

IrwinsJournal.com Presents:
The Unofficial Micro-Trains® Release Report
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Hello again everyone! Get out the cake and start the celebration... it's the fortieth anniversary of the release of the first Micro-Trains freight car! We'll have the release that MTL has selected to commemorate the event, along with the interesting rationale for the choice of body style. But of course, all in good time; have to keep things in order here...

N SCALE NEW RELEASES:



026 00 050, \$26.55

Reporting Marks: BCOL 100348.

50 Foot Steel Exterior Post Boxcar, Plug and Sliding Door, BC Rail.

Green with aluminum roof. Mostly white lettering including reporting marks on left and roadname on right. Yellow stripe on sliding door. Approximate Time Period: 1992 (build date given by MTL) to mid-2000s.

As you might already know, BC Rail was the final incarnation of what started as the Pacific Great Eastern back in 1912. In 1972 the line became the British Columbia Railway but remained a crown (government-owned) corporation. In 1982 the line became BC Rail as part of a restructuring. And in 2004 Canadian National took over via a 990-year lease of the rail properties and equipment—a deal not without controversy, search on that transaction if you'd like some interesting reading. That's not to say that the original railroad wasn't controversial: some re-interpreted the PGE initials as "Province's Great Expense" as the line was being built!

According to Ian Cranstone's "Canadian Freight Cars" site (www.nakina.net), the series BCOL 100300 to 100349 was built in October 1992 by Trenton Works, Incorporated, back east in Trenton, Nova Scotia. (That's quite a ways from British Columbia!) They are used in pulp service. Cranstone has these in service to present despite the CN assumption of BC Rail operations.

A quick check in the Official Railway Equipment Register (ORER) for January 2011, as close as we at UMTRR HQ can get to present, confirms this. Forty-seven of the original fifty cars remain on the roster. As long as we're in the ORER, here are the key dimensions: inside length 50 feet 6 inches, inside width 9 feet 2 inches, inside height 11 feet, outside length 55 feet 6 inches (making those medium extended draft gear trucks appropriate), extreme height 14 feet 10 inches, door opening 14 feet, capacity 5277 cubic feet and gross rail weight 263,000 pounds. In case someone missed it the first time, the description of the car includes the 14 foot door again, specifically, "50 Foot 6 Inch Box, 100 Ton, 14 Foot Door, Steel." The car is within Plate C dimensions.

I suppose I could “rib” Micro-Trains about how this is probably a stand in for the real BCOL car, as evidenced by a three-quarter view image of sister car BCOL 100344 found on the Canadian Freight Railcar Gallery (canadianfreightcargallery.ca , no “www”). Specifically, there are more “ribs” on the ends (actually described as box corrugations) and sides (really exterior posts) of the prototype car than on the model. The actual car has a flat roof while the MTL car has a peaked roof. The use of the Superior door is good; the yellow stripe appears to be within a narrow panel on the real car. Finally, we do have a bit of a “door thing.” The plug and sliding door together add to sixteen feet on the model though the actual car’s doors add to, well, fourteen feet. At the time of its photo, the 100344 had conspicuity stripes added perpendicular to the bottom of the sides, without much regard to covering dimensional data! The Canadian Freight Railcar Gallery also has other roster shots, although there’s no “bingo” to the road number MTL chose.

Even with the several deltas, this body style is not very common. In fact, this is only the fourth release on an 026 car since its introduction by Kadee back in 1985. (The other three cars were Railbox, Minnesota, Dakota and Western, and Canadian National, in that catalog number order.) I’m not sure how typical it was on North American railroads; certainly I don’t recall seeing this type of car very often.



037 00 100, \$20.85

Reporting Marks: EL 67018.

50 Foot Steel Boxcar, Double Door, without Roofwalk, Erie Lackawanna.

Brown with mostly white lettering including roadname and reporting marks on left and herald on right.

Simulated interior load included. Approximate Time Period: late 1960s to mid-1980s.

The group of cars numbered 67000 to 67499 was built by Greenville for the Erie Railroad, and originally wore that predecessor’s paint scheme with the Erie diamond herald. (Some folks call this a “tilted square.”) The “economy” relettering post-merger consisted of just a restenciling of the reporting marks and road number from “ERIE” to “EL,” and some cars stayed that way into the 1970s. (Which gives me an idea for a car for my own home layout...) I would imagine that a few other fifty foot boxcars got the gray and maroon scheme, and that too lasted into the next decade after the 1960 merger. And then there’s this car, which I’ll speculate carried the most common scheme of brown and white. Examples of each paint scheme can be found in Morning Sun’s EL Color Guide to Passenger and Freight Equipment. The EL 67290 is from the same series as the MTL chosen road number and is shown in an April 1978 view, with roofwalk already removed, duly noted on the car side. I wouldn’t expect a Greenville-built car to match the PS-1 design that’s the basis for this MTL body style. And it doesn’t, since the MTL car has welded sides and the real EL cars had riveted sides. There is also a “door thing” with the prototype having a 7+8 foot door arrangement while the Micro-Trains car has a pair of eight foot doors. But incidentally, the EL did have two series of cars with double doors that were seven feet nine inches wide each: 65000 to 65099 and the 66000 to 66579. (Something to keep in mind for that idea I had.)

The ORER for April 1970 should be close enough for the roofwalkless version of the car, within it we see the series EL 67000 to 67499 with 105 cars in the main series plus eight exceptions in three subgroups. We'll stick to the main series: inside length 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 51 feet 10 inches, extreme height 15 feet 1 inch, door opening 15 feet as noted above, and capacity 4888 cubic feet or 100,000 pounds. Plenty of Erie Lackawanna cars made it to Conrail – actually, so did some Erie and Lackawanna cars as well. But this is unusual: the car count for the 67000 to 67499 series actually went up from 1970 to 1976, to 179 across two main groups divided by the type of DF loaders plus a few small subsets. The series was extant – barely – until at least July 1987. In that ORER two cars remained, plus one more that was still lettered “ERIE”!



045 00 420, \$18.85

Reporting Marks: B&O 8408.

50 Foot Steel Fishbelly Side Flat Car, Baltimore & Ohio.

Black with white lettering including small capital dome herald on left and reporting marks

left of center. Simulated “covered crate load” included. Approximate Time Period: early 1960s to late 1970s.

There are enough B&O scholars among my readership that I’d better get the ATP right, or at least close! MTL’s car copy comes from Morning Sun’s **B&O Color Guide to Freight and Passenger Equipment**, Page 31, though the prototype photo does not. The Color Guide describes the original car class P-31 as the B&O’s and the “new” car class of F-15 as being part of the consolidation of the B&O equipment with that of the Chesapeake and Ohio in 1966. The car itself was built in 1953 or 1954 (we’ll take 1953 given the low number) at the B&O’s DuBois, Pennsylvania shops, using Greenville Steel Car Company parts – a prototype “kit,” perhaps? UMTRR Gang Member Brian DeVries commented on the Baltimore_and_Ohio YahooGroup (back in 2003!) that “The division’s DuBois shops were involved in several flat car (P-27 through P-31) and gondola (O-27M) projects between 1953 and 1955. This was before they turned to the hopper car re-building programs (N-44, N-35c) between 1956 and 1959.” We’ve recently seen some examples of those hoppers from MTL.

The Color Guide has a shot of B&O 8970 which was built in 1955 and belonged to the group 8900 to 8979, in a similar paint scheme to what MTL used on its new release. But it has no examples from the 8400 series of flat cars. There was nothing I could find online either.

Having struck out on the proto photo, we turn next to the ORERs. The January 1955 edition showed the series already down to 65 cars. The “inside” length of these cars was 53 feet 6 inches and outside length 54 feet 3 inches, so we have the typical situation where the MTL body is a bit too short but the overall car with trucks and couplers is a bit too long. The group 8700 to 8734 provides a clue as to what happened to the other 35 cars that were in the 8400s; it was equipped to handle trailers. Sure enough, an article in the October 1989 issue of Rail Model Journal confirms that those cars were P-31a Class, rebuilt from the P-31s. There’s a photo of B&O 8724 taken in 1955 accompanying that article and it shows the “thirteen

states" capitol dome herald, not the "modern" dome one that's on the MTL car. Might have to advance that ATP a little bit... done. The "modern capital dome" was introduced in the 1960s per the B&O Railroad Historical Society.

Continuing through the ORERs, we find a potential good reason why I couldn't locate any photos of this group: just twelve cars left in the July 1963 Register. Well, ten of them do make it to the July 1980 ORER, but there are just four in the April 1981 book and none left by April 1984.

From George Elwood's "Fallen Flags" site (www.rr-fallenflags.org) we get a shot of B&O 8985, also from the wrong series. But I couldn't resist adding it to this commentary for two reasons: first, it's in Chessie System paint, showing that some of the B&O's flat cars did get the "Ches-C" logo; second, it's carrying a United States Army center-cab switcher! Number 7318, to be specific. Now that would be a lot more interesting than a "covered crate" – sorry, MTL. It would also make for a more expensive item, and frankly, this one's kind of expensive enough as it is. Also noted is a delta to the MTL model: the 045 body style has a side mounted horizontal brake wheel, while the actual car had an end mounted brake wheel.



058 00 140, \$26.95

Reporting Marks: CBT Co. 2025 (for "Cold Blast Transit Company").

36 Foot Wood Double Sheathed Refrigerator Car, Steel Underframe, Vertical Brake Staff, Schwarzschild and Sulzberger.

White sides with brown roof, ends and lower door sill. Black lettering with company name across top of car, legend "Majestic Hams and Bacon" and reporting marks on right. Red and black company logo on left. Black door hinges. White end lettering. Approximate Time Period: early decade of the 1900s to late 1910s. Release #7 of an expected twelve in the "Meat Packer Reefer Series."

First, let's note that this car is not a reprint of the October 1995 release of an S&S Company/Cold Blast Transit refrigerator car. That car didn't advertise Majestic Hams and Bacon; instead there was a second copy of the intertwined S&S trademark on the right hand side. That particular car and I go back much farther than Micro-Trains or even my N Scale days, as I remember getting tangled up in the thread used to form the simulated truss rods while trying to build the Roundhouse HO Scale kit! But I digress...

According to Clover House, there's actually a third variation of the car which advertises "Laurel Leaf Lard," but more importantly, we get the start of the Approximate Time Period for this release. That would be circa 1902. (I also note that the Clover House lettering set for this car uses the same road number, 2025.) And that sends us to the ORER for June 1905. Checking for "Cold Blast Transit" we are referred to "Schwarzschild and Sulzberger." And checking that, we find... well, not much. There is a series CBT or S&S 1601 to 2100, the only dimensions given for which are an outside length of 34 feet 6 inches, an outside width of 9

feet 7 inches, and what appears to be a height from rail of 13 feet (the print is too blurry to make out definitively). There is no other data and no car count; in fact there's no car counts for any of their roster. Cold Blast Transportation is shown with headquarters on 41st Street and Ashland Avenue in Chicago. A second car line, the Lackawanna Live Stock Transportation Company, is intermingled in this registration which is technically for the "Car Lines – Schwarzschild & Sulzberger Co."

By October 1919, the next ORER I have in the Research Accumulation, the CBT reporting marks are part of Wilson Car Line, which is listed as "Successor to Cold Blast Transportation Co. and Lackawanna Live Stock Transportation Co." This time, the reporting marks are "WCL or CBT Co." which tells me that the end of the ATP is near. But there is no further data on the car dimensions or counts from what was in the 1905 ORER. By the April 1928 ORER, which is the next one I have after the one from 1919, the change to Wilson Car Lines is complete and Cold Blast Transport is no longer mentioned.

Schwarzschild & Sulzberger was considered to be one of the "Big Five" packing houses in the country at the turn of the 20th Century, behind Swift, Armour, Cudahy and Morris. It changed its name to Wilson in 1916, certainly shorter but also less fun to say – and, I would imagine, a reaction to the anti-German sentiment that pervaded the United States before and during the First World War. This is from the book **Tied to the Great Packing Machine: The Midwest and Meatpacking** by Wilson J. Warren (partially available online).

That leaves us only the check of the book Billboard Refrigerator Cars by Hendrickson and Kaminski. Page 27 of that volume includes a picture of the car that MTL modeled. The immediate delta I see is that the prototype car had truss rods while the model does not. (I might fix that with a spare 058 series car I have in the archives.) There is also a painted stripe at the grab iron on the right – not the grab irons themselves, but underneath them! I think we can grant an exception to MTL for not including that detail. It's noted that the cars were built by American Car & Foundry in 1903 and 1904. The 1916 date of the change from S&S to Wilson is also noted here.



122 00 010, \$22.10

Reporting Marks: WAB 50076.

60 Foot Steel Double Plug Door Boxcar, Short Wheelbase, Wabash.

Brown with white lettering including roadname and reporting marks on left

and "Follow The Flag" herald on right. Approximate Time Period: 1963 (build date) to mid-1970s.

The latest – and 119th – body style from Micro-Trains debuts this month. I suppose I could say "blame me" partially if you don't like the particular shade of brown on this car. While visiting Micro-Trains over the summer I was "consulted," if you will, on this release. Specifically, I was shown photos in Morning Sun's **Wabash / Nickel Plate / DT&I Color Guide to Freight and Passenger Equipment**, in which there is a "bingo" for this car. One of

the Wabash cars in the group was pictured in this lighter color brown, more of a red oxide. The other photo showed a car that looked to be of a significantly darker brown. Which one did I think was right? Hmm... my question was more like, why were they so different in shade? Could it have been sunlight or the lack of same, age of the car, weathering, the actual printing process for the book, color shift in the original photos, or what? Or could it be related to something I read in an exhibit back in San Francisco's "Exploratorium": "We do not see colors as they are, we see colors as we are"? Throw in differences in lighting at hobby stores and at home layouts, and in my view (if you'll pardon the expression) it all adds up to what my mother would call Excedrin Headache Number 147. (Speaking of advertising campaigns that were popular around the time of the building of the prototype car...) Of course you might discern from this that I've known for a while what the first release of this car would be... but sorry, I'd never tell!

Anyway, the ORER for January 1964 "denotes additions" in the Wabash series 50075 to 50099, which is described only as "Box, Steel" but does have the AAR Designation XAR. That translates to "A house car similar in design to 'XM' box except unlined with side or side and end doors and equipped with loading racks and/or floor tubes with tie-down chains for loading setup automobiles and trucks, not suitable for general service loading of all miscellaneous commodities." The inside length was 60 feet 9 inches, inside width 9 feet 2 inches, inside height 10 feet 9 inches, outside length 65 feet 2 inches, extreme height 15 feet 4 inches, door opening 16 feet and capacity 6000 cubic feet or 200,000 pounds. A table of "Serial Numbers of Special Type Cars" toward the back of the ORER includes Wabash 50000 to 50099, that is, this series plus the preceding one of 75 other cars.

In October 1964 the Wabash was leased to the Norfolk and Western. Surprisingly, it still traded as a public stock company and wasn't actually purchased by the N&W until 1991. But the inclusion of the "WAB" reporting mark in the N&W listing in the ORER occurred a lot sooner. All 25 cars remained in the original Wabash series as of the January 1967 Register, with 24 in April 1970, 20 in July 1974 and 12 in April 1976. (The series eventually did become N&W 350075 to 350099, that is, drop a "3" in front of the road number.) By that time you'd certainly need to be thinking about roofwalk removal. But no worries, as MTL will have a version of this car without running boards coming out as well. Meanwhile, we'll call the ATP for this car at the mid 1970s.

Sister car WAB 50072 can be seen at Ken Harstine's "Boxcars and Freight Cars of North America" site (www.boxcars.us) as of May 1976, I believe with roofwalk still intact. It's had a touchup on the reporting marks and the car pool has been changed to 202, with the last digit in a different font than the first two. The large roadname and herald remain intact twelve years after the Wabash became a fallen flag. Oh, and the color? Would you believe the shade looks to be in-between the two images in the Morning Sun Color Guide? I think that's the effect of a dozen years plus on the railroad, which to me says that the original paint was in fact the lighter shade of brown.

NEW RELEASE PRE-ORDERS OPEN: *The following items are in pre-order at present and are NOT currently available. Scheduled delivery is as shown below. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close November 30. All images in this section are artist's renditions and are subject to change.*



Scheduled Release May 2013:

Catalog Number TBD (058 series), \$26.95

Reporting Marks: LR Co. 1504.

36 Foot Wood Double Sheathed Refrigerator Car, Truss Rod Underframe, Vertical Brake Staff, Lemp Brewing / Falstaff Beer.

Green side with white border. White lettering including small road number at top left, "Original Falstaff Bottled Beer" on left and "From the Brewery of Lemp St. Louis Missouri" on right; some lettering shadowed. Reporting marks on door. End lettering in white; multicolor Falstaff Beer trademark on ends. Approximate Time Period: decades of the 1900s and 1910s.

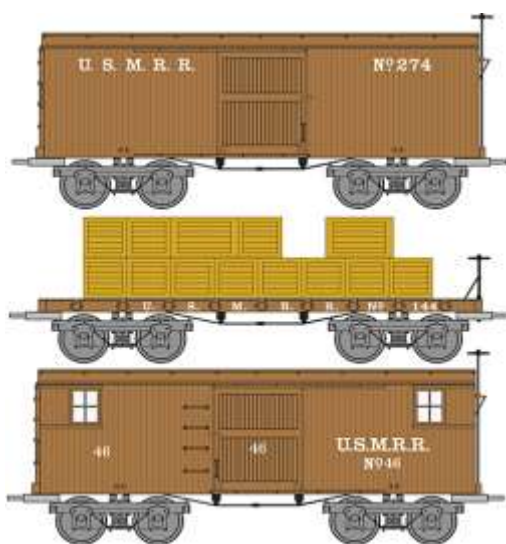
Given how much else is going on this month, I was almost going to skip a full-length commentary on this forthcoming release. But then two things happened: first, a member of the Micro-Trains YahooGroup (yes, it's still out there!) questioned whether the car sides should not be green, but brown; and second, while researching this question I discovered the story of this car and the firm it's lettered for. It even includes a haunted house!

The Lemp Brewery went all the way back to 1840, when Adam Lemp decided to close his grocery business in favor of full-time production of the German lager beer that had become popular in his St. Louis neighborhood. Lemp's venture was first known as the Western Brewery, and soon Lemp took advantage of the caves under St. Louis for naturally refrigerated storage of his product. After Adam Lemp's death in 1862, his son William J. Lemp Sr. took over operations, and moved the brewery to above the caves. He also was the first to install a refrigeration machine in a brewery, and later added refrigerated freight cars. The William J. Lemp Brewing Company was founded in 1892, by which time Falstaff was the brand name under which its product was sold. A mansion still known as the Lemp Mansion was built adjacent to a large brewery complex, much of which still stands. Prohibition led to failure of the Lemp Brewery. It sold the Falstaff brand to neighbor company Griesedieck Beverage Company in 1920, which subsequently became the Falstaff Brewing Company. Its greatest success as a beer would come after the Lemp family was no longer involved with the company.

And the Lemp family also suffered a number of tragedies. William Lemp's fourth son Frederick died in 1901 at the age of 38, which made William despondent. William took his own life in February 1904 at the Lemp Mansion. There were two other Lemp suicides at the house later. It's probably not surprising that the Lemp Mansion, now a restaurant and tourist attraction, is said to be haunted by spirits!

A photo copyrighted by the Missouri History Museum (check Flickr) shows two of the Lemp refrigerator cars being pulled by a diminutive 0-4-0 saddle tank switcher. (You know the steamer is small if the 36 foot cars appear large in comparison!) We know from the placement of the two cars that the Falstaff “shield” trademark and lettering should appear on both ends of the car. The photograph is dated as circa 1912. Of course, it’s not in color; in fact, it’s in sepia tint which makes it more difficult to determine the actual car’s colors—at least for me. And I also note that there’s been at least one HO Scale model, with brown sides. I can tell you that the preliminary MTL lettering artwork looks very close to that on the cars. I’ve also been told that MTL has received support for both brown and green sides. Maybe they were painted both colors at one time or another? Yeah, that’s a good angle!

We have another surprise on this car series from the ORER for January 1905: the cars are registered under the St. Louis Refrigerator Car Company! That firm is much better known as serving arch-rival Anheuser-Busch, and there are cars listed for that brewer. But there are also cars for Lemp, specifically a group numbered 1000 to 1400 with no other information given—like car counts, which would have been nice. A note warns, “There are two series of St.L.R.C.Co. cars. Each is operated independently, and separate reports are required.” By the October 1919 Register, any reference to Lemp is gone, and Lemp itself was not far behind.



Scheduled Release March 2013:

U.S. Military Railroad Civil War Era Cars.

151 00 010, \$17.70 – Civil War Era Boxcar. Reporting Marks: U.S.M.R.R. 274. Brown with white lettering including reporting marks on left and road number on right.

152 00 010, \$16.90 – Civil War Era Flatcar. Reporting Marks: U.S.M.R.R. 144. Brown with white lettering including reporting marks across car. Simulated load to be included.

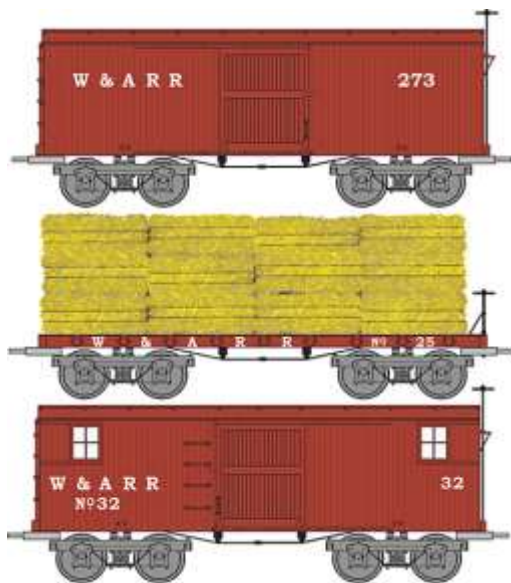
153 00 010, \$17.70 – Civil War Era Caboose (Converted Boxcar). Reporting Marks: U.S.M.R.R. 46. Brown with white lettering including reporting marks on right, road number on left and road number on door.

We took a brief look at the U.S. Military Railroad in the July UMTRR, when the Union Civil War Set was announced. (By the way, both it and the Confederate Set have been delayed into 2013.) Instead, then, we’ll focus on what I’ve been able to learn about the prototypes thanks to a local museum and a bit of luck.

The bit of luck came with a visit to a Civil War re-enactment at the beginning of the summer. These events, which seek to represent as closely as possible an actual event from the War Between the States, also include vendors who sell reproductions of Civil War-era weapons, clothing and supplies. (This is apparently in keeping with at least some of the actual

battlefields during the war.) And also research material, it turns out, as I found a copy of the book **Civil War Railroads** by George B. Abdill. (I got the original 1961 printing; it was reissued in 1999.) The book draws on photos from the National Archives, the Library of Congress and the Smithsonian Institution. Right on the cover is a flat car with a cannon mounted, validating MTL's use of the concept in the Union set. Paging through the book, I was also able to confirm the general designs of the cars that MTL has selected for reproduction in N Scale.

The local source of help is the internationally famous George Eastman House and International Museum of Photography (www.eastmanhouse.org). It houses one of the largest collections of still photos and motion pictures anywhere. The Eastman House has been a frequent stop for filmmaker Ken Burns who as you probably know did **The Civil War**, an eleven hour multi-part documentary in 1990. (We met Ken Burns when he was honored by the Eastman House a couple of years ago.) And since I live a very convenient distance from the museum, I thought it would be worth asking if they had any photos of Civil War Freight Equipment. Archivist Joe Struble called it one of the more unusual requests he's ever fielded! But one morning back in September, I was treated to the viewing of a large format photo album which included genuine Civil War-era images of freight cars and railroad facilities. Again, the Micro-Trains models look good against the prototypes I was able to see. I also note that the U.S. Military Railroad was not very consistent with how they lettered these cars! The "reporting marks," if you will, were not only in different positions on cars, they were also not always complete: some cars I saw were lettered only "U.S." for example. This should enable plenty of variations for future MTL releases.



Scheduled Release April 2013:

Western & Atlantic Railroad Civil War Era Cars.

151 00 020, \$17.70 – Civil War Era Boxcar. Reporting Marks: W&A RR 273. Red-brown with white lettering including reporting marks on left and road number on right.

153 00 020, \$16.90 – Civil War Era Flatcar. Reporting Marks: W&A RR 25. Red-brown with white lettering including reporting marks across car. Simulated load to be included.

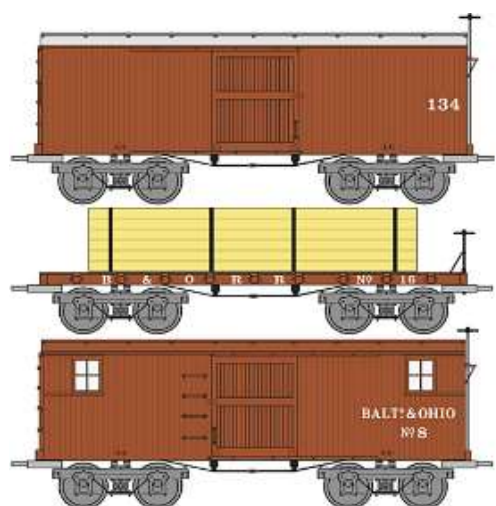
152 00 020, \$17.70 – Civil War Era Cabooses (Converted Boxcar). Reporting Marks: W&A RR 32. Red-brown with white lettering including reporting marks on left and road number on right.

The roots of the Western and Atlantic go all the way back to 1836, when the Georgia General Assembly approved its building, initially from Chattanooga to a point east of the Chattahoochee River. Asked to select the spot for the eastern end of the line, a surveyor literally put a stake in the ground. The settlement which grew up around it was first called

“Terminus” but later became Atlanta. From its inception to 1870, it was called the State Road and was operated directly by the State of Georgia. After that, it was leased... and it’s still being leased! CSX signed the latest contract which runs through December 2019. But the Western & Atlantic remains a property of the state.

The line was captured by Union forces in 1864, and was operated as part of the—you guessed it—United States Military Railroad until the end of the Civil War. It was a key link for supplies for General Sherman, whose “March to the Sea” started at the terminus of the W&A in Atlanta. (Roads east of Atlanta were not spared by Sherman; more than 200 miles of track were destroyed, along with just about everything else in Sherman’s path.)

Of course we don’t have an Official Railway Equipment Register that goes that far back, as the first edition wasn’t published until about twenty years after the Civil War ended. Considering that interchange traffic was limited, if there was any at all, there really wasn’t the need for an ORER.



Scheduled Release May 2013:

Baltimore & Ohio Railroad Civil War Era Cars.

151 00 030, \$17.70 – Civil War Era Boxcar. Road Number: 134. Brown with white lettering including road number (only) on right.

153 00 030, \$16.90 – Civil War Era Flatcar. Reporting Marks: B&O RR 16. Brown with white lettering including reporting marks across car. Simulated load to be included.

152 00 030, \$17.70 – Civil War Era Cabooser (Converted Boxcar). Reporting Marks: Balto & Ohio 8. Brown with white lettering including reporting marks on right.

In addition to the references I’ve already cited, there is also the March 2011 issue of **Trains** Magazine, which included a feature story “Civil War Rails.” Historian and author John P. Hankey describes the war as the first “industrialized” one and particularly cites railroads as a key reason for the eventual outcome. Early on in the conflict, though, a key activity was the destruction of railroads, particularly by the Confederacy. And a major target was the Baltimore and Ohio. At the time, the line only ran from Baltimore to Wheeling on the Ohio River—unlike many roads, actually living up to its name! When Virginia seceded from the Union, Hankey writes, “Half of the B&O’s route mileage was not only in another country, it was in a war zone.” The Confederates wasted no time seizing and pillaging the B&O, even though it was not public but private property. Hankey writes that the destruction of the railroad, which took ten months to rebuild once retaken by the Union, moved Maryland from a border state leaning South to a border state leaning North.

N SCALE REPRINTS:



021 00 170, \$24.70

Reporting Marks: NP 98522.

40 Foot Steel Boxcar, Plug Door, Northern Pacific.

Green with thin yellow stripe across side. White lettering including semicircle roadname and reporting marks on left and slogan "Scenic Route of the North

Coast Limited" on right. Red, white and black monad herald on right. Red and yellow "Compartmentizer" logo on door. Approximate Time Period: 1958 (build date) to mid-1970s. Previous Release: Road Number 98524, July 2006.

Last time I cautioned that this was not a reprint, and, well, this time it is. What I meant was that the "Compartmentizer" logo was the difference on this release versus the "DF" on the door of the previous NP plug door boxcar of this type, Catalog Number 21210.

Morning Sun's **Northern Pacific Color Guide to Freight and Passenger Equipment** shows the previous release, right on the front cover. The car is also on Page 57 with a caption that is largely repeated in MTL's car copy. Considering that the prototype is a build from the NP's own shops, the MTL model is a decent enough match to the real thing; differences can be noted on the ladders (8 versus 7 rung) and side sills.

Fifty of these cars in the series 98500 to 98549 were built as one of four groups of RBL cars that eventually totaled 250 pieces. The NP chose Pullman Standard Compartmentizer loaders for these cars, and said so right on the door with a pretty cool looking logo. That is the key source of the difference between this car and the previous catalog 21210, which has a DF2 legend on the door instead.

To find this car in the Official Railway Equipment Register (ORER) for January 1959, you need to go to the NP's "Refrigerator Cars" section. Just 32 cars are shown of a possible 50 in the series which is described as "Refrigerator, Steel." The insulation built into the car cuts the inside length to 39 feet 11 inches, inside width to 9 feet and the inside height to 9 feet 5 inches. The outside length was 42 feet 1 inch, the extreme height was 15 feet 1 inch. The capacity was 3410 cubic feet or 100,000 pounds. The door opening was 8 feet 3 inches, which, while technically a "Door Thing," is somewhat debatable with plug door depictions on models. The series is starred which "Denotes additions" in this issue of the ORER.

The Burlington Northern registration in the ORER for April 1970 shows a 25 to 24 split in the series between RB classification and RBL classification. The RBLs, which include the first road number 98524, still had compartmentizers, while the others, including this reprinted road number 98522, apparently did not. That may certainly have meant that the cool logo was painted over by then. All 49 cars had ceiling hooks for application of portable heaters and harnesses. As you'd expect, these insulated cars, despite being dubbed "Refrigerator,"

were probably used to keep things unfrozen just as frequently as they were to keep things cool. By the April 1976 Register, 43 cars were still in service, but just 4 cars were still RBLs and as we know the 98522 wasn't one of them. While for this rerun I think the "strictly speaking" Approximate Time Period would have been over already, you'd also have to be thinking roofwalk removal as well so I'm calling the ATP there. For the record, the cars make it at least to the July 1985 Equipment Register with six being the count as of then, which is where I stopped looking.



054 00 020, \$24.35

Reporting Marks: SP 508422.

61 Foot Steel Bulkhead Flat Car, Southern Pacific.

Brown with mostly white lettering including reporting marks on left. simulated lumber load included. early

1970s to present, or mid-1970s to late 1980s, strictly speaking (see text). Previous Releases (as Catalog Number 54020 except for the last): A six-pack (Catalog 54022) with road numbers 508420, 508452, 508733, 508774, 508842 and 508874, December 1986; a second six-pack (also Catalog 54022) with road numbers 508402, 508425, 508437, 508477, 508478 and 508482, December 1988; Road Number 508898, March 2003.

As noted in past issues, Richard Percy's Espee.Railfan.Net site includes a compilation of SP Freight Car Specification sheets (espee.railfan.net/sp_fcss/index.html). Sheet 14A, dated 1968, was issued prior to build date for this particular series of bulkhead flats, but is still a nice view of the overall class of these cars. By 1968 the Espee had about 1,900 of them according to the spec sheet. As MTL says in its car copy, plasterboard was a key commodity carried. It's noted on Lee Gautreaux's "Railgoat" website (www.railgoat.railfan.net) that American Car & Foundry built these cars in 1971 and 1972. One immediate delta seen when checking the several photos of this F-70-61 class is that the bulkheads are significantly shorter on the real cars than on the MTL 054 body style. The lumber load on the SP 508886 as captured by Jim Eager in 1985 goes an entire stack (out of five) past the top of the bulkheads.

The specific series that MTL has used for its 54000 body style offering was numbered 508400 to 508899. As listed in the April 1976 ORER, there were 497 cars total. The inside length was 57 feet and outside length was 66 feet 4 inches. The MTL model is very close to those dimensions. The inside width 10 feet 5 inches, and inside height 8 feet 6 inches, which I imagine to be the height of the bulkheads from the deck side, and extreme height 12 feet 3 inches. Capacity was 148,000 pounds.

Churning through the ORERs we have 490 cars total in April 1981 (counting some strays in subseries), 461 cars in October 1986, 450 in October 1991, 331 in October 1996, and 302 total in a bunch of subseries by capacity in April 1999 under the Union Pacific. If the 508898 was still around, it was rated at the 150,000 pounds capacity. Updating from the most recent release of this car, there were 96 as of the April 2004 ORER, and 34 in the January 2011 Register,

possibly still enough to earn the “to present” tag—but see the commentary on the Golden West car below!

The “see text” part of the Approximate Time Period has to do with the consolidated stencils that appear on the right side of the car. The information I have is that they started with a single panel in 1974 with double panels appearing “later.” A search of the Freightcars List archives revealed a date of 1982 for a move away from the double panel variety. This is all, of course, quite in the “strictly speaking” mode.



054 00 080, \$26.75

Reporting Marks: GVSR 459001.

61 Foot Steel Bulkhead Flat Car, Golden West Service (Galveston Railway).

Blue with yellow lettering including reporting marks on left and roadname in center. “Golden West Service” logo in red and yellow on right. Simulated lumber load included. Approximate Time Period: early 1990s to early 2000s. Previous Release: Road Number 459003, June 2001.

Some of the Southern Pacific’s bulkhead flat cars, including, possibly, ones in the previous series reprinted just above, ended up in the Golden West Service roster. These are officially lettered for Galveston Railroad, L.P. which is, or was, a property of Greenbrier. Golden West was a venture through which the SP sold and leased back rail cars from Greenbrier, which refurbished the cars for the railroad. Following the Union Pacific absorption of the SP, the Golden West arrangement was unwound, with cars restenciled to SP, SSW and even DRGW reporting marks. So that “to present” ATP I gave in 2001 isn’t valid any longer.

Well, at least the start of the ATP is still good. The July 1992 ORER shows Galveston Railroad with over 1400 pieces of rolling stock, up from zero in 1987. In 1992 there were a total of 75 cars in the general grouping 443000 to 459034, in an annoying nine different sub-series based on capacity. All of these cars are of 57 foot inside length and 65 foot 5 inch outside length, which does seem to make the MTL model a little short even considering the possible use of extended draft gear. The October 1996 ORER shows the series has expanded to 443000 to 461044, and has also grown to 174 cars in six series, mostly by capacity again but with one group sporting an “extreme width” of 10 feet 5 inches versus only 10 feet for the rest of the population. The January 2000 Register has about the same information except that most of the cars appear to have added another foot to the outside length, to 66 feet 5 inches. However, in the October 2004 ORER, there are just nine cars left in the entire series. Looks like the Union Pacific didn’t waste much time on restenciling. And so much for the Approximate Time Period.

Speaking of which, going back to the “Railgoat” website, there are multiple shots of SP 508884 as of October 2010, which would have been part of the Espee series, except that it’s a restencil of a Golden West Car. And it’s further marked “MW” — Maintenance of Way. The blue paint has faded to more of a green. The same issue with the bulkheads—that is, too

short versus the MTL car—is present. Yet the car does have conspicuity stripes! Meanwhile, a more typical look for a Golden West Service bulkhead flat car can be seen on Fallen Flags in the form of GVSF 459408 as of August 2002.

N SCALE WEATHERED RELEASES: *The following items were announced as “off-cycle” releases via the Micro-Trains website, the MTL Facebook page, and via the e-mail “Micro-Trains E-Line,” all on or about November 12.*



021 44 886, \$22.40

Reporting Marks: PRR 19166.

40 Foot Steel Boxcar, Plug Door, Pennsylvania Railroad.

Brown with mostly white lettering including roadname and reporting marks on left and shadow keystone on right.

Yellow “Insulated QL” on door. Moderate

weathering, mostly in black, in streaks on sides and overall darkening of the brown color that was on the original release. Approximate Time Period: 1960 (build date) to late 1970s. Previous Release (in unweathered form): Road Number 19103, July 2012.

I’ll summarize from the July coverage: this car was part of the series PRR 19900 to 19399 which was insulated and equipped with Quick Loaders (thus the “QL” on the door). The X54 and X54A classes of cars were the last forty foot boxcars built for the Pennsy and were constructed in 1960. Of the original group of 400 X54s, 385 made it to the Penn Central and 281 survived to Conrail with their original reporting marks, though most likely without their roofwalks. The principal deltas between prototype and model are riveted versus welded sides and a straight side sill on the real car. Photos of X54s are around the ‘net particularly on the Fallen Flags site.



053 44 060, \$26.90

Reporting Marks: WP 1404.

60 Foot Thrall Centerbeam Flat Car, Western Pacific.

Black with mostly white lettering including reporting marks on left and large “CENTER

BEAM” across top of center beam. Light weathering across car. Approximate Time Period: 1977 (build date) to late 1980s. Previous Releases (in unweathered form): Road Numbers 1401 and 1403, September 2006.

Well, now this is interesting! When we get a unique road number of a weathered car, it’s usually not more than a few months after the release of the “clean” version. Not this time! It’s been more than six years since the previous run of this particular car. I suspect that when reprinting this came up in the discussion, it was decided to go “direct to weathering” with the reprint. I think it’s likely that we would have seen this as just a regular reprint otherwise.

Anyway, the 1404 is one of a series of just ten cars that were part of the original set of Centerbeams built by Thrall (the others went to Burlington Northern, Union Pacific and Milwaukee Road). The ORER for April 1981 shows the group 1401 to 1410 described as “Flat, Center Beam, Bulkheads” within Plate C dimensions with the AAR Classification FBS. The inside length was 60 feet 8 inches, the inside height 11 feet 11 inches, outside length 68 feet, extreme height 15 feet 6 inches, and capacity a hefty 198,000 pounds (no cubic footage is given; well, it is still a flat car!). The extra weight allowance comes from the fact that for the capacity, centerbeams are pretty light in weight. I’m not terribly concerned about prototype fidelity here as we already know that the Thrall design was the prototype for the MTL body style; in other words, this should be as dead on as you can get for an N Scale model.

These ten cars made it into the merger of the WP into the Union Pacific, as they are in the July 1989 Register; however they are gone from the October 1991 ORER. That’s a fairly precise Approximate Time Period.

In 2006 I could say only that “I was told” that there was a photo of one of these cars in Morning Sun’s **Western Pacific Color Guide to Freight and Passenger Equipment**. Now that the Color Guide is in the Research Accumulation, I can confirm that Page 68 has a near-three-quarter view of the 1403 as of October 1982. But I can add to that: I’ve just added Patrick Dorin’s two volumes of **Western Pacific Locomotives and Cars** to the shelves here at UMTRR HQ, and there’s a shot of WP 1405 on Page 85 of Volume One. There is also an undated photo of WP 1406 on Fallen Flags; undated, but I think I can make out a reweigh date in the 1980’s, perhaps 1986. That large “Center Beam” in all caps really does shout out to the observer.

N SCALE RUNNER PACKS:

In addition to the below announcement, Runner Pack #69, three Pacific Fruit Express 89 flat TOFC flat cars with Southern Pacific and Pacific Fruit Express trailers, is now available. UMTRR coverage was in the May 2012 issue.



The individual catalog numbers and reporting marks for these items are as follows (subject to confirmation; any errors will be fixed in the UMTRR Website Listings): Flat cars – 071 51 100, PFF 835888; 071 52 100, PFF 835890; 071 53 100, PFF 835894. Trailers: 450 51 090, PMTZ 200289 (Southern Pacific) 450 51 120, PFC 145055; 450 52 120, PFC 145070 (Pacific Fruit Express). MTL announced this month that additional SP and PFE trailers will be available in December.

The following item is in pre-order at present and are NOT currently available. Scheduled delivery is June 2013. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close October 31.



Scheduled May 2013 Release:

993 00 076, \$109.95

Quantity four of 51 Foot Mechanical Refrigerator Cars, Ribbed Sides, Santa Fe Reporting Marks: SFRC 1717, 1728, 1739, 1740.

Orange with aluminum roof and blue door. Mostly black lettering including reporting marks and large circle cross herald on left,

and slogan "Ship and Travel Santa Fe all the way" on right. Black and white "MTC" legend on door. Yellow with black and white multimark on right. Approximate Time Period: 1962 (build date) to late 1970s. Previous Releases (As Catalog 70070): Road Number 1707, October 1994; Road Number 1796, February 2000.

The expense of this car lies in the detail-- separate door color, lettering on the doors, and perhaps most tricky of all, those small circle crosses that line up along the bottom of the car. The first run of this car checked in at \$20.90, and at the time it was one of the highest priced runs ever for MTL. The second release had an MSRP of \$22.55. Twelve-plus years later, the price for each of the four cars in this quartet is \$27.49 (OK, \$27.48³/₄) which again illustrates the concept of economies of scale—a single car would probably have been over \$30. By the way, the second release was a technical "not a reprint" of the first; for example the build month is January 1962 on the first run and February 1962 on the second.

The ORER for January 1964 shows 162 cars in the series SFRC 1700 to 1874. Note VV in the April 1970 ORER listing, which also showed 162 cars, states that cars in this series "are general purpose cars with temperature range from 0 degrees to 70 degrees and are compartmentized equipped." There's also a breakdown of the refrigeration equipment in each of the SFRC series. This group had Trane refrigeration and Detroit Diesel engines installed. This might be a good time to recall that the "MTC" on the door stood for Mechanical Temperature Control.

The inside length of these cars was 45 foot 7 inches while the outside length was 58 foot 5 inches outside length. That more than ten foot difference wasn't just couplers! Mechanical refrigeration or not, there needed to be plenty of insulation. The other vital statistics: inside width 8 feet 8 inches, inside height 8 feet 3 inches, extreme height 15 feet 1 inch, capacity 3266 cubic feet or 122,000 pounds, and door opening 8 feet. Nitpickers will note that the model's door is about 8 foot 6 inches. The series slips a little to 154 in the April 1976 book, but in the July 1980 book it's gone completely.

There are no Santa Fe Class RR-71s in Morning Sun's **AT&SF Color Guide to Freight and Passenger Equipment**, but there are other ribside mechanical refrigerator cars in the same "Ship and Travel" large herald paint scheme. I had no luck finding any of these cars online either, though I did learn that they had wood floors. I wonder whether these were retired early, renumbered or perhaps even rebuilt. There weren't even any citations on the ATSF

YahooGroup, which really surprised me. Perhaps we'll get some Incremental Information for next month... hint, hint, readers!

N SCALE SPECIAL EDITION RELEASES: Before getting to this month's lineup, I'd like to provide an image of one representative item from last month's "Tree Trimming Express" Christmas Set. (See them all in "2012 Month by Month" page on the UMTRR site.) I missed that the sets are in metallic or "sparkle" paint. MTL doesn't do this very often; in fact the last one I recall was the first Holiday Car released in 1991 (38170) which had a sparkly green roof and ends.



In addition to the below items, Micro-Trains has also released its "Happy Hanukkah" boxcar (021 00 540, \$22.70). Pre-orders were taken for this release in June.



040 00 020, \$22.45

Reporting Marks: MTL 1212.

40 Foot Single Sheathed Wood Boxcar, 1 1/2 Doors, Vertical Brake Staff, Micro-Trains Fortieth Anniversary Car.

Brown with yellow lettering including reporting marks on left. Legend "Route of the

Magne-Matics" on full single door. Micro-Trains trademark in red and yellow at top left. Red placard with yellow legend "Celebrating 40 Years of N Scale" on right.

Be honest now... do you remember this advertisement? If you do, you're probably not alone. This ad shows the "Class of '72" – the first ever Kadee Micro-Trains freight car releases. As I've noted before, here in these bytes and elsewhere online, the three dollar price tag (or even \$3.25 for three of the cars!) seemed astronomical for a not-even teenager kid on an allowance who was used to picking up cars for less than a dollar at Woolworth's, E.J. Korvettes, and of course the dear departed Two Guys, home of the legendary After-Christmas sales. Heck, there were even "two-packs" of some other brand of cars, sometimes for seventy-nine cents if you caught a sale! At the age, well, single digits, quantity was definitely preferred over quantity. So what if they had those silly



looking couplers—so did everything else, well, except for those three dollar cars! Let's put it another way: AHM was advertising an "MDT" diesel loco for \$3.88 at the same time! You could have a boxcar for three dollars, or something that pulled boxcars, for 88 cents more. (Plus tax.) Given that, is it any wonder that the first nine cars in the Micro-Trains series were not as popular as you might think—despite the "micro-fine detail of thin profile roofwalks, brake wheels, foot stirrups, spray painted body with ultra-fine lettering, movable sliding doors, cast-metal underframe, ribbed back wheels mounted on contoured axles in free-rolling lacey Bettendorf trucks mounted with Kadee's famous 'Magne-Matic' N-Scale couplers"?

Well, now it's forty years, one hundred eighteen more body styles, and thousands of releases later. The forty foot boxcar body style that started it all in 1972 isn't produced quite as often as it used to be, and some argue that it's been left behind by better tooling and sharper printing. And that's true... it's been left behind in no small way by Micro-Trains own newer releases! The decision by the Edwards brothers to produce what was very much the state of the art in 1:160 proportion was a momentous one, and all of us—whether we want to admit it or not, in some cases—stand on the shoulders of Keith and Dale.

My interview with Eric Smith on the occasion of the Fortieth Anniversary is included in the November/December 2012 issue of **The N Scale Enthusiast**. One of the questions I asked was how the decision was made on the Fortieth Anniversary car. Eric told me that the 040 body style seemed reasonable, since it in a sense stood for the forty years of freight cars. It's also only the second time that this tooling has been used for a regular release—or possibly only the second time, period. (The first release was in Canadian National paint back in July 2001.) From that point, the various departments took over, and you see the result here. Take a step back and celebrate, folks at the red and yellow sign; you've earned it.



101 00 703, \$24.95

Modified 40 Foot Hy-Cube Boxcar, Battle of Hampton Roads.

Car #3 in the Smithsonian Civil War Series.

Side A is gray with one smooth side across which is rendered a full color depiction of the Battle of Hampton Roads based on artwork provided by the Smithsonian Institution. Other side of car is

in gray with United States and Confederate flags either side of the door. No reporting marks or road number appear on this car.

The title of this car gave me the excuse to look up why a waterway would be called "Hampton Roads." It turns out that it's short for "roadstead" which is a place outside a harbor where a ship can lie at anchor (thanks, Wikipedia). This particular "roads" was the site of the conflict between two ships you've probably heard of: the first ironclad vessels for each side, called the *Monitor* and the *Merrimac*.

Well, no, actually, no, it's the *Monitor* and the *Virginia*, which is the name that the *Merrimac* received when it was recommissioned as an ironclad ship of the Confederate Navy. The main aim of the *Virginia* was to break the Union blockade of the area, which prevented water traffic in and out of Norfolk and Richmond. Prior to the arrival of the *Monitor*, the *Virginia* was on its way to accomplishing that goal: three Union wooden ships sunk and two run aground after just one day of engagement, March 8, 1862. But the *Monitor* arrived on March 9 and the two ships essentially battled to a draw. What wasn't known at the time was that either ship could have defeated the other had different arrangements been made. If the *Virginia* had armor-piercing shells, it would have won; if the *Monitor* carried larger charges for its shells, it would have won. Historians generally agree that neither side won the "Battle of the Ironclads," but there was no question that this event was a turning point in world naval history. The age of the wooden ship was at the beginning of its end. Before long, England, France, and Russia would build ironclad ships—Russia because it was worried that the Civil War would spill over to what is now Alaska!—and both the Union and Confederate sides built more ironclads as well.

Neither of the original ships battled again after they fought to a draw. The *Virginia*, bottled up in the harbor, was destroyed by the South to prevent it getting into Northern hands. The *Monitor* sank off Cape Hatteras while being towed to another blockade.

Despite the "true" name of the Confederate ironclad being the *Virginia*, the name *Merrimac* (sometimes spelled *Merrimack* just to make things more confusing) is much more frequently used. In fact, the bridge/tunnel crossing of Hampton Roads located only about a mile from the battle site was dedicated in 1992 with the name "Monitor/Merrimac". And so much for historical accuracy, I suppose.



101 00 720, \$27.55

Modified 40 Foot Hy-Cube Boxcar, 2012 Holiday Car.

Entire car is painted red. Side A has a cartoon rendition of the Micro-Mouse in a Santa Claus costume, with an unidentified female mouse kissing under the mistletoe with MTL logo in the background. This artwork is bracketed by

simulated shutters left and right. Side B (shown at right) has a green door and green and silver lettering reading "Merry Christmas from Micro-Mouse" across car. Green reporting marks (MTL 2012) at bottom right.



Hey, as long as you're outputting a whole bunch of modified Hy-Cube shells for the Civil War Series, why not run off some more for this year's edition of the Holiday Car? Certainly helps with those Economies of Scale. The car also provides a nice big canvas for the holiday theme this year: "under the mistletoe."

Okay, call me a traditionalist, but a search on “Under the Mistletoe” should not return as the first result a Justin Bieber album with that title! Let’s try that again. As with many customs of the season, the concept of kissing under the mistletoe has several different origins. Perhaps the oldest usage of the plant was by the Ancient Greeks, who used it in early wedding rituals believing that it bestowed fertility. Celtic Druids also employed it. Norse legend has it that the berries of the tears of the Goddess Frigga, for she missed the plant when she secured promises from all growing things that they would not harm her son Balder. Loki discovered this and killed Balder with an arrow tipped with mistletoe. (He was onto something; it’s poisonous to humans!) But Balder was brought back to life and Frigga decreed that only a kiss and no harm should befall anyone who was under the mistletoe. Traditions came together in 18th Century England, where a young lady standing under a “Christmas ball” of mistletoe could not refuse to be kissed; and if she wasn’t, she would not marry during the following year.

The plant itself is a lot less romantic. It’s known in botanical circles as a hemi-parasitic plant. It roots itself in trees and diverts nutrients from them for its own use, but can also make its own food through photosynthesis. While it’s toxic to humans, many other animals depend on it for sustenance and its sticky seeds are spread by those animals.

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

Z SCALE NEW RELEASES:



511 00 161 and 511 00 162, \$29.55 each.

Reporting Marks: UP 491055 and 491059.

50 Foot Steel Exterior Post Boxcars, Plug Door, Union Pacific.

Yellow with aluminum roof, ends side sills and trucks (including couplers). Black lettering including reporting marks on left. Red roadname on left. Small red, white and blue shield herald at

top right. Approximate Time Period: 1971 (build date) to late 1990s.

We’ll start this coverage, reprinted from the May 2012 coverage of the N Scale releases of this same car, with a near-bingo in Morning Sun’s **Union Pacific Color Guide to Freight and Passenger Equipment** (Volume One). This book consists completely of Union Pacific company photos, one of which, on Page 41, is of a brand new UP 491050. It was built in 1971 in the UP’s own Omaha shops, part of a group of one hundred RBL cars. These were the railroad’s class BI-70-11. The small UP herald and lack of slogan are spot on for this “as delivered” paint scheme. It’s noted in the Color Guide that “We Can Handle It” would not appear until 1972; a data point I hope I remember next time it is painted on an MTL model.

While the photo is a near bingo, I’m not sure that the 511 series body style is quite as close a match. While there are six ribs each side of the door, these don’t reach all the way to the top of the car, and there are also diagonal ribs either side of the door. There were partial ladders installed on the prototype versus grab irons on the MTL car. The photo of the real 491050 is

dead straight on, so I can't get a good look at the roof or ends; however, the overall car looks more "squared off" than the Micro-Trains depiction. I wouldn't be surprised to find that the prototype had a flat roof and I am reasonably confident that the ends don't match either.

The caption in the **Color Guide** also mentions an unusual length of 51 feet 8 inches for this car. We'll go to the Official Railway Equipment Register (ORER) for July 1974 to learn that this was the inside length, to go along with an inside width of 9 feet 2 inches, inside height of 10 feet 1 inch, outside length of 60 feet 1 inch, extreme height of 15 feet 6 inches, door opening of 10 feet 6 inches (another delta to the model), and capacity of 4775 cubic feet or 133,000 pounds. The series was numbered 491050 to 491149 and described as "Refrigerator, Steel, Cushion Underframe, Plug Doors, Side Fillers, Load Dividers." Of the original 100 built, there were 99 in service at that time. As of the April 1981 ORER, there were 81 cars in the main series plus 16 more which had 47 fork lift pallets "considered part of car." In the October 1991 Register, there were 32 cars plus a single in the main series and another 24 that were described only as "Refrigerator." We'll call the ATP for this group at the late 1990s even though a single car from the original group was listed in the January 2000 ORER.



518 00 140, \$26.95

Reporting Marks: CBT Co. 2025 (for "Cold Blast Transit Company").

36 Foot Wood Double Sheathed Refrigerator Car, Steel Underframe, Vertical Brake Staff, Schwarzschild and Sulzberger.

White sides with brown roof, ends and lower door sill. Black lettering with company name across top of car, legend "Majestic Hams and Bacon" and reporting marks on right. Red and black company logo on left. Black door hinges. White end lettering. Approximate Time Period: early decade of the 1900s to late 1910s. Release #7 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 truss rod cars.



520 00 160, \$22.75

Reporting Marks: C&O 95336.

40 Foot Despatch Stock Car, Chesapeake & Ohio.

Brown with white lettering including roadname on left and reporting marks on right. Approximate Time Period: 1936 (build date) or mid-1950s (1955 service date given by MTL) to mid-1960s.

When the N Scale version of this car was released in May 2004, our C&O Special Correspondent James Pugh checked in with information on car. First, from Morning Sun's **C&O Color Guide to Freight and Passenger Equipment** by David Hickcox, we have a bingo

with the actual C&O 95336 from 1963. As usual, the car is not a perfect match for the 530 body style, which (as you're probably tired of reading by now) is modeled on a rather limited New York Central prototype. Perhaps most noticeable is the C&O roadname on three separate boards on the left, and the reporting marks and road number on two separate boards on the right more towards the bottom of the car.

The December 2000 issue of the **C&O Historical Magazine** has a feature article on the C&O's livestock facilities. If you're thinking that livestock wasn't exactly the mainstay of the Chessie's business, you're right; the article by Al Kresse states that as a proportion of total tonnage, livestock was just one percent in 1890, and a tiny 0.06 percent in 1948, after which the C&O stopped reporting it as a line item in annual reports. ("Products of mines" were in the range of ninety percent of the business.) The C&O magazines have covered the line's stock cars quite extensively considering their small role in the overall scheme of things. For example there are drawings of some of the other series of stock cars that the road used.

We make a brief stop at the ORER for January 1959 (Westerfield CD-ROM) to pick up the vital statistics for C&O series 95300 to 93549: inside length 40 feet 6 inches, inside height 9 feet 2 inches, outside length 42 feet 6 inches, extreme height 13 feet 11 inches, and capacity 3005 cubic feet or 80,000 pounds. There were 50 cars in the group, which represented exactly one-third of the C&O's stock car fleet at that time. By January 1964 there were just nine cars left in the series and just 25 stock cars overall, but there was still a sampling from each of the C&O's three major groups of cars of this type.



520 00 170, \$22.75

Reporting Marks: CN 175020.

40 Foot Despatch Stock Car, Canadian National.

Brown with white lettering including reporting marks on left and roadname on right.

Approximate Time Period: early and mid 1960s.

NOTE: This item is reported as having already been sold out and discontinued.

Speaking of Economies of Scale: Last month we had the release of Z Scale Runner Pack #52 which was a set of four Rio Grande stock cars. So as long as the folks in Talent were making copies of this body style anyway, why not some more for two single releases this month?

Well, we may be speaking of Economies of Scale, but this time, your faithful byte-slinger is not speaking of Leverage of Previously Gathered Information, for this is the first CN stock car done by MTL in either scale. Therefore, some actual research is required. We'll start with the **Canadian National Color Guide to Freight and Passenger Equipment Volume 2**, Page 44. We have a near-bingo there, on the next road number down, CN 175019. This car and the series 175000 to 175149 were converted from steel frame boxcars in the group 503500 to 505099. We have your basic stand-in here; not only was the lettering on separate boards on the prototype, but the configuration of the sides, ends and probably the roof was different. Need I bring up that New York Central prototype again? I guess not. Anyway, we learn

something else about this car: the bottom half appears to be almost white. That wasn't paint, but a disinfectant white-wash of lime and carbolic acid. Seeing that, I recalled N Scale stock cars painted for the CN (and equally inaccurate, I might add!) that had the bottom half in white. I wonder if that was a brilliant simulation of the lime solution, or just an oops.

Ian Cranstone's "Canadian Freight Cars" site provides the approximate conversion date of the donor boxcars into stock cars as 1962 and 1963, but has them in an ORER in 1961. The ATP is quite short as the cars were renumbered to the series 810500 to 810638 in 1966 and 1967. Fortunately, we have the July 1964 ORER in that short timespan, from which we can get the cars' dimensions: inside length 40 feet 6 inches, inside width 8 feet 6 inches, inside height 8 feet 7 inches, outside length 42 feet 3 inches, extreme height 13 feet 4 inches, door opening 6 feet, and capacity 2990 cubic feet or 90,000 pounds. There were 147 of the possible 150 cars in the series at that time.

Z SCALE REPRINTS: A pair of F7s are shipping mid-month per Micro-Trains, which should have them on their way to dealers around the time you're reading this.



980 01 070, \$129.95 and

980 02 070, \$99.95

Road Numbers: 344 and None (will be preceded by "ATSF" in website listings).

Powered F7 A and B Units, Santa Fe.

Passenger "Warbonnet" scheme of silver with red, yellow and black stripe. Red and yellow nose and cab on A unit. Black lettering including roadname on side. A unit has elongated circle cross on nose and road numbers in white on black numberboards.

B unit has winged Circle Cross herald next to roadname. Approximate Time Period: 1953 (or early 1950s) to early 1970s. Previous Releases, A unit (As Catalog 14007): Road Number 330, February 1994; Road Number 336, August 1995; Road Number 331, June 1996; Road Number 342, March 2004. Previous Releases, B unit (as Catalog 17007): No Road Number, April 2004 (unpowered). Note: Above is MTL artwork; actual model may differ.

If I am reading a page on the website of the Santa Fe Historical & Modeling Society correctly (URL www.atsfrr.net), then the 344 was the last F7 locomotive delivered to the Santa Fe. Or make that locomotives, as the 344 was a set of three, 344LAB. The "L" stood for "Lead" which would have been the A unit, which meant that the unnumbered B unit would have been the 344A. A B unit referred to as an "A" unit. Well, that's confusing!

The 344 was just one set of the Class 325 F7s built for dual service—passenger and freight—and the Class 300s which were strictly for passenger service, that were built between 1949 and 1953. So the ATP start has been broadened a little bit. The end in most cases was when the F7s were rebuilt into CF7's at the Santa Fe's own shops in Clerburne, Texas. That program began in 1969, and the 344A—I mean, the 344L—was converted in 1974.

Z SCALE WEATHERED RELEASES: *The following item was announced as an “off-cycle” release via the Micro-Trains website, the MTL Facebook page, and via the e-mail “Micro-Trains E-Line,” all on or about November 12.*

994 01 080, \$209.95 – Weathered Rock Island Train Set. Consists of the following items:



980 51 240, Road Number 124, F7A Powered Diesel, Rock Island.

Maroon with white lettering including roadname on side and road number at rear. White stripes on nose and small Rock Island herald below front headlight. Light

weathering mostly along bottom of sides. Approximate Time Period: mid-1960s to mid-1970s. Previously Released in unweathered form in August 2012.



503 50 040, Reporting Marks ROCK 57605, 40 Foot Steel Boxcar, Single Door, No Roofwalk, The Rock (Rock Island).

Blue with mostly black lettering including reporting marks on left. White roadname “The Rock” on left; large black and white “R” herald on right. Moderate weathering on

bottom of sides and in streaks on sides and ends. Approximate Time Period: mid 1970s to around 1980. Previous Releases (in unweathered form): Road Numbers 57605 and 57607, December 2008. Note: It is possible but not confirmed that either of the previous road numbers could be in any given copy of this set.



507 50 390, Reporting Marks D&RGW 60812, 50 Foot Steel Boxcar, Plug Door, Denver and Rio Grande Western.

Aspen gold over silver sides with black stripe. Orange roof, black ends. Black lettering including large reporting marks on left and

“speed lettering” herald on right. Very light weathering on sides and ends. Approximate Time Period: 1962 (build date) to early 1970s at least. Previous Releases (in unweathered form): Road Numbers 60810 and 60812, April 2008. Note: It is possible but not confirmed that either of the previous road numbers could be in any given copy of this set.



530 50 020, Reporting Marks: ATSF 100942, 39 Foot Tank Car, Single Dome, Santa Fe.

Black with white lettering including reporting marks on left. Light weathering on bottom of sides, trucks and below dome. Approximate Time Period: 1942 (based on build date given by MTL, see text) to early 1950s. Previous Release (as

catalog 14402, now 530 00 020): Road Number 100943, March 1985 (with Marklin couplers)

and July 1987 (with Magne-Matic Couplers); Road Number 100945, May 1998; Road Number 100938, April 2001 (last two with either Marklin or Magne-Matic Couplers); then Runner Pack #31 with Road Numbers 100909, 100926, 100930 and 100942, July 2011. Note: It is possible but not confirmed that any of the Runner Pack road numbers could be in any given copy of this set.



535 50 350, Road Number 17007, 30 Foot Center Cupola Caboose, Rock Island.

Brown with yellow carbody ends and white hardware. White lettering including roadname at top center and road number at bottom center. Light weathering on sides and trucks. Approximate Time Period: late 1970s, but note that prototype is an Extended Vision

Caboose (see July 2012 UMTRR). Previously released in unweathered form in July 2102.

The locomotive and caboose for this set are certainly recent, but as for the freight cars in between, talk about cleaning out the closet! And cleaning out may be exactly the term: it's certainly possible as noted above that the numbers in any given set might not be the same as what's illustrated. Let's see, how many different iterations are possible given two Rock boxcar numbers, two Rio Grande boxcar numbers, and four Santa Fe tank car numbers? Ah, let's just say it's probably a good thing that Collecting One of Every Possible Thing in Z Scale hasn't really caught on. (The MTL Sales Department might beg to differ!) Speaking of clean, these cars are relatively clean, with the Rock boxcar being the most weathered of all – and even that's not all that "dirty." Lots of more subtle whites and grays this time around.

I'm going to be truly lazy here and refer you back to the coverage of the unweathered releases in the back issues of the UMTRR for more information on the individual items. (The boxcars' respective UMTRRs are still on the website for those of you who weren't subscribers then.) As usual, though, I'll answer the question of whether all of these cars could conceivably be run in a single train. And that answer is, maybe, with the exception of the Santa Fe tank car which has an Approximate Time Period that ends well before the ATP of the other four items started.

Z SCALE RUNNER PACKS:

In addition to the below announcement, Runner Pack #47, four Santa Fe X-Post Plug Door Boxcars, is now available. UMTRR coverage was in the May 2012 issue. The individual catalog and road numbers are as follows: 510 51 020, 152313; 510 52 020, 152315; 510 53 020, 152319; 510 54 020, 152322.



The following item is in pre-order at present and is NOT currently available. Scheduled delivery is May 2013. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close November 31.



994 00 053, \$64.95

Quantity four of 39 Foot Single Dome Tank Cars, Shipper's Car Line.

Reporting Marks: SHPX 7550, 7554, 7633, 7669.

Black with white lettering including company name and reporting marks on left. Approximate Time Period: 1948 through mid-1950s at least. Previous Releases: None. Catalog Numbers (in the 530 series) will be confirmed upon release.

This will be a new paint scheme in 1:220, but its lettering will be quite similar to that on the N Scale Catalog Number 65170 from November 2005 and August 2008. (The first run of the 65170 had yellow lettering—not sure that's accurate.) Just for a little variety, though, this quartet doesn't use the same road numbers that the N Scale releases carry. Even so, we can leverage the UMTRR from August 2008... and the N Scale releases themselves as well.

American Car and Foundry built these and many other cars for Shippers Car Line, which was AC&F's leasing subsidiary. There are any number of examples of Shippers Car Line tank cars of various types and configurations with the paint scheme utilized on this reprint, and they generally date to the 1920s and 1930s, though Atlas' N Scale LPG tank car (a different body style) has the same paint scheme and a build date of 1947. Circa mid-1954 according to Richard Hendrickson, the company name and lines above and below the reporting marks were dropped on both new and repainted tank cars. Of course, the tank cars were not all redone at the same time, leading to the "at least" part of the ATP. The N Scale cars have build dates of 1948 so that's what I'll use for the Z Scale cars as well.

While there is a series 7601 to 7699 listed in the April 1928 ORER with 51 cars, these tankers were of 7600 gallons and 60000 pounds rated capacity. And they were completely gone by the January 1940 Register. Whoa, that's a short ATP! But it's the wrong one.

After going missing in the January 1945 ORER, the road numbers in the 7600s reappear in the July 1950 Register, with a "Denotes Additions" mark and the series 7453 to 7689. Of these, 205 cars are in the main series and 25 exceptions are of AAR Classification TL versus TM. What's the difference? A "TL" is a tank car "equipped with container lined with any material other than glass," while a "TM" has one of a list of specific containers—about a dozen of them in the list, at least in the 1953 ORER I checked. Meanwhile, the series in January 1955 consists of 183 TMs and 46 TLs and in January 1959 it's 167 TMs and 68 TLs. And finally for our "for the record" lookups, we have 166 TMs and 68 TLs in January 1964 though that would be well past the paint change that Richard Hendrickson noted. The series continues

its run through at least the 1970s but the reporting marks were being reported as ACFX or SHPX, and by 1985 any tank cars left were all marked ACFX.

It's probably safe to say that the MTL car is a stand in for the real thing. The N Scale 65/065 body style was identified in **Rail Model Journal** as a model of a General American Transportation 10,000 gallon tank car, and the Z Scale body style is more or less a simplification of the N Scale model. GATC and AC&F were rivals and didn't build cars for each other, although both GATX and Union Tank Car ended up with AC&F cars through purchases of private owner fleets.

Z SCALE SPECIAL EDITION RELEASES: No new releases this month. Interestingly, that means no single release Holiday Car.

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

MTL ANNOUNCEMENTS: We'll begin with structures: the N Scale "Civil War Church" (499 90 947, \$23.95) could be placed on a layout set well beyond the 1860s. There's a two-for-one kit in Z Scale for a company house and company store (799 90 965, \$34.95). Certainly there were more company houses than company stores in a company town; perhaps we'll see more houses in future months. New loads are out in both scales: in N Scale, we have a pair of "Gondola Scrap Load #2" (499 43 985, \$9.95) and in Z Scale, it's a pair of bulkhead flat car lumber loads (799 43 946, \$9.95).

If there were any MTL announcements made at Trainfest in Milwaukee, I'm not aware of them and nothing's been posted to the various online venues that I peruse. However, in the just delivered November/December 2012 issue of The N Scale Enthusiast, MTL CEO Eric Smith dropped a number of hints about what some of the other forthcoming Brewery Refrigerator cars would be, at least geographically: the locations of these firms ranged from Colorado to Louisiana to Ontario. And, of course, Milwaukee, site of the 2013 National N Scale Convention.

DISCONTINUED ALERT: A really easy bye-bye board in Z Scale, with just two--no, three--cars outta here. (But I still get in two clichés.) The Colorado State Car (502 00 533, April 2011) is out, as is the Soo Line weathered covered hopper (531 44 170, February). And this just in before press time: the Canadian National stock car released this month is already gone!

Ten N Scale items have left the building. We'll take them in catalog number order as usual and start with the NYS&W "Susie-Q" boxcar reprint (020 00 670, August) and the C&O black and white boxcar with load (020 00 876, June). The PRR plug door boxcar with the way out of sequence catalog number is gone (021 00 886, July). The weathered Milwaukee Road fifty foot boxcar has sold out (031 44 380, mid-month October 2011). The second number of the National Packing refrigerator car has chilled (059 00 162, November 2011, first number already gone). The Erie Lackawanna mechanical refrigerator is also frozen out (070 00 020, November 2010) Warren G. Harding's Presidential Car (074 00 124, August 2010) has left office. The weathered Western Pacific covered gondola (046 44 220, mid-month February) is

gone. Finally, the Canadian Pacific paired window coach (145 00 080, January) has rolled out of town.

Meanwhile, I have finally caught up with the various Runner Pack sellouts – at least as of last month – and the Release Tables on the UMTRR Website are now up to date – at least to as of last month. The long and short of it is that very few N Scale Runner Packs are in stock while there's a bit better selection in Z Scale. As always, sold out at the factory does not mean unavailable, and as they say, "Check your dealer."

INCREMENTAL INFORMATION DEPARTMENT: Further to last month's N Scale Runner Pack announcement of the four CP Rail yellow plug door boxcars, I tripped over an online auction that refreshed my memory of the Special Run which was also done of these cars. There were two sets of three cars issued back in 1995 according to the auction listing. Set one consisted of road numbers 166217, 166231 and 166252. I wasn't able to get the road numbers for Set 2. Each set was apparently issued in those fishing tackle – I mean, three pack – MTL boxes.

OOPS PATROL: No oopses noted or sent in to UMTRR HQ since last issue.

FINALLY, THE SCHEDULE CHANGE: It does look like the timing of the release of the UMTRR has been "permanently" revised to a later date, in order to get the Weathered Releases in the month of release. While still quite popular, those items are not (usually) selling out on the day of release now, so it's a little safer to take the day or two to get the images and commentary into the main column. This, frankly, also allows me to spread the arranging of each month's bytes over more days, and most of the time, two weekends. Given that life is not any less hectic here at UMTRR HQ, this is helpful, and hopefully not all too aggravating for the Readership.

And that's all for this month. Until next time, when we'll wrap up Year 16 of this modest effort, do the best you can!

Cheers,
George

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