



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #197 – May, 2013

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Hello again everyone. Before I begin this month's news and views, I'd like to thank everyone who reached out to me with condolences to me and to our family on the loss of my father. I even received snail mail cards! As I've been told by those who have lost parents, things are never really the same afterward. But we are slowly moving towards "whatever passes for normal around here" at UMTRR HQ. I'll be busy over the next few months helping my mom and brother, and working through the estate settlement procedures. Part of that process is consolidating my father's rather extensive collection of railroad books into the UMTRR Research Library, including a number of Official Railway Equipment Registers and Official Guides, which I use quite a bit while assembling these bytes. Whether or not my frequent travel to help out will impact the timing of the column isn't something I know yet. This particular edition is actually a bit late because MTL announced the Weathered Releases on May 17.

And speaking of this edition, let's get to it...

N SCALE NEW RELEASES:



030 00 220, \$19.25

Reporting Marks: NS 403804.

**50 Foot Steel Exterior Post Boxcar, Double
Youngstown Door, Norfolk Southern.**

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

Approximate Time Period: early 1980s through decade of the 2000s.

The website of our long time UMTRR Gang Member Joe Shaw (www.krunk.org/~joeshaw) provides a two-image bingo of the prototype for this car as of October 1998. Unfortunately, it also shows that the MTL 030 body style is a stand in for several reasons, the most obvious of which is that the real car has centered double doors, not offset doors that the Micro-Trains car carries. We'll stop the comparison right there but feel free to stop by Joe's site to continue. While centered double door cars are available in N Scale, I don't think any are an exact match to the car. The doors themselves are kind of a funky combination of the Youngstown type and the Superior type. It would make for an interesting project, I suppose. Other cars in the series, found on RRPictureArchives.net, have more conventional Superior doors. The latest image I saw was from 2009, so the Approximate Time Period lasts at least that long.

The Official Railway Equipment Register (ORER) for April 1997 shows the series NS 403800 to 404173, with 374 cars at the time. These carry AAR Designation XP and have an inside length of 50 feet 6 inches, inside width 9 feet 6 inches, inside height 11 feet, outside length 55 feet 5 inches, extreme height 15 feet 5 inches, door opening 16 feet, and capacity 5277 cubic feet or 151,000 pounds. We don't get "to present" with the ATP however, as there is just one car remaining in the January 2011 ORER.

Going backwards a bit, these BS-162 class cars were originally built for the Southern Railway, and sported at least the "green light" slogan paint scheme and the simple roadname only scheme as well. Again using the images on RRPictureArchives.net, it looks like the Southern numbered these cars in the 523000s, for example 523800 to 524199 which had 263 cars in the same April 1997 ORER I cited above. I first pick these Southern Railway cars up in the October 1972 Equipment Register. Southern and Norfolk Southern-lettered cars co-existed to at least the middle of the decade of the 2000s.



058 00 160, \$26.95

Reporting Marks: LR Co 1504.

36 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, With Truss Rods, Lemp Brewery / Falstaff Beer.

Green with white border outlining sides. 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 both ends. Approximate Time Period: decades of the 1900s and 1910s. Release #1 in an expected twelve in the Brewery Reefer Series.

The following is reprinted from the November 2012 UMTRR, when this car was announced:

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.



108 00 230, \$24.60

Reporting Marks: PPLX 141.

Three Bay Open Hopper, Pennsylvania Power and Light Company.

Black with white lettering including reporting marks on left, company name across top, slogan "Serving the Heart of

the Industrial East" left of center, and map of Pennsylvania with service area right of center. Red and white "Eddie Watt" character left of center. Simulated coal load included. Approximate Time Period: 1964 (build date) to early 1990s (a guess).

Pennsylvania Power and Light Company was formed in 1920 via the eight-way merger of smaller utility firms based in the Keystone State. The company was headquartered in Allentown, Pennsylvania, in a twenty-three story building that's still the tallest in that Lehigh Valley city. (I refer to the river this time, not the railroad.) The company was probably not all that well known outside its service area—other than to railfans who spotted the highly decorated coal cars! (Or who bought models of them; my first one was a Con-Cor product.) Plenty of hoppers were certainly needed; for example, in the 1930s the company burned more than one billion tons of anthracite coal to generate steam powered electricity. In 1994 the

utility formed PP&L Resources, which eventually became the parent company, now known as PPL. With deregulation of the utility industry, PPL has expanded well beyond its original service area and owns or co-owns generating plants and distribution systems in several states and in the United Kingdom. I didn't find any references to the character "Eddie Watt" – probably not to be confused with Reddy Kilowatt, the symbol of the Rural Electric Cooperative and other power companies. I did find out there was an Eddie Watt who pitched in the major leagues. In fact, I probably have his baseball card somewhere.

According to information on RailcarPhotos.com, the series PPLX 100 to 173 was built in 1964 by Bethlehem Steel, confirming MTL's car copy. The builder is hardly a surprise considering where PP&L was located; I wouldn't be shocked to learn that Bethlehem Steel was once its largest customer. The ORER for January 1967 shows the group at its full complement of 74 cars, three of which have capacity of 199,000 pounds and the rest in the main series an even 200,000 pounds. The rest of the key dimensions are: inside length 45 feet, inside width 9 feet 10 inches, outside length 46 feet 1 inch, extreme height 12 feet 3 inches, and capacity 3366 cubic feet. It's noted that the actual owner of these cars is the Commonwealth Plan, Incorporated and that repair orders should be sent to the Berwind-White Coal Company of Hollidaysburg, Pennsylvania. The home points for these cars were Windber Shop of the Berwind and Hollidaysburg Shop, probably on the Pennsylvania. I wonder if the Berwind Coal Company was the origination point for coal shipments to the PP&L generating stations?

Photos I found online don't show the intricate paint scheme or "Eddie Watt"; just a plain set of reporting marks for decoration. The earliest of these images is from 2006 but I think that the spartan lettering probably appeared before then, perhaps in line with the 1994 date of Pennsylvania Power & Light becoming just PPL. The ATP reflects that speculation. There is a November 2008 shot of the actual PPLX 141 in the plain paint and lettering over on RRPictureArchives.net. The prototype and model both have fourteen panels (thirteen ribs) though on the real PPLX car they don't appear to be evenly spaced.

A few of the cars in this group were also refitted with double rotary couplers. The ORER for January 2000 shows 61 of the original 74 still in service. In the January 2011 Equipment Register the same count of 61 appears. Even if Eddie Watt didn't remain on these cars, they certainly remained in service for quite a while. RailcarPhotos.net shows PPLX 202 awaiting the scrapper's torch in January 2013. Though it's not from the same series as the MTL car, if you look closely you can see the remnants of the original lettering MTL used on its release.



109 00 120, \$25.15

Reporting Marks: CN 672007.

**Heavyweight Depressed Center Flat Car,
Canadian National.**

Brown with white lettering including reporting marks on far left and roadname right of center. Roadname is in English on

one side and French on the other. Simulated generator load included. Approximate Time Period: 1966 (based on renumbering) to late 1990s.

Morning Sun's **Canadian National Color Guide to Freight and Passenger Equipment, Volume 2** has much of the story that we need for this car, including a bingo on the 627007 as found in May 1994, on Page 87. And Micro-Trains uses much of this information for its car copy. The flat was built in 1953 by Canadian Car and Foundry, using a General Steel Casting cast underframe. It was one of five numbered 699972 to 699976 when built. According to Ian Cranstone's "Canadian Freight Cars" site (www.nakina.net), in 1966 the five were renumbered to 672005 to 672009, to align with five identical cars that were built in 1950 and numbered 672000 to 672004. Cranstone has these cars in service through 1999, which we'll take for the end of the Approximate Time Period.

Generally speaking, we have at least an okay match between model and prototype. The use of the same base underframe from General Steel Casting that MTL chose for its 109 series body style certainly helps, though there are some detail differences, for example stake pockets on the non-depressed portions of the sides. The photo of the real 672007 shows how its load – which might also be a generator – was secured to the car with eight sets of chains.

The January 1967 ORER has that combined series 672000 to 672009, of all ten cars with 290,000 pounds capacity. The inside length was 59 feet 9 inches, outside length 62 feet 10 inches, and height from rail of the depressed section 2 feet 9 inches. An extensive end note discusses, among other things, the specific light weights of each car, the distance between the stake pockets, other hardware features (also deltas to the MTL model) and how the load could be at its weight limit based on distribution from the center of the car.



122 00 040, \$25.30

Reporting Marks: NYC 53179.

**60 Foot Double Plug Door Boxcars,
Narrow (41 Foot) Truck Spacing, New
York Central.**

Century green (including couplers and draft gear) with mostly white lettering including reporting marks on left. Small "cigar band" herald on right. Approximate Time Period: 1964 (build date) through late 1970s.

We're getting a lot of mileage out of my copy of the January 1967 ORER this month – three releases in a row in fact. While MTL has this car as part of a 36 car order numbered 53179 to 53215, the Equipment Register has the series 53179 to 53268, of 89 cars. As long as the dimensions are the same, build batches didn't matter so much to the ORER folks. Speaking of dimensions: inside length 60 feet 9 inches, inside width 9 feet 2 inches, inside height 10 feet 9 inches, outside length 67 feet 11 inches, extreme height 15 feet 1 inch, door opening 16 feet, capacity 6000 cubic feet or 127,000 pounds. The cars were described as "Box, Steel, Cushion Underframe" and it was noted that while large, they were still within Plate C dimensions.

The April 1970 listing for the Penn Central continued to include 88 of the original 89 cars in the New York Central series, and the April 1976 Conrail listing showed seventeen still in NYC reporting marks. By that time, you'd have to be thinking roofwalk removal, and

probably a fair amount of weathering as well. [MTL has stated that a version of this car without a roofwalk would be made, but there's no specific timeframe on that variation as of yet.] In the January 1978 Register, just three cars are left in the NYC series, which is where I stopped looking. It looks like these cars were numbered in the 219000 series when repainted for the Penn Central—a possible no roofwalk follow-on release.

Meanwhile, Micro-Trains uses Century Green paint for the second month in a row, between last month's boxcar and this one. (Quantity discount on paint, perhaps?) The prototype cars were built in 1964 at the Central's own Despatch Shops, Incorporated which was located in East Rochester, New York, not far from UMTRR HQ. The book **Freight Equipment of the New York Central Volume 1** gives yet another series of road numbers for Lot 938B, spanning 53179 to 53377. And the Morning Sun book **NYC Color Guide to Freight and Passenger Equipment Volume Two** provides us with a shot of sister car NYC 53221 taken at Despatch Shops when the car was brand new. Yes, the couplers and draft gear were really the same color as the car body! I suppose that didn't last long. If anyone's wondering how far these NYC cars traveled, may I present a photo of sister car 53325 in the same book, lensed in 1964 in Cajon, California. Note that the pool number, those three digits above the reporting marks, are different and will differ across the prototype series of cars based on where they were assigned and what they were carrying. These pool numbers changed over time as well.

And oh, yes, we also have a bingo to the 53179, in the **New York Central Color Guide to Freight and Passenger Equipment** (Volume One), Page 80. When captured, the car was so new that it didn't yet have its capacity, load limit and light weight amounts completed. Despite having been built by someone other than Greenville, the NYC cars appear to be a pretty good match to the MTL body style. What I can't see is the roof in any of the three photos I've cited, so I may be taking a chance on declaring that close.

In addition to the above items, the Baltimore and Ohio single release Civil War Era freight cars have been released. These cars were "pre-reviewed" in the November 2012 UMTRR and are as follows:



151 00 030, \$17.70 - Civil War Era Boxcar. Road Number: 134. Brown with gray roof. White lettering consists only of road number 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 lumber load included.



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

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 May 31. Images in this section is an artist's renditions and is subject to change.*



Scheduled Release October 2013:

Catalog Number TBD (065 series), \$26.95

Reporting Marks: KOTX 503.

39 Foot Single Dome Tank Car, Kanotex Petroleum Products.

Black with white lettering including company name and reporting marks on left and "Makers of the Kanotex Petroleum Products" on right. Red star mostly under an enlarged letter "O" in Kanotex on right. Approximate Time Period: 1915 (build date) through 1920s (a guess on the end of the ATP).

Well, I suspect digging up prototype information for this new series of cars may be a challenge, if this first announced release is any indication.

The Kanotex Refining Company succeeded the Superior Refining Company in 1909. It was named for the three states in which it originally marketed its products: **Kansas**, **Oklahoma** and **Texas**. The original trademark, two-thirds of which are to be reproduced on the MTL release, was a Kansas sunflower behind a red star for Texas behind a large O for Oklahoma. The brand was sold in 1953 to the Anderson-Pritchard Oil Corporation (APCO); APCO is itself a "fallen flag" among oil companies.

The October 1919 ORER doesn't have a listing for Kanotex so we know that the ATP doesn't start that early. The August 1924 ORER, Page 969, has a listing of the Kanotex Refining Company's 223 car fleet at the time. This included a short series numbered 501 to 506 which held only 5000 gallons each. That's capacity usually denotes a pretty small tank car, a fair amount less large than MTL's 065 body style. Five of the six cars are listed in the January 1943 Register (the 504 is missing) and we also learn that the cars were of 60,000 pounds capacity. That's all, though, and of course not a word on how they might have been painted!

Kanotex cars are discussed in the February 1998 issue of **Rail Model Journal** (available online at Trainlife.com). In 1926 AC&F supplied the company with Type 21 single dome tank cars of 8000 gallons capacity, which were painted aluminum with black underframe and lettering. In the 1930s the paint scheme changed to aluminum with a large red and black "KANOTEX" across the entire car (offered in HO Scale in the Proto 2000 line by Life-Like). The 1950s saw the billboard sized lettering change to black only. Kanotex also converted some of their single dome tank cars to two-dome cars! More correctly, these were two-compartment cars, made so via a pair of ends joined back to back inside the tank itself. There's even a three compartment (three dome) car, KOTX 879, that is in the collection of the Museum of Industry and Transport in Galveston, Texas, which was unfortunately damaged by Hurricane Ike. The point of all this, though, is that none of these cars were painted as per the MTL artist's rendition, which begs the question, what's the source material for this paint scheme?

Well, if you need a source, go to the source, and so I checked in with Micro-Trains directly. The prototype photo for this car can be found on Page 90 of the book **Tank Cars: American Car & Foundry Company 1865-1955** by Ed Kaminski. (Not in the UMTRR Research Accumulation, but I'm thinking about it.) The car was built in 1915 according to the photo caption and so we have a good start for the ATP. The end of the Approximate Time Period is more of a guess based on the change in paint colors that came with the 1926 order of tank cars from AC&F.

N SCALE REPRINTS:



020 00 110, \$16.70

Reporting Marks: D&RGW 60033.

40 Foot Steel Boxcar, Single Youngstown Door, Denver & Rio Grande Western "Cookie Box."

Aluminum with mostly black lettering including reporting marks on left and "speed lettering" roadname on right. Red and blank

"Insulated Cookie Box Bakery Goods" legend on left. Approximate Time Period: 1955 to about 1970. Previous Releases (as catalog number 20110): Road Number 60036, December 1976; Road Number 60035, May 1999; Road Number 60034, December 2002.

This is one of those cars that seems to hold an interest among modelers that far exceeds its actual history. Maybe it's the name "Cookie Box" – sure would be popular among the kids. (And certain columnists.) Maybe it's the bright aluminum paint. Well, whatever the reason, there have been at least four brand names under which this car has been offered in N Scale. There is one little problem... a narrow door, as in just five feet three inches wide. Or is that really a problem? We'll come back to that.

In my commentary on the second and third runs of this car, I collected various data points which seemed to conflict with each other. Since then, I've added to the UMTRR Research Accumulation the **Rio Grande Color Guide to Freight and Passenger Equipment**, which might settle things once and for all... or not.

The 60033, and the three road numbers MTL did before it, are among a group of insulated cars that were placed in service for bakery goods from the Keebler bakery in Denver to points in the Western United States. Most of these cars were painted aluminum, a few with black ends; and it's also reported that some were painted all white. These cars arrived in three groups, all of which were pulled from the Rio Grande's set of boxcars numbered 65700 to 67999 which were built by Pressed Steel Car Company in 1946. The first group was numbered 60000 to 60036 and were converted in 1954 and 1955. The second group, 60037 to 60046, were put in service in 1959, and the third, 60047 to 60076, in 1961. No wonder there were conflicting reports on the Approximate Time Period; to which group do you refer?

The January 1955 ORER shows the first 24 of these cars in service, with AAR Designation XI and the description "Box, Steel" but with an end note: "Specially equipped and assigned to

bakery goods loading out of Denver, Colorado.” These were numbered 60000 to 60024 and had these dimensions: inside length 40 feet, inside width 9 feet 1 inch, inside height 8 feet, outside length 42 feet 11 inches, extreme height 15 feet 1 inch, door opening 5 feet 3 inches, and capacity 2906 cubic feet or 100,000 pounds. By contrast, the series from which these cars were taken has an inside length of 40 feet 6 inches, inside width of 9 feet 2 inches, inside height of 10 feet, and a 6 foot door opening.

In the January 1959 Register the group is up to 46 cars from 60000 to 60046, and in the July 1963, it's at 74 cars numbered 60000 to 60076. As of April 1970 there were twelve cars left and just two remained in July 1974.

The web archives of the Western History department of the Denver Public Library includes a 1962 Otto Perry photograph of the 60064, and the Color Guide has the 60028 as of November 1966. We know that the Pressed Steel Car version of the forty foot boxcar doesn't match the 020 body style from Micro-Trains, most notable with riveted sides and a straight side sill. But the Color Guide has, right above the 60028, a photo of D&RGW 67682 which is from the group of cars from which the Cookie Boxes were converted. And guess what? I don't see any difference in the door width! The dimension in the ORER is “door opening”, not the actual width of the door. It could be that the insulation in the Cookie Boxes narrowed the effective opening of these cars by nine inches. And so a car with a six foot door doesn't have a “door thing” problem after all, though you'd need to overlook the other deltas. Will we ever understand the entire story? Perhaps not. I guess that's just the way the cookie crumbles. Sorry, couldn't resist...



046 00 380, \$21.85

Reporting Marks: LV 37049.

50 Foot Steel Gondola, Fishbelly Sides, Drop Ends, Lehigh Valley.

Green with white lettering including reporting marks on left and roadname in center, split by black and white diamond herald. Simulated scrap load included. Approximate Time Period: decade of the 1970s. Previous Release (as catalog number 46380): Road Number 37048, December 2001.

It's possible to think “Penn Central” when looking at some of the fleet of late-history Lehigh Valley cars. The jade green paint is pretty close to the PC's, and PC predecessor Pennsylvania had a controlling interest in the LV. But no, that's not how it worked, although perhaps the United States Railway Equipment Company took advantage of a sale on Jade Green at their local paint store. The Lehigh Valley sold and leased back at least two different series of freight cars from USRE, the other type being boxcars. (Micro-Trains' 24020 release from 1978 and 1991 depicted those.)

The gondola modeled here was rebuilt from cars in the prototype series 32000 to 33699 which were built by Bethlehem Steel in 1952. (Also modeled by Kadee and Micro-Trains, catalog numbers 46510/46100/046 00 100 in October 1975 and February 2006.) These cars came back to the line from USRE in early 1970, retaining their drop ends and wood floor. There's a

photo of the first run road number 37048, coupled to 37049 which is mostly out of frame, on Page 79 of Morning Sun's **CNJ/LV Color Guide to Freight and Passenger Equipment** by Craig Bossler. Comparing model to prototype, the 14 panels, drop ends, side mount brake wheel and even the side rivet patterns look good.

We go to the April 1970 ORER to pick up more information. The series 37000 to 37109 is starred in the LV's listing; a star "denotes additions" to the Register. All 110 possible cars in the series are there, inside length 52 feet 6 inches, outside length 57 feet 1 inch, extreme height 7 feet 4 inches, capacity 140,000 pounds. The 046 body style is a little too short on the inside length and a little too long on the outside length, but by a fairly nitpicky amount.

In April 1976 with the birth of Conrail, this LV series was 100 percent intact at all 110 cars, but in April 1981 was down more than 99 percent to just one car, the 37070. Was this a Conrail repaint or a lease return? I suspect it's the latter.



105 00 130, \$22.30

Reporting Marks: GVSR 327016.

**50 Foot Steel 14 Panel Gondola,
Fishbelly Sides, Fixed Ends, Golden
West Service (Galveston Railway).**

Dark blue with yellow lettering including reporting marks on left and roadname on right. Red and yellow squares right of the roadname. Simulated load included (per MTL, exact load may vary). Approximate Time Period: mid-1990s through about 2010. Previous Release (as catalog number 105130): Road Number 327016, July 2006.

A lot has changed with regard to the Golden West Service since the first run of this car was released almost seven years ago. As we've noted before, the Golden West venture was a sale, refurbish and lease-back arrangement of Southern Pacific freight cars. Golden West cars were frequently given the reporting marks of the Galveston Railway, or GVSR.

The GWS Freight Cars Page of Lee Gautreaux's "Railgoat" site (www.railgoat.railfan.net) includes what is still the only attempt I've seen to explain, generally, how these cars were numbered. "The first digit of the road number represents the type of car... The next two digits indicate the SP's class designation for the cars. The last three digits were the numerical sequence of the cars in the series." Gautreaux cautions that this is a general rule; and he puts the word "general" in all caps! He also noted: "Bottom line, this was an example of accountants trying to run a railroad. In any case, this was a futile attempt to breathe life into an ailing SP." Once the Union Pacific took over the SP, the Golden West cars largely reverted to SP reporting marks, though some got SSW and even DRGW markings as well.

Lee's page has changed to show GVSR 327020 as the example of the G-100-27 class of these cars. There are three photos all taken in December 2003 by Gautreaux himself. A three-quarter view indicates a match to the fourteen panels and fixed ends but also shows a rectangular plate over the Dreadnaught-style end. I don't know if that change is unique to that car or typical of the series. Lee also notes that these cars were built by Pacific Car and

Foundry in 1975 and 1976. Finally, there's a shot of this car in straight SP lettering (hint to MTL!) and several photos of Golden West Cars returned to SP reporting marks.

The October 1996 ORER shows one fully occupied series 327000 to 327049 and one not completed group 327055 to 327114, totaling 65 cars with identical dimensions. Speaking of which: Inside length 52 feet 6 inches, inside width 9 feet 6 inches, inside height 4 feet 6 inches, outside length 56 feet 11 inches, extreme height 8 feet 4 inches, capacity 2244 cubic feet or 190,000 pounds. The MTL model's length is a little less than the prototype's inside and outside dimensions, but not horribly so. (Is there an echo in here? I just noted the same for the LV gondola above...) The October 2007 Register showed these groups at 43 and 15 cars respectively. I thought they'd all be gone by the January 2011 ORER to end the ATP, but nine total cars are left, not yet relettered back to their former owner.

N SCALE WEATHERED RELEASES:

The following items were announced as mid-month releases via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about May 17.



092 44 280, \$31.25

Reporting Marks: BNSF 405492.

Two Bay Center Flow Covered Hopper, BNSF Railway.

Gray with yellow conspicuity stripes along bottom. Mostly black lettering including reporting marks on left. Red and black "swoosh" herald on right. Light weathering;

multicolor graffiti on one side of car. Approximate Time Period: 2005 to present. Previous Releases (in unweathered form): Road Numbers 405426 and 405430, September 2012.

The "to present" is probably barely so at this point, since these cars were originally built for the Frisco in 1975 (series SLSF 78500 to 78749). On the way to the "swoosh" paint scheme, they became BN 419100 to 419349 and then BNSF 405353 to 405571, dropping down to 106 cars in the January 2006 ORER from the original count of 250 cars. There's a bingo on "clean" road number 405426 on RailcarPhotos.com, taken in June 2009. These cars are in sand service, though many BN cars were also assigned to cement service.

As noted in January, the American Car & Foundry "2971" was the successor to the 2970 cubic foot model that is the actual prototype for the Micro-Trains release. So I'd expect some differences, for example, the shape of the ends of each side. The degree to which this is a stand-in is left to the modeler here.



122 44 030, \$29.10

Reporting Marks: GN 139045.

60 Foot Double Plug Door Boxcar, Narrow (41 Foot) Truck Spacing, Great Northern.

Green with white lettering including reporting marks on left and large

“Cushioned Ride” on right. Red, white and black “side facing goat” herald on left and “waving goat” to right of doors. Approximate Time Period: 1963 (build date given by MTL) to mid-1970s or early 1980s, see text in January 2013 UMTRR. Previous Releases (in unweathered form): Road Numbers 139020 and 139023, January 2013.

Well, it’s quite a surprise to see this car in a Weathered Release! The first two numbers from January 2013 were blowouts, despite the 122 body style, based on a Greenville prototype, not being that close of a match to the actual GN cars, which were built by American Car & Foundry. The prototype series was 139000 to 139049. The roofwalks and the “waving goat” were both gone before the cars themselves were taken out of service in the 1980s.

993 05 250, \$199.95

Eastern Weathered Set.

Consists of the following items:



987 51 171, Powered FT-A Diesel Locomotive, Erie Railroad.

Road Number: 703 (will be “Erie 703” in website listings).

Black with yellow striping on body and winged diamond herald (large roadname) on nose.

Details: Grab irons, dynamic brake, drawbar coupling, eight handrails, vents, single headlight, small number boards. Moderate weathering along bottom of unit (including trucks). Approximate Time Period: 1944 and 1945 (based on paint scheme, see text). Previous Releases (in unweathered form): Road Numbers 700 and 702, July 2005.

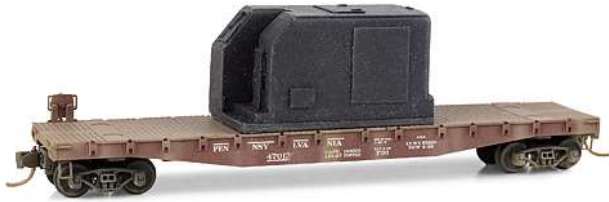


031 50 411, 50 Foot Steel Boxcar, Single Youngstown Door, Pennsylvania Railroad.

Reporting Marks: PRR 830 – (last two digits obscured).

Brown (boxcar red) with white lettering including roadname and reporting marks on

left and “shadow keystone” herald on right. Light weathering mostly along bottom of side. Approximate Time Period: 1958 (build date) to mid-1970s. Previous Releases (in unweathered form): Road Numbers 83030 and 83052, February 2013. *Note: It is possible but not confirmed that either of the previous road numbers was used for this weathered release.*



045 50 140, 50 Foot Steel Fishbelly Side Flat Car, Pennsylvania Railroad.

Road Number: 47013- (last digit obscured; will be preceded with "PRR" in website listings). Brown with white lettering including roadname and road number left of center. Approximate Time Period: 1929 to as late as the 1960s.

Previous Releases (as Catalog Number 45140): Road Number 470128, March 1984; Road Number 470182, February 1991; Road Number 470165, September 2001 (as Catalog Number 045 00 140), Road Number 470130, January 2013. The previous run was most likely used for this weathered release.



091 50 010, 33 Foot Open Hopper, Rib Sides, Peak Ends, Norfolk and Western.

Reporting Marks: N&W 387- (last two digits obscured).

Black with white lettering including reporting marks on left, small roadname across top center

and large "N & W" in center. Moderate weathering. Simulated coal loads included. Approximate Time Period: 1959 to mid-1970s. Previous Releases (as catalog number 91010): A three-pack (catalog 91012) with road numbers 38221, 38360 and 38482, May 1993; another three pack (also catalog 91012) with road numbers 39522, 39636 and 39748, October 1995; then Runner Pack #12 (993 00 012) with road numbers 39525, 39540, 39632, 39663, April 2008; then Eight Pack #1 (993 00 801) with road numbers 38431, 38583, 38630, 38692, 38725, 38726, 38738, 38744. *Note: It is possible but not confirmed that any of the eight-pack road numbers were used for this weathered release. That would mean that the first three digits (the ones not obscured) will vary.*



100 51 070, 36 Foot Steel Caboose, End Cupola, Maintenance of Way.

Reporting Marks: None.

Black with yellow lettering including "Radio Equipped" and "M.W." Light weathering especially along bottom of car. Previous

Releases: Strictly speaking, none, though MOW cabooses have been released in various color schemes in previous MTL sets.

Since the three freight cars are recent releases (and I will refer you to the appropriate issue of the UMTRR for that coverage), and the MOW caboose is kind of a "for completeness" item anyway, we'll jump right to the question I like to ask about these sets: are all of the pieces of the set contemporaneous with each other? For the answer to that question, we need to look at the locomotive – the real "blast from the past" in this set as it had its only release in 2005.

The Erie Railroad owned an even dozen FT-As and another dozen FT-Bs, built by Electro-Motive in late 1944. Numbered 700ABCD to 705ABCD, as delivered they were very close to basic black. Only the yellow "wing" herald on the nose, herald on the side and pinstriping

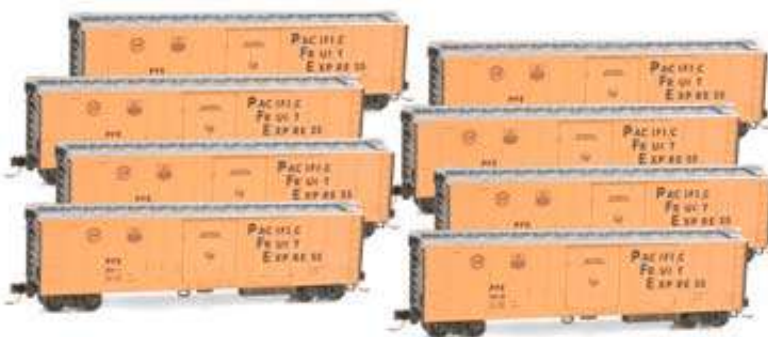
set off the black. That changed quickly, though, according to the book **The Revolutionary Diesel**: “This [paint scheme] was modified shortly after delivery to include more yellow around the headlight and on the nose.” This resulted in the classic Erie scheme which lasted straight through to the merger of the Erie and the Lackawanna in 1960. After that, the “ERIE” was replaced with the “EL” diamond of the Erie-Lackawanna before the units were all traded in for newer power in 1963 and 1964.

The scheme that MTL chose here is the initial scheme, without the extra yellow that the units had most of their lives. Therefore, the “strictly speaking” Approximate Time Period, which I am calling out, is quite short, probably less than a year in fact. According to the RPI site, the change to the tall “condensed” Erie inside the diamond took place in 1941, three years before the delivery of the FT’s. But the short answer is that the ATP of the loco doesn’t fit that of two of the three cars (the flat car is OK). Will that matter to most of the potential customers for this offering? Probably not. In fact, I doubt that anyone outside of Erie Railroad scholars would know that the “as delivered” scheme wasn’t the “final scheme.” Meanwhile, MTL followers will note that the loco has a different road number than the initial 2005 runs. In this case, that’s just a matter of changing the numberboards.

N SCALE RUNNER PACKS: In addition to the below announcement, Runner Pack #76 (993 00 076, \$109.95), four Santa Fe / SFRC mechanical refrigerator cars, will be available mid-month per the Micro-News. UMTRR coverage was in the November 2012 issue. The individual catalog numbers and reporting marks for these items are as follows: 070 51 070, 1717; 070 52 070, 1728; 070 53 070, 1739; 070 54 070, 1740.



Also, the Pacific Fruit Express Eight Pack of mechanical refrigerator cars (993 00 802, \$179.95), will also be available mid-month per the Micro-News. UMTRR coverage was in the October 2012 issue. The individual catalog numbers and reporting marks for these items are as follows: 070 51 010, 301901; 070 52 010, 301998; 070 53 010, 302003; 070 54 010, 302111; 070 55 010, 302120; 070 56 010, 302186; 070 57 010, 302200; 070 58 010, 302208.



The following item is in pre-order at present and is NOT currently available. Scheduled delivery is November 2013. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close April 30.



Scheduled November 2013 Release:

993 00 082, \$64.95

Quantity four of 40 Foot Despatch Stock Cars, Denver & Rio Grande Western.

Reporting Marks: D&RGW 36404, 36414, 36423 and 36435.

Black with white lettering including reporting marks on left and speed lettering roadname on right. Approximate Time Period: mid 1950s to mid 1970s. Previous Releases (as Catalog 35090/035 00 090): Road Number 36498, July

1974; Road Number 36405, November 1974; Road Number 36457, January 1988; Road Number 36428, January 1993; Road Number 36419, August 1996; Road Number 36413, February 2002. These cars will carry individual catalog numbers 035 5x 090 (51 to 54).

While I can mostly reprint myself from the coverage of the 2012 Z Scale Runner Pack (announced in April and released in October), I can't just duplicate of the road numbers in that 1:220 set—namely, because they've already been done as the last four reprints in N Scale! Other than that, I can reprint the Z Scale coverage...

A check of the rosters posted on the site of the Rio Grande Modeling and Historical Society (at www.drgw.org) shows that these cars were built in 1955. That seems pretty late for stock cars, even for a Western railroad. From the roster tables it looks like these were the most recent stock cars the Rio Grande built; the RGM&HS lists them as retired by 1976. The **Rio Grande Color Guide to Freight and Passenger Equipment** from Morning Sun confirms that these cars were new builds in '55 and were the last 100 livestock cars constructed by the line. Photos of the 36431 and the 36432 on Page 57 of the Color Guide confirm that the MTL 520 body style is not too good of a match for this car. That's not a great surprise since the Micro-Trains car is based on a New York Central prototype. Key among the deltas is the placement of the letterboards: below the centerline for the reporting marks on the left, and above the centerline for the roadname on the right. Although the real door splits in half to enable independent unloading of each of the two decks, the MTL door actually does suggest this with its wide center section. Just don't try to actually open one half at a time.

The January 1959 ORER shows all 100 possible cars in the D&RGW series 36400 to 36499, with AAR Designation SF and description "Stock, Steel Underframe, Double Deck." An end note gives the heights of each deck: 4 feet 2 inches on top and 5 feet 8 inches on the bottom. The inside length is 40 feet 7 inches and outside length is 41 feet 10 inches. The door opening is 6 feet wide. In January 1964's Register there was one less car but nothing else had changed. Skipping forward, the April 1970 book shows 95 cars, the April 1976 book shows 90 cars (not necessarily contradicting the above historical society data-- ORER data took a while

to update), and the April 1981 book shows zip, not only of this series but of D&RGW stock cars in general. That reflects the decline, to just about nothing, of livestock service provided by railroads by that time.

N SCALE SPECIAL EDITION RELEASES:



101 00 709, \$24.95

Modified 40 Foot Hy-Cube Boxcar, Battle of Vicksburg.

Car #9 in the Smithsonian Civil War Series.

Side A is gray with smooth side across which is rendered full color artwork provided by the Smithsonian Institution. Side B 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 “Battle of Vicksburg” is a major oversimplification of the events which took place in and around that Mississippi city on the Mississippi River, but don’t be too hard on Micro-Trains: “Battles in the Operations Against Vicksburg” won’t quite fit in the banner on the boxcar. The city, built on a high bluff overlooking the Mississippi, was called “the nail that holds the South’s two halves together” by no less than Confederate President Jefferson Davis. Holding the city meant keeping the river traffic safe for the South, and communication with the Western Confederate States intact—and the North knew it. Abraham Lincoln wrote, “Vicksburg is the key. The war can never be brought to a close until the key is in our pocket.” Taking Vicksburg was a major goal of the Union forces. It would take many men and a number of months to make it happen.

General U.S. Grant set out to capture the city after a number of battles and skirmishes that took place starting in December 1862, which took place after Admiral Farragut demanded unsuccessfully that the South surrender it following his capture of New Orleans. Grant tried several moves to enable approach by water without coming under fire by the Confederate guns that defended the Mississippi River. This “Bayou Campaign” largely failed. A naval run in April 1863 also largely failed. Then began what’s known as “Grant’s Operations Against Vicksburg”. This culminated in the Siege of Vicksburg, which lasted from May 18 to July 4. The Confederates were so well fortified that entry into the city was not feasible; but they were also trapped with few options for escape. When the siege was over, Grant had captured his second entire Confederate Army, the Union held the entire Mississippi River, and the South was cut in two. This Union victory and Robert E. Lee’s turnback at Gettysburg, which occurred at almost the same time, are largely considered to be the turning point of the American Civil War. Grant was made the head of all Union forces following his victory at Vicksburg.

I usually, and necessarily, leave a lot out of these descriptions, but this time I’m leaving out even more than usual. There are numerous resources for additional information, including

the National Park Service's own site on the Vicksburg National Military Park. There are over 17,000 graves at the national cemetery there, more than any other Civil War burial ground. See that website at www.nps.gov/vick/index.htm.

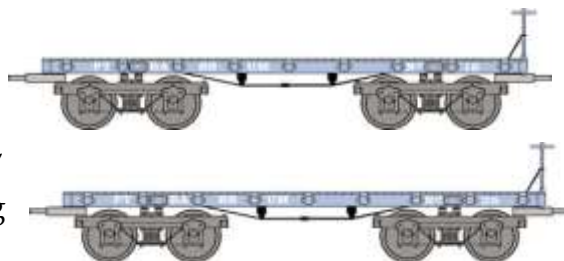
The following items are in pre-order at present and is NOT currently available. Scheduled delivery is September 2013. UMTRR coverage is being provided ahead of the actual release of Runner Packs in order to facilitate pre-order decisions; pre-orders close May 31. Note that preliminary MTL artwork is shown and actual product may differ.

153 00 041 and 153 00 042, \$16.25 each

Road Numbers: 18 and 26.

Civil War Era Flat Car, P.T. Barnum.

Blue with white lettering including "P.T. Barnum" on left and road number on right. Non-operating link and pin couplers included.

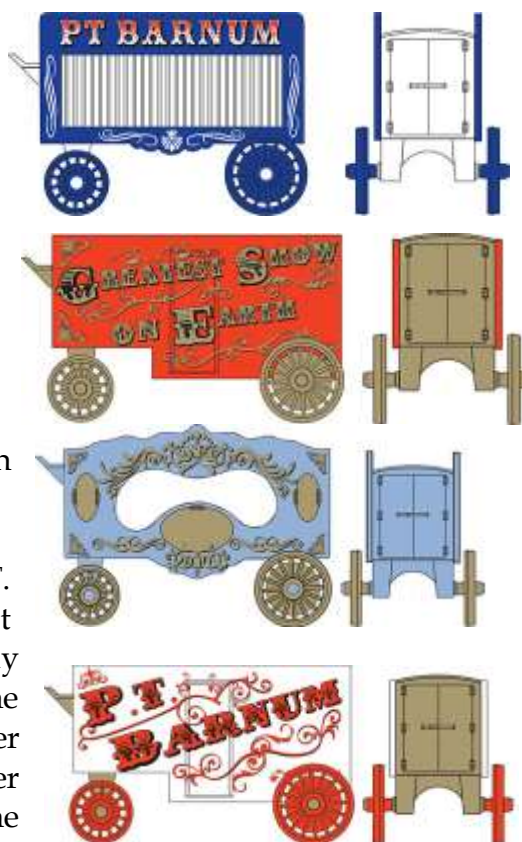


470 00 079 and 470 00 089, \$29.95 each

P.T. Barnum Wagon Packs #1 and #2.

Each pack consists of two wagons.

Pack #1 has a blue and white cage wagon with red and yellow "P.T. Barnum" legend at top of sides and an enclosed drop-bottom wagon in red and brown with black and yellow legend "Greatest Show on Earth" on sides.



Pack #2 has a blue wagon with gold decoration and no lettering and a white and brown drop-bottom wagon with red and black "P.T. Barnum" legend.

MTL extends the previously announced (last month) P.T. Barnum Train Set with these four wagons and two flat cars. The drop-bottom wagon is, if you will, a "new body style." Since the Civil War Era flat cars clearly fit just one wagon, I would not be surprised to see another pre-order opportunity coming from the folks in Talent for another pair of Barnum flat cars. We'll see if I'm right in the coming months.

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

Z SCALE NEW RELEASES:



518 00 210, \$26.95

Reporting Marks: LR Co. 1504.

40 Foot Wood Double Sheathed Refrigerator Car, Lemp Brewery / Falstaff Beer.

Green with white border outlining sides. 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 both ends. Approximate Time Period: decades of the 1900s and 1910s. Release #1 in an expected twelve in the Brewery Reefer Series.

Please see the commentary on the N Scale release of this car above (058 00 160). However, please note that the Z Scale car is a 40 foot steel underframe car while the N Scale model is a 36 foot truss rod car.



525 00 161 and 525 00 162, \$20.65 each.

Reporting Marks: UP 51190 and 51219.

40 Foot Flat Cars, Fishbelly Sides, Union Pacific.

Light brown (the UP's "Synthetic Red") with white lettering including reporting marks on left and roadname in center.

Simulated lumber loads included. Approximate Time Period: 1951 (build date) to 1970s.

The Union Pacific's listing in the January 1955 Equipment Register still designates cars as belonging to the UP proper or to its subsidiary railroads Oregon Short Line and Los Angeles and Salt Lake. No worries about this group, though; it's marked "U.P., Flat" in the description. The 460 cars in the series 51000 to 51500 had an inside length of 42 feet 6 inches, outside length of 43 feet 3 inches, and capacity of 100,000 pounds. MTL hints at the end of the ATP in their car copy, which allows a jump to the January 1978 Register. At that point the 344 cars still remaining were upped to 110,000 pounds capacity. Moving to April 1985 the car count was still at 101 cars. It looks like the last of these nominal 42 foot flat cars don't leave the revenue roster until after 1996. I also see that starting with the October 1991 ORER, some of the cars are shown as being in log service. Not quite the same as the "stick lumber" load supplied with the models by MTL, but an interesting idea.

The **UP Color Guide to Freight and Passenger Equipment Volume 2**, has a bingo on UP 51219 as of September, 1978. The UP's class F-50-15 was built in 1951 at the Denver shops according to the book. It looks like most of the "as delivered" lettering is intact—including the "Be Careful" at the far left and right of the sides-- but as of the photo date, an ACI Label, consolidated stencil and U-1 "yellow dot" wheel inspection indicator had been added. One delta between model and prototype is the end mount brake wheel on the real car and the side mount wheel on the MTL 525 body style.



530 00 350, \$23.35

Reporting Marks: CP 389940.

39 Foot Tank Car, Single Dome, Canadian Pacific.

Black with white lettering including roadname and reporting marks on left. Approximate Time Period: 1910s into the 1970s.

Morning Sun's **Canadian Pacific Color Guide to Freight and Passenger Equipment** by John Riddell includes the first N Scale car MTL released, CP 389583, as it was lensed by Riddell in December 1972, awaiting scrapping at the CP's Ogden Shops in Calgary. (The second N Scale release, in December 2012, had the same road number as this initial Z Scale run.) Riddell says that this belonged to the series 389471 to 389989, and "in January 1956 CP owned 117 such old tank cars in company service for oil and water." The ORER for January 1953 corroborates this and gives a total of 198 cars but no further details.

Comparing the Color Guide photo to the MTL model, it's clear that there were some liberties taken. The shape of the tank itself appears less long and more tall, the ladders don't go all the way to the side platforms, and the dome on the real one had a double pipe extending from it. The car also had a split in the road number. That was done on the prototype to clear a strap that helps hold the tank to the underframe, a strap which isn't present on the MTL body style. MTL left out the space, which I think makes more sense. In short, we have a stand in, but then, the real car doesn't look like any other tank car produced in Z Scale at the moment either. While I'm nitpicking, I should mention that other than the roadname and number, the prototype's lettering was stenciled, not block type – although quite small in 1:220 scale.

While the ATP may seem longish for any car, the plain block lettering utilized does more or less align with it. Ian Cranstone's "Canadian Freight Cars" site shows the first ORER appearance to be January 1914 and gives the build date of June 1912 (though an unknown builder). I think that helps us lean toward the CP as the original owner. Cranstone also calls out odd numbers only for these cars. The photo of the 389593 in the **Color Guide** shows the car was last serviced in 1963 – that's almost ten years before its photo was taken on the way to being scrapped. Cranstone has the last ORER appearance for the series being July 1979.



980 01 260, \$109.95 and 980 02 260, \$94.95

Road Numbers: 883 and 883B (will be preceded with "MP" in website listings).

F7A and F7B Powered Diesels, Missouri Pacific.

Deep blue "Jenks Blue" with white stripe at bottom. Black underframe and trucks. Small red and white "buzzsaw" herald at

bottom center of each unit; same herald on nose of A unit. Road number in white at rear of each unit. Approximate Time Period: early 1960s to early 1970s.

These units are painted quite simply, but since I am very partial to these shades of blue I'm not complaining. However, "Jenks Blue," officially adopted in 1961, is not a favorite of every MoPac fan. Not when it replaced the attractive, but more expensive, "Eagle" paint scheme on locomotives after D.B. Jenks became President of the Missouri Pacific. In addition, the entire MP loco fleet was renumbered in 1962. So early 1960s it is for the start of the Approximate Time Period.

The A-unit 883 started out as part of the roster of MP subsidiary Texas & Pacific, road numbers 1500 to 1536 built in 1949 and 1950. The B unit numbered 883B also came from that set of former T&P locos according to a roster on "The Diesel Shop" (www.dieselshop.us). And according to a more detailed spreadsheet posted on the site of the Missouri Pacific Historical Society, the 883 was retired in 1973 and the 883B in 1972.

The site RRPhotoArchives.net shows sister unit 877 with an unknown B unit, found in August 1969 in Claremore, Oklahoma. There are tall stacks atop each of the A and B—perhaps turbocharger stacks, I'm not sure. Among the other F7 photos is one taken in Nevada—Nevada, Missouri, that is—with the 865 and a matching F7B. The Jenks Blue may not have been that popular a choice for paint, but it does seem to have held up well.

Z SCALE REPRINTS: No releases this month.

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 May 16.*



500 44 740, \$49.95, Union Pacific 2-Pack.

Reporting Marks: UP 185519 and 190169.

Consists of two Union Pacific 40 Foot Steel Boxcars, Single Door. Each car is Mineral red including trucks with yellow lettering including roadname and reporting marks on left. Union Pacific "Overland" herald and slogan on right: "Be Specific-Ship Union Pacific" on one side and "Road of the Streamliners" on the other side. Light to moderate weathering. Green door on the 190169. Approximate Time Period: mid-1950s (based on paint scheme) through 1960s. Previous Releases (in unweathered form): Road Numbers 185519 and 190169, August 2012. Individual catalog numbers for this set are 500 51 740 and 500 52 740. Road numbers are the same as the unweathered releases.

As noted in the August 2012 UMTRR when the "clean" versions of these cars were issued, there's a "double bingo" on Pages 6 and 7 of the Morning Sun book **UP Color Guide to Freight and Passenger Equipment Volume 2**. Also duly noted were that the cars were from

two different UP car classes (B-50-21 and B-50-27) built in different years (1937 and 1940) and belonging to different series (184000 to 185899 and 190000 to 190699). But they shared the unusual paint scheme with the “Overland” herald and the fact that neither was a PS-1 boxcar that the MTL 500 body style is based on. We already know that the slogans were replaced by the “Automated Rail Way” scheme in the early 1960s, so we could conceivably call the ATP there. We’ll give it until the end of the decade just to be safe. For the record, both series of cars were virtually gone by the April 1981 ORER; with just one car left in the first group and six in the second.

Z SCALE RUNNER PACKS: In addition to the below announcement, Runner Pack #53 (994 00 053, \$64.95), four Shippers Car Line tank cars, is now available. UMTRR coverage was in the November 2012 issue. The individual catalog and road numbers are as follows: 530 51 340, 7550; 530 52 340, 7554; 530 53 340, 7633; 530 54 340, 7669.



Also, the Chesapeake & Ohio Eight Pack of offset side two bay open hoppers (994 00 802, \$129.95), is also available. UMTRR coverage was in the October 2012 issue. The individual catalog numbers and reporting marks for these items are as follows: 533 51 070, 51244; 533 52 070, 51256; 533 53 070, 51258; 533 54 070, 51260; 533 55 070, 52133; 533 56 070, 52135; 533 57 070, 52141; 533 58 070, 52155.



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



Scheduled November 2013 Release:

994 00 059, \$84.95

Quantity three of Lightweight Passenger Dome Cars, Union Pacific.

Road Numbers: 9003, 9006, 9012 (subject to change, see text).

Each car has Armour Yellow sides,

Harbor Mist Gray roof and underside, and red stripes at top and bottom of sides. Red roadname in center and road numbers left and right. Approximate Time Period: 1955 (build date) to about 1970. Previous Releases: No Road Number, but with decals for car names and road numbers, January 2009. The Runner Pack releases should carry individual catalog numbers 552 5x 010 (51 to 53).

The January 2009 release of four Union Pacific passenger cars marked the entry of Micro-Trains into the Z Scale passenger car business. At the time, MTL decided to issue the cars without car names or road numbers and instead provide a decal set from which the modeler could select. Even in 1:220 (or perhaps, despite being 1:220), this doesn't seem to have worked out, so this Runner Pack includes three numbered cars. The "see text," by the way, is that MTL is revalidating the road numbers to ensure that they match the prototype, so they are subject to change before release. We'll keep that in mind when they hit the shelves of Authorized Micro-Trains dealers in six months.

The folks at Micro-Trains told me in 2008 that the prototype for their body style was built by Pullman-Standard. The site UtahRails.net shows the 9003, 9006 and 9012 as being among 15 cars built by American Car & Foundry, so MTL may have a point in revalidating the road numbers. The five P-S dome cars delivered to the UP in 1958 (plus one to the Wabash for the "City of St. Louis" train) were the final cars of this type built by that company. Again according to UtahRails.net, the P-S domes were numbered 7011 to 7015. None of the UP's dome cars officially made it to Amtrak though some were rented to them for temporary service. Two of the cars were sold to the Alaska Railroad and three to Auto-Train. Two of the Auto-Train cars came back to the UP as part of their "Heritage Fleet" and are named the "Missouri River Eagle" (the former 7012) and the "Challenger" (the former 7015).

While the **UP Color Guide to Freight and Passenger Equipment** (Volume One) didn't have any specific matches to any of the MTL passenger cars, Volume Two does have the 7012 on Page 73. It certainly helps to keep adding to the Research Accumulation, doesn't it? Photos of the UP Heritage Fleet abound, of course, though I don't think we could guarantee that the present configuration of the cars matches how they were first delivered for the UP's "name trains."

Z SCALE SPECIAL EDITION RELEASES: No releases this month.

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

MTL ANNOUNCEMENTS: Many of the N Scale Civil War Era structure kits have had applications well beyond that time period. But I'm not so sure about the latest structure, a "Double Water Tank with Pump House and Loading Dock" kit (499 90 953, \$27.95). The water tanks are open; I'm not sure how long that design lasted. Perhaps the longest on logging railroads? I'm no expert on this, folks... Meanwhile, there are new N Scale Freight Loads, for inside boxcars or atop loading docks (499 43 990, \$9.95 for two) and Z Scale "Metal Products Loads" for inside gondolas (799 43 949, \$9.95 for two). Although not strictly a product announcement, the dates and place for the next National Z Scale Convention have been named: May 2 and 3, 2014 in Kansas City. I hear everything's up-to-date there. (Apologies to Rogers and Hammerstein.)

DISCONTINUED ALERT: The bye-bye board is a bit long this month. We'll start with the HOn3 Scale Colorado and Southern orange refrigerator car (850 00 070, February 2010). And we'll move to Z Scale, where the second number of the Union Pacific boxcar with "Overland" herald (500 00 742, August 2012), the Great Northern weathered double door boxcar (501 44 130, mid-month March), the Soo Line brown x-post plug door boxcar (511 00 150, September 2012), the Ringling Brothers Billboard Boxcar #4 (515 00 604, November 2009) and the first number of the Canadian Pacific open hopper (533 00 031, May 2012) have all left the building.

In N Scale, both of last month's Modern Log Cars (114 00 150 and 114 00 160) are outta here, and that's a surprise. They usually sell fast, but not that fast. Also gone from last month is the Canadian National center partition flat car (053 00 530). The mid-month March Union Pacific weathered boxcar has rolled out (020 44 296). There's a bunch more from March that have sold out: the reprint Great Northern / Western Fruit Express plug door boxcar (021 00 460), the Southern Star Meat Packer wood refrigerator (058 00 526), the first number of the Potash Corporation center flow (094 00 361, officially now though it had been previously reported), the C&O/Chessie System covered gondola (106 00 110) and the U.S. Military Railroad single release flat car with load (153 00 010). Two are gone from January: the Canadian Pacific "Newsprint" boxcar reprint (032 00 170) and the Santa Fe gondola reprint (046 00 080). From December 2012 the Southern Railway TOFC flat is sold out (071 00 110). The first number of the Baltimore and Ohio paired window coach has departed the station (145 00 091, March 2012). And finally in reverse chronological order, the first number of the Frisco Company Service tank car (065 00 711) has run its course.

It's also probably time for another refresh of the discontinued Runner Packs, which I'll get to as soon as I can via the UMTRR Website.

INCREMENTAL INFORMATION DEPARTMENT: While driving along the New York State Thruway between Rochester and Syracuse, I came across a CSX general freight train which had exactly two Potash Corp. center flow covered hoppers that were depicted by Micro-Trains back in March. Thus answering the question of whether they would be seen in just pairs as opposed to long trains... why, yes, they would.

Further to the N Scale Runner Pack of yellow CP Rail plug door boxcars released last month, John Morton has provided to us a compilation of the Special Runs previously produced in the same scheme—and in green as well. The yellow cars were released in two three-packs, the first with road numbers 166217, 166231 and 166262 and the second with road numbers 166214, 166235 and 166268. This was during the time when MTL required non-prototypical lettering on Special Runs, so these cars have a small legend reading "Leased from Pacific Western Rail Systems" to the left of the bottom of the Pacman logo. At the same time, two sets of cars in green paint with white lettering were issued. The first set had road numbers 56609, 56642 and 56648 and the second, 56605, 56633 and 56644. The non-prototypical lettering on these was "Leased to Jubilee Rose Enterprises Ltd." to the left of the top of the Pacman logo. These cars were issued in three-pack boxes in 1995.

OOPS PATROL: I transposed the catalog numbers of last month's Norfolk Southern Weathered Gondola set. Here's the corrected catalog and road number information: 105 51 730, 194178; 105 52 730, 194059; 105 53 730, 201364.

AND THAT WRAPS UP MAY. Until next time, do the best you can!

Cheers,
George

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