



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #198 – June, 2013

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Hello again everyone! We've got a lot of news and views for June, although for the first time in a while this does not include a new pre-order Runner Pack announcement in N or Z Scales. There's plenty to look at, though, so let's get right to it...

N SCALE NEW RELEASES:



031 00 420, \$20.35

Reporting Marks: ATSF 9020.

50 Foot Steel Boxcar, Single Superior Door, Santa Fe (AT&SF).

Brown with black ends. White lettering including large circle cross herald and reporting marks on left, and "Ship and

Travel" slogan on right. Small simulated reflective circle crosses left and right of door. Approximate Time Period: mid-1960s through 1980.

We start off the month's coverage with a bingo on Page 43 of the book **Santa Fe Freight Cars The Series Volume One: Box Cars** by Stephen Priest and Thomas Chenoweth (known at UMTRR HQ as "the Priest Book"). The 9010 looks to be a pretty close match to the 031 body style, which would make sense considering the prototype was built by Pullman-Standard. There is a slight difference on the side sills and the real car had the reflective circle crosses at the ends of the car – underneath the grab irons and ladder. Even MTL would have trouble with painting those! The 9010 was a Santa Fe class Bx-72, part of a 42 car set numbered 9000 to 9041 according to the caption, and was lensed in October 1973. And yes, it still has the roofwalk. While built in 1957, the car clearly shows a "Built" date of July 1967, an indicator of a rebuild of some sort and a hint of the start of the Approximate Time Period. Before leaving the Priest Book, though, we'll turn to the next page, where there are two photos of Bx-72s pictured as of 1974 in what was probably their original series in the 42000s and probably their original paint with black and white squared circle cross herald and advertising for the "name trains" San Francisco Chief and the Texas Chief. (Note to Micro-Trains: Want.)

The Official Railroad Equipment Register (ORER) for January 1967 shows what I think is a partial series of these cars, numbered 9006 to 9029. That predates the July 1967 "build" date of the 9010 as pictured in the Priest Book, so we'll skip to the October 1969 ORER. In that edition, the series 9000 to 9041 had three groups: the 9000 and 9001 which had a 15 foot 4 inch door opening – clearly not a match! – and the sets 9006 to 9029 and 9036 to 9041 which total 30 cars and align with the dimensional data on the 9010 as photographed. Which is: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 6 inches, outside

length 54 feet 4 inches, extreme height 15 feet or 15 feet 1 inch, door opening 8 feet, and capacity 4952 cubic feet or 110,000 pounds. The cars are AAR Designation XP and have DF-2 Loaders. An end note indicates nailable steel flooring.

Moving to the July 1974 ORER, the closest one I have to the photograph date from the Priest Book, we find 28 cars in the two groups named above. That drops to 18 cars in the July 1980 Register. By the April 1981 ORER from just nine months later, the cars are off the roster, so we have a pretty tight estimate for the end of the ATP this time.



038 00 430, \$22.10

Reporting Marks: MD&W 7061.

50 Foot Steel Boxcar, Plug Door, No Roofwalk, Boise Cascade Corporation / Minnesota, Dakota and Western.

Green with white band at top of sides.

White lettering including reporting

marks on left. Green lettering on white band: "Boise Cascade" company name on left and corporate "Pine Tree" logo on right. Medium extension trucks simulating extended draft gear included. Approximate Time Period: 1969 (build date given by MTL) through late 1980s.

The note in MTL's copy that this car was only available for service between the United States and Canada intrigued me, so my first stop was the October 1969 ORER. There's no mention of that particular restriction in that particular issue, but there is the star that "Denotes Additions" next to the listing for the series of 100 MD&W boxcars numbered 7000 to 7099. While we're here: inside length 50 feet 7 inches, inside width 9 feet 3 inches, inside length 11 feet, outside length 57 feet 9 inches, extreme height 15 feet 4 inches, door opening 9 feet, and capacity 5140 cubic feet or 158,000 pounds. An end note reads, "Cars... are equipped with anchor securements and are designed for newsprint loading only." Those dimensions suggest to me that we have a stand in of some degree with respect to the 038 body style, but we'll come back to that. Meanwhile, in the October 1972 ORER, a second end note regarding the series appears: "Cars.. are to be used for interchange service only between Canada and the United States and must not be used in domestic service." And so we validate that part of the MTL car copy. Wrapping up the ORER lookups, 77 cars remain as of the July 1987 Register but the series is gone in the July 1989 edition. Another pretty tight window for the end of the ATP there.

It would certainly be easy enough for this car to travel back and forth between Canada and the United States. The MD&W, just four miles long between International Falls and Ranier, Minnesota, is co-listed in the ORER with the International Bridge and Terminal Company, which operates the Fort Frances-International Falls International Bridge. That's a road and rail bridge spanning the Rainy River between the two towns and also holds a pipeline between two paper mills currently owned by Boise Incorporated and Abitibi Consolidated on the Minnesota and Ontario sides respectively. The International Bridge is unusual in being a road and rail bridge and in being a truly privately owned toll bridge. And of course, if you

follow weather at all, you know about International Falls, Minnesota, the “Icebox of the Nation” well known for its rather brutal wintertime temperatures. (They hit minus 40 in 2008—that’s the one reading that is the same temperature in both Fahrenheit and Celsius!) Fans of the **Rocky and Bullwinkle** cartoon might know that “Frostbite Falls” is a spoof of International Falls, and is even located in the same Koochiching County. But I digress...

The site RRPictureArchives.net has six images of cars in this series: the 7002 in 1976 in Minneapolis; the 7011 in 1982 in Northfield, Minnesota; the 7043 with its plug door open (!) as of 1976 outside the Great Northern’s Minneapolis station; the 7048 also from 1976 and also in Minneapolis; the 7056 in 1985 in Cajon, California; and the 7061 in 1977 in Fullerton, California. From these photos we learn two things: first, these cars did get around, and second, yes, they 038 body style is a stand in. That plug door, whether open or closed, was quite different on the prototype than on the MTL car. The real car also had riveted sides while the Micro-Trains car has welded sides. You get the idea. From the photo of the 7011 a legend can be made out, instructing return of the car to the Canadian Pacific at a location in Ontario that I can’t quite make out. That would fit with the international service restriction. The “Newsprint Service Only” marking is also very close to that used by the CP on its own cars during the same time period.



058 00 160, \$26.95

Reporting Marks: URTC 12818.

40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Fishbelly Underframe, Union Refrigerator Transit/Prima Company.

Yellow sides, brown roof and ends, black door hardware and door sill. Black lettering including URTC legend and road number on right. Blue, white and black Prima trademark on left. White lettering on ends. Approximate Time Period: 1932 to about 1937. Release #2 in an expected twelve in the Brewery Reefer Series.

According to several online references sites I found, Prima Beer was originally brewed in Chicago by the Independent Brewing Association. See the circa 1913 postcard at right which should now be in the public domain based on its age. Neil Arsenty noted on his blog that the beer was brewed starting in 1890. Prohibition caused the operation to shut down in 1920 but it reopened until 1925 selling “Primalt,” a non-alcoholic beverage. Prima merged with Bismarck post-Prohibition and eventually became the Prima Company. Again according to Neil Arsenty, the property was taken over by Al Capone (!) through assumption of debt and shut down for good by 1938. The Manhattan Brewing Company, an, er, enterprise of Mr. Capone, renamed its Westminster Brewing Company to Prima Brewing Company and continued to make



and distribute the brand. Prima had the slogan “America’s Finest Beer.” As of April 2013 there were still “Ghost Signs” on several buildings in Chicago advertising Prima. It’s noted on the site BeerAdvocate.com that there is a “Prima Pils” currently offered by the Victory Brewing Company in Pennsylvania but that’s an unrelated brand.

It wasn’t “America’s Finest Beer” but “Drink The Best” painted at the top left hand corner of the prototype car for this month’s Brewery Series model. The actual car URTC 12818 is pictured on Page 141 of the book **Billboard Refrigerator Cars**. The prototype is a forty foot fishbelly underframe car, with corner braces not present on the 049 body style. It’s clearly noted with a service date of August 1932 and the weight has not yet been stenciled in, so we could conclude that this is a documentation photo of sorts—not really a “builder’s photo” since the car was constructed in 1923. Authors Richard Hendrickson and Ed Kaminski note that the car is “promoting ‘Prima Special’ without even hinting at what the product was.” That makes sense considering that Prohibition wouldn’t be lifted until the following year. By 1937, billboard refrigerator cars were basically outlawed, so the Approximate Time Period for this car is rather short; however that hasn’t stopped its reproduction in miniature as there have been several depictions of this paint scheme in multiple scales, including 1:160.

The ORER for January 1931 does not actually show a road number 12818 in the registration for the Union Refrigerator Transit Company, which makes me wonder whether the car received a new number when painted for Prima. In the July 1935 Register there were 481 cars in the largish series 12000 to 19415, with these selected dimensions: inside length 33 feet, outside length 40 feet 2½ inches, extreme height 14 feet 6¼ inches, door opening 4 feet wide by 6 feet 5 inches high, and capacity 2042 cubic feet or 70,000 pounds plus another 8700 pounds for chunk ice or 10,000 pounds of crushed ice. The Prima cars would have been a very small fraction of the more than six thousand cars registered to URTC at the time.



094 00 370, \$27.65

Reporting Marks: WP 12012.

Three Bay Center Flow® Covered Hopper, Trough Hatches, Western Pacific.

Gray with mostly black lettering including reporting marks on left and large roadname in center. Approximate Time Period: 1979 (build date) to late decade of the 2000s.

This release compliments Catalog Number 93050 from September 1998, a round hatch Center Flow which was among the last uses of the famous “Feather” herald. This car is more plain with a simple large roadname. We have a bingo on the 12012 on Page 95 of the **Western Pacific Color Guide to Freight and Passenger Equipment**. It’s noted that the car was one of fifty delivered by American Car & Foundry in October 1979 and was in rice service. The October 1983 photo shows a rather dirty car, with collection of rust along the weld seams of the sides. And that’s only four years after the car was built.

The ORER for July 1980 shows the series of fifty cars numbered 12001 to 12050. They are described as “Covered Hopper, Steel, Center Flow, Axle Spacing 5 Feet 10 Inches, Truck Centers 41 Feet 3 Inches” with an inside length of 49 feet 9 inches, outside length of 54 feet 6 inches, extreme height of 15 feet 6 inches, and capacity 4650 cubic feet or 197,000 pounds. The MTL 093 body style is of a 4650 cubic foot car, so we’re alright there. Should I get out the N Scale Ruler and measure the truck centers? Okay, you talked me into it. Looks pretty close to me, maybe a few scale inches off. Now that’s nitpicking.

Forty-four of the original fifty cars make it to the Union Pacific registration in the January 2000 ORER, but that’s not to say that they haven’t been repainted into the UP herald scheme with WP reporting marks. However, on the Fallen Flags site (www.rr-fallenflags.org) there is a very dirty and rusty looking WP 12026 as found in October 2006, so we know at least one car remained that long in the as-delivered paint. As a counterpoint, there is also the UP herald, and a fair amount of graffiti, on WP 12046 from the same series as of March 2004 on the same site. For the record, the January 2011 ORER shows 35 cars in the Western Pacific series, but I’m not confident that the large roadname made it that far. The best I can do is on RailcarPhotos.com and a 2009 image of the WP 12026—the same car as on Fallen Flags, except with three more years worth of heavy weathering.



125 00 130, \$23.45

Reporting Marks: AC 8377.

Three Bay Ortner Hopper, Algoma Central.

Green with mostly white lettering including reporting marks on left. Small black and white herald on left. Approximate Time Period: 1974 (build date) to about 2004.

We’re doing well so far with bingo hits on releases so far, with this match coming from the Fallen Flags site once again. (Many thanks to Stu Reeh for locating it for us.) The image of the 8377 is from 1997, and while the car may have once appeared to be a bright green, it sure doesn’t look that way in the photo. The color has faded to something more approaching a gray-green, with rust showing through on the panels. Speaking of which, there are only eight, versus ten on the MTL 125 body style, plus there are diagonal ribs on the far left and far right panels, so we do have a stand in here. An April 1974 shot of sister car 8346, also on Fallen Flags, is quite dark, but I believe it is green, which answers a question I have about whether these might have started service in another color. Also visible in this shot is the logo of the National Steel Car Company, not present on the MTL model.

And that brings us to Ian Cranstone’s “Canadian Freight Cars” site (www.nakina.net). The AC series 8201 to 8500 consisted of 300 cars built in 1974 and 1975 by National Steel Car. Many of these cars went to CSX as their 351056 to 351175 circa 1988, while others were relettered to Wisconsin Central or SSAM 208330 to 208500, presumably after the WC took over the Algoma Central in 1995. (That would now put the AC in the Canadian National empire.) The Algoma Central Corporation still exists, but is no longer in the railroad business. In 2008 some of these cars were acquired by Haines and Kibblehouse, Incorporated

and were hastily relettered, including a black spray can job around the outside of the “bear” herald to cover the Algoma Central roadname! An example of this can be found on the Canadian Freight Car Gallery (canadianfreightcargallery.ca , no “www”). Other shots of the green, and faded green, AC hoppers can be seen there as well. At least one, the former 8433, just got restenciled to become WC 208433 without even touching up the herald.

The ORER for April 1975 shows the series with these vital statistics: inside length 30 feet 2 inches, inside width 9 feet 10 inches, inside height 8 feet 3 inches, outside length 43 feet 10 inches, extreme height 11 feet 9 inches, capacity 2100 cubic feet or 200,000 pounds. Twenty years later in the April 1995 Register, the group has been cut to road numbers 8330 to 8500 and a car count of 147. While controlled by the Wisconsin Central, the Algoma Central kept its own listing in the ORER of October 2004, where 89 cars remained from the original 300. However, they are all gone by the January 2006 Register, and thus endeth the ATP.



140 00 120, \$28.80

Road Number: 853 (will be “MILW 853” in website listings).

Heavyweight Railway Post Office Car, Milwaukee Road (Chicago, Milwaukee, St. Paul and Pacific).

Orange with maroon band at top of sides. Black roof, underframe and trucks. Metallic gold lettering including roadname across top in maroon band. Approximate Time Period: 1949 (based on road number) to at least 1953 but probably longer than that.

I was hoping that the rather detailed car copy from Micro-Trains meant that there was an easily accessible source for the same, and a photo, and there is, specifically the **Milwaukee Road Color Guide to Freight and Passenger Equipment, Volume One**. (This particular Morning Sun book is mostly about passenger cars, with freight cars being emphasized in the second volume.) Page 6 of this book has a shot of the car as the 853, an express car with “Railway Express Agency” to the left of the right hand door. There are differences between the car and the MTL 140 body style. For example, there are six windows on the side we can see, but the three on the right have been plated over – or perhaps plated under, as the sheet metal was placed on the inside of the window frames. The right hand door is wider than on the MTL car as well. Roof details – what we can see since the prototype photo is truncated on both ends – appear to be different as well. The use of six wheel trucks is appropriate. I can’t say I’m surprised that there were changes between the 1913 build date of the car and the configuration as of the 1949 conversion to an express car, or that the result is a stand in status for the MTL depiction. Of course, it’s up to Milwaukee Road fans to decide whether this is good enough. I suppose that the location of the National N Scale Convention later this month – namely, Milwaukee – is hardly a coincidence in terms of this release.

My collection of Official Register of Passenger Equipment copies is precisely two – and they are CD-ROM versions at that – but the January 1953 edition does have the 853 under the Milwaukee’s listing. It’s one of ten cars numbered 844 to 854, shown as 60 feet 5 inches long

inside and 63 feet 10 inches over the buffers. Per diem on these ran \$13.30 plus 6.7 cents per mile at the time. That's about all I can write about the car or the Approximate Time Period, so while the start of the ATP is confirmed at 1949, the end is strictly a guess – which I'll leave up to you.

N SCALE REPRINTS:



020 00 276, \$21.70

Reporting Marks: C&O 3203.

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

Brown with black ends and roof. White lettering including reporting marks on left and roadname on right. Approximate Time Period: 1940 (build date) to mid-

1950s at least. Previous Release (as catalog number 20276): Road Number 3212, September 1995, part of the 'Cat Pack' three-pack (20276-2).

About eight years after the delivery of this car to the Chesapeake & Ohio, the railroad changed from the rather plain roadname-only paint scheme to the use of the "For Progress" logo. RPI gives that change date as 1948, with a revision to the herald in 1954, by which time I would expect that many if not all of these cars would have been changed from the paint depicted here. However, I can't prove it, so the "at least" is tacked on to the Approximate Time Period. Thinking of how long it took the C&O to reletter all of the Pere Marquette equipment it acquired, I would say the "at least" is warranted. Meanwhile, our C&O Special Correspondent James Pugh notes via reference to the C&O Historical Society and the October 1986 issue of its magazine that the cars were built by AC&F, not Pullman-Standard.

The ORER for January 1943 shows 899 cars in the series 3000 to 3899, with these dimensions: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet even, outside length 41 feet 9 inches, extreme height 14 feet 6 inches, door opening 6 feet, and capacity 3713 cubic feet or 100,000 pounds. Those vital statistics are a bit smaller than the 020 body style, and 1940 is too early for this car to be a PS-1 on which the MTL car is based. In the April 1952 ORER the car count has slipped only to 885, however by that time the "C&O For Progress" herald was being deployed. I doubt that any plain roadname cars were left by July 1963, but there were still 860 cars in the series. For the record, the last of the group didn't leave the Equipment Registers until between April 1981 and April 1984, although there were less than ten in service from the early 1970s onward.

The original Micro-Trains release of this car was part of the "Cat Pack" of September 1995, which consisted of steel boxcars in early C&O, B&O and Western Maryland paint schemes. The trio was issued in a three-pack box and was a relatively hot item for a while, but has cooled off considerably in the aftermarket since then—if that popular online auction community is any indication. The "Cat Pack" is still a "gettable" for those who are interested.



045 00 321 and 045 00 322, \$20.45 each.

**Reporting Marks: CN 664062 and 664087.
50 Foot Flat Cars, Fishbelly Sides,
Canadian National.**

Brown with white lettering including reporting marks on left and roadname in center. Small white simulated reflective

blocks along deck. Mine truck load included (assembly required). Approximate Time Period: 1959 to, strictly speaking, the early 1970s, or to the mid-decade of the 2000s. Previous Release: Road Number 54201, May 2007. Note: Instead of the usual small box with clear plastic inserts used for the 045 body style, these cars are packed in the MTL medium sized box with foam inserts which also protect the parts of the unassembled mine truck load.

Straight away I think we have a “not a reprint” and for good reason: the May 2007 release carried a road number that the Canadian National uses for maintenance of way equipment. Ian Cranstone, webmaster of the Canadian Freight Cars site, sent me a personal e-mail about that first run. “The block of low 54000s is a mish-mash of assorted flat cars,” he wrote, “and the group that the 54201 belongs to (54200-54234, which are all listed as Work Flat-Engineering), is a variety of cars dating from 1918 through 1958.”

We can go directly to Ian’s site for the story on these cars as numbered in the 600000s, which is where the revenue flat cars are found on the CN’s roster. One hundred flat cars numbered 664001 to 664100 were built by Marine Industries Limited of Sorel, Quebec in late 1959 and early 1960.

The Morning Sun book Canadian National Color Guide to Freight and Passenger Equipment Volume Two contains not only a bingo on the 664062 but also its load! There’s a Tavirock Toro 40 F mining vehicle loaded on the car as of its photo taken in Ottawa in April 1993. “The steel bolsters form the deck surface over the trucks,” reads the caption, which suggests that the car isn’t an exact match to the MTL 045 body style. Missing from the Micro-Trains paint is the consolidated stencils, which are jammed into the slope between the fishbelly section and the flat section of the side. Simulating that would have been quite the challenge. But it does split the Approximate Time Period to a “strictly speaking” end and a, well, not so strictly speaking end of the mid-decade of the 2000s.

The ORER for July 1963 already shows only 87 cars of the possible 100 in the series 664001 to 664100. The “inside length” was 52 feet 6 inches and outside length 53 feet 2 inches, leading to the usual situation in which the MTL car is a bit short in the deck and a bit long over the couplers. The cars had a 115,000 pound capacity, certainly enough for a mine truck.

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 June 13.



025 44 780, \$28.35

Reporting Marks: MILW 50225.

50 Foot Exterior Post Steel Boxcar, Single Youngstown Door, Milwaukee Road.

Yellow with aluminum roof. Mostly black lettering including slogan

“America’s Resourceful Railroad” and reporting marks on left, and large roadname on right. Moderate to heavy weathering, particularly on roof. Multicolor graffiti on bottom of one side. Approximate Time Period: 1974 (build date given by MTL) through about 1990. Previous Release (in unweathered form): Road Number 50220, March 2013.

I’ll be really lazy here and mostly reprint myself from the March “clean” release (which was a quick sellout, by the way). The site RRPictureArchives.net provides a bingo to that previous roadnumber 50220, circa 1980. The paint scheme is good though there are some quibbles with details on the model versus the prototype, for example the side sills. That’s not completely surprising considering that the 025 body style is a model of an FMC car and the prototype was built by SIECO (Southern Iron & Equipment Company). Overall, though, it’s not a bad match; as usual, your opinion may vary.

The Official Railway Equipment Register (ORER) for April 1975 shows all 570 possible cars in the series 50000 to 50569. They’re described simply as “Box, Nailable Steel Floors” and had these key dimensions: inside length 50 feet 6 inches, inside width 9 feet 6 inches, inside height 10 feet 7 inches, outside length 54 feet 4 inches, extreme height 15 feet, door opening 10 feet, and capacity 5100 cubic feet or 154,000 pounds. Upon the official 1986 merger of what was left of the Milwaukee Road into the Soo Line, 546 of the original 570 cars were still in service. There were 544 cars in the group in the July 1989 ORER, but sometime between then and the October 1991 Register, the entire series disappeared. It’s noted in the **Milwaukee Road Color Guide to Freight and Passenger Equipment, Volume Two** that these cars were leased, not purchased, so what we may have is a lease termination to explain the end of the ATP.



993 05 170, \$79.95

Great Northern Passenger Car Weathered Set.

Consists of 141 50 020, Heavyweight 10-1-2 Sleeper, “Hidden Lake” (previously released in unweathered form in June 2010); 142 50 020, Heavyweight 12-1 Sleeper, “Glacier” (previously released in unweathered form in July 2010) and 145 50 020, Heavyweight 3-2 Observation Car, no name or number (previously released in unweathered form in October 2011). Each car has Pullman Green sides and ends, black roof, underbody and trucks and Delux gold lettering

including “Pullman” or GN roadname in center of letterboard with light weathering. Approximate Time Periods: See below.

There's not much I can say that wasn't already said in the commentary on the original releases, and these weathered runs aren't all that "dirty" anyway, in keeping with the generally well-kept condition that the prototypes had. So we'll simply recap the ATPs for these cars. The 10-1-2 Sleeper operated from the 1930s to 1948, and the 12-1 Sleeper from 1936 (given air conditioning, 1924 without it) to 1948, both given the divestiture of equipment from Pullman that took place in 1948. The 3-2 Observation has no specific Approximate Time Period, but a "best fit" in the 1930s and 1940s since the GN didn't actually roster any cars of this particular type.

N SCALE RUNNER PACKS: There are no pre-order announcements this month, however Micro-Trains noted in the Micro-News that the announcements in July will be for Runner Packs to be released in December.

Runner Pack #77 (993 00 077, \$59.95), four New Haven 40 Foot Boxcars, is now available. UMTRR coverage was in the December 2012 issue. The individual catalog numbers and reporting marks for these items are as follows: 020 51 350, 36433; 020 52 350, 36466; 020 53 350, 36521; 020 54 350, 36539.



In addition, the Canadian Pacific Heavyweight Five-Pack of passenger cars (993 01 230, \$99.95) will be available mid-month per the Micro-News which should put them in stores by now. The individual items in this set are as follows:



140 51 080, Heavyweight Railway Post Office Car, Road Number 3774.

141 52 080, Heavyweight 10-1-2 Sleeper Car, "Renfrew."



141 53 080, Heavyweight 10-1-2 Sleeper Car, "Rocanville."

145 54 080, Heavyweight Paired Window Coach, Road Number 2807.



145 55 080, Heavyweight Paired Window Coach, Road Number 2809.

N SCALE SPECIAL EDITION RELEASES:



101 00 710, \$24.95

Modified 40 Foot Hy-Cube Boxcar, Sherman's March.

Car #10 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.

With Atlanta in the hands of the forces of General William Tecumseh Sherman, the next step in the Union plan to achieve victory in the American Civil War was to break the capacity of the Confederacy to fight. To that end, Sherman and General U. S. Grant devised a two step strategy: keep General Robert E. Lee and his troops under siege in Virginia while Sherman moved in from the South. In order to get there, Sherman was to move to the Atlantic Coast—without supply lines. The troops were to live off the land, and leave little else behind but a “scorched earth,” destroying virtually everything in their path.

Starting off from Atlanta on November 15, 1864, Sherman split his forces in order to keep the Confederates from understanding his true target. Some of the army headed toward Macon and some made an arc in the direction of Athens, seemingly headed to Augusta. Within a week a part of the forces were in the interim Georgia state capital of Milledgeville; the legislature there fled. Sherman's staff held a mock lawmaking session in the temporary chamber, mockingly voting Georgia back into the Union. Southern Lieutenant General William J. Hardee realized then that the real target was Savannah and took steps to reinforce the city and repel the Union army. Hardee had 10,000 men and time to flood the rice fields around the city.

But this would not be a long siege, as was the case at the Battles of Vicksburg (the subject of last month's Special Edition car). Sherman unblocked his route to the sea by dispatching men to capture Fort McAllister, which enabled a link to the Union Navy. On December 17, he demanded surrender of Savannah, and he received it, but Hardee and his men were able to escape to fight again. Sherman telegraphed to President Lincoln that he was providing Savannah as a “Christmas Present.”

What Sherman left behind was utter ruin. Railroads were torn up and rails heated and twisted into “Sherman's Neckties,” rendered unusable. Crops were burned, bridges destroyed, livestock taken, and plantations ransacked. Sherman also freed a number of slaves, some of which followed, but found hardship and even death along the way. To this day Sherman's March is one of the most controversial events in modern warfare, and as much as General Sherman may have been a hero in the North, he was and is reviled in the South.

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

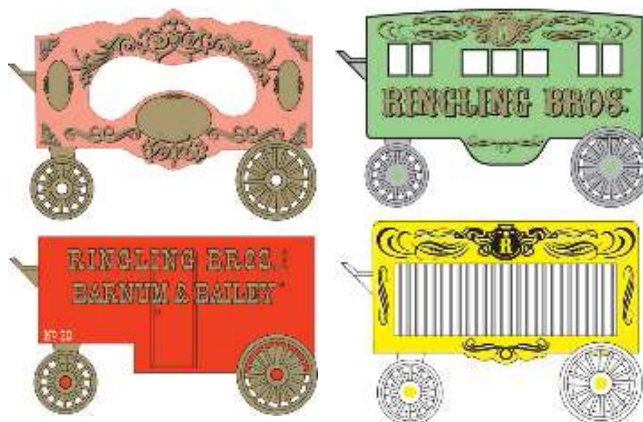
**Scheduled Delivery October 2013:
470 00 099 and 470 00 109, \$29.95 each
Ringling Brothers Wagon Packs.**

First pack (099) has one red open wagon with gold lettering and highlights, and one white drop step wagon with red lettering and highlights. Second pack (109) has one light blue wagon with blue wheels and white lettering and highlights, and one red drop step wagon with white wheels and lettering.



**Scheduled Delivery November 2013:
470 00 119 and 470 00 129, \$29.95 each
Ringling Brothers Wagon Packs.**

First pack (119) has one pink open wagon with gold highlights, and one red drop step wagon with gold lettering and highlights. Second pack (129) has green wagon with silver wheels and gold lettering and highlights, and yellow cage wagon with black highlights.



I was tempted to try to number these wagon packs in order to tell them apart, but since I don't follow these items as closely as I do other Micro-Trains releases, I'm somewhat chagrined to note that I've lost count of how many previous wagon packs there have been to this point. Certainly we're seeing a change of focus to these accessories from the rolling stock (both prototype-based and Special Edition) with the familiar Ringling Brothers Barnum & Bailey lettering.

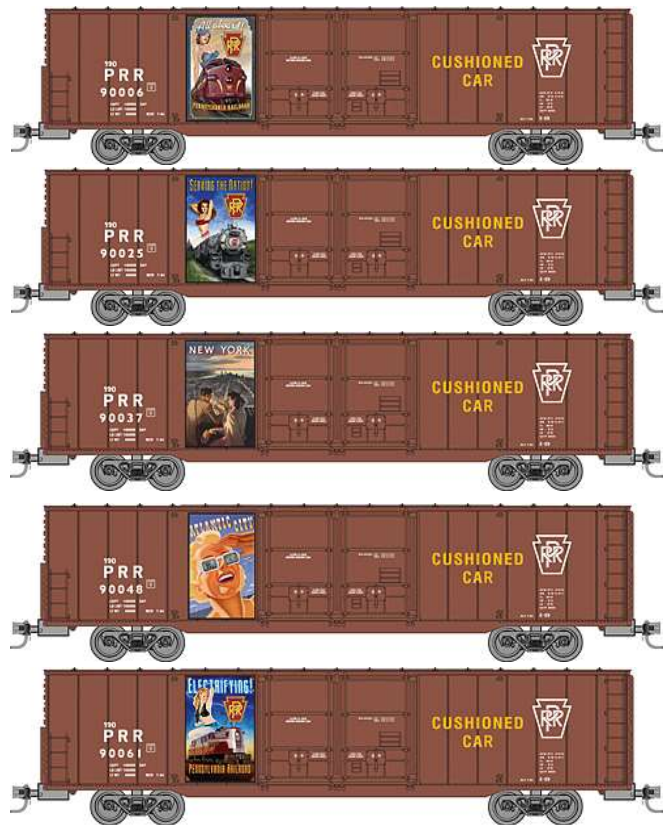
If it's prototype circus wagons you're looking for, you might not need look any farther than the Circus World Museum in Baraboo, Wisconsin. The site was once the home of the Ringling Brothers Circus (pre-merger with Barnum & Bailey) and original buildings from that use are still standing. The museum says it has more than two-thirds of all known circus wagons in existence, from Ringling Brothers and many other shows from the United States and abroad. Baraboo is approximately two hours from Milwaukee, the site of the National N Scale Convention this year, and looks like it might be worth a side trip if you can squeeze it in.

**Scheduled Delivery November 2013:
993 21 210, \$119.95**

Pennsylvania Railroad Vintage Poster Pack.

Consists of five 60 Foot Double Plug Door Boxcars. Each is painted brown with white lettering including reporting marks on left and Pennsylvania Railroad plain keystone herald on right. Yellow “Cushioned Car” legend left of the herald. Each car also has a multicolor rendition of a vintage Pennsylvania Railroad poster left of the door. Road Numbers: 90006, 90025, 90037, 90048, 90061. Catalog Numbers of individual cars expected to be 122 50 0x9 but will be confirmed upon release.

The phrase “preliminary MTL artwork is shown and actual product may differ” is definitely important for this release. The preliminary artwork shows these cars without a roofwalk—which was an eventual plan for this body style—but these cars will have running boards according to Micro-Trains. Sorry about that, more modern modelers. On the other hand, this set is just for fun anyway. When the version of these boxcar without roofwalk and with cut-down side ladders remains a matter of speculation.



That having been said, let’s check on the prototype PRR roster. What appears to be the closest match is the Pennsy’s X59 series of boxcars which were built to the “Precision Design” specifications by American Car & Foundry (ACF Industries) in 1964. These were numbered 90090 to 90264. The MTL paint scheme depicted, except for the posters, is in line with the real cars, with the poster covering the space where the ACF trademark would be—rather convenient, even if not intentional. The cars were of 60 feet inside length with double plug doors, however there are differences in the sides, particularly the side sills, the ends, and possibly the roofline, which I can’t get a good look at. And there’s one other thing which could be changed by Micro-Trains prior to production: The road numbers chosen fit into the X59a series numbered 90000 to 90089 according to “Rob’s Pennsy Page” (pr.railfan.net). And X59a Class boxcars had sliding, not plug, doors. Most of these cars went to the Penn Central as series 220294 to 220464.

With respect to artwork depicting or advertising the Pennsylvania Railroad, I’m much more familiar with the calendar artwork of Grif Teller. However, without breaking a sweat I did directly match the Atlantic City and New York posters with online images. I’m a bit less sure about the other three—I did find artwork, but it was on modern tin signs, not vintage posters, and I wonder whether these were more the product of a more contemporary imagination than that of an official Pennsylvania Railroad department! All in fun, though...

N₃ SCALE (NARROW GAUGE): No releases this month.

Z SCALE NEW RELEASES:



511 00 190, \$26.15

Reporting Marks: BNSF 712979.

50 Foot Exterior Post Boxcar, Plug Door, BNSF Railway (Burlington Northern Santa Fe).

Oxide red with mostly white lettering including reporting marks on left and “swoosh” herald (split by exterior posts) on right. Yellow simulated reflective stripes along bottom of side. Approximate Time Period: 2005 (introduction of herald) to present.

The paint scheme looks good versus a bingo on this car as of 2007 on RailcarPhotos.net, though the car itself appears to be larger than the MTL 511 body style. Continuing on that site, we find that the series BNSF 712961 to 713095 is a former ATSF set of boxcars, Class Bx-180, numbered 501799 to 501899. Proving that out, BNSF 712970 as of August 2007 still has the small Santa Fe circle cross in the top left hand corner with just restenciled reporting marks—and what’s arguably become the usual amount of graffiti. The cars were built by Berwick Forge and Fabricating in 1976 as their lot 33000 and are within Plate E dimensions. So yeah, they’re larger than the MTL model. Other photos of cars in this group show the BNSF circle cross, or no herald at all.

The ORER for January 2011 shows a total of 116 cars in service for BNSF. The cars have these key dimensions: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 11 feet, outside length 58 feet, extreme height 15 feet 9 inches, door opening 10 feet 6 inches, capacity 5194 cubic feet, and gross rail weight 263,000 pounds.



518 00 220, \$26.95

Reporting Marks: URTC 12818.

40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Fishbelly Underframe, Union Refrigerator Transit/Prima Company.

Yellow sides, brown roof and ends, black door hardware and door sill. Black lettering including URTC legend and road number on right. Blue, white and black Prima trademark on left. White lettering on ends. Approximate Time Period: 1932 to about 1937. Release #2 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, note that the Z Scale car is a 40 foot steel underframe car while the N Scale model is a more correct 40 foot steel fishbelly underframe car.



520 00 191 and 520 00 192, \$28.55 each.

**Reporting Marks: UP 48199D and 48225D.
40 Foot Despatch Stock Cars, Union Pacific.**

Brown (the UP's "Synthetic Red") with aluminum roof and ends. Yellow lettering including roadname on left and reporting marks on right. left and roadname in center.

Approximate Time Period: 1952 (build date) to late 1970s.

I had help when the N Scale version of this car was released in November 2006, and even more assistance via Incremental Information in the following month's column. In addition, the UMTRR Research Library now has the appropriate books. Let's put it all together for the Z Scale version, citing those who assisted back in 2006.

Flash Blackman, among others, noted that the "D" in the road number designates a double deck stock car on the Union Pacific, and the brown (OK, "synthetic red") and aluminum paint, it's generally agreed, denotes a car with friction bearing trucks. These two cars were in the UP's Class S-40-13, which George Hollwedel confirmed as being all in the red scheme. The use of yellow for stock cars with roller bearing trucks began as early as 1950. Steve Fass and others confirmed that the car doesn't match the MTL body style, which is based on a specific New York Central prototype.

The ORER for January 1953 had an impressive count of 800 cars in the series 48000 to 48799 with these dimensions: inside length 40 feet 6 inches, inside height 8 feet 5 inches, outside length 42 feet, extreme height 14 feet 6 inches, door opening 6 feet, capacity 3430 cubic feet or 80,000 pounds. The AAR classification of "SA" is defined in the back of the ORER as "A car for transportation of stock on the hoof (except horses and mules), equipped with roof, slatted sides and side doors and fixed deck located sufficiently high to permit the loading of cattle on the lower deck. With or without feed and water troughs." That 800 car count was quite a bit but in the 40000 series the UP had close to three thousand stock cars, at least back in 1953, that is.

The series in question was still in excellent shape in the January 1964 ORER, with 793 of the possible 800 on the roster. As of April 1970 book there were 785 cars in this group and in July 1974, 773. In the April 1976 ORER the series itself is down by more than half to 368, and that's a third of the entire UP stock car roster. Only 88 stock cars remained in the July 1978 ORER, and 15 remain in April 1981 which is where I stopped looking.

I now own the Morning Sun book **UP Color Guide to Freight and Passenger Equipment** and on Page 68 there's a photo of the real UP 48199D. This is one of those rare times where the actual lettering placement on the MTL car doesn't agree with the prototype: on the real 48199D, the roadname and reporting marks are on letterboards, both on the left side of the car. It's noted in the Color Guide that the 48199 was originally tried with black ends but that "was not conducive to reflecting the rays of the sun in the desert" and so was reverted to

aluminum ends. The friction-bearing trucks are evident in the photos, which while undated were probably taken pretty close to the build period of 1951 and 1952. Bill Pearce called out photos of more S-40-13s in Volume Two of the UP Color Guide and also in Terry Metcalfe's book **Union Pacific Freight Cars 1936-1951**.

What's the coolest thing about all of this for me personally? The fact that everyone that helped out with the research in 2006 is still a member of the UMTRR Gang. Thanks for sticking with us!

Z SCALE REPRINTS: A pair of locomotives:



980 01 090, \$99.95 and 980 02 090, \$94.95
Road Numbers: 9646A and 9646B (will be preceded with "PRR" in website listings).

F7A and F7B Powered Diesels, Pennsylvania Railroad

Brunswick Green with buff (muted yellow) pinstripe and lettering including

road name across side. Black underframe and trucks. Road number below cab and at rear of A unit and at rear of B unit. Small red and buff keystone herald below roadname on both units and also on nose of A unit. Black and white numberboards on A unit. Approximate Time Period: 1950 to late 1960s. Previous Releases: Powered A Unit (as Catalog 14009 and 14009-2), Road Number 9648, December 1999; Unpowered B Unit (as Catalog 17009 and 17009-2), Road Number 9648B, November 2000. Both previous releases were available with either Marklin or Magne-Matic Couplers.

OK, so this is really a combination of a Reprint—the A unit—and half of a New Release—the B unit previously done was unpowered—but it doesn't make any sense to ungroup these, particularly since they represent a prototype matched pair. The 9646 and 9646B were among a number of F7s, PRR Class EF15a, built between 1950 and 1951 by Electro-Motive. In anticipation of the Penn Central merger, they were renumbered to 1444 and 3517, keeping those numbers upon becoming PC units. The fact that they survived to the PC helps with the end of the Approximate Time Period.

George Elwood's Fallen Flags site (www.rr-fallenflags.org) has two images of the 9646 A unit, as of 1956 and 1958. SPFs (that stands for "Serious Pennsy Fan" or "Slobbering Pennsy Fan" depending on your perspective, or perhaps your sense of humor!) probably already know that the unit was equipped with the railroad's distinctive horizontally mounted induction antenna atop the roof. This was a necessary piece of hardware for the PRR's "Trainphone" system; for more on this communication method—which was not radio!—check out FAQ #115 on Jerry Britton's "Keystone Crossings" site (pennsyrr.com , then search on "Trainphone FAQ"). Trainphone was discontinued in the 1960s so in theory the last years of the ATP would be the closest to correct for this model. On the other hand, I don't think it'll be too long before we see the first of these models fully detailed with the antenna.

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 June 14.*



518 44 070, \$22.95

Reporting Marks: CN 209300 (and possibly 209344).

40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Canadian National.

Brown with white lettering including roadname (in English only) and reporting marks on left. Green and white “Serves All Canada” maple leaf herald on right. Light to moderate weathering. Approximate Time Period: early 1940s to as late as 1972. Previous Releases (in unweathered form): Road Numbers 209300 and 209344, February 2012. *Note: It is possible but not confirmed that both road numbers from the original release were utilized for this Weathered Release.*

The maple leaf with “Serves All Canada” was introduced in the mid 1940s, which is somewhat after the build date of 1937 given in Ian Cranstone’s “Canadian Freight Cars” site (www.nakina.net). The paint scheme could have been applied with the rebuild of October 1948 that MTL also noted in the car copy for the original runs. The tilted slogan was “straightened” in the monogram in July 1954, but based on photos of various car types in the two CN Color Guides from Morning Sun, you’re probably safe running this car well past that date. My call on the ATP is based on Ian Cranstone’s information; the larger series to which this car belonged at one time was 208670 to 209419. And I’ll once again note that the 518 body style, based on a Pacific Fruit Express car, isn’t an exact match to the CN prototype.

Z SCALE RUNNER PACKS: Runner Pack #54 (994 00 054, \$74.95), four Burlington Northern 50 foot single door exterior post boxcars, is now available. UMTRR coverage was in the December 2012 issue. The individual catalog and road numbers are as follows: 510 51 120, 376218; 510 52 120, 376222; 510 53 120, 376235; 510 54 120, 376249.



There are no pre-order announcements this month, however Micro-Trains noted in the Micro-News that the announcements in July will be for Runner Packs to be released in December.

Z SCALE SPECIAL EDITION RELEASES: No releases this month. MTL announced that the release of the Ringling Brothers F7A Diesel Locomotives (980 01 521 and 522) will be delayed until July.

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



MTL ANNOUNCEMENTS: The next building kit in the N Scale “Civil War” series is a Country House (499 90 954, \$19.95, at left) that would work well beyond the 1860’s time period. And that is the entire extent of the announcements – at least until the National N Scale Convention, where more might – or might not – be made.

DISCONTINUED ALERT: The bye-bye board leads off with the sellouts of three out of four of the Weathered Releases from mid-last month: the N Scale Great Northern 60 foot boxcar (122 44 030) and BNSF Center Flow (092 44 280) and Z Scale Union Pacific two-pack of boxcars (500 44 740). The Eastern Weathered Set (993 01 250) is still available.

Meanwhile, there are four other N Scale sellouts from last month: the reprint Rio Grande “Cookie Box” boxcar (020 00 110), reprint Canadian National depressed center flat car (109 00 120), new release Norfolk Southern x-post car (030 00 220) and new release New York Central 60 foot boxcar (122 00 040). Continuing the list in catalog number order, we have the Rock Island express boxcar reprint (020 00 556, March), both the unweathered and weathered CB&Q combination-door boxcars (022 00 130 and 022 44 130, October 2012), both Pennsylvania Railroad single door boxcars (031 00 41x, February), the Southern Railway TOFC flat car (071 00 110, December 2012), the Wisconsin and Southern double-plug door boxcar (075 00 180, September 2010), the second unweathered number of the BNSF Center Flow (092 00 280, September 2012), the first number of the Union Pacific high-side covered hopper (096 00 101, December 2012), the Soo Line gondola in white (105 00 200, June 2012), and the Southern Pacific Ortner hopper reprint (125 00 010, February). Note that there are, well, reprints, in the Micro-News of cars that have already been reported as discontinued, and I’ve omitted those from that list.

In Z Scale, a few items have left the building: the St. Louis Packers refrigerator (518 00 110, August 2012) and the Weathered Swift refrigerator (518 44 060, January), the Ringling Brothers flat car (524 00 070, December 2010), both numbers of the Western Pacific bulkhead flat car (527 00 10x, December 2011), and the first number of the Southern Pacific ribside open hopper (534 00 021, April 2012). And last but not least, the HOn3 Log Car #6 (865 00 060, May 2011) has rolled out.

INCREMENTAL INFORMATION DEPARTMENT: Further to last month’s comment that I necessarily left out more than usual in my commentary about the Civil War “Battle of Vicksburg” car, I note that **The New York Times** website has been carrying a series of essays titled “Disunion.” On May 21, the Battles of Vicksburg were covered. The **Times** site is behind a paywall, but a certain number of free views per month are available. The direct URL for this item is opinionator.blogs.nytimes.com/2013/05/20/the-battles-of-vicksburg.

I frequently note that Weathered Releases sourced from Runner Packs could contain multiple road numbers, and Geary Chase provided some evidence of that: “Regarding the 065 44 370

weathered US Army Tank Car, some of these were definitely taken from Runner Packs. I have 3 unique road numbers visible through the weathering! My numbers are 1093, 1094 and 1095 which in the Runner Pack are 10938, 10944 and 10950 or 10956.”

The big subject of Incremental Information, though, was the Pennsylvania Power and Light open hopper (108 00 230). Tom Stuart noted in the 1930's section of the PPL timeline that it was in fact Reddy Kilowatt, not “Eddy Watt” that was the mascot for the company... and others, as we'll see momentarily. He also noted an eBay auction for a PP&L program from 1955 honoring an “all-electric farm.” (It didn't sell – the program, that is.)

Meanwhile, Bill Lewis, who lives very close to a power plant still operated by the corporate successor, has quite a lot to contribute, for which many thanks. Start quote:

“I have black line prints for these cars and briefly put, the MTL cars are wrong on several things. Two glaring mistakes that I've noticed: The coloring of the lettering on the MTL car, according to my dad's 1964 photo, taken at the PP&L plant just north of here, should be a pale yellow, not white. In addition, the spacing of the words “Light Company” was not correct between the vertical ribs. The spacing on the word ‘Pennsylvania’ on the MTL car is exactly like the blueprint, with the ‘R’ in ‘Power’ directly beneath the ‘P’ in ‘Pennsylvania,’ and the ‘&’ is correctly in the panel beneath the two ‘N’s in ‘Pennsylvania’. However, my blueprints show ‘LIG’ underneath ‘SY,’ , ‘HT’ under ‘LV’, ‘C’ under ‘AN’, ‘OM’ under ‘IA’, then ‘PA’ and ‘NY’ in their own separate panels.

“In the early 1970's, PP&L made two decisions: (1) increase the car's capacities from 90 tons to 100 tons and (2) not renew their licensing agreement with the owners of the trademark Reddi Kilowatt logo. That logo was not a strictly PP&L logo. Many different industries related to electricity paid royalty fees to the parties that owned the rights to that logo. About ten years ago, a local model railroad club ran these cars in HO Scale and had to pay a healthy licensing fee to someone out in Arizona. If I remember correctly, the club members told me the grandchildren of the man who first invented the Reddi logo still hold the rights to it, and they still require a royalty for its use. As to the rebuild decision number (1), those cars were stripped of their car sides, all except for the top 12 inches. then new sides were installed with thicker panels to increase the car's capacity to 100 tons. Since they did not renew the licensing agreement, they developed a new simplified paint scheme that the local rail fans call the ‘yellow panel’ cars. There are still rebuilt cars delivering coal to the Brunner Island Plant near here, and all cars in that first series of 100 to 399, and all newly ordered cars numbered up into the 1400s are now sporting that simplified ‘yellow panel’ scheme. You can still detect the former Reddi Kilowatt cars by the road number (100-399) and the remaining tops of the letters in the word ‘Pennsylvania’ underneath the top chord of the car's sides!

“There are two exceptions to this however, as two years ago, cars numbered 166 and 167 appeared in a train that came into the plant, and they had not been rebuilt! Both cars still had the ‘Reddi Kilowatt’ logo, the outline of the state of Pennsylvania, and the ‘heart’ logo surrounding the map of the eastern half of the state, however severely faded almost to black, but standing right beside the cars, you could make everything out!”

OOPS PATROL: None detected or sent in from the past issue.

FINALLY, A COUPLE OF COLOR GUIDES AVAILABLE: I mentioned in the April UMTRR that one of my tasks was the consolidation of my late father's railroad books – what I used to refer to as “UMTRR Research Library South”-- into my collection here at UMTRR HQ. Interestingly, so far there has been very little overlap. Two books of which I now have two copies are Morning Sun Color Guides (officially, Color Guide to Freight and Passenger Equipment) for the Reading and the Louisville & Nashville (Volume One). Neither is particularly collectible or scarce, unlike, say, later Color Guides where I suspect the print runs were significantly smaller. (At least if the aftermarket is any indication.) If you're interested in a copy of either of the Reading or L&N Color Guides at an asking price of \$25 plus shipping, let me know. Proceeds are going to my mom. As I continue to go through things there may be some other items of interest available to the UMTRR Gang... but it will take a while.

Until next month, when we review together what (if anything) was announced at the National N Scale Convention, do the best you can!

Cheers,
George

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