "MCAAP is the source of nearly every nonnuclear bomb that the United States now uses," according to an article in the July 2002 edition of the magazine "Fast Company," appropriately titled

“Boomtown USA.” Now that’s specialized service! You can have all the cushioned underframe you want if that’s your cargo.

Anyway, by April 1976, I suspect that these cars would have lost their roofwalks, and I also correctly guessed before opening the ORER that the single series with the one long notation would have been split up into three subsets based on their Damage Free equipment. That's exactly what happened, and in addition, all the cars are noted as carrying bomb casings. The total for the group was already down to 45 cars, only 12 years after Pullman-Standard delivered fifty to the Katy. Given the cargo, I wonder what happened to those five cars...? By the April 1981 guide, the group was down again, to 43 total cars, of which 34 were demoted to just “Box, Steel”-- perhaps not a bad fate this time. Even so, only six cars remained in October 1986, at which point I stopped looking.

Z SCALE SPECIAL EDITION RELEASES:



502 00 527, \$22.95

Reporting Marks: NM 1912.

40 Foot Box Car, Plug Door, New Mexico 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 (Roadrunner) and state flower (Yucca) on right. Twenty-sixth release in the Z Scale States of the Union series.

[The following is largely reprinted from the March 2004 UMTRR coverage of the N Scale release of this car.]

“Roadrunner, the coyote's after you! Roadrunner, if he catches you, you're through!” Oh, sorry, this New Mexico state bird is a real Roadrunner, not the one in the cartoons. Or the one in the cartoons plugging the cable broadband internet service. Anyway, the real roadrunner is in fact the official bird of a state that holds a special place for me as the final state in my fifty state journey. Yes, I’ve set foot in all fifty, a goal I set for myself and have achieved. The details are in an “Irwin's Journal Online” installment called “Road Does Not End,” but suffice to say that I’ve never been as happy to see a “welcome center” as the one in which I set foot late in 2002. What took me so long? Inability to gerrymander business trips in that direction until that point, I suppose!

The “Land of Enchantment” was first populated by Native Americans circa 25000 BC, called the Sandia, followed by the Clovis hunters around 10000 BC and the Folsom Paleo-Indians about 9000 BC, the end of the last Ice Age. More familiar to us are the Pueblo from the 1100s AD, followed by the Navajo and Apache. The Spanish arrived on horseback, claiming the territory and setting up a royal province, and began the mixture of cultures for which the

state is still known today. The current capital of Santa Fe was first founded in 1610, the same year a book was published about the founding of New Mexico, the first book about any area in the modern USA. In 1824 the area became a territory of Mexico, but that didn't last long, with the USA taking possession by force in 1846. The Gasden Purchase of 1854 set the final southern boundary of the area. New Mexico was on the Union side during the Civil War and played host to its first railroad lines about 20 years after that in 1878. Billy the Kid was shot by Pat Garrett in 1881-- well, at least by one account, given all the alleged controversy about that event that has come to light in recent years.

New Mexico became the 47th State on January 6, 1912. The sun shines on New Mexico's flag, adopted in 1920, in the form of the ancient Zia symbol. The Navajo provided an invaluable service as "code talkers" during World War II, the subject of the film "Windtalkers." Some of the arid and beautiful landscape has been transformed into farmland thanks to damming and irrigation, but much of the area remains as it once was, sparsely populated, wild, and incredibly picturesque. And you've gotta love the matter of fact way in which the following statement is made as part of a state timeline: "1947 - UFO allegedly crashes between Roswell and Corona, believers claim U.S. government institutes massive coverup of the incident." Well, they're certainly not covering it up in Roswell today; it's a major tourist draw! In fact, I have a little bit of a connection to "Roswell," but the TV series: several novelizations of the episodes of that show were written by Rosemary's former roommate Melinda Metz.

Famous New Mexicans include Territorial Governor Lew Wallace, who wrote the book "Ben Hur," as well as author Robert Crichton, auto racers Al and Bobby Unser, actors Demi Moore and Neil Patrick Harris (television series "Doogie Howser" and "How I Met Your Mother"), singer John Denver, animator Bill Hanna (half of the Hanna-Barbera collaboration that gave us The Flintstones, the Jetsons, Huckleberry Hound, Josie and the Pussycats, Scooby-Doo, Yogi Bear and Quick Draw McGraw, among others), hotel executive Conrad Hilton (who gave us Paris, his great-grandchild), singer John Denver (who gave us Rocky Mountain High), baseball player and long time analyst Ralph Kiner (who gave Pirate fans thrills and us New York Met watchers numerous malapropisms) and football coach and commentator John Madden (who gave us "One knee equals two feet").

HOn3 SCALE (NARROW GAUGE):



New Release: 860 00 020, \$36.80

Reporting Marks: DB&W 202

30 Foot Gondola, Denver, Boulder & Western.

Brown with white lettering including reporting marks widely spaced from left to center of bottom of side and road number on right.

Approximate Time Period: 1909 (establishment of railroad, see text) to 1919. Previous Releases: Road Number 200, March 2008; Road Number 206, April 2008.

[The following is largely reprinted from the March 2008 UMTRR coverage of the first release of this car.]

According to my usual reference guide for such things, the book "American Narrow Gauge Railroads" by George W. Hilton, the Denver, Boulder and Western was the successor to the Colorado and Northwestern Railway. (As duly noted in the MTL car copy as well.) That line was itself a rebuild of the Union Pacific subsidiary Greeley, Salt Lake and Pacific, which was built mostly in 1883 and mostly destroyed in a flood in May 1894. Note how the railroad names get progressively less ambitious?

The DB&W was arguably the most successful of the three incarnations of this line, which reached Boulder and Estes Park as well as some mines in the area. The mining ventures were never particularly successful, passenger traffic was seasonal, and then there was the snow--lots of snow. It was in fact the building of a dam for a hydroelectric project that provided the most revenue for the line circa 1909. The need for tungsten and the supply in places served by the railroad helped drive the line for a bit longer, but that gave out even before World War I ended. By 1917 the line was ready to quit, however, the Colorado Public Utilities Commission refused the abandonment petition. When tungsten production ended completely around 1919, the Commission relented; but a flood ended the line's operations in July of that year, just as a flood finished off the original operator of the route.

My ORER Accumulation is a total miss on this one. In 2008 I had no issues available here at UMTRR HQ between June 1905 and October 1919, bookending the entire history of the Denver, Boulder and Western. Since then Google Books has digitized the June 1917 ORER but the DB&W is not listed within that edition. (You can't beat the price of that copy though!) Ditto for the February 1913 issue of the ORER which is online at Google Books (the downloadable PDF has an unrecoverable error at this writing). The Colorado and Northwestern doesn't appear in the June 1905 Register either, which surprises me, but that means I can't grab any data from that railroad either. I can tell you that there's a couple of photos of 2-8-0 steamer Number 30 that worked for the DB&W on the Narrow Gauge Circle's Rio Grande Southern section (URL <http://www.narrowgauge.org>). And the American Memory Site links to photos taken of and along the DB&W that are part of the Denver Public Library's collection (see <http://memory.loc.gov>). In October 1944 (!) a history of the line appeared in the Locomotive Historical Society Bulletin. Meanwhile, part of the line's right of way became known as the "Switzerland Trail of America" and is designated a Historic District.

HOn3 SCALE WEATHERED RELEASES: No releases since last issue.

MTL ANNOUNCEMENTS: There's no rest for the comprehensive this month. We'll start with some more Ringling Brothers goodies: a four pack of wagons in white with full RBB&B lettering and numbers in Z Scale (760 00 020, \$39.95) and a six pack in N Scale with four in the same full scheme with numbers plus a plain red wagon and a white body atop red chassis wagon. A quick look at RRPictureArchives.net shows that the numbers MTL is using for the four white wagons in both N and Z, namely, 31, 36, 37 and 38, correspond with prototype

numbers and in the same decoration. But at least the 37 and the 38 have rather large fold-up triangular hitches attached to one end. A detail for the modeler to add, if desired. As if that's not enough, two Z Scale red circus wagons are also available (799 43 930, \$9.95). Finally in the lading category are N Scale cotton bale loads, used on the MKT of Texas flat car reprint (499 43 964, two for \$8.95).

Meanwhile, the Z Scale Waterfront building kit series has its third entry, a pretty elaborate "Pier Warehouse" (799 90 933, \$44.95). The promised companion to the Grain Elevator, an N Scale "Grain Co-op Kit" is also new (499 90 914, \$39.95). It looks like it could have other applications as well. Just in time for Holiday Giving – OK, maybe a little early for holiday giving, if you ask me (though I have already seen the first displays of Christmas Trees and Ornaments in stores, help!!!!) the assortment of available Z Scale train sets appears to have been significantly expanded. I don't really cover these, but MTL has things covered with sets from \$279.95 to \$299.95 MSRP featuring GP9's, GP35's and SD40-2's. See the MTL website or Micro-News for the complete listing.

DISCONTINUED ALERT: Continuing with the theme for this month, oh, boy, have we got a bunch of outs to report. Let's put it this way: if MTL uses small print in the Micro-News, I'm in trouble. I'm going to divide this list into three pieces: N, Z and Z locomotives, and start with N Scale.

To perhaps no one's surprise, the Pullman Parlor Car from last month has left the building (143 00 010). We'll go in catalog number order for the others. The Great Northern stock car reprint in sky blue (035 00 170, April) has stampeded away. The MKT of Texas reprint flat car with cotton load has "baled" out (045 00 240, June, and apologies for the pun). The Pacific Great Eastern gondola with load is gone (046 00 300, May). Ringling Brothers Billboard Cars #4 and #5 (047 00 404 and 405, November and December 2009) have left town. The Rock Island wood caboose reprint has vamoosed (051 00 140, May). The Conoco three dome tank car (066 00 060, December 2009) has dried up. Presidents Carter and Polk have been discontinued – I mean, their Special Edition Cars (074 00 114 and 115, October and November 2009). What's called a "Dow" tank car is actually painted for The Firefighters Education and Training Foundation – ah, never mind, it's sold out anyway (110 00 130, September 2009). The fourth disconnect log car is gone (113 00 740, October 2008) but there is still that fifth release available. The Ortner hopper for Blue Circle Cement (125 00 090, September 2009) and the CSX Bay Window caboose (130 00 040, August 2009) complete the bye-bye board in 1:160.

But wait, there's more! In Z Scale, sold out are the following: the second B&O boxcar with load (500 00 632, May, first number already gone); the second Pennsylvania Railroad plug door boxcar (502 00 262, January, first number already gone); the State Cars for Oregon and Alabama (502 00 514 and 515, August and September 2009); the first number of the green Burlington (CB&Q) boxcar (503 00 061, second number...); the first of the two weathered Railbox x-post boxcar (511 44 011, mid-May, second catalog number still available); and a bit of a golden oldie, the Canadian National x-post boxcar (510 00 160, November 2006). No, we're not done yet, but any more semicolons and I was going to have a Faulkner novella, not

a rundown of sold out Micro-Trains cars! Continuing, we have the Ringling Brothers billboard boxcars #1 and #6 (515 00 601 and 606, August 2009 and January 2010); the first number of the Norfolk Southern gondola with load (522 00 201, May 2009, second number still in stock); the second number of the Pittsburgh and Lake Erie tank car in jade green (530 00 232, November 2008, first number also gone); and the Alaska Railroad dome car and coach (551 00 040 and 552 00 040, both May 2009).

Don't answer yet, because we also have nine discontinued locomotives in Z Scale! There are two GP35's: the second number of the Rock Island (981 01 102, May 2007, first number also sold out) and the second number of the Burlington (CB&Q) (981 01 192, June 2009, first number still available). And there are seven GP9's. Better lay off the semicolons for a while. The second number of the New Haven Geep is gone (982 01 032, November 2007, first number still available). The first number of the Milwaukee Road is outta here too (982 01 041, December 2007, second number still available). And the second number of the Chicago & Northwestern diesel is history (982 01 072, May 2008, first number still in stock). The rest are single release roadnames, and they're consecutive: Cotton Belt (982 01 130, December 2008), Grand Trunk (982 01 140, January 2009), Central Vermont (982 01 150, also January 2009) and Amtrak in the black and platinum mist only paint scheme (982 01 160, February 2009).

I need a drink of water. I'll be right back.

INCREMENTAL INFORMATION DEPARTMENT: Long time UMTRR Gang Member Dave Leasure confirms what we thought about the Ringling Brothers modified bi-level autorack car reprinted last month (112 00 070): "You mention doors on the car that could be closed. That is absolutely correct! In the late 1980s, my Dad and I had occasion to drive alongside the train as it sat in South Denver waiting to come into town. This car was one of the last (rearmost) on the train, and the doors were up, revealing what else but the cages containing the lions and tigers! The doors could be lowered for protection from the weather.

Dave continues: "Sometime between that time and October of 2006, I think, the practice was discontinued. I was the conductor for the circus train between Denver and Cheyenne, and the Circus Trainmaster told me that train travel was too stressful for the big cats, and that they were now being transported by semi truck between shows. The horses and elephants rode in the enclosed stock cars immediately behind the locomotive power consist."

If you're interested in learning more about the Ilwaco Railway and Navigation Company, subject of last month's Nn3 boxcar release (800 00 210), Adam Robins has a book recommendation: "The Long Beach Peninsula" by Nancy L. Hobbs and Donella J. Lucero, published by Arcadia Publishing (part of their "Images of America" series). "The most information I have found in an in-print book," Adam advises.

There's been continued discussion about the MTL Parlor Car, built to Plan 3416, on the YahooGroup "N Scale Varnish," a mailing list that includes some UMTRR readers. Bryan Busséy is among those participants and adds this to the discussion: "The interesting detail regarding the MTL model is that it has Pullman-Mechanical (PM) air conditioning, which

basically makes it a representative of New York Central's large fleet and nothing else (other than two Great Northern cars). So that means ice bunker castings from prr-parts.com for an ice A/C configuration or a re-arrangement of equipment to simulate Electro-Mechanical A/C (EM) to represent the remaining 80% of the 3416 roster." And yes, that means that there are variations even within the same Pullman plan, over time.

Meanwhile, also on "N Scale Varnish" there was more general discussion of the use of Parlor Cars. While there were exceptions, they tended to be found daylight only trains for which there was enough demand for an "extra fare" service to warrant the inclusion of a Parlor Car. Claus Schlund mentioned examples: Boston-New York, New York-Washington, and New York-Pittsburgh runs. Seasonal service like New York-Atlantic City and New York-Long Island would also see use of Parlor Cars. Note that all of these points are in the Northeast, so it's not surprising Northeast roads liked the body style.

OOPS PATROL: I've done plenty of cut and paste errors, but I don't often do a "forget to cut and paste" error! The commentary on last month's Warren G. Harding Presidential Car retained the image of the previous month's Lyndon Johnson car. I guess "Winnie" still can't catch a break. Also, a just plain mistake: The Z Scale Runner Pack #20 of four New York Central gondolas did have a previous release, road number 715106 back in September 2001.

AND THAT'S ALL FOR THIS MONTH: Until next time, do the best you can!

Cheers,
George

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