



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains® Release Report Issue #199 – July, 2013**

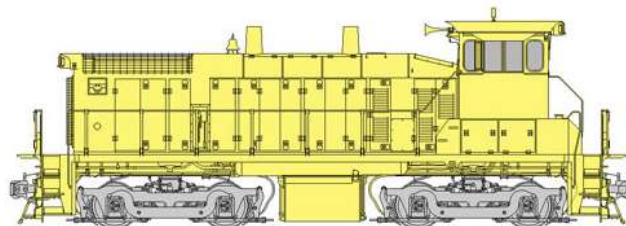
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Hello again everyone! The news and views for this month includes the first release of the latest body style and a pre-order announcement for an interesting collaboration between MTL and ESM, and pre-order announcements for three more roadnames on Civil War cars.

But that's all blown out of the water with the news of MTL's second N Scale locomotive, an EMD SW1500 switcher. (The artwork at right, from Trainiax via Micro-Trains, is for illustration only.) The plans for an initial release in 2014 were revealed at the National N



Scale Convention in Milwaukee. The model will “come with separate handrails, bell and horns, window inserts, operating headlight, body mounted Magne-Matic® couplers and fine surface detail. Initial releases will be equipped with AAR style trucks and decorated in the accurate prototypical paint schemes.” MTL R&D head Joe D’Amato noted that there are plans for versions with Bloomberg trucks and hood-mounted handrails later. Meanwhile, pre-orders begin in August, when there will be more information available—and several roadnames to choose from.

With the risk of the rest of these bytes being an anti-climax, let's get to the July offerings...

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



**034 00 350, \$18.45**

**Reporting Marks: UP 155000.**

**50 Foot Steel Boxcar, Double Youngstown Door, Union Pacific.**

Light brown (the UP's “Synthetic Red”) with white lettering including “Automobile” legend, roadname and reporting marks on left. Yellow slogan “Serves all the West” (in all caps) on right on both sides of car. Approximate Time Period: 1944 (service date) through no later than 1950, see text.

We start off with a bingo on this car in Morning Sun's **Union Pacific Color Guide to Freight and Passenger Equipment** (Volume One) by Lloyd Stagner. The company photo of the 155000 was taken in July 1944 in Omaha, with the grass so high that it's hard to see the track on which the boxcar was sitting! The car was built by the UP at its Grand Island shops in 1937—so, clearly, we won't have an exact match to the MTL 034 body style—but shopped just before its picture was taken. The “OM 7-44” (Omaha, July 1944) lettering, faithfully reproduced by Micro-Trains, is visible to the right of the capacity information. The car itself

is among the UP's class A-50-14, with the "A" standing for Automobile in this case. Besides the Color Guide photo, a conveniently timed eBay listing showed that the 155000 is also on the cover of the book **Union Pacific Freight Cars 1936-51** by Terry Metcalfe.

The Official Railway Equipment Register (ORER) for January 1945 shows quite the surprise: the 155000 is a one car series! The dimensions for... er, it, were as follows: inside length 50 feet 6 inches, inside width 9 feet 3 inches, inside height 10 feet 6 inches, outside length 53 feet 3 inches, extreme height 15 feet 1 inch, capacity 4906 cubic feet or 100,000 pounds... and door opening, 7 feet? That has to be a mistake: not only are there double doors on the car, but as an automobile carrying car, there would be no reasonable way to squeeze in a motor vehicle into a space only seven feet wide. (OK, a typical motor vehicle.) And here's another surprise: by the next ORER in the UMTRR Research Accumulation, July 1950, the 155000 is gone. There are in fact no cars in the 150000s at all; there's a skip in the numbering from 152500 to 160001. So much for running through the various changes to the UP paint scheme for fifty-foot boxcars after 1944... it doesn't seem to apply. MTL has, perhaps inadvertently, provided a release that appears to be of a one of a kind car.



049 00 660, \$26.95

**Reporting Marks: NRC 3353.**

**40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Fishbelly Underframe, Gluek Brewing Company.**

Yellow sides, brown roof, ends and door sill. Black door hardware. Black lettering

including company name and location and reporting marks on right. Multicolor Gluek's Beer artwork on left. White lettering on ends. Approximate Time Period: 1934 to about 1937. Release #3 in an expected twelve in the Brewery Reefer Series.

The August 4, 2010 edition of the **Minneapolis Star-Tribune** carried the story, "After 153 Years, It's Last Call for Gluek Beer." (The article is online.) According to the piece, "The Gluek brand dates to 1857, when a German immigrant named Gottlieb Gluek began making beer here, eventually settling in a brewery in northeast Minneapolis. [T]he company was sold in 1964 to G. Heileman Brewing Co. of La Crosse, Wis., and the brewery was torn down." Heileman traded the brand name to Cold Spring Brewing which gave Gluek another go in the 1990s, but the company, which is largely a "contract brewer," made the business decision to stop producing Gluek in favor of Northern, its other "value brand." At one time, Gluek was third among Minneapolis brewers, the top two being Grain Belt and Hamm's.

NRC 3353 was part of the group 3000 to 3999 which had 567 total cars as of the July 1935 ORER. I need to cheat and revert to the more readable hard copy of the February 1931 Equipment Register versus the blurry digital copy of the '35 book in order to call out the key dimensions. Which are: inside length 33 feet 1/4 inch, inside width 8 feet 5 1/8 inches, inside height 7 feet 5 1/8 inches, outside length 40 feet 8 inches, extreme height 14 feet 2 3/4 inches,

door opening 4 feet wide by 5 feet 11 1/8 inches high, lading capacity 2056 cubic feet or 80,000 pounds, ice capacity 10000 pounds of crushed ice or 8900 pounds of chunk ice.

We turn to Page 112 of the book **Billboard Refrigerator Cars** for a photo of the car on which the MTL model is based. As a Northern Refrigerator Car prototype, there's not an exact match to the 049 body style; the key difference I see are grab irons instead of a ladder on the right, and those ever-present corner braces. Authors Richard Hendrickson and Ed Kaminski note that this car is unusual in that the reporting marks are on the right and the advertising is on the left. I also find the all lower case lettering "from keg or bottle / tastes the same" to be unusual for the time period. NRC 3353 was assigned to Gluek in 1934 and could be a one of a kind, we don't know. Given the 1937 end for billboard refrigerator cars, the ATP for this car is quite short. As usual, that's not the point for those of us who have a particular affection for these billboard cars.



**096 00 121 and 096 00 122, \$27.95 each**  
**Reporting Marks: BN 439034 and 439068.**  
**PS-2 3 Bay High Side Covered Hoppers,**  
**Burlington Northern.**  
Green with mostly white lettering including herald and reporting marks on left. Approximate Time Period: 1990s to at least 2009.

The herald over reporting marks scheme is the determining factor for the start of the Approximate Time Period for this paired release. David Casdorff calls this the "Nineties scheme" in his **Burlington Northern Color Guide to Freight and Passenger Equipment**. Two examples of this scheme on covered hoppers, though not from the same series as that which MTL chose, are on Page 48 of that volume. For exact matches to the cars, we go to the site [RRPictureArchives.net](http://RRPictureArchives.net) for a 2008 shot of the 439034 and three shots of the 439034 as of early 2009. From [RailcarPhotos.com](http://RailcarPhotos.com) we learn that the series BN 439000 to 439199 was the former series SL-SF 79300 to 79499, which makes these cars updates of a sort of MTL's Frisco release of this car in February, which carried road number 79492. How about that? The key dimensions are therefore a copy and paste from the February UMTRR: inside length 49 feet 3 inches, outside length 54 feet 3 inches, extreme height 15 feet 1 inch, capacity 4427 cubic feet or 200,000 pounds.

What I can't copy and paste are the car counts, so I'll reach into the ORER pile. In July 1992 the Frisco series was gone and the BN group in which we're interested had 107 cars out of a possible 200. As of January 2000 there were 103, down only four cars. And in January 2011 under the BNSF Railway registration, there remained 47 total cars in the BN number series. It's probably a safe bet, based on the photo evidence, that the paint scheme depicted by MTL is still on these cars.



**115 00 011 and 115 00 012, \$24.30 each**

**Reporting Marks: GPSX 174 and 192.**

**65 Foot 100 Ton Log Car, Georgia-Pacific.**

Green with mostly white lettering including reporting marks on left. Simulated log loads included. Approximate Time Period: 1990s to at least 2009. Note: MTL stated in the July Micro-News that these cars would ship separately from monthly Standing Orders. They should be at or near dealers by this time.

If you don't know the Georgia-Pacific Corporation specifically, you might be familiar with their brand names. Perhaps the most famous of these is Dixie, its line of paper cups and other paper goods. Other retail products are Brawny and Sparkle paper towels, Angel Soft and Northern toilet paper, and Mardi Gras and Vanity Fair paper napkins. Georgia-Pacific was founded by Owen Robertson Cheatham in 1927 in Augusta, Georgia as the Georgia Hardwood Lumber Co. The firm became Georgia-Pacific in 1956 following numerous purchases of sawmills and plywood lumber mills. The following year the company built a kraft pulp and linerboard mill in Oregon. There were major acquisitions: US Plywood in 1987, Great Northern Nekoosa in 1990, and the Fort James Corporation (itself the product of a three-way merger of Fort Howard, James River and Crown-Zellerbach) in 2000. In 2001, G-P spun off four un-coated paper mills and other assets to Canadian papermaker Domtar. In 2005 G-P "went private" as it was acquired by Koch Industries for \$21 billion. Previous divestiture Louisiana-Pacific remains a publicly traded company, and is also a firm for which Micro-Trains has issued N Scale freight cars.

The site [RRPictureArchives.net](http://RRPictureArchives.net) provides a prototype view of the 123<sup>rd</sup> N Scale body style from Micro-Trains. GPSX 174 may be part of the fleet of "Georgia-Pacific Corporation Eastern Wood Products Manufacturing Division," but it was captured in Albany, Oregon in May 2007—and even by sports league standards, that's not Eastern! (We'll sidestep the question of how the Nashville Sounds are in baseball's Pacific Coast League, however.) Other examples of the series were photographed in Georgia and South Carolina, which is a bit more Eastern. An unloaded GPSX 105 provides a good comparison between model and real car, and the comparison is good. One detail that I think modelers will want to add is a fair amount of rust to the vertical parts that hold the log loads in-- I suppose they are too big to be called "stakes" but I think you know what I mean. There are conspicuity stripes on at least the 196 from the same group. (I recommend short bits of thin yellow stripe decals from

any number of locomotive sets for this, and a sizable quantity of patience.) The several cars pictured, when loaded, carry a variety of log load types, from several bunches of smaller logs to one big bunch of longer ones. The load MTL supplies with these cars is a bit more regular than what I saw online, but I wouldn't call what I viewed a statistically valid sample.

The ORER for October 2007 shows the series 149 to 198 with all 50 possible cars included. The inside length is 65 feet 4 inches, outside length 68 feet 7 inches, extreme height 14 feet 5 inches, and gross rail weight 263,000 pounds. The AAR Mechanical Designation for these is FL, which translates to "Flat logging car or truck. This is either an ordinary flat car, or car consisting of two trucks fitted with cross supports over truck bolsters; the trucks connected by a skeleton or flexible frame and logs loaded lengthwise on cross supports." This means that these rather large cars have something in common with the much smaller skeleton log cars previously done by MTL.

Working backward and forward in the ORER pile, it looks like these cars entered service for Georgia-Pacific about 1974. If that's right, it's before the 1980s time period that MTL notes in its car copy. Stay tuned for more on this with subsequent releases—I hope—as I find Incremental Information. The January 2011 Register shows a split in the original group of 50 into Plate C and Plate E cars without any further explanation. I believe a "to present" ATP is a safe bet here.



145 00 120, \$28.50

Road Number: 4210 (will be "MILW 853" in website listings).

Heavyweight Paired Window Coach,  
Milwaukee Road (Chicago,  
Milwaukee, St. Paul and Pacific).

Orange with maroon band at top of sides. Brown roof, underframe and trucks. Metallic gold lettering including roadname across top in maroon band. Approximate Time Period: decade of the 1930s (a guess).

Jerry Laboda's extensive Passenger Car Photo Index ([passcarphotos.info](http://passcarphotos.info), no "www") leads us to a photo of MILW 4210 that's part of the Denver Public Library Digital Collection. The photo was taken in Madison, Wisconsin in August 1937 by Otto Perry, and it is in glorious black and white. At first glance the car looks like it's all one color, but zooming in enough reveals a different shade for the letterboard. Could this be the orange and maroon paint? MTL's car copy says only that the model's decoration is "representative of the period prior to the mid-1930s"—to which 1937 belongs, more or less. It's noted in the **Milwaukee Road Color Guide to Freight and Passenger Equipment, Volume One** that in 1939 the paint scheme was changed to include a three foot wide maroon band.

Anyway, the car itself seems to be reasonably representative of the actual Milwaukee "chair car" in the prototype image. There are ten sets of paired windows on the side of the real 4210 that we can see, though there is only one unpaired window on it versus two on the MTL 145 body style, one on each end. There are additional deltas on the door opening (rounded

top on the real car) and the roofline, though the latter's not too bad. The use of six-wheel trucks is correct. Also noted in the Color Guide: some standard coaches were converted to suburban service with capacity increased to 92 seats. An example was found in such service and is in the book.

The Official Register of Passenger Train Equipment for March 1943 has a group of coaches numbered 4200 to 4300, but with just 27 actual cars. These had a seating capacity of 78. Some were all electrically lighted. There's no mention of air conditioning in that entry. Fourteen cars remain as of the ORPTE of January 1953, the only other edition I have. Of course, just like the ORER, there's no mention of how these cars were painted. I'll have to guess here on the ATP after checking some online sources and not getting any closer, for example to a build date. There was a discussion on the MILW YahooGroup back in 2010 disclosing that once the Milwaukee's famous Hiawatha trains were built and brought online, there wasn't much attention paid to the building of "traditional" heavyweight equipment.

*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 July 31.*



**Scheduled Delivery November 2013: 112 00 530, \$44.95**  
**Reporting Marks: TTBX 940772.**  
**89 Foot Bi-Level Open Auto Rack with Vandal Panels, Trailer Train/Erie Lackawanna.**

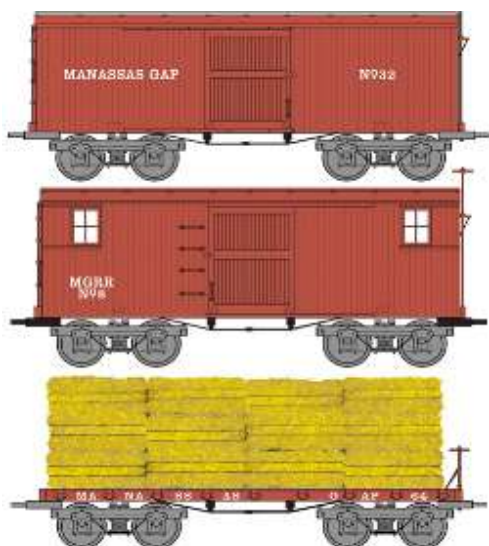
Flat car is yellow with black and white lettering including reporting marks (white on black panel) on left and "Trailer Train" (same way) on right. Auto rack is brown with white decking and brown placard with EL herald and roadname. Approximate Time Period: 1970s and 1980s. Etched stainless steel vandal panels are to be installed by the modeler (this is what's meant by "car comes unassembled" in the announcement). This release is a joint venture of Micro-Trains and Eastern Seaboard Models.

While auto racks saved the day for railroads and thoroughly reversed the trend of finished automobile shipment away from the rails and to trucks, there was an unintended consequence: new automobiles were a tempting target for the less savory among the citizenry. Claims against the railroads from broken windows and other damage incurred intransit mounted, and a solution was needed. Eventually this would result in the fully enclosed autorack, but a first step to this was the installation of metal "vandal panels" (probably more appropriately "anti-vandal panels"!) to the sides of the racking. This wasn't done all at once; as if to prove the point, the last page in the **Erie Lackawanna Color Guide to Freight and Passenger Equipment** shows a string of auto racks, with about an equal number with and without the vandal panels. Since MTL leaves the installation of the panels to the modeler, they can actually be left off the car for more of an early 1970s Approximate Time Period. The farther one goes into the 1970s, the more likely it is that the panels would have been installed.

A near bingo of TTBX 940771, just one number lower than what's to be released (or, a handy confirmation of a reprint possibility!) will be a handy reference for installing the panels onto the car. The image, from June 1985, is on the Fallen Flags site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ). What's obvious from the three-quarter angle of the proto photo and not so much from the straight-on view provided by MTL is the fact that the panels fit around the placard, not behind it. In fact, the panel appears to be recessed into the panel – not really true, though, as the panels were added over the already existing racking. Bryan Busséy, who is the man behind Eastern Seaboard Models, has photos of the 940772 that he personally took in New Jersey two decades ago. He reports that other images of the car are available online. Bryan also tells us that the MTL model is very close to the prototype – the exception being placement of a few stanchions.

The "B" in the reporting marks "TTBX" is a reference to the bi-level autoracks which are supplied by various railroads. The earliest ORER I have in which the 940771 is included is the October 1972 edition, where there's the series TTBX 940193 to 940779. There are just 212 cars in the group, however, which had an inside length of 89 feet 4 inches, outside length of 94 feet 8 inches and capacity of 150,000 pounds. That's still plenty of weight available for the number of autos that could be carried. Keeping in mind the date of the photo on Fallen Flags, I skipped to the April 1985 Register, where there are just six cars in a much smaller number series, 940763 to 940774. The capacity is down to 136,000 pounds – does that imply that the stainless steel panels weighed 14,000 pounds and thereby brought down the amount available for lading by that much? I'm certainly not an authority on the weight of stainless steel. By the October 1991 book, the short series is down to a single car, and we're fifteen years past the absorption of the EL into Conrail anyway, so that's where I stopped looking.

*The following Civil War Era cars are in pre-order at present and are NOT currently available. Scheduled delivery is December 2013 through February 2014 as noted below. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close July 31. All of these releases include non-operating link and pin couplers. Artwork is for illustration purposes only.*



#### **Scheduled Delivery December 2013:**

##### **Manassas Gap Railroad Civil War Era Cars.**

##### **151 00 050, \$17.70, Road Number 32, Box Car.**

Red-brown with white roadname on left and road number on right.

##### **152 00 050, \$17.70, Road Number 8, Caboose (Converted Box Car).**

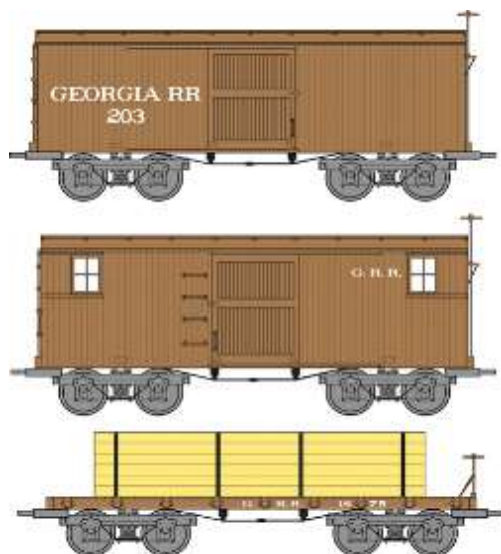
Red-brown with white reporting marks (only) on left.

##### **153 00 050, \$16.90, Road Number 64, Flat Car.**

Red-brown with white roadname and road number across car. Simulated load to be included.

Let's see, where did I put my notes on the Manassas Gap Railroad from when it was featured in the Confederate Train Set? Ah, here it is. "The Manassas Gap railroad ran out of the Shenandoah Valley of Virginia towards Alexandria. It was prominent in the First Battle of Manassas; an unfinished portion figured in the Second Battle of Manassas. It was torn up later in the war after the Confederate Army left the area." Well, perhaps I could add to that.

And for that, we'll turn to David L. Bright's amazing site "Confederate Railroads" (URL [www.csa-railroads.com](http://www.csa-railroads.com)). How about a roster of the Manassas Gap as of September 30, 1860? It consisted of six passenger cars (first class), three baggage, mail and express cars, forty-three "repair" cars, and 183 freight cars of types box, gondola and stock. What, no flat cars? The total was 232 cars in all, according to the records of the company located and compiled by Bright. The gauge of the line was the now-standard four feet, eight and one-half inches, but that was fairly unusual for a railroad in the South. The line was built to connect the port city of Alexandria to the town of Strasburg (that's Virginia, not Pennsylvania). Rental of trackage of the Orange and Alexandria Railroad from Manassas to Alexandria was sufficiently high to incite construction of a parallel line, which was never completed. (I guess that was a "Manassas Gap." Sorry.) However, the grade on which the track was to be built figured in the Second Battle of Manassas. The line that was in use supplied Confederate Troops until they retreated to Richmond. As noted previously, the line was torn up after that, and it doesn't appear that it was ever rebuilt. Equipment of the Manassas Gap was put to use on other Confederate railroads.



#### **Scheduled Delivery January 2014:**

#### **Georgia Railroad Civil War Era Cars.**

**151 00 060, \$17.70, Road Number 203, Box Car.**

Brown with white roadname and road number on left.

**152 00 060, \$17.70, No Road Number, Caboose (Converted Box Car).**

Brown with white reporting marks (only) on left.

**153 00 060, \$16.90, Road Number 1675, Flat Car.**

Brown with white reporting marks right of center. Simulated load to be included.

The rail line featured on these cars was the less successful part of the Georgia Railroad and Banking Company. Yes, banking... that's an interesting combination. (What we know as the Central of Georgia was also a railroad and bank at one time.) Chartered in 1833 to link Augusta with Athens, its branch line to Madison was extended to Atlanta. The line was completed in 1845. During the Civil War, one of the key commodities carried was gunpowder, from an Augusta factory to points west to support the Confederate troops. (Note to MTL: Gunpowder would be an interesting load, sort of a predecessor to those "exploding boxcars" perhaps?) Troops were carried as well, of course.

Checking the “Confederate Railroads” website again, we find that the Georgia Railroad had 56 locomotives (all names listed in a table!) and 700 cars during the period to go with 247 miles of five-foot gauge track. The fare for the 171 mile trip from Atlanta to Augusta was a fairly steep \$5.50 in 1861.

It wasn’t until 1983 that CSX officially absorbed the Georgia Railroad by purchasing outright what it and its predecessors had been leasing since the late 1880s. The banking part of the Georgia Railroad and Banking Company was merged into First Union in 1986, but the original company still survives as a real estate developer.



**Scheduled Delivery February 2014:**

**Pennsylvania Railroad Civil War Era Cars.**

**151 00 070, \$17.70, Road Number 39, Box Car.**

Red-brown with white roadname and road number on left.

**152 00 070, \$17.70, No Road Number, Caboose (Converted Box Car).**

Brown with white reporting marks (only) on left.

**153 00 070, \$16.90, Road Number 1675, Flat Car.**

Brown with white reporting marks left of center. Simulated load to be included.

The Pennsylvania Railroad was already a formidable presence on the American railroad scene in the 1860’s. But it wasn’t nearly as large as it would become, technically speaking. The original construction of the line began in 1847, with a charter granted from Pittsburgh to Harrisburg. The line was surveyed by J. Edgar Thompson, who had built – fun fact! – the Georgia Railroad as well. While work was started at both ends of the line, the eastern end was emphasized. Trackage reached from Harrisburg to Lewiston by September 1849 and to Hollidaysburg in October 1850. By 1854 it had completed construction for a continuous line between its original end points, supplanting the “State System” of canals, rails and inclined planes. Philadelphia and other cities were initially reached via leases of other railroads, often for 999 years. It wasn’t until December 1871, after the Civil War, that the Pennsylvania gained control of what would become its New York Division. Only two years before that, the PRR expanded beyond its original western end point of Pittsburgh through a lease of the Pittsburgh, Fort Wayne and Chicago.

The PRR was among the first railroads to document its operations and structures with the then-new technique of photography. While most of the photos are well past the Civil War, the book **On The Main Line** by Edwin P. Alexander contains a large selection of photos and descriptive captions, along with some short historical background of the major sections of the original Pennsylvania Railroad.

## N SCALE REPRINTS:



023 00 250, \$17.65

**Reporting Marks: NP 38268.**

**40 Foot Steel Boxcar, Double Youngstown Doors, Northern Pacific.**

Brown with white lettering including reporting marks on left and arched style roadname on right. Black, white and red monad herald above reporting marks on left. Approximate Time Period: early 1960s to early 1970s. Previous Release (as catalog number 23250): Road Number 38296, March 2000, part of the “BN Fallen Flags #4” four-pack (23252).

Here are a couple of fun facts from the foreword to the **Northern Pacific Color Guide to Freight and Passenger Equipment**: the monad herald was used starting around the turn of the Twentieth Century, but the arched roadname goes back even farther – to 1876 or before! This reprint has both. It’s also an example of the NP’s “steadfastly conservative... approach to buying equipment.” For example, obtaining used boxcars from the Erie Lackawanna during the years 1961 to 1963. The cars were from both of the EL’s predecessor railroads – the Erie and the Delaware, Lackawanna & Western-- through the A.A. Morrison Company, which rebuilt the single door boxcars into double door and combination plug and sliding door cars before leasing them to the NP.

Page 41 of the Color Guide shows sister car 38292, the road number chosen for the first MTL release. The photo is from 1974 and shows the car without its roofwalk – duly noted with a warning at the bottom left of the car. The full ladder has been cut down as well. This impacts the ATP a bit, which we’ll get to. Meanwhile, NP 38498 from the same group is co-featured with another NP boxcar on Page 40, as of 1962. The roofwalk and ladders are intact as on the MTL 023 body style. The cars carry NP’s “leaser” scheme with the herald on the left and the roadname on the right; according to the Color Guide this decoration was unique to the leased cars. It looks like there was significant fading of the original mineral red color from 1962 to 1974. You might want to keep that in mind if you’re modeling the seventies.

In my expanded accumulation of ORERs this car first shows in July 1963, as part of the series 38168 to 38667, of all 500 possible cars. The 40 foot 6 inch inside and 41 foot 9 inch outside lengths are close enough on the model, but the 12 foot 4 inch door opening is a fair bit smaller than MTLs 16 foot standard issue on the 023 series. Hmm... a “reverse door thing?” Maybe. The rest of the usual dimensions I provide: inside width 9 feet 2 inches, inside height 10 feet, extreme height 14 feet 6 inches, capacity 3712 cubic feet or 100,000 pounds.

Continuing through the ORERs, we find a healthy 399 cars remaining at the dawn of the Burlington Northern in April 1970, but a fast drop to 273 in July 1972 and only 29 in April 1976. At that point I stopped looking, particularly given the lack of roofwalk on the photo of the 38292.



025 00 240, \$18.45

**Reporting Marks: BM 80021.**

**50 Foot Steel Exterior Post Boxcar, Single Door, Boston & Maine.**

Blue with black doors. Mostly white lettering including reporting marks on left

and roadname on right. Approximate Time Period: 1979 (build date given by MTL) to about the year 2000. Previous Releases (as catalog number 25240): Road Number 80025, March 1986; Road Number 80023, October 2000.

After the McGuiness "B&M," but before the Guilford "G," there was this relatively basic paint scheme that still appears from time to time along the CSX Water Level Route mainline here in Western New York, although not on this specific series of cars as we'll see. The Boston and Maine was never what you'd call spectacularly successful in the second half of the 20th Century, so new car acquisitions were kept to what was absolutely necessary. Paper hauling? Yes, that would be absolutely necessary. And so this group of cars joined the roster as the 1970s closed. They were built by FMC in September 1979 according to the MTL car copy. According to the September 2000 issue of Rail Model Journal, the B&M was among just three Class 1 railroads to order this specific version of car from FMC (the other two were the Maine Central and Rock Island), but Railbox got one thousand of them, their class XFF20. They were a little larger than the FMC 5077 car that the 025 body style represents. We get a bingo on the 80021 on George Elwood's "Fallen Flags" site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ), a three-quarter view from 1991 that shows that the general look and feel of the prototype is well represented by the model. Also on Fallen Flags are shots of sister cars 80006, looking brand new in 1980, and 80022, looking somewhat less than that in 1987.

My July 1980 ORER shows the series 80000 to 80024, of 25 cars. (Does that mean that the original release of the series is wearing a potentially unprototypical road number 80025? Yes, and there's an illustration of continuous improvement out back behind the red and yellow sign.) The 25 cars in question were AAR Class XP, listed as "Box, Steel, Cushioned Underframe, Designed for Special Loading (Newsprint Service), Not For General Use." An inside length of 50 foot 6 inches was called out, with an outside length of 59 feet 1 inch! Whoa! Gotta find those "really extended" draft gear trucks again! Completing the vital statistics: inside width 9 feet 6 inches, inside height 10 feet 11 inches, extreme height 15 feet 4 inches, door opening 10 feet, capacity 5272 cubic feet as noted above or 188,000 pounds. Nominally these should be 5347 cubic feet but perhaps the special loading design took away a bit of that.

The January 1985 Register adds the detail "20 Inch Travel Keystone Cushion Underframe." That seems to explain that extra length over the couplers. Skip to the October 1996 ORER, where 3 of the remaining 24 cars are stripped of the full description but retain the XP designation. Those three also have different capacities from the 185,000 pounds of the rest of the group. And then skip to the January 2000 ORER, where three of the original set remained: 80016, 80018 and 80020. They're off the roster by the next Register in the Research Accumulation, from January 2002.



076 00 050, \$21.65

**Reporting Marks: BCOL 5545.**

**50 Foot Steel Boxcar, Combination Plug and Sliding Doors, No Roofwalk, British Columbia Railway.**

Green with mostly white lettering including reporting marks on left and roadname and herald on right. Approximate Time Period: early 1970s (1972 built date given by MTL) to at least the mid-1990s. Previous Release (as catalog number 76050): Road Number 5565, September 2002.

We've written about these green British Columbia rolling stock before, since MTL has done numerous releases of rolling stock in this attractive "dogwood" scheme. But did you know that the BCR used two different shades of green for these cars? I didn't either, until I happened to serendipitously browse through a copy of a book devoted to Pacific Great Eastern and British Columbia Railway freight cars just before the first run of this car in 2002. (I don't recall the exact title, and it's not in the Research Accumulation.) It seems that the original light green didn't wear very well. At some point the shade was darkened considerably, to what I would term more of a pine green. My best guess is that most of the cars issued thus far by Micro-Trains are of the lighter shade.

The build year of the cars provided by MTL, 1972, is the same year that the Pacific Great Eastern Railway became the British Columbia Railway. The October 1972 ORER doesn't yet show these cars, however, so it's reasonable to conclude that they were delivered as BCOL cars. The July 1974 ORER shows the series 5400 to 5799 of all 400 cars. The AAR Classification is XM and the description is "Box, Steel, 1 Slide Door and 1 Plug Door Each Side, 50K." The inside length is 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 9 inches, outside length 55 feet 6 inches, and extreme height 15 feet 5 inches. Capacity is 5101 cubic feet or 162,000 pounds as mentioned by MTL. Door opening is 14 feet but the MTL 76000 body style measures out at 16 feet-- uh, oh, a "Door Thing."

Well, it's actually a somewhat more severe "Door Thing" this time. Returning to the Fallen Flags site, there's a 1994 black and white photo of BCOL 5717 which shows the plug door as being about 6 feet wide and also of a different style than the one on the MTL 076 body style. It's much more like the plug door on the MTL 026 body style (which has been done in BC Rail). Fallen Flags also carries a shot of sister car 5573 painted in the successor "BC Rail" scheme; a shot which was lensed in 1992, or two years before the shot of the 5717 in the older BCOL paint. That gives us an ATP into at least the mid-1990s, confirmed by a look in the October 1996 ORER which shows 77 cars remaining in a split series. Only two cars remained in the January 2000 Register.

But wait! An article by Tim Horton (no relation to the donut shop) in the November/December 2000 issue of **N Scale Railroading** mentions that this series was rebuilt and renumbered in the 1990s. And there is quite the assortment of short series of cars of this type in the low 80000s that are earmarked for kraft paper service only.

## N SCALE WEATHERED RELEASES:

Note: Per Micro-Trains, the “STEEL” autorack weathered and graffiti set (993 05 150, \$239.95) originally scheduled for release this month has been delayed. The UMTRR Spy Network tells me that there’s a good reason for this: MTL got a lot of pre-orders.

*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 July 16.*



**125 44 120, \$29.70**

**Reporting Marks: WBCX 73005.**

**Three Bay Ortner Hopper, Williams Brothers.**

White base with extensive weathering. Mostly black lettering. Road number in blue

on black patch panel on left. Company name at top center. Red and black “W over B” company logo at top left and top right. Approximate Time Period: early 1970s (based on road number, see text) to as late as the present. Previous Release: Road Number 85056, January 2013.

I suppose I could give myself a little bit of credit for this release, either as a good suggestor (is that a word?) of a potential weathered/graffiti car for MTL, or as a good predictor of one that they were planning to release anyway.

And boy, is this a weathered release. They’re not overdoing it though... images of the prototype Williams Brothers cars on RRPictureArchives.net show some really beat up cars. One of these is the very 73005, as lensed in 2008 on CSX trackage in College Park, Georgia. The WBCX reporting marks are hardly visible and the road number is on a patch panel, just as MTL has depicted them. I do note that the “W over B” logos aren’t on the prototype car, and I don’t think it’s that they’ve completely faded away. That can easily be remedied on the model, should one have a mind to do so.

Since this car is in a completely different series than the “clean” release from January, which was 85056 belonging to the sparsely populated group 80046 to 85070, we’ll have to go back to the ORERs. The January 2011 Register has, under the Blue Circle Inc. listing, the series 73001 to 73030, with all 30 cars. The dimensions are the same as the 80000 group, namely, inside length 31 feet 1 inch, inside height 9 feet 10 inches, outside length 43 feet 10 inches, extreme height 12 feet 6 inches, capacity 2300 cubic feet and gross rail weight of 263,000 pounds. Blue Circle is the current owner of Williams Brothers; previous ORER entries were for “Williams Brothers Concrete, Inc.”, “Williams Brothers, Inc.” and “Williams Brothers Division of Blue Circle.” I first see the 73000 group in the ORER from all the way back in July 1974. In fact, it’s the first Register in which I see the Williams Brothers entry, meaning that the 73000s were the first cars they had. That provides the start of the Approximate Time Period, but also makes me wonder whether time—or at least the “40 year rule”—is running out on these cars. We’ll still stay with “the present” for the ATP end for now, though.

**993 01 260, \$219.95, Norfolk Southern Train Set.** Consists of the following items:



including roadname and “thoroughbred” herald on long hood. Road number on nose. Note that the locomotive is not weathered. Approximate Time Period: 2002 to present based on paint scheme.

985 51 220, Life-Like GP60 Diesel Locomotive with Micro-Trains Couplers installed. Road Numbers 7131 or 7138 (only one of these per set). Black with white sill stripe and white stripes on nose and end. White lettering



Period: early 1980s through decade of the 2000s. Previous Release: Road Number 403804, May 2013.

030 50 220, 50 Foot Steel Exterior Post Boxcar, Double Door, Norfolk Southern. Reporting Marks NS 404163. Brown with mostly white lettering including herald and reporting marks on left. Light weathering and graffiti including “grim reapers” on one side. Approximate Time



herald on right. Light weathering; graffiti on one side. Approximate Time Period: late 1970s to late 1990s. Previous Releases: None.

073 50 140, 40 Foot Steel Boxcar, Single Door, No Roofwalk, Full Ladders, Canadian National. Reporting Marks CN 542580. Brown with yellow door. White lettering including roadname (English one side, French other side) and reporting marks on left and large “wet noodle”



reporting marks on left. Small “cigar band” herald on right. Light to moderate weathering and gray patch panels on doors and parts of sides. Approximate Time Period: 1964 (build date) through late 1970s. Previous Release: Road Number 53179, May 2013.

122 50 040, 60 Foot Double Plug Door Boxcars, Narrow (41 Foot) Truck Spacing, New York Central. Reporting Marks: NYC 531 – (last two digits obscured). Century green (including couplers and draft gear) with mostly white lettering including



100 50 330, 36 Foot Riveted Steel Side Caboose, Norfolk Southern. Reporting Marks: NS 555608. Red with white lettering including restencil style reporting marks below cupola. Moderate to heavy weathering. Approximate Time Period: at least early 2000s to present, but see text. Previous Releases: None.

How do I count the components of this set? Let's try, one newly utilized locomotive, since I don't recall a GP60 being part of any previous MTL train set; one "recycled" car, the NYC 60 footer; one new number on a previous car, the NS boxcar, and two entirely new cars, the CN boxcar and NS caboose. As has become a habit around here, I'll comment on the probability of all of these items appearing together in a prototype train... and that probability, simply put, is zero. You'll have to suspend your disbelief. I'm not seeing a problem with that for any number of N Scalers, particularly considering the "Halloween-like" graffiti on the NS boxcar.

Given that, let's check briefly check the individual items, beginning with the locomotive. The NS GP60s currently number 7100 to 7110 and 7112 to 7150 according to "The Diesel Shop" (URL [thedieselshop.us](http://thedieselshop.us)), with the 7111 and 7136 retired, 7117 renumbered to 7100 and 7138 and 7143 wrecked and awaiting a rebuild. The site [nslocos.com](http://nslocos.com) shows the two road numbers in which we're most interested as being built in September and October 1991 respectively. The "thoroughbred" paint scheme with the outline of a horse emerging from the five stripes next to the NS letters-- officially called the "soaring" scheme in an NS press release I found online-- was adopted in 2002. That would drive the ATP of the diesels -- well past the end of the ATP for the New York Central boxcar, which leads to that zero probability. I think it's appropriate for MTL to have kept the locomotive clean, as most if not all NS units I've seen in real life are as well. I do have to wonder if the inclusion of two diesel road numbers is going to prompt the purchase of two complete sets among some in the collector community.

The NS boxcar is a new number on a release first seen "clean" in May. It was part of the series NS 403800 to 404173, which numbered 374 cars as of the ORER of April 1997. They were originally the Southern Railway's BS-162 class of cars. The 030 body style is a "stand in" for the prototype, which has centered double doors, not offset ones. The latest image I found for the group dates to 2009 and there was just a single car remaining as of the January 2011 ORER.

I have to do some work on the CN boxcar since it's a new release. Ian Cranstone's "Canadian Freight Cars" site ( [www.nakina.net](http://www.nakina.net) ) has it as part of the group CN 542060 to 542759, which was put together from a number of earlier groups of boxcars built by Eastern Car Company circa 1956. Along the way, the paint scheme was updated and the roofwalk removed. But the car apparently started out with a "door thing" according to the **Canadian National Color Guide to Freight and Passenger Equipment Volume Two**. It's noted that the original order from ECC used eight foot Youngstown doors. Interestingly, they also used Pullman-Standard roofs. Page 16 of the Color Guide has a photo of sister car CN 542321. The yellow door is an indicator that the car is suitable for newsprint service, one of thousands of cars on the CN that could handle this cargo. The 542321 is freshly painted as of December 1978 which might serve just as well for the start of our ATP. Cranstone has the end of service for these cars at about October 1997 based on ORERs.

The New York Central boxcar would be the most anachronistic of the five versus the other items, since its ATP lasts only until the late 1970s at best. Not only were these cars repainted

for Penn Central, but you'd also have to be thinking about roofwalk removal as well. The group 53179 to 53215 was built in 1963. A photo of the originally done road number, which is partially under that gray patch panel, is on Page 80 of the **New York Central Color Guide to Freight and Passenger Equipment** (Volume One). I'd expect a nontrivial fraction of N Scalpers to be gritting their teeth at a road number that's this obscured. This rarely if ever happens in real life without at least a hasty restencil.

And speaking of hasty restencil, that appears to be the case on the "direct to weathering" caboose. In current times, post-caboose that is, this would probably be more generally referred to as a "shoving platform," which is not nearly as kindly a moniker, but is accurate much of the time. What isn't really accurate is the use of the MTL 100 body style to depict this caboose, which is an NS Class C31 or C31P that is a lot closer to a caboose offered by another manufacturer. Photos of the car are on RRPictureArchives.net and there's also one on the site ( [www.krunk.org/~joeshaw/pics/ns/caboose/](http://www.krunk.org/~joeshaw/pics/ns/caboose/) ) of longtime UMTRR Gang Member Joe Shaw. The images range from March 2013 back to January 2005. There's no question that the car is of Norfolk & Western heritage: the March 2013 shot shows the runtogether "NW" logo fully re-emerging from the red paint that once covered it. Older photos show it still being painted out.

**N SCALE RUNNER PACKS:** In addition to the below announcement, Runner Pack #78 (993 00 078, \$74.95), four Southern Pacific three bay hoppers, is now available. UMTRR coverage was in the January 2013 issue. The individual catalog numbers and reporting marks for these items are as follows: 108 51 180, 481063; 108 52 180, 481075; 108 53 180, 481088; 108 54 180, 481091.



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



***Scheduled December 2013 Release:***

**993 00 083, \$89.95**

**Quantity four of 40 Foot Wood Double Sheathed Refrigerator Cars, Vertical Brake Staff, Fishbelly Underframe, Northern Pacific.**

**Reporting Marks: NP 93417, 93450, 93596, 93600.**

Yellow sides, brown roof, ends and bottom of door sill, black underframe. Black lettering including arched roadname and reporting marks on left. Black, white and red "monad" herald on right.

Approximate Time Period: 1940s (1941 service date) through early 1950s. Previous Releases (as Catalog Number 49260): Road Number 93614, June 1988; Road Number 93428, January 2004. The Runner Pack releases should carry individual catalog numbers 049 5x 260.

While built in 1922 these cars were serviced in 1941 which leads to my calling the 1940s as the start to the Approximate Time Period. The three foot “monad” herald places the paint scheme as most appropriate for the 1940s. During the 1930s the “Yellowstone Park Line” version of the monad was used. After the decoration depicted on the MTL cars, the herald size grew and slogans such as “Main Street of the Northwest” (1948) and “Route of the Vista-Dome North Coast Limited” (1956) appeared below or alongside the monad. That doesn’t mean these cars were refinished, as we’ll see in a moment. Meanwhile, in the **Northern Pacific Color Guide to Freight and Passenger Equipment** there are photos of two NP wood refrigerator cars renumbered for company service. They’re originally from the series modeled and are in the same paint scheme, though so faded that there’s little to no white or red left in the herald.

The April 1943 ORER shows the series 93000 to 93999 described as “Refrigerator, Steel Center Sills” with AAR Designation RS. The inside length was 34 feet 6 inches, inside width 8 feet 10 inches and inside height 6 feet 9 ¾ inches, all netted out from the space required for the ice bunkers and insulation. The outside length was 43 feet, extreme height 13 feet 3 inches and door opening 4 feet wide by 6 feet high. Capacity was up to 11,800 pounds of ice and 70,000 pounds total lading. There were 702 cars in this group at that time, among more than 2500 “Freight Refrigerator” cars in the NP’s roster. But with the advent of steel ice reefers – which didn’t begin on the Northern Pacific until 1947, the wood cars came off the roster amazingly quickly. In the January 1953 Register just 199 cars remained of the original thousand built in the group, although they’ve had Preco fans added. Just six were left as of the July 1963 ORER. Somehow I doubt that they were ever repainted into a later scheme.

One of the aspects of MTL releases that does annoy some folks is the single car number runs, which is of course addressed with these Runner Packs. I’ll agree that a block of these hauling apples or cherries is going to look a bit more realistic than a single reefer in some trains. Renumbering can be accomplished, of course, and it looks like Micro-Scale decal set number 60-488 will be of assistance here. It’s interesting to note that two of the “canned” numbers in the set match the two road numbers released by MTL, 93614 and 93428, and that the instruction sheet uses the 93614 as an illustration and includes the same service date and place. Coincidence? Probably not.

## **N SCALE SPECIAL EDITION RELEASES:**



**101 00 711, \$24.95.**

**Modified 40 Foot Hy-Cube Boxcar, Surrender at Appomattox.**

**Car #11 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.

And so we come to the end of the Civil War, and, dare I assume the end of this Special Edition series? Perhaps, and perhaps not, as there is one more major event that took place just after the one depicted on this 11<sup>th</sup> car in the series. We'll see next month.

General Robert E. Lee and his men were slowly being trapped in Richmond and Petersburg, Virginia, as 1865 began. Not only had General Ulysses S. Grant cut off three of the four rail routes needed to resupply the Confederate forces, they were advancing across the James River. And meanwhile, General Sherman, having completed his March to the Sea, was heading north for Virginia as well. That would mean Lee would face four Union armies instead of two. Lee wrote in February 1865, "You must not be surprised if calamity befalls us." Grant cut off the last supply lines to Lee's forces on April 1 and 2, and Lee elected to evacuate. He had hoped to meet up with additional Southern forces coming up from North Carolina, but that was not to be. He lost a day at Amelia Court House due to lack of rations, and Grant's army caught up to the fleeing Confederates. They stopped about a mile from the Appomattox Court House on April 8, knowing that the Union had cut off their escape to south or west. "There is nothing left for me to do but to go and see General Grant," Lee remarked, "and I would rather die a thousand deaths."

There was no "death" for Lee at the meeting with Grant, however. The meeting to discuss surrender was arranged to take place at the home of one Wilmer McLean, who lived near the courthouse. Grant and Lee first conversed cordially for some time, including their meeting during the Mexican War. Lee actually had to broach the subject of their meeting. Grant presented the terms he had originally outlined. The Confederate men would not be challenged if they claimed their horses (private soldiers often owned their mounts) and would generally be allowed to simply return home. On the National Park Service website for the Appomattox Court House National Historical Site ( [www.nps.gov/apco](http://www.nps.gov/apco) ) it's written, "In a war that was marked by such divisiveness and bitter fighting, it is remarkable that it ended so simply. Grant's compassion and generosity did much to allay the emotions of the Confederate troops."

The actual house where the surrender took place had quite the history after that. Wilmer McLean defaulted on payments on the house and it was foreclosed upon and sold at auction in 1869. In 1891 the property and house fell to speculators who disassembled it with the plan to move it to Chicago or to Washington D.C. — which never happened. Instead, the historic structure was left in pieces for fifty years! The Appomattox Court House National Historical Monument was created in 1940, but World War II interfered with the plans for the place where the Civil War ended. It wasn't until April 9, 1949, eighty-four years to the day after Lee's surrender to Grant, that the house where it took place opened to the public. Direct descendants of Lee and Grant cut the ceremonial ribbon to formally open the structure.

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

**Z SCALE NEW RELEASES:**



507 00 611 and 507 00 612, \$27.75 each  
**Reporting Marks: CGW 541 and 555.**  
**50 Foot Post Boxcar, Plug Door, Chicago Great Western.**

Maroon with yellow lettering including reporting marks on left and large "DF" on right. Red, black and white "Lucky Strike" herald on left above reporting marks. Approximate

Time Period: 1963 (build date) or 1967 (service date) to early 1970s at least.

The short series CGW 531 to 555 was built by General American in July and August 1963 and initially painted in one of several shades of "maroon" used by the railroad. In this case, according to Gene Green writing in the **Chicago Great Western Color Guide to Freight and Passenger Equipment**, it was Dutch Boy brand paint, Color Number 22-532. (And wouldn't it be interesting to go to your local paint store and ask for that!?) Page 44 of that same book includes a photo of the 555 (i.e., a "bingo") as it appeared in 1968. Duly noted on the car and the MTL model are the small words "Shock Control" underneath that dominant "DF." Like many plug door boxcars of the time, they were given the AAR Designation RBL making them technically refrigerator cars. Comparing model to prototype, there are some deltas with respect to the side sills and the use of ladders instead of grab irons.

The July 1964 ORER combines a few small groups of RBLs into the larger series CGW 531 to 570 of 40 total cars, perhaps because the dimensions are the same. And those are: inside length 50 feet 1 inch, inside width 9 feet 4 inches, inside height 9 feet 10 inches, outside length 55 feet 2 inches, extreme height 15 feet 1 inch, door opening 10 feet (a "door thing" there but not as easy to notice with a plug door) and capacity 4630 cubic feet or 140,000 pounds. The "DFB" loaders are called out in the description of the car.

Following the 1968 merger of the CGW into the Chicago & North Western, the successor railroad repainted cars into its own scheme but kept the CGW reporting marks and number series. So while we know from the April 1970 ORER that all forty cars were still on the roster, we can't say for sure how they were painted. I did find a July 1987 photo of the 536 on the Fallen Flags site with brown and white paint, the C&NW herald and CGW reporting marks. For the record, the series 531 to 569 still had a total of 36 cars in it at the time, but between new paint and roofwalk removal, I think the ATP needs to be called before then. I'll settle for early 1970s but tag an "at least" on.



518 00 230, \$26.95

**Reporting Marks: NRC 3353.**

**40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Fishbelly Underframe, Gluek Brewing Company.**

Yellow sides, brown roof, ends and door sill. Black door hardware. Black lettering including company name and location and reporting marks on right. Multicolor Gluek's Beer artwork on left. White lettering on ends. Approximate Time Period: 1934 to about 1937. Release #3 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.

**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 July 15.*



**511 44 020, \$59.95**

**Reporting Marks:** ATSF 152--- (last three digits obscured) and ATSF 152---- (again, last three digits obscured).

**Two pack of 50 Foot Steel Exterior Post Boxcar, Plug Door, Santa Fe (AT&SF).**

Red with mostly white lettering including reporting marks on left and large circle cross herald on right. White and yellow "Super Shock Control" slogan on left above reporting marks. Black "XF Food Loading" legend on white panel to right of herald. Approximate

Time Period: 1979 (build date) through 1980's (based on paint scheme). Previous Releases: Catalog Number 510 00 02x, Road Numbers 152317 and 152321, January 2007; then Runner Pack #47 with Road Numbers 152313, 152315, 152319, and 152322, November 2012. *Note: It is possible but not confirmed that all four road numbers from Runner Pack release were utilized for this Weathered Release.*

I reprinted myself from the January 2007 coverage of the first pair of these cars as "clean" releases for the Runner Pack #47 commentary, and once again, there's not really anything to add. The book **Santa Fe Freight Cars in Color, Volume 1: Box Cars** by Stephen Priest and Thomas Chenowith shows that the group 152300 to 152499, of ATSF Bx-196, was built in 1979. There's a photo of ATSF 152321, one of the numbers MTL selected to model in its initial release, on Page 161 of the volume. The car is as seen in Topeka in March 1981. The main quibble I see is with the roof, which appears to be fairly flat on the car versus the model. The number of exterior posts looks right and the door appears to be an almost dead match. The paint scheme didn't last, as it was replaced with much less interesting schemes by the mid-1990s; although of course you can invoke Rule #1 and keep them around a bit longer.

**Z SCALE RUNNER PACKS:** In addition to the below announcement, Runner Pack #55 (994 00 055, \$89.95), four Soo Line 50 foot single door plug post boxcars, is now available. UMTRR coverage was in the January 2013 issue. The individual catalog and road numbers are as follows: 511 51 180, 15608; 511 52 180, 15730; 511 53 180, 15882; 511 54 180, 16016.



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



**Scheduled December 2013 Release:**

**994 00 060, \$89.95**

**Quantity four of 40 Foot Wood Double Sheathed Refrigerator Cars, Vertical Brake Staff, Fishbelly Underframe, Northern Pacific.**

**Reporting Marks: NP 93417, 93450, 93596, 93600.**

Yellow sides, brown roof, ends and bottom of door sill, black underframe. Black lettering including arched roadname and reporting marks on left. Black, white

and red "monad" herald on right. Approximate Time Period: 1940s (1941 service date) through early 1950s. Previous Releases: None. The Runner Pack releases should carry individual catalog numbers 518 5x 330.

Please see the commentary on the N Scale Runner Pack announcement above (993 00 083). 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.

**Z SCALE SPECIAL EDITION RELEASES:** Two releases this month, both pre-orders:

First, Release #1, "Belle Wringer" (524 00 101, \$24.95) in the World War II Nose Art Series of flatcars with containers, is now available. UMTRR coverage was in the February 2013 issue. Reporting Marks are USAAC 667409.



Second, the delayed Ringling Brothers F7A locomotives (980 01 521 and 980 01 522, \$129.95 each) have now been released. Road numbers are 1907 and 1919. (Only the 1907 is shown at right.)



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



**MTL ANNOUNCEMENTS:** We led off the column with the big announcement for the month – the N Scale SW1500 – but there are a few other items. The latest building kit in the N Scale “Civil War” series is a Barge Kit (499 90 955, \$24.95, at left) that

would work well beyond the 1860’s time period. Also new this month are an N Scale Palletized Lumber Load (499 43 998, two for \$9.95) and a Z Scale Gondola Spool Load (799 43 950, two for \$9.95). The reprinted Z Scale Pennsylvania Railroad F7A is featured in the latest Z Scale Train Set (994 03 020, \$219.95) which also includes four freight cars, caboose and loop of Micro-Track.

**DISCONTINUED ALERT:** We’ll start with a short list of Z Scale sellouts. There are three refrigerator cars. Both numbers of the Canadian National (518 00 07x, February 2012) are gone, though the Weathered Release from last month is still available. (We can guess what happened to the unweathered stock.) The Mandan Turkeys single release (518 00 050, November 2011) has flown away. (Oh, wait, turkeys can’t fly...*cf.* a famous episode of the TV series **WKRP in Cincinnati!**) The first number of the Santa Fe offset side open hopper is outta here (533 00 011, March 2012) and the Weathered Two-Pack of Union Pacific boxcars has left the building, and pretty quickly at that (500 44 740, May).

But once again, the N Scale Weathered Releases from just last month have already sold out: the Milwaukee Road x-post boxcar (025 44 780) and the Great Northern Heavyweight Passenger Car three-pack (993 05 170). Four other weathered cars are also on the bye-bye board: the Shippers Car Line three-dome tank car (066 44 070, December 2012), the BNSF two bay Center Flow (092 44 280, May), the ATSF 60 foot waffle side boxcar (103 44 060, January) and the Great Northern 60 foot Greenville boxcar (June).

Meanwhile, also gone from just last month are the Minnesota, Dakota and Western x-post boxcar (038 00 430) and the Algoma Central Ortner Hopper (125 00 130). The first of the single release Civil War Era cars is retired, the Western and Atlantic flat car from April (153 00 020).

We’ll take the rest of the bye-bye board in catalog number order: the Canadian National 40 foot boxcar with “wet noodle” (020 00 906, February), the Northern Pacific green plug door boxcar reprint (021 00 170, November 2012), the first number of the Union Pacific x-post plug door boxcar (027 00 351, May 2012), the Erie Lackawanna double door boxcar (037 00 100, November 2012), the Ringling Brothers Billboard Car #7 (047 00 407, May 2010, the winner of the “oldest car gone” award this time around), the Lemp/Falstaff Beer Car, also known as Brewery Special Edition #1 (058 00 160, May), the BNSF TOFC Flat Car (071 00 090, January 2012), the Pennsylvania Railroad end door boxcar reprint (078 00 010, May 2012), the second “clean” number of the BNSF two bay Center Flow (092 00 282, September 2012), the Western Paving Ortner Hopper (125 00 110, July 2012), and two Pennsylvania heavyweight passenger

cars: the 3-2 Observation (144 00 050, August 2011) and the paired-window coach (145 00 050, February 2012).

**INCREMENTAL INFORMATION DEPARTMENT:** Balancing, perhaps, last month's trainload of material, there's nothing this month.

**OOPS PATROL:** So much for cut and paste in reverse—I provided the Z Scale catalog number for the N Scale release of the Prima refrigerator car in last month's column. For the record, it's 049 00 650.

**THAT WRAPS UP ISSUE 199:** UMTRR HQ will be "closed" following the "publication" of these bytes until early August. Other than probably not getting the website done with the July updates until August, I don't see much impact this time from the annual shutdown. That's mostly because of the "new" schedule, in which I hold the UMTRR until the mid-month Weathered Releases—HQ will be reopen well before that occurs.

And by the way, has anyone noticed that the next issue will be number two hundred?

Until then, do the best you can!

Cheers,  
George

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