

*IrwinsJournal.com Presents:*  
**The Unofficial Micro-Trains® Release Report**  
**Issue #186 – June, 2012**

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Hello again everyone! Before we begin, I should mention that next month's issue will be delayed as July means the typical shutdown of UMTRR HQ. No trip to Spain this year, but some R&R is due for your faithful byte-slinger and his family. Expect the July bytes to be delivered... well, hopefully, before the end of July! At least there's no Presidential Trivia Question deadline to worry about; however it's likely that we'll cover both the June and July weathered releases in the July issue. First things first, though...

### **N SCALE NEW RELEASES:**



020 00 876, \$21.30

Reporting Marks: C&O 18719.

40 Foot Steel Boxcar, Single Superior Door, Chesapeake and Ohio..

Black with white lettering including reporting marks on left and "C&O For Progress" herald on right. White simulated reflective stripes along bottom of side (including door). Simulated "rolled goods" interior load included. Approximate Time Period: 1961 (based on paint scheme) to late 1970s.

We start off this month with a bingo – that is, an exact reporting marks and number match – to this new release in Morning Sun's **Chesapeake and Ohio Color Guide to Freight and Passenger Equipment**, specifically, the bottom of Page 24. As noted in MTL's car copy, the C&O painted this box car in a black scheme indicating it was used for specialized service or was specially equipped inside. That occurred starting in 1961 which drives the beginning of the Approximate Time Period, even though the cars were built in 1951. Other cars in the series of PS-1 boxcars 18000 to 18999 would have been painted the more typical boxcar red. Exactly why a "rolled goods" load needed specialized service or special equipment is something I'll leave to the reader. Meanwhile, I'll note that the paint scheme is good, probably including the "Door Opening 8 ft" which, yes, basically admits to a "Door Thing" since the MTL 020 body style door is just six feet wide. By the way, only the first thousand of the C&O's four thousand (!) PS-1 type boxcar had a six foot door.

The Official Railway Equipment Register (ORER) for July 1963 shows a different split to the C&O boxcars than the Color Guide. The Equipment Register has the group 16000 to 18499 with 2072 cars in the main series, plus five subsets adding up to another 364 cars. We'll dig into the end notes after checking the usual dimensions: 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 8 feet as noted, and capacity 3888 cubic feet or 100,000 pounds.

The end notes don't include the 18719 in any of the "individual numbers of cars that..." listings so we'll have to assume that the car was in specialized service and didn't have specialized equipment. Among the specialties that were called out were glass blanks, laminated glass sheets, and "contaminating commodities." I don't want to know more about that last category.

The overall group of cars was relatively stable in the January 1967 ORER with 2029 cars in the main series plus six subsets for another 350 cars. In April 1970, the time around which you could start thinking about roofwalk removal, the group stands at 2028 plus 311.

In the April 1974 ORER, the series in which our MTL-depicted car appears is 18000 to 18999, with 743 cars in the main series plus 39 additional cars in nine subsets. Still no 18719 to be seen in those subsets though. Fun fact: two cars were assigned to "empty milk cans." The year 1974 seems to be pretty late for that cargo. I stopped looking at the April 1984 ORER, which had exactly one car in the entire 18000s series. The late seventies is a more probable ATP ending in my opinion.



**045 00 410, \$21.05**

**Reporting Marks: CR 716190.**

**50 Foot Flat Car, Fishbelly Sides, Conrail.**

Brown with mostly white lettering including reporting marks left of center and small herald right of center. Consolidated stencils and U-1 wheel inspection dot on right. Simulated steel plate load included. Approximate Time Period: 1978 (based on U-1 dot) to late 1990s.

My first thought upon seeing this release: hey, hasn't Micro-Trains already done Conrail flat cars? The answer is yes, as Catalog 45130 in August 1981 and May 1993, both before the UMTRR got going. Looking at images of those runs, I think that the decoration is suitably improved enough for this car to warrant a new catalog number: for one thing, the 1981 release had the "conrail" roadname in all lower case!

According to Morning Sun's **Conrail Color Guide to Freight and Passenger Equipment Volume 1**, the 716190 belonged to the series 716066 to 716338, which was a mix between the F41B and F41F classes of flat cars. The only difference was the height above the rail, and even that was a mere two inches (36 on the Bs and 38 on the Fs). There are two photos of sister cars on Page 97 of the Color Guide: CR 176193 with a tank (the military kind) as of December 1981; and CR 716262 carrying transformers as of November 1982. (The 716262 is coupled to a Pennsylvania Railroad flat which obviously not only didn't get Conrail paint but missed the Penn Central's paint shops also!) MTL has the paint scheme down, but the prototype flat car was of 53 foot 6 inch length so we have a delta there; also the real cars had end mounted brake wheels vs. the side mount on the 045 body style. Finally, it looks like the real car had sixteen stake pockets per side and the MTL depiction has fourteen.

The ORER for July 1978 shows the aforementioned series CR 716066 to 716338 described as “Flat, Cast Steel Frame, Wood Floor, Platform Area 535 Square Feet” with either F41b or F41f at the end. The inside length was 53 feet 6 inches, outside length 56 feet 9 inches, and capacity 154,000 pounds. There were 180 F41Bs in the main series and 21 F41Fs in a subseries. The car MTL chose to depict would be an F41B. These cars started as Pennsylvania Railroad series 480000 to 480299, examples of which appear in all three of the Morning Sun guides to the PRR. There were still sixty of those cars in PRR reporting marks as of the same July 1978 Equipment Register. (The Micro-Trains PRR flats in the 045 body style are all numbered in the 470000s, not the 480000s – I checked.)

The car counts are actually up somewhat in the April 1981 ORER, to 221 cars in the main series and 36 in two subsets, so I guess that the PRR and PC-painted cars were caught up with. By October 1991 that count is down to 43 cars in numerous subsets by capacity. All cars in the series are gone no later than the late 1990s in my estimation – an estimation which is muddled by Conrail’s combining multiple F41 classes into one group numbered 715530 to 716338. The ATP ending is therefore a bit of a guess, but it’ll have to do.



**058 00 516, \$26.95**

**Reporting Marks: NAD X 3149.**

**36 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Chas. Wolff Packing Company.**

Yellow sides, brown roof and ends, black door hardware and bottom door sill.

Mostly black lettering including company

name and location and reporting marks on left, and legend “Hams Bacon Lard Produce” on right. Multicolor “Honey Brand” trademark inside legend, and caricature of a wolf holding a picnic basket at far right of side. Approximate Time Period: as early as 1925 but probably early 1930’s. Release #2 of an expected twelve in the “Meat Packer Reefer Series.”

“The Charles Wolff Packing Company, the plaintiff in error, is a corporation of Kansas engaged in slaughtering hogs and cattle and preparing the meat for sale and shipment. It has \$600,000 capital stock and total annual sales of \$7,000,000. More than half its products are sold beyond the state. It has 300 employees. There are many other packing houses in Kansas of greater capacity. This is considered a small one.”

Well, it may have been a small company, but a 1923 case involving them, specifically “Chas. Wolff Packing Company v. Court of Industrial Relations of the State of Kansas,” went all the way to the Supreme Court. Oh, and remember that former United States President who became Chief Justice of the United States? That was William Howard Taft, and he delivered the decision. I’ll let Adam Gorzelsky, writing in 2012 in the Pitt Law Review explain what happened: “In Wolff Packing, the Court reviewed a Kansas statute that set industrial working principles such as employee wages, work hours, and overtime pay. The Court found that this statute violated the Fourteenth Amendment to the United States Constitution:

The system of compulsory arbitration which the Act establishes is intended to compel, and if sustained will compel, the owner and employees to continue the business on terms which are not of their making. . . . Such a system infringes the liberty of contract and rights of property guaranteed by the due process of law clause of the Fourteenth Amendment.

Apparently, back in what was the Roaring Twenties for the “big five” packing companies, Chas. Wolff was not in good financial condition, and as such sought to pay what it said it could afford. The State of Kansas didn’t agree, but the Supreme Court didn’t agree with the state’s attempt to set wages that the company argued would result in their going out of business. Although I’ve never heard of this case, it is cited so many times in subsequent legal issues that I got all the way to Page Six of my ‘net search before I reached a reference to Chas. Wolff that was not about the Supreme Court decision! And that reference was a document about various types of Hog Feeding issued in 1913 by the Kansas State Agricultural College. Chas. Wolff assisted with the “Slaughter Test,” conducted “in order to study the effects of the different rations upon the carcasses of these hogs.” This particular “bulletin” goes on for 427 glorious pages! (I’ll wait for the movie.)

And other than a National Register of Historic Places application found on line that notes that “The Charles Wolf Packing Company was a model of its kind in efficiency and became one of the chief industries of Topeka,” there is precious little else available about the history of this company. There is a possibility that the “Honey Brand” went to Hormel, but I can’t confirm that. Well, at least we have the car to look at.

We do just that on Page 56 of the book **Billboard Refrigerator Cars** by Hendrickson and Kaminski, where we get a bingo on NADX 3149. There are two obvious deltas between model and prototype: side ladders vs. grab irons on the MTL body style, and the number of door hinges. There is also a marking of some sort—or something-- at the top left corner of the side of the prototype which I can’t make out as it’s too blurry. I suspect MTL couldn’t make it out either and chose to exclude it rather than guessing. Hendrickson and Kaminski note that there is “extensive stenciling of mechanical information on the end, characteristic of [North American Car Company] cars in the late 1920s and early 1930s.” They also give a 1925 build date for the car. But what they don’t point out is a prototype Oops! The car end clearly shows reporting marks NADX **3147**, not 3149! You can’t make this stuff up...

The ORER for April 1928 will be our only stop for this research, since the photo in Billboard Refrigerator Cars is undated and the actual lease timeframe of this car to Chas. Wolff is most likely lost to the ages. The 3149 was the last car in the series NADX 3000 to 3149, which consisted of all 150 possible cars with inside length 29 feet 4 inches, outside length 36 feet, and capacity 80,000 pounds or 1833 cubic feet. They are shown as handling crushed ice, either 130 cubic feet or 5330 pounds worth. I’m setting the ATP for the car as the general one for “billboard” refrigerator cars; there’s probably no way to prove it right or wrong.



103 00 061 and 103 00 062, \$23.70 each  
Reporting Marks: ATSF 37562 and 37565.

60 Foot Excess Height Double Plug Door Boxcars, Waffle Sides, Santa Fe (AT&SF).

Brown with mostly white lettering including reporting marks and small circle cross herald on left. Black and yellow warning boxes along bottom sill. Approximate Time Period: 1989 (based on paint scheme) to mid-2000s.

This is the third different paint scheme for a very short series of cars, and given that this release is a “virtual two-pack” that means we have two cars in each of the three paint schemes. First, we’ll note that according to **Santa Fe Freight Cars in Color, The Series: Volume One, Boxcars** by Priest and Chenoweth, the series numbered from 37562 to 37586 was built by Berwick Forge and Fabricating in 1978 as the Santa Fe’s class Bx-187. The “Priest Book” (as we call it here at UMTRR HQ) includes photos of three Bx-187s, one of which is of ATSF 37578 as of September 1989 in the paint scheme MTL depicts. It’s noted that this preceded the use of the “Q” logo – which would make for a fourth paint scheme for just twenty-five cars! MTL gives 1989 as the date of this paint scheme, which I’ll trust.

You might already know of the other two paint schemes done by MTL, particularly if you recall last year’s releases. That month had a reprint of the version with the large circle cross, catalog 103030/103 00 030 released in August 1998 and December 2011. There is also the reporting marks only scheme, done by MTL as their catalog number 103050/ 103 00 050 in August 1999 and April 2007. Based on the photos in the Priest Book the version with small herald definitely co-existed without a herald. Dirty up the large circle cross version and run them all together in one train; I think you’ll be fine with this.

Meanwhile, we appear to have a good match between prototype and model, with a minor quibble on the shape of the ends of the side sills. The number and placement of the “waffles” looks good and that’s what I consider to be the main spotting feature of this car.

Despite its being anachronistic I will reprint myself checking the ORER for April 1981. Within it we find the short series to which MTL refers, 37562 to 37565. It’s described as “Box, Double Plug Doors, DF Belts, Shock Control, Roller Bearing, Nailable Steel Floor, 50 K (Auto Parts)” with AAR Designation XP. They exceeded Plate F dimensions. The inside length was 60 feet 9 inches, inside width 9 feet 1 inch, inside height 13 feet 2 inches, outside length 67 feet 9 inches, extreme height 17 feet, door opening 16 feet, and capacity 7315 cubic feet or 163,000 pounds. The remainder of the Bx-187s were in a second group numbered 37566 to 37686 with somewhat different dimensions. As of January 2006 and the BNSF listing, fourteen cars from the original series remained. We can update that to January 2011 but only one car is left out from the group. A reader contributed the BNSF number assignments: ATSF 37540-37561 (1974 70-ton Bx-173) to BNSF 759503-759519 and ATSF 37566-37585 (1978 100-ton Bx-187) to BNSF 759522-759537. But we can’t confirm that any cars ever got BNSF paint.





105 00 200, \$19.90

**Reporting Marks: SOO 63352.**

**50 Foot Steel 14 Panel Gondola, Fixed Ends, Soo Line.**

White with mostly black lettering including reporting marks on left. Red roadname

across side. Simulated telephone pole load included. Approximate Time Period: 1976 (build date given by MTL) to mid-2000s at least.

Have we seen this car before? Basically, yes, including the road number! Catalog 46240, from December 1992, was also a red and black on white Soo Line gondola with road number 63352. Were I writing the UMTRR at that time, I would have told you that the real 63352 had fixed ends, while the MTL car didn't. (And I did say that in December 2005 when the Z Scale gondola, Catalog 522 00 110, was released, also with the road number 63352.) So what we have is a correction via the use of the 105 body style, and what I'd call somewhat of a "not a new release." The telephone pole load is a bit of a "reprint" also as it was included with the Lehigh Valley gondola reprint (046 00 100, February 2006).

Micro-Trains gives December 1976 as the build date for this car so we'll check the July 1978 ORER. The series SOO 63332 to 63531 consisted of all 200 possible cars, with description "Gondola, Steel, Fixed Ends, Odd and Even Numbers." That last part is important given that the Soo Line frequently used only odd numbers for some car types like hoppers and gondolas and only even numbers for other car types such as boxcars. The inside length of these cars was 52 feet 6 inches and outside length 57 feet 2 inches, so although the fixed ends are, well, fixed, the MTL model is still a bit less long than the prototype. Other dimensions: inside height 5 feet, extreme height 8 feet 7 inches, and capacity 2494 cubic feet or 200,000 pounds.

There were 197 cars in service as of the July 1989 Register although with a capacity slightly reduced to 194,000 pounds. By the April 1999 Register the original group had been rolled into the larger series 63332 to 64053 with 318 cars in the main group and 97 more in two subseries differing in capacity only. This series was very much alive in the January 2006 ORER, with 212 cars in the main series and two subsets with another 81 cars. My proxy for "to present" is the January 2011 ORER and there remained a total of 278 cars, not bad! However, be sure to add plenty of weathering.

The Fallen Flags site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) has a shot of SOO 63348 from the same series. Although undated it probably was taken very close to the build date as there is nary a scratch or dent on the car, which would have easily been seen on white paint. Also in Fallen Flags you'll see what white cars look like a number of years later; in 1997 the 63353, just one number off the model's appears to be more rust colored than white and the roadname is just barely discernible. And SOO 63528 is still around in 2011, but repainted in "dip black" with white stencil reporting marks and yellow conspicuity stripes. We also see from the photos that the Thrall-built prototype is taller and, let's say, "boxier" than the MTL car, with the fishbelly not protruding down nearly as much as on the 105 body style.



141 00 080, \$22.70

Car Name: "Redvers" (will be preceded with "CP" in website listings).

Heavyweight 10-1-2 Pullman Sleeper, Canadian Pacific.

Maroon sides and ends. Black roof, underbody and trucks. Imitation gold roadname in center of letterboard and car name at bottom center of side. Approximate Time Period: Strictly speaking, 1929 and 1930, but also used afterward to as late as the late 1960s.

The site of the Canadian Museum of Rail Travel ([www.crowsnest.bc.ca/tcltd](http://www.crowsnest.bc.ca/tcltd)) includes the story of the Trans-Canada Limited. This "name train" first appeared in 1917 but really hit its stride during the early decade of the 1920s. It was advertised as the longest-distance all sleeping car train—First Class passengers only!—and operated between Montreal and Vancouver. The CP/Soo Line's sister train the Mountaineer joined the Trans-Canada Limited in 1923. In 1929 equipment was built for both trains, including 29 sleepers called the "R" series. The "Redvers" was one of these cars. The above mentioned website lists the other 28 names, and also describes these cars as being of an 8-1-2 configuration, not the 10-1-2 that is the MTL 141 body style. There are drawings of both sides and the interior of the "R" sleepers available online at the same site, from which the reader can decide to what degree the Micro-Trains car is a stand in.

Alas, the Trans-Canada Limited did not survive the impact of the Great Depression, and after a meager 1930 operating year, it was cancelled. So the 1929-built cars served in the train for which they were built for only two years, and were scattered to other trains. Morning Sun's **Canadian Pacific Color Guide to Freight and Passenger Equipment**, Page 12, includes a photo of sister car "Richford" which was part of the CP's Atlantic Limited in 1969 and was scrapped in 1975. So a wide Approximate Time Period beyond the "strictly speaking" one of the Trans-Canada Limited is certainly possible, and of course Rule #1 (It's your railroad) always applies.



141 00 090, \$31.40

Car Name: "Lake Superior" (will be preceded with "B&O" in website listings).

Heavyweight 12-1 Pullman Sleeper, Baltimore and Ohio.

Blue and gray sides; black ends, roof, underframe and details. Delux gold lettering including roadname in center of letterboard, small "Pullman" at left and right ends of letterboard, and car name at bottom center. Approximate Time Period: 1952 through 1960s (a guess on the end date).

We once again reference Jerry Laboda's very useful list of Pullman 10-1-2 Sleeper Plan 3585 car names ([passcarphotos.info/Varnish/Pullman\\_3585.htm](http://passcarphotos.info/Varnish/Pullman_3585.htm)) to verify that "Lake Superior"

was in service for the B&O and was withdrawn from lease in May 1956. (Jerry based his list on Tom Madden's "Pullman Project" database, which he credits, and therefore so do we.)

Originally painted in the usual Pullman Green, we know from the "Pullman Project" data that in 1952 the car went to the depicted blue and gray. (Assuming I'm reading the data correctly...) Jerry Laboda relates that the car had York air conditioning which was belt-driven; that detail is not yet available in N Scale. That does make the car somewhat of a stand in despite being from the same Plan 3585 that is the basis of the MTL car. We know that numerous passenger cars were pretty extensively modified from their original as delivered appearance. Some B&O cars were "streamstyled," keeping their heavyweight characteristics including six wheel trucks but with changes to make them look more like more modern streamlined equipment. Meanwhile, Fallen Flags has a black and white undated photo of another B&O 10-1-2 sleeper named for a Great Lake, but this time, it's "Lake Erie."

### N SCALE REPRINTS:



020 00 210, \$22.30

Reporting Marks: WP 20803.

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: 1951 and 1952. Previous Release: Road Number 20826, April 1979. *Note: This item has been reported as already being sold out and discontinued.*

If I'm correctly reading the caption in Morning Sun's **Western Pacific Color Guide to Freight and Passenger Equipment**, then this car has a short Approximate Time Period indeed – as in, less than two years. Here's the story: 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. But here's the key point: the cars were renumbered from the original 20801 to 20820, becoming 19501 to 19520 in 1952, ending the Approximate Time Period. Those later roadnumbers were part of Micro-Scale's decal set 60-438, which is no longer available from them... so let the hunting begin, I suppose, for those who would like to extend the ATP to the late 1950s.

Because the prototype cars are PS-1s and the MTL 020 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 as renumbered taken in January 1954 on Page 25 of the Color Guide.

The January 1953 ORER shows the renumbered group 19501 to 19520 with fourteen cars out of what would be twenty with a star which "denotes additions," and five more in the original set 20801 to 20820. The description in each case is "Box, All Steel, Equipped with Pullman-Standard Compartmentizers;" by the January 1955 Equipment Register an end note would clarify 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 Color Guide 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.

And a note to my friends in Talent, Oregon: You still haven't done the silver and black version of this car in N Scale, whereas it's been done in Z Scale (500 00 650, September 2010). On behalf of myself and the other WP fans out there, we'd better see it soon. Meanwhile, rumor has reached UMTRR HQ that despite being the "short ATP" version of the silver roof variation of the Feather boxcar, it's already sold out. You've been cautioned.



**106 00 260, \$22.60**  
**Reporting Marks: DTI 9505.**  
**50 Foot 15 Panel Fixed End Gondola with**  
**Low Cover, Detroit, Toledo & Ironton.**

Black with yellow ends and cover. Yellow lettering including reporting marks on left and "DT&I" initials split by small "compass" herald. Approximate Time Period: 1972 to late 1970s. Previous Release: Road Number 9504, October 1999.

MTL has for us a little bit of a "Not A Reprint" here, by way of the small print below the "GB 100" on the third panel from the left, which wasn't present on the original release. The car copy for that first run provides the start of the Approximate Time Period by noting that 9504s cover was painted yellow in 1972, to match the already yellow ends. MTL also says that the prototype series was of ten cars built by Greenville in 1969; that's more than I was able to uncover (pun not intended) on the 'net or in print in terms of either text or photos. The **Morning Sun Color Guide to the Wabash, Nickel Plate and DT&I** might be helpful but it's not in the Research Accumulation, at least not yet.

Those ten cars were numbered 9500 to 9510. They were described in the April 1976 ORER as "Gondola, Cushion Underframe, Fixed Ends, Composite Floor and Roof." The inside length was 51 feet 11 inches, inside width 9 feet even, inside height 4 feet 6 inches, outside length 58 feet 9 inches, extreme height 10 feet, capacity 2228 cubic feet or 184,000 pounds. By the April

1981 ORER, the series had been split up by specific commodity carried. Six cars in the set, including the 9505 (and MTL's previous run 9404), were designated for wire coil and three others were tagged for flat steel. One, 9502, lost its roof entirely.

In the January 1985 ORER, the DT&I was part of the Grand Trunk Western, putting it in the corporate family of the Canadian National. The 9505 was among five of the ten gondolas still carrying wire coil, although it had possibly lost its cover by this point as it's not explicitly mentioned in the series description. That's the last Equipment Register in which I saw any of the 9500 series gondolas, as they're all gone from the October 1996 book.

**N SCALE WEATHERED RELEASES:** *The following item was announced as an "off-cycle" release for May 2012 via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about May 15.*



**024 44 360, \$23.80**

**Reporting Marks: GN 11160.**

**40 Foot Steel Boxcar without Roofwalk, Short Side Ladders, Single Youngstown Door, Great Northern.**

Green with mostly white lettering including roadname and reporting marks on left, large "outline goat" herald on right, and simulated reflective stripes along bottom of side. Heavy weathering in shades of brown. Black graffiti scrawl on left and multicolor graffiti "TRX" on right of one side. Approximate Time Period: early 1970s or 1978 (strictly speaking) to early 1980s. Previous Release: Road Number 11157, December 2011.

At first glance, this release would have a longer "strictly speaking" ATP than the first run from 2011, at least given the side with the graffiti, since the U-1 Inspection Dot which is circa 1978 is buried under all that "TRX." (I almost read "Trix" which would have been either a reference to a N Scale manufacturer located in Europe or a breakfast cereal made in the United States. But I digress.) However, the reverse side of the car is weathered only and the U-1 stencil is still visible, so we need to stick with the original ATP. That of course could be handled with a little extra "decoration"...

The prototype series, 10900 to 11373, was originally built in 1948 by Pressed Steel Car Company, making this model a stand in to some degree. I could not find any prototype photos of this particular late era GN paint scheme on cars in the series, but the white on green certainly existed a few years prior to the GN's going into the Burlington Northern in 1970. Regardless of the scheme, all but one of the cars in the group was gone by April 1984.

**993 01 190, \$239.95 - Baltimore & Ohio Weathered Train Set.** Consists of the following items:



985 50 704, Powered 4-4-0 Steam Locomotive. Road Number 719. Black with white lettering including road number on cab and roadname on tender. White accent stripes along edge of walkways. Light to moderate weathering. Approximate Time Period: see text.



055 51 380, 055 52 380 and 055 53 380, 33 Foot Two Bay Open Hopper, Offset Sides, Flat Ends. Road Number 727026, 727039, 727040. Black with white lettering including reporting marks on left and medium "B&O" in center. Simulated coal load included. Each car has light to moderate weathering. Approximate Time Period: 1956 through 1970s. Previous Release: Road Number 727044, July 2011.



051 50 049, 34 Foot Wood Double Sheathed Caboose, Straight Cupola. Road Number C316. Light brown with black lettering including capitol dome herald and road number below cupola. Light weathering particularly on bottom half of car. Approximate Time Period: see text. Previous Releases: None.



We'll begin with the middle of these train, the three hoppers, since there's opportunity to quote from the July 2011 UMTRR. But not quote myself! B&O historian and long time UMTRR Gang Member Brian DeVries provided most of the commentary for that release via the "B&OinN" YahooGroup. "The car is an N-44 class car modeled after those coming out of the B&O's DuBois Pennsylvania car shops beginning in October 1956 into 1957 and, continuing on in 1959-60. In all, some 3,300 cars were produced." Brian noted that "the paint scheme portrayed is the 'Late Billboard B&O' with the small ampersand which was used from 1955 onward. The only offset-side two-bay cars to carry this paint scheme prior to the N-44 project were some repainted N-35's and (a few) N-41's. This became the B&O's second most common look (behind the '13 Great States' Capitol dome logo). These cars were stenciled 're-built' but from the center-sills up, they were assembled from new Bethlehem Steel components. A few brake rigging and truck components were salvaged from older cars being scrapped at DuBois - hence the 're-built.'"

A quick reprint of ORER data: January 1959 shows the series 727000 to 728999 with 1997 cars, described simply as “Hopper, Steel” with AAR Designation HM. The inside length was 33 feet, inside width 10 feet 4 inches, outside length 34 feet, extreme height 10 feet 8 inches, and capacity 2145 cubic feet or 100,000 pounds. This is before the second set of rebuilds that Brian mentioned, so it’s not surprising that the January 1964 Equipment Register shows the group as even larger: 3264 cars numbered from 727000 to 730299. Micro-Trains noted in its July 2011 car copy that the group was at just 25 cars by 1980. I see 182 in the April 1976 ORER. The Fallen Flags website has a Jim Sands photo of B&O 728306.

The road number for the caboose with this set aligns with the B&O’s large series of I-1 cabooses, however the I-1 caboose doesn’t resemble the MTL 051 body style at all. Brian DeVries checked back in with me to add that “the closest B&O caboose to this would be the cars built for the Cincinnati, Indianapolis & Western (their numbers 1 to 24). They came, with the railroad, to the B&O in 1927, becoming B&O class I-6 (C1676-1699). These, at least, were round-roofed with a cupola toward one end (like the Santa Fe style).” A November 1999 photo on Flickr of I-1 #316, preserved in Burton, Ohio (somewhat near Cleveland), shows the caboose in orange with black B&O lettering, like the MTL car. I don’t think this was ever an in-service paint scheme for the B&O, however. Among other things, the B&O had its ladders on the same side of the end railings as the brakewheel (thanks again for that, Brian) and it’s evident from the oblique three-quarter view of the real C-316.

Now, to the locomotive, which as you might have guessed, isn’t contemporaneous with the hoppers. Brian DeVries provided a number of photo choices with which I could attempt a match with the included 4-4-0. All were built during or before the nineties—the 1890s, that is! The loco numbered 719 like the MTL offering is an older style Class H built in 1873; it more closely resembles Bachmann’s 4-4-0 than Model Power’s. The 833, a Class M/68 built in 1890, carries a pretty close paint scheme to what Micro-Trains used, but isn’t a match to the Model Power steamer either. The Class M-1 and M-2 4-4-0s come a little closer to the N Scale locomotive. I didn’t expect an exact match to any Baltimore and Ohio Atlantic; in fact, a board posting pegged the prototype as being from the Minneapolis & St. Louis. My guess is that even after utilizing the 4-4-0s for motive power for the Ringling Brothers Big Top Extravaganza and Santa Fe Vintage Poster Special Editions, there were still some left at MTL, resulting in this set. But the net result is a “see text,” for both the loco and caboose.

### N SCALE RUNNER PACKS:

In addition to the below announcement, Runner Pack #64, four Baltimore & Ohio boxcars, is now available. UMTRR coverage was in the December 2011 issue. The individual catalog and road numbers are as follows: 020 51 346, 470686; 020 52 346, 470698; 020 53 346, 470750; 020 54 346, 470384. Note that the color of the body was adjusted to the B&O’s oxide red after the pre-order announcement for greater accuracy to the prototypes’ paint color.





*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is December 2012. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close June 29.*



***Scheduled December 2012 Release:***

**993 00 071, \$79.95**

**Quantity four of 50 Foot Steel Boxcars, Plug Door, Santa Fe.**

**Reporting Marks: SFRB 6168, 6175, 6186, 6190.**

Brown with orange door. Mostly white lettering including reporting marks and large circle cross roadname on left and slogan "Ship and Travel Santa Fe -all the way" on right. Black lettering including "DF" designation on door. Simulated reflective

circle cross insignia left and right of door. Approximate Time Period: 1959 to mid-1970s. Previous Releases: As Catalog Number 32076/32050: Road Number 6169, November 1974; Road Number 6119, April 1975. Then, as Catalog Number 32050 or 32050/x: Road Number 6153, September 1996; Road Number 6160, October 1996; Road Number 6172, November 1996; Road Number 6181, December 1996.

The last four releases of this car back in 1996 were another "Runner Series" that did not exactly light up the sales board over at Micro-Trains. The first two runs of the release back in 1974 and 1975 included an unknown number of copies with the infamous "clip-on trucks" that were, well, not at all popular. (Except with collectors, and the bloom is off even that rose.) The first two cars were also in a more reddish brown, while the next four were definitely in what we commonly call "box car red."

Except, as you might have guessed, these are technically not boxcars at all. The SFRB reporting marks are a riff on the old SFRD initials that denoted the Santa Fe Refrigerator Department. The class RR-57 cars were the first RBL designation cars built for the Santa Fe by Pullman-Standard, and the RBL designation is the reason for the reporting marks being what they were. ("SFRBL" doesn't work, of course.) They arrived in 1955 but wouldn't have been painted the way MTL depicts them until at least 1959 when the large circle cross with "Ship and Travel" slogan was adopted by the Santa Fe. In 1972, the "Ship and Travel" slogan was retired, since with the coming of Amtrak the year before, you could no longer travel on Santa Fe trains, and was replaced with the large Cooper Black roadname. Another reason to call the Approximate Time Period at the early 1970s is roofwalk removal. Your ATP may vary on that point.

Morning Sun's **Santa Fe Color Guide to Passenger and Freight Equipment** provides a 1972 photo of SFRB 6157 from the series in the paint scheme MTL used. Though we have a nominally good match to the MTL body style, the prototype had riveted not welded sides and there were also diagonal rivet rows sloping toward the door at its left and right. The 6157 also had its roofwalk pulled and ladders shortened by the time of the photo.



The ORER for January 1959 shows the series SFRB 6000 to 6299 just short of full at 298 cars. It was described as “Refrigerator, DF Loader” and had inside length of 50 feet 1 inch, inside width 9 feet 2 inches, inside height 9 feet 6 inches, outside length 51 feet 11 inches, extreme height 15 feet, door opening 7 feet 7 inches (a minor “door thing” here), and capacity 4398 cubic feet or 96,000 pounds. Jumping right to near the end of my ATP for these cars, we turn to the April 1974 Register, where there were 277 of these RBLs on the Santa Fe’s roster.

**N SCALE SPECIAL EDITION RELEASES:** For the first time since, well, I am too lazy to check when, there are no current releases in this category. However, there are two pre-order items to discuss, and as usual for this time of year, they are Holiday Items. But not just for Christmas this time...

*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is November 2012. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close June 29.*



**021 00 540, \$22.70**

**2012 Hanukkah Car.** Artist’s representation on left (actual car may vary from illustration).

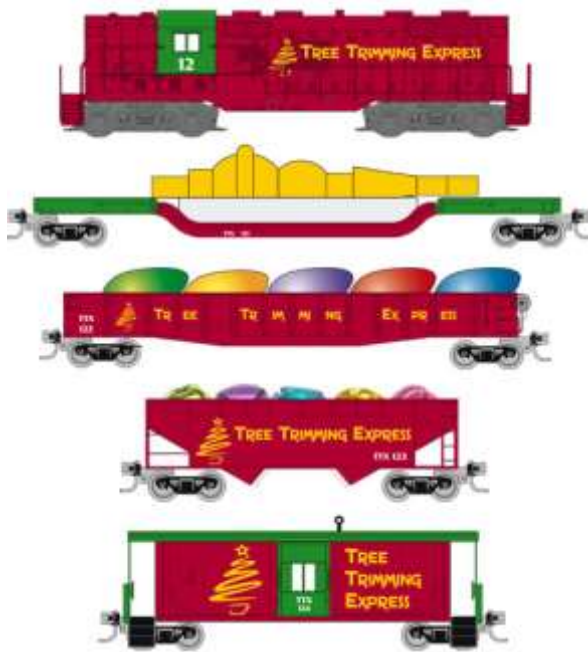
Stained glass motif in multiple shades of blue and green with black and yellow borders on a clear plastic body shell. Large yellow legend “Happy Hanukkah” outlined in on center and right. Menorah inside six-pointed star on left.

The Festival of Lights, as Hanukkah is also known, celebrates the rededication of the Second Temple of Jerusalem during the 2<sup>nd</sup> Century BCE (or BC, depending on how you designate years). Perhaps the best known symbol of this Jewish holiday is the nine-light candelabra called the menorah. It has nine lights, eight of which mark the miracle of a single day’s lamp oil lasting eight full days. The ninth light is used for actual lighting beyond the eight ritual lights (which are not to be used for any other purpose except to celebrate the festival), and is usually at a different height than the rest. The menorah is meant to be displayed and it is often placed prominently in a window. Several religious texts reference or allude to Hanukkah, although the story apparently varies based on different readings and scholarly views of the subject.

Hanukkah is a relatively minor Jewish holiday, although it has gained more prominence as a time for gift giving roughly parallel to Christmas, particularly for children. The exact date varies. The Festival begins at sundown on December 8 this year and on November 27, 2013 — the day before Thanksgiving in the United States! So next year, “Black Friday” is an “after-the-start of Hanukkah” sale day!

The other icon pictured on the car is a six pointed star; however this isn’t the traditional look of the Star of David which consists of a hexagram, or two interlocking equilateral triangles, one inverted over the other. This symbol has been in use since at least the 17<sup>th</sup> Century though predecessors exist, perhaps as early as a document dating back to 1088.

*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is October 2012. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close June 29.*



993 21 180, \$169.95, Tree Trimming Express

Expected to consist of the following items (artist's conception at left):

- Bachmann GP-7 diesel with Micro-Trains paint and Magne-Matic couplers.
- Depressed Center Flat car with simulated tree topper.
- 50 Foot Gondola with simulated Christmas Tree lights.
- 33 Foot Open Hopper with simulated Christmas Tree ornaments.
- Bay Window Caboose.

Paint scheme of above items is generally red with green accenting and yellow lettering including "Tree Trimming Express" and stylized Christmas

tree (except flat car). Exact models may differ from artwork. Catalog numbers and reporting marks of individual items will be listed upon MTL release of this set, in the October 2012 UMTRR and later on the UMTRR Website.

Consider this: Americans spend over one billion dollars on Christmas trees every year, and over thirty million live trees are grown in about fourteen thousand locations in the United States. It's estimated that even more than that are harvested in Europe. The tradition of "trimming" or decorating a Christmas tree originated in what is now Germany, but the details vary depending on where you check. Previous to baubles, bangles and beads, the decorations consisted of edible fruit and wax candles—the latter now generally frowned upon as a fire hazard. Spray-on white flocking is OK, though, to simulate snow if you're dreaming of a White Christmas.

MTL' latest Holiday Set includes a sampling of what every well-appointed tree will be wearing next season: a tree-topper, of course, lights and ornaments. It's been a while since I've had light bulbs quite as large as that included in the gondola on the family tree; since life is stressful enough in December (who's going to write the UMTRR when all this preparation is going on?) we've opted for a pre-lit tree. (And we're on our second one already. Hello, Planned Obsolescence.) The kids—mostly Thalia Elizabeth—have taken over the decorating tasks, which is quite alright with me as she is very creative, and in a good way.

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

## Z SCALE NEW RELEASES:



505 00 280, \$29.60

**Reporting Marks: NYC 176144.**

**50 Foot Steel Boxcar, Single Superior Door, New York Central.**

Jade green with black roof and ends. White, red and black “cigar band” herald on left. White lettering including

reporting marks on left. Approximate Time Period: no earlier than 1958 to early 1970s.

The ORER for January 1959 is our first stop, since the Century Green paint was introduced in 1958 and the ATP for this release couldn't be any earlier than that despite the car's age at that time (we'll come back to that). The series NYC 176000 to 176199 consisted of 109 cars at that time, with inside length 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 51 feet 9 inches, extreme height 15 feet 1 inch, door opening 8 feet, and capacity 4860 cubic feet or 110,000 pounds.

According to the “Canada Southern” website ( [www.canadasouthern.com](http://www.canadasouthern.com) ) which has an extensive amount of information on the Central's equipment, these cars were part of Lot 678-B, built in 1939 by Despatch Shops (not far from UMTRR HQ). Some of these cars were converted to special service over the years and renumbered, which probably explains some of the difference between the maximum possible car count of 200 and the actual count of 109. Plain old attrition—and wrecks—most likely account for the rest. The Canada Southern site has this series lasting through 1976. A quick check of the ORER for April of that year pretty much confirms this, with just a single car, the NYC 176065, remaining on the roster.

I didn't find any image matches online or in my Research Accumulation for this specific series, however similar examples are out there on the usual sites and in the Morning Sun Color Guide. My sense is that the paint job MTL depicts is probably the last one that the prototype got, as the NYC and its successor Penn Central did not have repainting as their top priority. It's possible that later more spartan schemes did replace this one, for example the line between the reporting marks and the road number was eliminated circa 1963. The modeler can always invoke Rule #1 here.



511 00 130, \$27.05

**Reporting Marks: GTW 598093.**

**50 Foot Steel Exterior Post Boxcar, Plug Door, Grand Trunk Western.**

Blue with aluminum roof. White lettering including roadname and reporting marks on left; GT monogram

and “The Good Track Road” slogan on right. Approximate Time Period: 1980s (November 1979 build date given by MTL) to the present.

As of February 2004 when the N Scale reprint of this car was released, “To Present” still worked as the end of the ATP. Let’s see how things turn out eight-plus years later.

The April 1981 ORER is still the closest one I have to the December 1979 build date given by Micro-Trains. It shows GTW 598000 to 598199, of 200 cars, described as “Box, Steel, Plug Doors, Cushion Underframe, Lading Strap Anchors (Processed Food Products), 50K” and within Plate C dimensions. The AAR Classification is XF usually denoting food service. Although the GTW is perhaps best known for its connection to the automobile industry, let’s not forget that Battle Creek, home of Kellogg’s which is the largest cereal producer in the world, is also along the Grand Trunk’s trackage. The dimensions were: inside length 50 feet 6 inches, inside height, 11 feet, outside length, 58 feet 3 inches, extreme height, 14 feet 9 inches, door opening, 10 feet, and capacity 5182 cubic feet or 158,000 pounds. In the October 1996 Register, there are a total of 192 cars, of which 67 have been demoted to the XP classification. The 598093 appeared to remain in the main series of XF cars. The January 2002 ORER shows 183 cars that are all XP class. Jumping to our proxy for “the present,” the January 2011 Equipment Register, there are 114 cars remaining in the series. Still good.

George Elwood’s Fallen Flags site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) has several examples from the prototype series dating from the late 1990s to as recently as March 2012—that last one including the yellow reflective conspicuity stripes. Some examples look a little more battle-worn than others, but remarkably, there is not a lot of “additional decoration”—i.e. graffiti—on the cars I checked. (Even when it’s sprayed all over adjacent cars in the shots.) There are some differences between the model and the real thing. Most notable of these for me is a diagonal rib either side of the door in place of the first adjacent vertical rib on the 27000 body style. The original deep blue color has faded out quite a bit, so add one or more washes of white to simulate that on your model if you’re a weatherer.



**518 00 090, \$26.95**

**Reporting Marks: NADK 3149.**

**40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Chas. Wolff Packing Company.**

Yellow sides, brown roof and ends, black door hardware and bottom door sill. Mostly black lettering including company name and location and reporting marks on left, and legend “Hams Bacon Lard Produce” on right. Multicolor “Honey Brand” trademark inside legend, and caricature of a wolf holding a picnic basket at far right of side. Approximate Time Period: early 1930’s (1931 paint date given in reference materials). Release #2 of an expected twelve in the “Meat Packer Reefer Series.”

Please see the commentary on the N Scale release above, though note that this Z Scale release is on a forty foot refrigerator car while the prototype and the N Scale release were thirty-six foot cars.





533 00 041 and 533 00 042, \$18.60 each.

**Reporting Marks: GN 73237 and 73363.**

**33 Foot Two Bay Hopper, Offset Sides, Flat Ends, Great Northern.**

Brown with white lettering including roadname on left and road number on right. Black and white "side facing goat" herald in center.

Simulated coal load included. Approximate Time Period: late 1940s to early 1980s.

I can more or less reprint myself from the January 2012 UMTRR, since in that month MTL did an N Scale reprint with road number 73363. The other road number of this virtual two-pack reaches back to the first N Scale run in April 1979. The prototype for this car was built by Standard Steel Car Company in 1931. It's not an exact match to the MTL 055 body style, for example, if you count rivets and seams. (I do mean this.) The "as delivered" paint scheme was most likely with the "forward facing goat" herald which included the slogan "See America First - Glacier National Park." According to Morning Sun's **Great Northern Color Guide to Freight and Passenger Equipment**, that "See America First" herald was in place from 1922 to 1935, replaced by the version on these cars. Micro-Trains' earlier estimate of repainting sometime between 1948 and 1956, included in the N Scale reprint car copy, is probably reasonable.

Page 78 of the Color Guide shows three cars in the same series that includes this reprint in one photo, each with a different paint scheme. (Note to MTL: "Follow-on releases.") The one farthest from the camera is the one on the model hopper; its entire road number can't be read but appears to start with 734. The photo is dated 1966 so we know that at least one car lasted that long in that paint scheme. That's only four years before the Burlington Northern merger. "Repairs and repaintings at different times over the years account for the variation" according to the Color Guide.

The ORER for July 1953 is a good enough place to check for these cars since I think some of them would have been in the paint scheme MTL chose. The series 73200 to 73369 consisted of 492 of the possible 500 cars. They were your basic "Hopper, Steel" with AAR Designation HM. The inside length was 34 feet 9 inches, inside width 10 feet 1 inch, inside height 7 feet 7 inches, outside length 36 feet, extreme height 10 feet 9 inches, and capacity 2160 cubic feet or 100,000 pounds. So besides being different in terms of rivets and seams, the car was also a bit larger than the MTL body style as well. Jumping all the way to the April 1970 ORER and the Burlington Northern listing, we find quite the healthy quantity of 465 cars still remaining in this GN series. We're still at 376 cars in April 1976, later than I would have expected for cars built in 1931. By April 1981, the next Equipment Register I have, that's down to only 81 cars; but then again, they were fifty years old at that point. They're all gone by April 1984.





**980 01 230, \$109.95 and 980 02 230, \$99.95**

**Road Numbers: 238 and 408 (will be preceded by “WM” in website listings).**

**Powered A and Powered B F7 Diesel Locomotives, Western Maryland.**

Black with yellow stripes and grab irons. Yellow speed lettering roadname across side. Road number below cab on A unit and at front of B unit. Simulated window glazing included for cab of A unit (installation required). Approximate Time Period: mid-1950s to as early as the mid-1960s, see text.

MTL reboots the A unit this month with new tooling for the shell, which has been getting good reviews online (at least the ones I’ve been reading). The chassis is the same on this unit which should allow for backward compatibility if needed. Meanwhile, the B unit is offered in a powered version for the first time, quite the good thing since the unpowered B was, well, not the most free-rolling item out there in Z Scale. So far it appears that with a little work, previously offered F7B shells can be fitted to the powered chassis.

Now to the actual models. The Western Maryland took delivery of F7A units 231 to 242 in December 1952. At the time, the “fireball” paint scheme was still in place; it wasn’t until April 1954 that the speed lettering scheme as depicted on the Micro-Trains units was adopted. In 1966 and 1967, a unified roster was adopted by the Chesapeake and Ohio, the C&O-controlled Baltimore and Ohio and the B&O-controlled Western Maryland, resulting in new numbers for these units. In June 1969 black paint was succeeded by the red, white and black “circus” scheme. It appears from photos on the Northeast Railfan Site (direct URL [www.northeast.railfan.net/wm1.html](http://www.northeast.railfan.net/wm1.html) ) that not all of the units were repainted from black before being renumbered into the overall Chessie railroads roster. By 1980 all of the units were traded into EMD, save the 236 which is now at the Baltimore & Ohio Museum.

The B units have a little more complicated history. Some units were bought in 1950 and others were purchased in 1952 and 1953. The 408 was originally 235B and became 7142 under the unified numbering scheme, and was repainted red and white. As with the A units, the Bs were traded into Electro-Motive, mostly in 1979.

Photos of the 238 and 408 are linked on the Northeast Railfan Site. The 238 in black is shown in glorious black and white, and more than a little grime. A color shot of the 408 shows good fidelity between model and prototype, but what’s that “F” next to the road number? Well, it stands for “Front” of course... and it may look from the image that the MTL model has that number at the wrong end. But it doesn’t! The alignment of the roof fans with the road number shows that the 408 is actually in the right place; the MTL image should have shown the other side of the unit. In other words, the 408 in the image should have been turned back to front. Confused? Yeah, I was also.

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

**Z SCALE WEATHERED RELEASES:** *The following item was announced as an “off-cycle” release for May 2012 via the Micro-Trains website, the MTL Facebook page, and via the e-mail “Micro-Trains E-Line,” all on or about May 15.*



**511 50 160, Reporting Marks: ----- (obscured, would be CNA 419 series).**

**50 Foot Steel Exterior Post Boxcar, Single Door, Canadian National.**

Boxcar red with mostly white lettering including reporting marks on left and “wet noodle” CN herald on right. Yellow stripes at bottom of door. Reporting Marks: CNA 419587. Approximate Time Period: mid-1980s to present (but just barely, see text). Previous Release (as catalog 510 00 160): Road Number 419587; Runner Pack #36 (994 00 036) with Road Numbers 419550, 419565, 419581, 419594; December 2011. This is a weathered version of an earlier release. Note: It is possible but not confirmed that all Runner Pack road numbers could be in this weathered release.

I’ll recap the story from my Runner Pack #36 coverage for these release. The CNA reporting marks designate Canadian National cars built in the United States. In this case the group is comprised of former Railbox cars acquired by CN as part of the unwinding of the “Next Load/Any Road” roster. Ian Cranstone’s Canadian Freight Cars roster shows the series 419549 to 419599 as coming over to the CN in 1985 from former RBOX series 40250 to 40749, built by Berwick Forge and Fabricating. The MTL 25000 body style is a model of an FMC car so it won’t be an exact match to the prototype. Ian shows these cars as still in service. That’s confirmed, but perhaps just barely, via the January 2011 ORER with just 10 cars spread across the number series 419000 to 419603. Some of the cars from that larger series were also ex-Railbox cars built by FMC and Pullman-Standard. The Fallen Flags site has a shot of FMC-built car CN 419072, but that doesn’t matter much anyway with graffiti covered numbers.

**Z SCALE RUNNER PACKS:** In addition to the below announcement, Runner Pack #42, the “Pennsylvania Railroad Multi-Pack,” is now available. UMTRR coverage was in the December 2011 issue.

The individual catalog and road numbers are as follows:

502 50 260, Road Number 19444 (40 Foot Plug Door Boxcar)

505 50 180, Road Number 47212 (50 Foot Single Door Boxcar)

510 50 010, Road Number 112021 (50 Foot X-Post Plug Door Boxcar)

523 50 020, Road Number 352611 (50 Foot Drop End Gondola).



*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is December 2012. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close June 29.*



**994 00 048, \$99.95**

**Quantity four of 50 Foot Fishbelly Side Drop End Gondolas, CP Rail.**

**Reporting Marks: CP 340204, 340223, 340236, 340245.**

Action red with mostly white lettering including CP Rail roadname and reporting marks across car. Black and white "multimark" on right end of each side. Approximate Time Period: late 1960s (given paint scheme) into the 1970s at least. Previous Releases: None.

Although the CP Rail image including the Multimark was adopted by the entire Canadian Pacific system (trains, ships, trucks, aircraft) in 1968, this gondola series dates to 1953. That's a fact previously noted by MTL (for an N Scale release in December 2012) and confirmed on Ian Cranstone's "Canadian Freight Cars" site ( [www.nakina.net](http://www.nakina.net) ). Therefore, when factory fresh, it was probably painted in solid black with basic white lettering. Given the paint scheme, we'll pick it up in the ORER for April 1970, which shows the series 340200 to 340999. It's described as "Gondola, Steel, Drop Ends, Solid Wood Floor. " They had an inside length of 52 feet 3 inches, inside height of 3 feet 6 inches, outside length of 57 feet 6 inches and capacity of 1746 cubic feet or 165,000 pounds. There were 779 cars in the group in that issue, then 509 in April 1976, 427 in April 1981, 233 in October 1996 and just two in January 2002.

Sister car CP 340222 can be found as of June 1980 in Morning Sun's Canadian Pacific Color Guide to Canadian Pacific Freight and Passenger Equipment. The number of panels (14) and the drop ends are good, though the rivet patterns are different, which will be somewhat tough to spot at 1:220<sup>th</sup> actual size. The red-with-multimark and black schemes co-existed, as evidenced by an image of CP 340642 from December 1974 on the next page of the Color Guide. After some time, CP dropped the multimark from its paint scheme, so that would amount to a third possible variation that would all be contemporaneous.

## **Z SCALE SPECIAL EDITION RELEASES:**



**502 00 544, \$22.95**

**Reporting Marks: UT 1896.**

**40 Foot Box Car, Plug Door, Utah 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 flower (sego lily) and state bird (California gull) on right. Forty-fourth release in the Z Scale States of the Union series.

[Note: This commentary is largely reprinted from the July 2005 UMTRR.]

After the Ute and the Paiute, the Goshute and the Shoshone and the Navajo, after the Spanish exploration of the territory, after John C. Fremont and Kit Carson explored the Great Basin, there was the famous pronouncement: "This is the right place." Spoken by Brigham Young, it was the signal that the Mormons had arrived in what would be their final destination: Deseret, from the Mormon word for honeybee, reflecting their use of the honeybee as a symbol of co-operative industry. Deseret is also an alternative 38 character alphabet for writing of the English language that was developed during the 1850s. Before the main party that followed Young's advance detachment arrived, Young was already laying out the streets of what would become Salt Lake City.

Yes, Deseret would have been the name of Utah, had not Congress rejected it, and chances are that Utah, or Deseret, would have been a state a lot sooner than 1896, what with the settlement of the members of the LDS Church (The Church of Jesus Christ of Latter-Day Saints, the official name of the Mormons), and the completion of the Transcontinental Railroad at Promontory Point in 1869.

But there was this "plural marriage" issue, among others. In 1849, the first Constitutional Convention proposed that the entire Great Basin be named as the Territory of Deseret; the United States Congress nixed that and created the Utah Territory instead. In 1852, the LDS Church publicly acknowledged the doctrine of plural marriage-- uh, that's at least bigamy, and maybe polygamy, and it just wasn't that popular Back East. Five years later Brigham Young was replaced as territorial governor, by force of the U.S. Military, starting the brief "Utah War" -- which I knew nothing about before starting this research. By 1862 the region was on its third try for statehood, which ended as the first two did-- failure. Or worse: The Poland Act of 1873 made it legal to prosecute Mormons for practicing polygamy. That was followed up in 1882 with the Edmunds Act which made it illegal to co-habitate. It wasn't until the 1890 LDS manifesto removed church sanctioned plural marriage that statehood became acceptable to the Federal Government, and it still took until January 4, 1896.

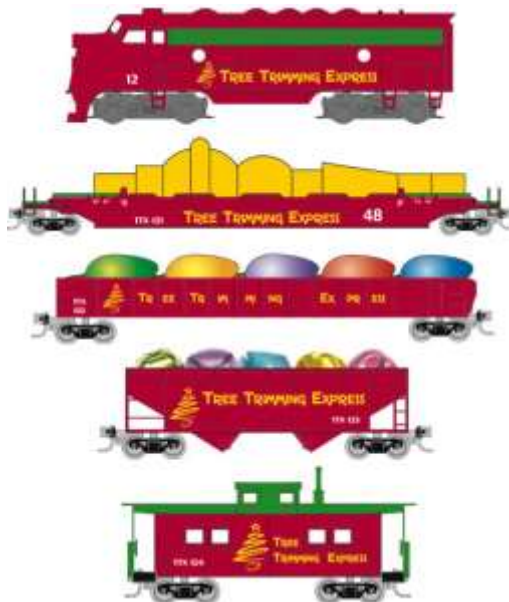
Famous Utah residents include... well I guess you need to start with the Osmond family, including Donny and Marie, she's a little bit country, he's a little bit rock and roll. (Those under thirty-five may be saying, "What is he talking about?") Jake Garn was the first Governor in Space. Actors and entertainers such as Maude Adams, Wilford Brimley, Anthony Geary, Roseanne Barr and Loretta Young called Utah their birth state, as did quarterback Steve Young, "7 Habits" author Steven Covey, and television pioneer Philo T. Farnsworth. The onlineutah.com site named a few "Utahns" not born on the native soil: cookie maven Debbie "Mrs." Fields, Robert Redford, first female senator Martha Hughes, and of course Brigham Young.

I've only done one trip so far to the Beehive State, but it was most memorable. It was one of those Saturday Stayover leverages that Corporate Officials liked, for the cheap airfare, and I loved, for the securing of a weekend in a new state. (Or three new states; I logged Idaho and Wyoming as well as Utah on that trip.) My visit there provided what had to be the ultimate



in contrasts. First, there was the modern city of Salt Lake, which, under a cloudless cobalt blue sky in the middle of August, with the mountains in the background, certainly seemed to be the Right Place. Whether religiously affiliated or not, Temple Square and the world-famous Tabernacle are breathtaking from an architectural as well as a liturgical point of view. View some images over on Google if you don't believe me. A visit to the Family History Library uncovered a few more data points about the Irwin Family. And the rest of my wanderings were, though in quite the "dry heat" of the summer, altogether pleasant. The only quibble I had was trying to figure out the street names: "300 West Street" and "Fourth South Street" took a little getting used to. Second, there was the diametric opposite of the urbanity of Salt Lake: the 89 miles of Utah Route 30 in the northwest part of the state, from Interstate 84 to the Nevada State Line. I saw a grand total of fourteen cars in those 89 miles across the high desert, and when I stopped the car to shoot video, it was so quiet that the whirring of the camcorder motor was caught on the tape. And oh, by the way, one of those fourteen cars stopped to ensure that I was not pulled off the road in distress. That's friendly! Scooting back on Interstate 80 along the Bonneville Salt Flats, where 70-something miles an hour is nothing compared to what the experimental race cars do, I had one of those weird experiences of distance, where you drive for an hour and seem no closer to the destination. Route 80 is an arrow-straight tangent for about 50 miles, which didn't help; fortunately, a baseball game on AM radio, bounced off the ionosphere from Back East, helped keep me awake for the conclusion of what turned out to be my all time record for a single day's drive.

*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is October 2012. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close June 29.*



993 21 040, \$189.95, Tree Trimming Express

Expected to consist of the following items (artist's conception at left):

- F7A Powered Locomotive.
- Husky-Stack well car with simulated tree topper.
- 50 Foot Gondola with simulated Christmas Tree lights.
- 33 Foot Open Hopper with simulated Christmas Tree ornaments.
- Center Cupola Caboose.

Paint scheme of above items is generally red with yellow lettering including "Tree Trimming Express" and stylized Christmas tree (except flat car). Exact

models may differ from artwork. Catalog numbers and reporting marks of individual items will be listed upon MTL release of this set, in the October 2012 UMTRR and later on the UMTRR Website.

Please see commentary above with the N Scale announcement of this set.



**HOn3 SCALE (NARROW GAUGE):** No releases this month.

**MTL ANNOUNCEMENTS:** We'll start with two structure kits: In N Scale there's a modest sized Ice House (499 90 942, \$24.95) and in Z Scale there's a Mine Fan House (799 90 961, \$24.95) with an interesting looking semicircle shaped primary component. An unassembled pair of LVPR tanks in N Scale are now available (499 43 936, \$9.95).

Also announced is that by mid-June, or more or less by the time you're reading this, MTL should have some Z Scale SD40-2 locos and train sets back in stock. These are previously available roadnames, not new releases. I guess they were able to bring in more chassis to match to already completed and decorated shells.

And speaking of chassis, MTL has a few of them for the Life-Like N Scale GP20, without shells or couplers, available for sale (985 95 001, \$49.95). I checked the photo in the Micro-News against my GP20s and it's the same. This chassis has a split frame but small slip-in light boards, which means no drop-in decoder, but probably a split-frame decoder with some work.

**DISCONTINUED ALERT:** The N Scale bye-bye board easily outnumbers the rest, so we'll start there. As has been happening for a while now, a couple of last month's releases are already outta here, starting with the Meat Packers Refrigerator Series #1, the Berkshire Ham & Bacon (058 00 506), which I don't find to be much of a surprise, and continuing with the Cotton Belt Hy-Cube boxcar (110 00 120), the Shippers Car Line tank car (066 00 070) and the Dwight D. Eisenhower Presidential Car (074 00 144), which I do. (Could the last three Presidential cars, which all sold out in the month of release, turn out to be the "key" that is lowest quantity cars in the series? We'll never know.) Gone from mid-month April is the Florida East Coast weathered boxcar (076 44 120). Add to April cars which have left the building the Chicago and North Western Hy-Cube boxcar (110 00 110). Despite the rather high MSRP the two Canadian National weathered auto racks from mid-March have rolled out (111 44 15x), also from then, the Baltimore and Ohio weathered boxcar is gone (034 44 390).

The rest of the N Scale outs are from 2011, with one exception that we'll start with: the Seaboard Air Line tank car (065 00 360) reprinted August 2010. In catalog number order from this point, we have the second Norfolk Southern x-post boxcar (025 00 732, August, first number also gone); the first Burlington Northern Santa Fe flat car with load (045 00 121, January, second number still available); the Ringling Brothers Big Top Flat Car with Tiger circus wagon (045 00 371, October); the second Burlington Northern bulkhead flat car (054 00 012, December, first number already sold out); the first National Packing steel refrigerator (059 00 161, November, second number still in stock); and the Pennsylvania heavyweight observation car (144 00 050, August).

In Z Scale, there are just two items that have left the building: the first Pennsylvania Railroad open hopper from April (534 00 011, second number still available), for the record the first of the new Z hoppers to be gone; and the Ringling Brothers Circus Wagon Set (760 00 110,

February). We'll include it here since MTL did on its list, though it's not in my website listings. Already in my website listings as having been sold out is the single HOn3 freight car on MTL's bye-bye board this month, the Victor Gold Mining Company gondola (860 00 070, April 2010).

In addition to all that, I will probably attempt to refresh the discontinued Runner Packs on the UMTRR website with the next update. There are very few N Scale ones showing as available through MTL's online store, which is my proxy for in stock on these releases.

**INCREMENTAL INFORMATION DEPARTMENT:** None received this month.

**OOPS PATROL:** A small typo in the May column: the prototypes for the Cotton Belt Hy-Cube (110 00 120) were off the railroad's roster in 1984, not 1974. The Approximate Time Period as stated (1965 or 1966 to early 1980s) is correct. Thanks to Kenneth Chirko for catching that.

Bill Carpenter caught the misuse of a catalog number in the commentary for the Southern Pacific Weathered Train Set released in mid-April: the caboose (100 00 050) was described as the tank car. Copy and paste fail! Bill thinks that carried over into MTL's copy also.

A longer ago and bigger oops relates to the Z Scale Runner Pack announcement of the CP Rail gondolas. As you know, I try to leverage previously written content whenever I can, and that led me to the N Scale release of a similar car back in December 2003. I described that car rather extensively as having the Multimarks on the same end of the car, in this case it would have been the brake wheel end. Only problem with that extensive description: it was wrong! My own copy of that car, Catalog 105110, Road Number 340222 (on which there would have been a bingo in the CP Color Guide, had I owned it at the time) clearly shows that the painting arrangement is the same on both sides, with the Multimark on the right side regardless. Well, I opened that December 2003 commentary with the line, "Multimarks, they'll kill you," and I was right...

**ALL FOR NOW!** Until next time, do the best you can!

Cheers,  
George

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