



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #200(!) – August, 2013

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Hello again everyone! Here we are at another milestone for this humble enterprise. It's a low key celebration though... between the "day job" and the continuing work to support my family following my father's passing, it's frankly quite enough to be able to keep the UMTRR going. A bit of a "hardware issue" didn't help matters either – i.e. how do you replace the integrated video in the UMTRR Desktop when you need to be able to see the BIOS settings, which you can't see because the integrated video isn't working? Fortunately, I know people...

Let's start, though, with MTL's announcement of the first four roadnames for the forthcoming N Scale SW1500 diesel locomotive. These aren't pre-orders yet so I'll hold on the pre-review of these switchers, which will first be available in Union Pacific, Norfolk Southern, Burlington Northern and Conrail (CR 9594). I should note that details for this release, including the chassis which it will use, are still being decided at "press time." And that is straight from MTL itself – not from the Online Rumor Mill. There are some ideas on how to proceed being considered behind the red and yellow sign, but there's nothing definite yet. Now, to this month's bytes...

N SCALE NEW RELEASES:



028 00 200, \$16.65

Reporting Marks: D&RGW 66172.

**40 Foot Wood Double Sheathed Boxcar,
Single Door, Denver & Rio Grande
Western.**

Brown with white lettering including reporting marks on left and "Moffat

Tunnel" herald on right. Initials "D&RGW" on door. Approximate Time Period: 1926 through 1940s, based on paint scheme, see text.

Perhaps in response to questions received by Micro-Trains, the folks at the red and yellow sign took the unusual step of posting a black and white photo of the prototype for this car... on their Facebook page. I was able to trace this image back to the Protocraft Decals site – or, perhaps I should say a search engine traced it back. (Protocraft makes 1:48 Scale decals.) This car was painted with the "Moffat Route" herald; the exact wording is "Rio Grande" around the outside, "Royal Gorge / Moffat Tunnel" inside the circle and "Scenic Line of the World" below the circle. The San Juan Decals site gives 1926 as the date of this herald. That means that the "Scenic Route" herald might have been the original decoration: it has "D&RGW RR" around the outside, "Royal Gorge Route" inside the circle and "Scenic Line" below the circle. Protocraft has only the Moffat Tunnel and Speed Lettering heralds. The

Speed Lettering was formally introduced in 1939 and for me that would mean the beginning of the end of the Approximate Time Period. It appears to be a rather long end however: the Protocraft site has a shot of sister car D&RGW 66050 still with the Moffat Route herald, shopped in 1950. So I'll call the ATP at the 1940s, but you could add a few years to that.

The website of the Rio Grande Historical and Modeling Society (www.drgw.org) gives 1916 as the build date for the series 66000 to 67499. They were general service boxcars with steel underframes and single sheathed wood sides, built as Lot 5272 by Pullman-Standard to a Fowler design. The Society notes that one car lasted to 1965. Protocraft's site adds that these cars were identical to an order built for the Rock Island. The cars had an eight foot interior height and a vertical brake staff. Between that and the Fowler design, which included two, not three, trusses on either side of the door, what I think we have is a "stand in" with the 028 body style. The Bettendorf trucks noted as coming with the car are probably too new as well. MTL doesn't make a single sheathed single door boxcar with a vertical brake staff, by the way. Single door and double sheathed, yes, 1 ½ door and single sheathed, yes, single sheathed and single door, no. The precise Fowler design car has not, to my knowledge, been made in N Scale in a widely available product.

Turning to the August 1924 edition of the Official Railway Equipment Register (ORER) as a sample, we have the rest of the key dimensions: inside length 40 feet, inside width 8 feet 6 inches, outside length 40 feet 3 ½ inches, height to top of running board 12 feet 10 5/8 inches, overall (extreme) height 14 feet 7 inches (this would be to the top of the brake staff), door opening 6 feet wide by 7 feet 7 5/8 inches high, and capacity 2720 cubic feet or 80,000 pounds. The description is a bit unusual: "Box, Steel Underframe, Friction Draft Gear." The original count of 1500 cars was down a little to 1473 at that time. Also at the time, the Rio Grande was in receivership (T. H. Beacom, Receiver) and wouldn't get any new general service boxcars until steel cars in 1939. Those steel cars, numbered 68000 to 68399, were the first to get the speed lettering as delivered.



049 00 670, \$26.95

Reporting Marks: MSEX 1002.

40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Muessel Brewing Company / Silver Edge Beer.

Yellow sides, brown roof, ends, bottom sill and door sill. Black side ladders and grab irons. Black lettering including company name and location and reporting marks on left. Red and black "Silver Edge" brand name in white diagonal panel in center (including over door). Approximate Time Period: 1934 to about 1936. Release #4 in an expected twelve in the Brewery Reefer Series.

The founder of what became the Muessel Brewing Company, Johann Christoph Muessel, emigrated from Germany in 1852 to South Bend, Indiana. The business became a family affair, including a tragic event in 1915 when then General Manager Henry Muessel and his son William were killed in a robbery at the plant.

The company earns at least a footnote in the annals of American Football history: they hired All-American Knute Rockne to coach their professional team while Rockne was still a student at nearby Notre Dame University. The team went unbeaten with one tie in 1913. Rockne would go on to much greater fame and fortune, but the brewery wouldn't. It was closed during Prohibition and couldn't really get going again following its repeal. The company was sold to Drewrys of Canada in 1936. Drewrys then "crossed the border" from Manitoba and made South Bend its main home. Drewrys became part of Associated Brewing of Michigan in 1963, and was sold to G. Heilman in 1972; Heilman promptly closed the facility although it still stands, a candidate for repurposing to something productive at this writing.

The Approximate Time Period for this car might not be more than a couple of years. Page 115 of our usual reference book **Billboard Refrigerator Cars** has a photo of MSEX 1002 with the note that it was assigned to Muessel Brewing in March, 1934 by Merchants Despatch Transit. The "E.R." in the service date below the dimensional data most likely stands for East Rochester, New York and the MDT's Despatch Shops, which were located just down the road from UMTRR HQ. From 1934 to the end of the company in 1936 is, well, not long. Fortunately, the ORER for July 1935 is right in the middle of that short ATP. The listing for Merchants Despatch Transit shows just two cars, 1001 and 1002, with MSEX reporting marks. The digital copy is unfortunately too blurry to get much, but I can see the inside length of 33 feet, outside length of 41 feet 5 inches, and capacity of 70,000 pounds.

Comparing the photo of the prototype in **Billboard Refrigerator Cars**, there is the usual lack of corner braces on the 049 body style. The real car had double grab irons on the sides whereas the MTL car has one. A more interesting question—not really possible to answer from the black and white image in the book—is whether the side sills should be black and not brown. We might never know for sure, though we do know that another manufacturer's rendition of this car is painted that way. Which brings up a point made online: so far out of the four Brewery cars in the series, two are replications of offerings that were recently available, let's say elsewhere (the other one is the Prima car from June). It doesn't help that for Silver Edge, there were only two road numbers from which to choose. Considering that the three other photos on Pages 114 and 115 of **Billboard Refrigerator Cars** are of cars not done by any major N Scale company as far as I know, I have to admit that I'd like to see a little more variety as well. It's certainly out there for the taking.



056 00 420, \$22.80

Reporting Marks: PGC Co 3310.

33 Foot Steel Two Bay Open Hopper, Offset Sides, Flat Ends, Penn Coal Gas Company.

Black with white lettering including reporting marks left of center and company name right of center. Black cross symbol on white

background at top left. Simulated coal load included. Approximate Time Period: 1909 to early 1920s.

Well, no, I don't have a Coal Gas Basin named after me, and that would be my last name, not my first name, anyway. I've certainly heard of Irwin, Pennsylvania, and I've been to that location, southeast of Pittsburgh, at least twice. It's certainly interesting, if not a touch egotistical, to see a number of businesses sharing one's last name!

But I've never heard of the Irwin Coal Gas Basin. MTL's car copy comes from the Wikipedia entry for not the geologic formation itself (which apparently does not have an entry) but the Westmoreland County Coal Strike of 1910-1911. Let's just say that is not a pretty story.

Coal gas was originally produced for gas lighting and then for heating and even cooling. It's made by either the carbonization or gasification process. The aim is to either result in high quality coke from gas coal along with some gas as a side product, or high quality gas with some coke left over. The industry lasted longer in the United Kingdom than in the United States.

The coal gas business began in the 1850s, at least in the basin: the Westmoreland Coal Company was founded in 1854. By 1875, according to Westmoreland's website, it and the Penn Coal Gas Company were the two dominant miners in the state and "enjoyed a near monopoly of the gas coal market." From 1900 to 1905 Westmoreland acquired a controlling interest in Penn Coal Gas Company and in 1917 purchased what it didn't already own, merging it as of the first of January 1918. In the meantime, record amounts of gas coal removed from the formation depleted it rapidly, and alternatives to gas from coal also became available. Westmoreland didn't officially quit mining in Pennsylvania until 1964.

The prototype 3310 was an example of a GLA hopper, the Pennsylvania Railroad's improvement of the GL car design of the Pressed Steel Car Company. In addition to the thousands of GLAs the PRR built for itself, it also constructed more of these hoppers for coal companies, including Penn Coal Gas. The GLA is not a match for the MTL 056 body style which is more like a later design from the USRA; the real GLAs were smaller and had a vertical brake staff. And the Penn Coal Gas scheme, including the very road number 3310, was actually available on an N Scale GLA from another company, but it's sold out now.

The October 1919 ORER entry for the Penn Gas Coal Company is in the back with the text-only registrations. The car series, spanning from 2524 to 3468, is noted as being renumbered to "W.C. Co." and reporting about these hoppers was to be submitted to Westmoreland Coal at its office in Philadelphia. The Penn Gas registration is not in the April 1924 Equipment Register, so I think early 1920s is about it for the ATP. If I am reading the car data correctly, the build date is 1909, which I'll use for the start of the ATP, but in any case, we're definitely in the early part of the Twentieth Century. And no, you don't need to return any of these cars to me, even though a legend on the model instructs, "Return to Irwin, Penna. RR."



073 00 140, \$20.85

Reporting Marks: CN 542321.

40 Foot Steel Boxcar, Single Door, No Roofwalk, Full Ladders, Canadian National.

Brown with yellow door. White lettering including roadname (English one side, French other side) and reporting marks on left and

large “wet noodle” herald on right. Light weathering; graffiti on one side. Approximate Time Period: late 1970s to late 1990s. Previous Releases: In weathered version as 073 50 140, Road Number 542580, part of the Norfolk Southern Weathered Freight Set (985 51 220), July 2013.

Here’s something different: A release of the weathered version of a car before the issuance of the “clean” version! That’s what we have here; last month’s Norfolk Southern Weathered Train Set included a dirtied up CN boxcar from this same series, with a different road number as has become the practice for most Weathered N Scale items.

But I can still reprint myself, and augment a bit, from last month’s coverage. Ian Cranstone’s “Canadian Freight Cars” site (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**, as 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 gives us a bingo this time, the exact 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 car is serviced as of December 1978 which might serve just as well for the start of our ATP. The consolidated stencils and the U-1 Wheel Inspection “dot” also fit within that start date. Cranstone has the end of service for these cars at about October 1997 based on ORERs.

And let’s check one of those ORERs from the ATP. The July 1980 edition will do. Inside is listed the group 540760 to 545759, with 3116 cars. The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 44 feet 4 inches, extreme height 15 feet 1 inch, door opening 8 feet as noted above, and capacity 3900 cubic feet or 130,000 pounds. There’s also a subseries of 61 cars which have a nailable steel floor at the doorway; the two MTL road numbers aren’t in that set.

Evidence that not all of these cars had yellow doors comes in the form of a 1979 image of CN 542050 on George Elwood’s Fallen Flags site (www.rr-fallenflags.net). This car with a door matching the carbody could make for a follow-on release, and given the number of cars in the prototype group, certainly a potential Runner Pack as well.



115 00 021 and 115 00 022, \$24.30 each

Reporting Marks: FPBX 194 and 233.

65 Foot 100 Ton Log Car, Federal Paper Board Company.

Blue with white lettering including reporting marks on left and company logo in center. Simulated pulpwood loads included. Approximate Time Period: early 1980s to early decade of the 2000s.

I thought that the name Federal Paper Board Company sounded a bit familiar. It turns out that the company, like me, was a New Jersey native. It was founded in Bogota in 1916 and headquartered in nearby Montvale until its 1996 acquisition by International Paper Company. The company produced recycled and bleached paperboard for packaging and other consumer uses. Under the leadership of John R. Kennedy, the second generation CEO of Federal, the company expanded into North Carolina, Georgia and Scotland, and into the business of making paper cups.

While John R. Kennedy is listed in the Federal Paper Board registration in the July 1980 ORER (which was still on my desk from the previous car lookup), and the company had log cars not in general service and wood chip cars, the MTL release road numbers weren't yet among the roster. By April 1984, the group 126 to 293 has joined the registration. They, too, are listed as not being in general service, however. They were described as "Flat, Steel (Logs)" with AAR Designation FL and these key dimensions: inside length 65 feet 4 inches, outside length 68 feet 7 inches, extreme height 15 feet, capacity 200,000 pounds (the cubic footage isn't relevant). There were 168 cars in service at the time.

There's a bingo on the 194 on RRPictureArchives.net, caught in Charlotte, North Carolina as of 1993. In addition to the "stakes" there are tiedowns around each of the three stacks of logs on the car. I note some uncommon omissions from the MTL model: all lettering and the consolidated stencils present on the left and right of each side on the prototype car are not on the Micro-Trains version. The shape of those left and right portions of the car also differ between the 115 body style and the real car, though you'd probably have to look hard to discern this. The lettering on the main "fishbelly spine" of the car is good.

There was a change following the purchase of Federal Paper Board by International Paper, but not the one I expected. Instead of being transferred into International Paper's roster, the cars are shown under a new entity, FPB Leasing Company, in the April 1997 ORER. The original group of 168 remains in place at the time, with a few cars being moved to subsets by capacity. In the April 1999 ORER, though, the cars are where I would have thought they would be: under the International Paper listing, joining cars with HPCX and IPCX reporting marks. All 168 are still there with their original markings. They don't last much longer, however. The whole set is in the January 2002 Register but gone in the October 2004 issue.



122 00 050, \$21.30.

Reporting Marks: N&W 50541.

**60 Foot Double Plug Door Boxcar,
Narrow (41 Foot) Truck Spacing,
Norfolk & Western.**

Brown with white lettering including reporting marks on left and roadname on right. Approximate Time Period: late 1963 (build date) through about 1970 (a guess).

If I had an auto parts plant or some such industry on my own model railroad, I might have been able to use this car as depicted by MTL, since it's still in the "as delivered" paint scheme with roadname only—sometimes called the "steam era" paint scheme. The circular "hamburger" herald didn't arrive until 1964 and this car was built in 1963. It was part of N&W's class B19 and was constructed by Greenville. It's among the last if not the last series of cars to get the plain roadname.

If you've got the **Norfolk & Western Color Guide to Freight and Passenger Equipment**, turn to Page 38 for a bingo on this road number. If not, check the website of the Norfolk & Western Historical Society (www.nwhs.org), searching on the class code and you'll find three views—side, three-quarter, and end-- of sister car 50548, all company photos taken in November 1963. The fidelity between model and prototype has one catch in my mind that will might be called a nitpick of an extreme kind: the weld seams are a lot more pronounced on the 122 body style than they appear to be in the prototype photos. How's that for rivet counting? Well, actually, it's not rivet counting at all...

Anyway, turning to the ORER for January 1964, the number series 50500 to 50559 is in place, but only twelve cars are in it. They are described as "Box, Steel" with AAR Designation XAP. The vital statistics were: inside length 60 feet, inside width 9 feet 2 inches, inside height 10 feet, outside length 65 feet 3 inches, extreme height 15 feet 4 inches, door opening 16 feet, and capacity 6000 cubic feet or 200,000 pounds. End notes indicate that the series "is equipped to handle automobile parts" and "are equipped with 30 inch cushion underframes."

By the January 1967 Register, the series is up to 113 cars numbered 50500 to 50612. This expanded group includes the Class B19a cars that were built by Greenville in 1965 and of course came with the "hamburger" herald and large roadname. This begs the question of how long it took for the N&W to repaint the original group from the as delivered scheme to the successor scheme, which would drive the Approximate Time Period—if roofwalk removal doesn't, that is. I think the best we can do here is guess, helped a little by the fact that 112 cars remained in service in April 1970. Let's not forget that the runtogether "NW" marking replaced the circular herald in 1971, so that would put the "as delivered" scheme "behind the times" by two. I think the 1970 ATP end I'm providing might actually be a bit generous, but we'll leave this up to the modeler.



144 00 120, \$28.50

Car Name: "City of Portland" (will be preceded with "MILW" in website listings).

Heavyweight 3-2 Observation Car,

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: 1930s, or 1942 to late 1940s, but see text.

As I've mentioned before, Jerry Laboda has done a great job distilling the vast listings of the all time Pullman passenger car roster down to a listing of prototypical names and paint schemes for each of the MTL body styles (n-scalevarnish.info/index/varnish/UsersGuide/). Unfortunately, this time that information leads us to the conclusion that there might have been better name choices available than "City of Portland" for this car.

The 3-2 Observation most closely follows the Pullman Plan 3959. The Milwaukee had the cars "Crystal Bay," "Crystal Ridge" and "Crystal Point" which used Plan 3959B and were painted in the scheme reproduced by MTL around 1942. The "Crystal Point" was transferred the next year to the United States Army for use as a hospital car, and the other two cars lasted on the MILW until 1956. There were also six Plan 3950C cars – included on Laboda's list so I will assume "close enough" painted the same way at the same time. These had "Silver" names: add "Beach," "Brook," "City," "Leaf," "Peak" and "Plume" as the second word in the name. These cars were gone in 1949. I can't say whether this particular paint scheme was on the cars for their entire service period on the Milwaukee Road. I can say, based on photos on Page 50 of the Milwaukee Road Color Guide to Freight and Passenger Equipment Volume One, that in June 1947 the "Crystal Beach" wore the Pullman name on the letterboard, not "The Milwaukee Road" lettering, and had a maroon band at the windows – in other words, not the scheme MTL did on their release.

But what about the "City of Portland"? Going to Tom Madden's full "Pullman Project" database, we find that it was built using Plan 3982 and was one of eight "City" cars the Milwaukee Road had on lease from Pullman. (The others: Aberdeen, Bellingham, Butte, Everett, Seattle, Spokane, Tacoma.) All of these cars were originally placed in service in 1927 sold to the United States Government for use as Hospital Ward cars in 1943. How close is Plan 3982 to Plan 3959? I'm not sure, but apparently not close enough to be included in Jerry Laboda's condensed listing.

Should there be an interest in relettering these cars – and I'll hasten to add that I can hardly read the "City of Portland" as it's gold lettering on orange paint! – it might be worth researching Micro-Scale Decals set 60-1004 which covers Milwaukee Road passenger cars from 1939 to 1946. Which leads to another point: the "City of Portland" might have been selected more as a match to the Milwaukee Road passenger car paint scheme already used on the other MTL cars, and from the same time period of the 1930s, than to the body style itself which didn't arrive on the Milwaukee Road until the 1940s. And that is just my guess.

N SCALE REPRINTS:



050 00 010, \$21.05

Reporting Marks: UP (LA&SL) 3485.

34 Foot Wood Double Sheathed Caboose, Slant Cupola, Union Pacific.

Brown with white lettering including roadname and reporting marks below cupola. Simulated window glass installed. Approximate Time Period:

1939 to late 1940s, but see text. Previous Releases (as catalog number 50010): Road Number 3530, June 1975; Road Number 3270, September 1984; Road Number 3532, August 1987; Road Number 3535, April 1989; Road Number 3527, February 1990.

Let's start out by declaring this car a "not a reprint" for two reasons.

First, the lettering is white rather than yellow. I actually do not have any of the previous runs in my Micro-Trains accumulation—how have I managed to miss this?—but the image of the first run under this catalog number is found in the book *Micro-Trains: A Color History Volume One*, Page 43. The lettering is not only yellow, but it's of the style used in the 1920s and most of the 1930s. The 1987, 1989 and 1990 reprints have the same style of lettering (validated via online photos), that is, they are reprints of the original 1975 release. The 1984 reprint doesn't have the subsidiary initials, OWR&N (for Oregon-Washington Railway and Navigation Company) so it's a technical "not a reprint" as well.

Second, for the first time, the sublettering for the car is for the LA&SL, the initials of the Los Angeles and Salt Lake Railroad. That subsidiary of the Union Pacific connected its two namesake end points. It had a somewhat complex history (what major railroad doesn't?), but to summarize, it was previously known as the San Pedro, Los Angeles and Salt Lake Railroad, or the "Salt Lake Route." It was a 50/50 venture consolidating UP-controlled trackage with that of Williams Andrews Clark, who'd taken over the Los Angeles Terminal Railroad and started to expand it northeastward as the UP had been building southward from Salt Lake City towards California. The Union Pacific took full control of the line in 1921. It was included in the UP consolidation of 1936, technically set up as a lease due to financial complexities. The LA&SL existed on paper until 1988. The line continues in operation today as the Caliente and Lynndyl Subdivisions.

Furthering the "not a reprint" designation, the paint and lettering on this release is newer than what was used on the previous runs. This scheme was in place from 1939, when the gothic lettering and one inch stripe was adopted by the UP, and some time after 1947, when the yellow and red scheme was introduced for the road's cabooses and that of its subsidiaries. According to the book **Cabooses of the Union Pacific Railroad**, the LA&SL got a late start on repainting and it took about three years to redo the cars.

The same book points out an issue with this "not a reprint." There certainly was an LA&SL 3485, and it was built in 1905 and retired in 1956 as per the car copy provided by MTL. However, the real 3485 was a 41 foot 10 inch drover's caboose converted from a boxcar, not a

CA-1 type which is the actual basis for the MTL 050 body style. A better choice of road numbers would have been the series 3373 to 3420, which includes the 3385 built in 1925 and retired in 1962.

Meanwhile, the overall ATP the Union Pacific's series of CA-1 cabooses is quite long. The cars were built between 1914 and 1924 and the last of them weren't retired until decades later. The CA-1s were the last wood cabooses built for the line. They wouldn't receive any more new cabooses until 1942, when the first Union Pacific steel cabooses began arriving.



110 00 050, \$27.50

Reporting Marks: GN 100030.

56 Foot General Service Tank Car, Great Northern.

Black with white lettering including reporting marks on left, roadname in center and herald on right. Approximate Time Period: 1962 (build date) to early 1980s at least. Previous Release (as catalog number 110050): Road Number 110013, November 2002.

Lucky for me that the Great Northern was among the minority of roads that actually included its tank cars in its ORER listing. And so we have, in the January 1964 Register, the series numbered 100000 to 100049, with description "Oil Tank, Steel." That's a bit of an unusual way to put it. A notation adds that these cars had heater coils. They were also a bit longer than the MTL model, at 59 feet 2 inches, but that's "outside length" or over the couplers. So it's actually quite close to the MTL model on that score even though the 110er is billed as a "54 foot" car. Only a couple other dimensions are given including a capacity of 23,450 gallons or 200,000 pounds. There are all 50 present and accounted for in the roster. They're all still there in the April 1970 ORER when the Great Northern was folded into the Burlington Northern.

Amazingly (at least to me), the BN kept reporting the Great Northern tankers in the April 1976 ORER, with 49 cars remaining in the series. The data disclosed was reduced farther, to the gallons and pounds capacity, the latter being trimmed to 188,000 pounds. By this time the BN tankcar number 875000, modeled as MTL catalog number 110040, had been added to the roster. (See the Runner Pack announcement below.) By April 1981 the GN group had shrunk to 45. Believe it or not, there were still three cars on duty as late as July 1998, by which time the BN had yielded to the BNSF. I wouldn't vouch for the paint scheme lasting that long, though, especially the large roadname and herald. Could be that this car ended its service life in a black dip paint with reporting marks only.

When this car was first issued in 2002, I struck out on an image find. Ah, but this time the **Great Northern Color Guide to Freight and Passenger Equipment** is part of the UMTRR Research Accumulation. Page 89 includes an undated photo of GN 100013, the first run. It's noted in the Color Guide that these were revenue service, not company service, tank cars, and so their inclusion in the ORER is appropriate after all. The cars were built by General American Transportation Corporation in 1962. A key delta between prototype and model is

that the real cars had a full underframe whereas the 110 body style doesn't. The actual car also had a handrail all around the car as well. Those differences probably make sense considering the age of the prototype cars and the prevalent design at the time.

N SCALE WEATHERED RELEASES:

Per Micro-Trains, the "STEEL" autorack weathered and graffiti set (993 05 150, \$239.95) originally scheduled for release in July, is due out in mid-August, so it should be in stores as you read this. Pre-orders for this set were taken in January 2013. The individual catalog numbers and reporting marks (if any) are as follows:

"S" car, 111 50 019, No Reporting Marks*

"T" car, 111 50 029, TTGX 995414 with T/FM auto rack

First "E" car, 111 50 039, CR 786420, Conrail auto rack

Second "E" car, 111 50 049, No Reporting Marks*

"L" car, 111 50 059, TTGX 995348 with T/FM auto rack

*The "S" and second "E" car have additional graffiti on the back side of the cars which cover where the reporting marks and identifying placard would be.



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 August 13.

993 05 180, \$79.95, Southern Pacific Weathered Passenger Car Set. Consists of the following items (all previously released in unweathered form). All cars are Pullman green with black roof, diaphragms and underframe (including trucks). Gold lettering including roadname in center of top letterboard, "Pullman" at top left and right, and car name and/or reporting marks at bottom center.



142 51 070, Pullman Heavyweight 12-1 Sleeper, Southern Pacific "Berkeley." Previous release (unweathered), catalog 142 00 070, August 2012.



145 52 070, Heavyweight Paired Window Coach, Reporting Marks T&NO 403. Previous release (unweathered), Catalog 145 00 070, December 2011.



144 53 070, Heavyweight 3-2 Observation Car. Reporting Marks: SP 104, Car Name "Shasta." Previous Release (unweathered), Catalog 144 00 070, October 2011.

Following on the Great Northern Weathered Passenger Set last month, here's a trio of lightly weathered heavyweights for the Southern Pacific. The Approximate Time Periods for these cars are early 1950s to 1962, 1929 (or late 1920s) to mid-1930s, and 1954 to 1958 as painted. We're most sure about that third ATP, for the Observation Car, since data about it was provided to us from SP Special Correspondent David Carnell. So, the "strictly speaking" net of it is that these three cars can't be run in the same train, well, not without an invocation of Rule #1. (It's your railroad.)

993 05 190, \$99.95, Santa Fe (& Southern Pacific) Weathered Freight Car Set. Consists of the following items:



020 57 039, 40 Foot Steel Boxcar, Single Superior Door, Santa Fe. Reporting Marks ATSF 31394.

Brown with replacement orange door. White lettering including reporting marks on left and "Ship and Travel Santa Fe all the way" on right. Other side has the "Super Chief" name train slogan instead of the "Ship and Travel" slogan. Black and

white circle cross in black square on left above reporting marks. Approximate Time Period: 1950 (build date) to at least the mid-1970s. Previous Releases: None, although an unweathered similar version of this car was produced in November 2002 as a Special Run for George Hollwedel (Prototype N Scale), part of a two pack with an ATSF "Grand Canyon Line" car, NSC Number 02-92, and again in a four pack Special Run in June 2007.



032 55 050, 50 Foot Steel Boxcar, Plug Door, Santa Fe. Reporting Marks SFRB 6118.

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

including "DF" designation on door. Simulated reflective circle cross insignia left and right of door. Approximate Time Period: 1959 to mid-1970s. Previous Releases: As Catalog Number 32076/32050: Road Number 6169, November 1974; Road Number 6119, April 1975. Then, as Catalog Number 32050 or 32050/x: Road Number 6153, September 1996; Road Number 6160, October 1996; Road Number 6172, November 1996; Road Number 6181, December 1996; then Runner Pack #71 (993 00 071) with Road Numbers 6168, 6175, 6186 and 6190, December 2012 (pre-reviewed in the June 2012 UMTRR).



056 56 340, 33 Foot Two Bay Steel Open Hopper, Rib Sides, Flat Ends, Southern Pacific. Reporting Marks SP 461101.

Oxide red including trucks, wheels and couplers. White lettering including reporting marks on left, round "Southern Pacific Lines" herald left of center and large roadname on

right. Approximate Time Period: 1956 (build date) to Previous Releases (as catalog number 56340): Road Number 460671, November 2002, then Runner Pack #56 (993 00 056) with Road Numbers 460600, 460610, 460631 and 460676, October 2011 (pre-reviewed in the April 2011 UMTRR).



070 58 070, 51 Foot Steel Mechanical Refrigerator Car, Rib Sides, Santa Fe. Reporting Marks SFRC 1708.

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

and Travel Santa Fe all the way" on right. Black and white "MTC" legend on door. Yellow with black and white multimark on right. Approximate Time Period: 1962 (build date) to late 1970s. Previous Releases (As Catalog 70070): Road Number 1707, October 1994; Road Number 1796, February 2000; then Runner Pack #76 (993 00 076) with Road Numbers 1717, 1728, 1739 and 1740, May 2013 (pre-reviewed in the November 2012 UMTRR).

We've seen three of these cars before, but for the second month in a row, MTL has snuck a brand new regular release into the mix. The Santa Fe forty foot boxcar was part of their Bx-57 class of 500 cars built by Pullman-Standard in 1950. The cars should be quite accurate to the MTL body style—I'm feeling confident about that given that Santa Fe expert and long-time UMTRR Gang Member George Hollwedel ran a nearly identical car as a Special Run back in 2002 (nine years ago already?) and again in 2007. George is particular about schemes on proper cars, and he noted that just a roof stiffener separated the prototype to model match here. There is a painting exception on this release: the roof on these boxcars should be black. (Not the roofwalk.) That can be fixed pretty easily, and on an already weathered car your paint job doesn't have to be "perfect" — and maybe it shouldn't be.

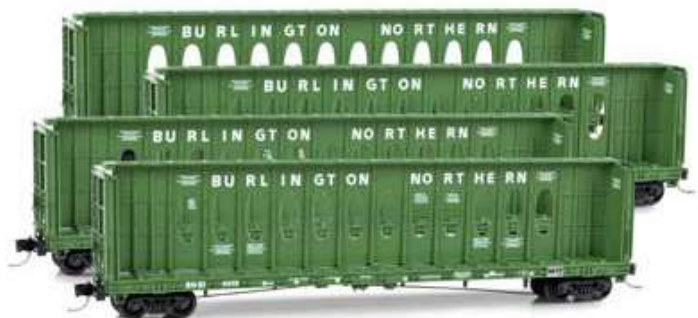
The ORER for April 1952 shows 499 cars in the series 31250 to 31749, described somewhat unusually as "Box, Steel Sheathed" (although that is technically accurate). The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 5 9/16 inches, outside length 40 feet 8 1/4 inches, extreme height 14 feet 11 7/8 inches, door opening 6 feet, and capacity 3888 cubic feet or 100,000 pounds. Was someone over at Pullman-Standard a little overzealous with exact measurements that day? As of the July 1963 Register, the dimensions are rounded to whole inches, and the car count is at 489. In the July 1974 edition, there were 441 cars in service. By then you'd need to be considering two things: roofwalk removal and a change in paint scheme.

However, the book **Santa Fe Freight Cars in Color The Series Volume One, Boxcars** (also called “The Priest Book” at UMTRR HQ after one of its co-authors) shows ATSF 31698 from the same group with its running board in place and an intact “Grand Canyon Line” slogan as of November 1976. Don’t worry about the different slogan, as the Bx-57s sported one of four “names” on the side opposite the “Ship and Travel” slogan. Those were advertisements for the Chief, Super Chief and El Capitan trains as well as the Grand Canyon Line. Later paint schemes, as you might already know, include the large circle cross with either a different version of the “Ship and Travel” slogan or the large roadname in the Cooper Black font. The earlier of these was applied starting in 1959 and the “Ship and Travel” slogan was retired in 1972 in favor of the large roadname.

Let’s briefly touch on the other three cars in the Weathered Set; I’ll refer you to the appropriate back issue of the UMTRR for more on each item. The 50 foot boxcar—insulated in real life and thus classified as a refrigerator car—was built in 1955 but wouldn’t have received its “Ship and Travel” paint until 1959. I called the ATP on the previous runs, all of which belong to the series SFRB 6000 to 6299, at the mid-1970s given the usual roofwalk removal. The SP hopper, besides being “one of these things not like the others” in terms of roadname and car type for this set, is part of a group of cars numbered 460557 to 461431 and in service from their 1956 build date into the 1980s, though perhaps not in the paint scheme used by Micro-Trains. There is a “door thing” of a different type in play here: the hopper bays have Enterprise “crosswise” hardware that dumps cargo inside or outside the rails, not perpendicular to them. Finally, the Santa Fe Refrigerator Line mechanical refrigerator car is from the SFRC group 1700 to 1874, which was built in 1962 but hit an abrupt end to the Approximate Time Period sometime between the January 1978 (151 cars) and July 1980 (zero cars) editions of the ORER.

Summing it up, then, we have the usual question: could all of these cars have been seen in one train at one time? This time, I think the answer is yes, it’s possible. The Santa Fe “slogan” boxcars were the first built, but they lasted quite a while, possibly longer than the mechanical refrigerator cars which were constructed twelve years later.

N SCALE RUNNER PACKS: In addition to the below announcement, Runner Pack #79 (993 00 079, \$99.95), four Burlington Northern centerbeam flat cars, is now available. UMTRR coverage was in the February 2013 issue. The individual catalog numbers and reporting marks for these items are as follows: 053 51 010, 624425; 053 52 010, 624437; 053 53 010, 624449; 053 54 010, 624481.



The following item is in pre-order at present and is NOT currently available. Scheduled delivery is January 2014. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close August 31.



Scheduled January 2014 Release:

993 00 084, \$89.95

Quantity three of 54 Foot General Service Tank Car, Burlington Northern

Reporting Marks: BN 875002, 875008 and 875014.

Black with mostly white lettering including roadname and reporting marks on left and herald on right. Approximate Time Period: mid-1970s

(1975 build date) through decade of the 2000s. Previous Release (as Catalog Number 110040): Road Number 875000, March 2002. The Runner Pack releases should carry individual catalog numbers 110 5x 040.

Don't ask me how I ended up in Alliance, Nebraska, in the late summer of the year 2000, but I did. Those of you who are Northern Pacific fans are aware that the NP had a big locomotive shop there, and without a doubt it was the biggest employer in town. The BN and now BNSF continue to service diesels there, being that it's directly on the Powder River Coal Basin route, and at the time I visited, hundreds of locomotives called Alliance a home port. On the back side of the shop area, away from the town, were a number of storage tracks, and I could swear that I saw one of these Burlington Northern tank cars sitting there. I figured that these were company service cars, bringing fuel oil out to thirsty diesels in Nebraska and elsewhere. As you'll see, I was right.

As with the GN tank car above, though, there was a listing in the ORER for these cars. The October 1996 edition includes the series 875000 to 875034, of 34 cars, all with the same capacity. That same group has shrunk by two pieces but is still around in the January 2000 Register under BNSF. In fact, none of the tankers have been restenciled for the Burlington Northern Santa Fe at that point in time, whether they were from the ATSF side or the BN side. There were even 5 tank cars left from the BN's predecessors!

And also as with the GN tank car above, I struck out in terms of images when the first release was issued in 2002. This time I can reference Page 112 of the **Burlington Northern Color Guide to Freight and Passenger Equipment**, which has a shot of BN 875033, formerly with FW&D (Fort Worth & Denver) reporting marks and the same road number. The car appears to be a good design match to the MTL 110 body style, though with an outside length of 61 feet 7 inches I think it's a bit longer than the Micro-Trains car. The cars were built to the DOT specification 111A1100W1 in 1975 by American Car & Foundry. Since they were originally lettered FW&D, I returned to my ORER stack to get a better estimate of the start of the ATP, which still looks like mid-1970s anyway. In 2002 I declared a "to present" end of the ATP, and eleven-plus years later that might still be the case, as seven cars from the original group remain, with BN reporting marks, in the January 2011 ORER. The originally

run number, 875000, was still around in its original paint as late as 2006 when it was photographed; that image is on RailcarPhotos.com.

Don't confuse these tank cars with the specialty "fuel tenders" that the BN used to keep it helpers out of the fuel line and, well, helping, as much as possible. Those are (or were) painted up in a green and black scheme and carry the reporting marks BNFT. At least of couple of them resemble the MTL model.

Finally, we have some incremental information received from our anonymous reader "The Masked Railroader," for which many thanks, start quote:

BN 875000-875029 were 61 foot 7 inch tank cars built in 1975. Of the original 30 cars, 26 remain with 23 renumbered to BNSF; 3 still in BN paint. From the pictures available, these are noticeably long, thin tank cars for which the MTL car is only a mere stand-in.

BN 875030-875034 also were 61 foot 7 inch tank cars built in 1975, previously FWD 875030-875034. All 5 remain, 2 still in BN paint.

BN 875035-875084 were 62 foot 4 inch tank cars built in 1980. Additional cars were built in 1992 and 1994.

These cars, along with many former ATSF and some new BNSF cars, are loaded in Des Moines, IA with fuel oil, and are picked up by the M-DMOWQM (Des Moines, IA to West Quincy, IA manifest), dropped off at Maxon, IA, and are then picked up by an empty coal train for delivery to Alliance, NE. The frequency of oil loads on the DMOWQM varies but averages several times a week. Once a week, an M-ALNDMO runs from Alliance, NE to Lincoln, NE where the manifest cars are dropped off, then from Lincoln to Des Moines with the remaining oil empties. Additional dedicated pools of fuel oil cars can be found going elsewhere.

End quote. And what's really cool about this Incremental Information to me is the connection to Alliance. I guess I wasn't wrong when I thought I saw an BN tank car at the shops there.

N SCALE SPECIAL EDITION RELEASES: I can now confirm that the Civil War series of boxcars has officially concluded with last month's "Surrender at Appomattox" car, meaning that's eleven boxcars in the overall series. MTL has further announced that they will not be releasing a companion locomotive or caboose for this Special Edition series. I think we can reasonably conclude that the Civil War has ended, at least as far as Micro-Trains is concerned.

But we do have as a mid-month release the P.T. Barnum Circus Train Set (993 21 190, \$229.95). Pre-orders for this set were taken in April 2013. Note that the set includes the MTL link and pin couplers, not Magne-Matic Couplers. Here are the individual items for this set:



985 50 510, 4-4-0 "American" Steam Engine (Bachmann Locomotive, MTL Paint and Coupler) - Road Number 71.



151 50 039, PT Barnum Civil War Era Box Car, Road Number 1.



153 51 039 PT Barnum Civil War Era Flat Car, Road Number 16 with Calliope #1 (Calliope is MTL Part Number 472 50 009)



153 52 039 PT Barnum Civil War Era Flat Car, Road Number 20 with Calliope #2 (Calliope is MTL Part Number 473 50 009)



153 53 039, PT Barnum Civil War Era Flat Car, Road Number 32 w/Shoe Wagon (Wagon is MTL Part Number 499 43 032)



152 50 029, PT Barnum Caboose (Converted Civil War Era Boxcar), Road Number 5.

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

Z SCALE NEW RELEASES:



518 00 240, \$26.95

Reporting Marks: MSEX 1002.

40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Muessel Brewing Company / Silver Edge Beer.

Yellow sides, brown roof, ends, bottom sill and door sill. Black side ladders and

grab irons. Black lettering including company name and location and reporting marks on left. Red and black "Silver Edge" brand name in white diagonal panel in center (including over door). Approximate Time Period: 1934 to about 1937. Release #4 in an expected twelve in the Brewery Reefer Series.

Please see the commentary on the N Scale release of this car above (049 00 670).

Z SCALE REPRINTS: Although listed in the Micro-News as a New Release, this is actually a Reprint:



505 00 020, \$24.60

Reporting Marks: IC 523090.

50 Foot Steel Boxcar, Single Youngstown Door, Illinois Central.

Orange with mostly black lettering including roadname, slogan and reporting marks on

left and large black and white split rail herald on right. Approximate Time Period: 1971 to mid-1980s, but see text. Previous Release (as Catalog 13502): Road Number 523583, April 1988 (with both Marklin and Magne-Matic Couplers).

Well, if the car was originally built in 1953, this certainly isn't the "as delivered" paint scheme! According to the **IC/GM&O Color Guide to Freight and Passenger Car Equipment**, Page 48, it's not in its original road number either. "It... had been renumbered into a new series for the upcoming merger acquiring its paint at Centralia [Illinois] in May 1971." That's a pretty specific start to the Approximate Time Period. The original series was IC 25000 to 25899, though not all cars from that series went into this new one. There's a near-bingo on Page 48 as well, namely, IC 523092, just two away from the road number that MTL used. The car pictured in the Color Guide is without its roofwalk and with shortened ladders. I suspect that occurred upon renumbering and repainting so that is probably a delta to the model; however Micro-Trains doesn't yet manufacture a fifty foot single door boxcar without a roofwalk so that's as close as they can get. It looks like many if not all of the prototype cars also had Superior doors instead of the Youngstown door used on the model. "Stand in," some will complain, and I can't fault them.

The ORER for October 1972 already has the Illinois Central Gulf Railroad, the product of the merger of the IC with the Gulf, Mobile and Ohio. (The previous owner of this ORER wrote, in pen, right on the cover: "ICG - Pg 459." My father received this book as a gift from an employee of the ICG who worked in New York and rode the bus into the city along with my dad.) The IC series 523000 to 523740 was still there, though, with 522 cars in it. The inside length was 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 54 feet 4 inches, extreme height 15 feet, door opening 8 feet and capacity 4864 cubic feet or 110,000 pounds. There weren't yet any cars lettered for the successor railroad though the ICG reporting marks had been registered.

In the July 1974 Register, the same car count of 522 was in place for the series with IC reporting marks, but there were another 140 cars in the same number group with ICG reporting marks. That adds to 662, which is less than the 741 possible cars between 523000 to 523740. Six years later in July 1980, there were 437 IC cars and 137 ICG cars. Six years later in the October 1986 ORER, there are just three IC cars left and non ICG cars at all. I suspect that there was a decision at some point to not bother relettering cars from IC to ICG, or there might have been some reason not to. At any rate, the ATP is no later than the mid-1980s.



980 01 040, \$129.95 and 980 02 040, \$94.95

Road Numbers: 6325 and 8219 (will be preceded with "SP" in website listings).

F7 Powered A and Powered B Units, Southern Pacific.

"Black Widow" scheme of black with silver grilles and lettering and red stripe along bottom of carbody. A-unit has silver and orange stripes on nose, herald below headlight, roadname across carbody and road number at rear. B-unit has road number only at bottom center of carbody. Approximate Time Period: 1949 to late 1950s at least. Previous Releases: A

unit (as Catalog Number 14004 and 14004-2), Road Number 6110, February 1991; Road Number 6402, February 1997. B Unit (unpowered, as Catalog Number 12004 and 12004-2), Road Number 6147, February 1997. All previous runs were issued with Marklin and Magne-Matic Couplers.

I wish that MTL had finished the sentence in their copy for this release that begins with "These A and B unit F7 locomotives..." but they didn't. I could have used the help. Oh, well.

The SP's F7s, as well as units for subsidiaries Cotton Belt and Texas & New Orleans, began arriving in December 1949 according to Richard Percy (see espee.railfan.net). These were delivered after the SP decided to drop the number plus ABCD designation for four-unit sets in favor of individual numbers in the 6000s for A units and 8000s for B units. They were delivered in the "Black Widow" scheme that MTL uses on these units. The ATP runs from

the purchase date to sometime after the adoption of the successor “bloody nose” scheme in 1958. But it’s noted on the Golden Gate Railroad Museum’s website (www.ggrm.org) that “All F-units in the passenger pool were painted gray/red, but only around 20% of freight F-units were painted, most going to scrap in the delivered colors.”

As if to prove the point, F7B 8104 was caught in August 1972 in the Black Widow scheme, or at least a variant of it, and that image is on Richard Percy’s site. There you’ll also find a shot of F7A 6243 in glorious black and white as of September 1967, which is well after the Scarlet Red and Lark Gray became the colors for Espee diesels. And thus we have the “at least” on the end of the ATP. As of 1966 the SP had 188 F7As in the 6000s series and 143 F7Bs in the 8000s; two years later that was down to 95 and 64 respectively.

Finally, here’s an unusual way to see these Black Widows in vintage action scenes: check out the opening credits of the 1955 film “Bad Day at Black Rock.” It’s on YouTube. The diesels are pulling a Daylight train through the middle of a desert, from various angles including an aerial shot.

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 August 13.*



507 44 570, \$49.95

Reporting Marks: C&O 22638 and 22645.

Two pack of 50 Foot Steel Boxcar, Plug Door, Chesapeake and Ohio.

Dark blue (C&O’s “Enchantment Blue” with yellow plug door. Yellow lettering including reporting marks and script style “Cushion Underframe” lettering on left and “C&O For Progress” herald on right. Road numbers in white on black patch panels. Light to moderate weathering across both cars. Approximate Time Period: 1962 (build

date) through early 1970s. Previous Releases (in unweathered form): Runner Pack #50 (994 00 050) with Road Numbers 22585, 22598, 22620, and 22633, January 2013 (pre-reviewed in the August 2012 UMTRR).

Two rather different weathering treatments were used on this pair of cars for a bit of variety. The 22638 gives the impression of faded paint, while the 22645 looks a bit dark and muddy. Unlike the usual Z Scale weathered items, these do have new numbers via patch panels, versus the obscuring of part or all of the road number. I think this will be more accepted by modelers – we’ll see if it becomes the common practice.

The prototype series C&O 22550 to 22649 is well represented in Morning Sun’s **Chesapeake & Ohio Color Guide to Freight & Passenger Equipment** with includes no less than three

photos of this prototype series of cars, C&O 22550 to 22649. One of my favorite photos across all of the Color Guides I own is the line of ten brand new cars as found in a freight train in Columbus, Ohio in December 1962. There is still that key paint delta of aluminum colored, not blue roofs. That could be fixed. I'm conservative on the ATP since it's driven by the paint scheme, so feel free to invoke Rule #1.

Z SCALE RUNNER PACKS: In addition to the below announcement, Runner Pack #56 (994 00 056, \$79.95), four Milwaukee Road 50 foot single door boxcars, is now available. UMTRR coverage was in the February 2013 issue. The individual catalog and road numbers are as follows: 505 51 300, 16606; 505 52 300, 16609; 505 53 300, 16615; 505 54 300, 16628.



The following item is in pre-order at present and is NOT currently available. Scheduled delivery is January 2014. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close August 31.



Scheduled January 2014 Release:

994 00 061, \$84.95

Quantity four of PS-2 Two Bay Covered Hopper, Santa Fe (AT&SF).

Reporting Marks: ATSF 82092, 82113, 82165, 82217.

Mineral red (including trucks) with white lettering including reporting marks on left. Black and white "circle cross" herald inside black square above reporting marks on left. Approximate Time Period: 1955 (build date) to mid-1990s. Previous Releases (Catalog 531 00

01x): Road Numbers 82141 and 82297, July 2006. The Runner Pack releases should carry individual catalog numbers 531 5x 010.

The photo used in MTL's web and print advertising when this was a brand new body style—seven years ago!-- came directly from the **Santa Fe Color Guide to Freight and Passenger Equipment**. Page 85 of that book has Emery Gulash's photo of ATSF 82297, a GA-105 class two bay covered hopper. That white on the roof isn't paint, it's cement powder, as that was a principal commodity carried in these cars.

I just miss with my January 1955 ORER, so it's off to the January 1959 Register for a look at the series 82000 to 82499. All 500 possible cars were on the roster with the basic description of "Covered Hopper" and the AAR Designation LO. These cars had an inside length of just 29 feet 2 inches and an inside width of 9 feet 5 inches, with the inside height not given. The outside length was 35 feet 3 inches and extreme height 13 feet 2 inches, with capacity of 2003 cubic feet or 140,000 pounds. In January 1964 there were 495 cars in the series; in April 1970,

487 with two exceptions that were equipped for pneumatic unloading (the 82250 and 82409, if you're curious). In the April 1976 Register, 309 cars had been changed to 154,000 pounds capacity, another 152 remained at the 140,000 pounds level, and three were equipped with pneumatic outlets (change the list to the 82154, 82205 and 82405). Moving to April 1981, there's quite the drop: just 174 in the main series, all 154,000 pounds capacity, plus the three pneumatics (same numbers as above). Cut that more than half again in April 1985, with 80 cars in the main series and two exceptions. It looks like the Approximate Time Period is more or less over by the mid-1990s, with a mere 13 cars remaining in the October 1996 Guide, but not before five of the series are listed as "Hopper, Steel"-- yikes!-- in the July 1992 ORER (82105, 82284, 82386, 82463, 82484).

I was concerned about a possible shortener of the Approximate Time Period that is also found on Page 85 of the Color Guide: "Starting in 1959 certain classes of the LO Mechanical Designation were repainted gray." The photo of ATSF 82297 in mineral red is dated August 1958 so I know we're still good there. A 1984 photo of sister car ATSF 82295 on the Fallen Flags site is in black and white, but clearly shows the original paint scheme, so I think we're OK.

Z SCALE SPECIAL EDITION RELEASES:

Release #2, "Caboose" (524 00 102, \$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.



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

MTL ANNOUNCEMENTS: You'll be able to fill those empty N Scale Centerbeam flat cars with two different lumber loads: partially (499 43 989 for two cars, \$9.95) or more completely (499 43 977 for one car, \$9.95). The latest N Scale Civil War structure is a "Thru Bridge Kit" (499 90 956, \$31.95) which can probably be used on railroads for at least a few years after that time period, particularly on lighter branch lines. In Z Scale, the reprinted SP F7A diesel from this month is also included in a train set (994 03 040, \$239.95).

DISCONTINUED ALERT: It's almost a housecleaning with respect to HOn3 Scale releases, with seven cars hitting the bye-bye board at the same time. And those are: refrigerator cars in dimensional data (850 00 001, March 2007), Colorado & Southern in brown with black lettering (850 00 060, January 2010), and Nevada-California-Oregon (850 00 080, May 2010); flat cars in White Pass & Yukon (855 00 070, March 2010) and Colorado & Northwestern (855 00 090, December 2010); and gondolas in Denver, Boulder & Western (860 00 020, September 2010) and weathered Colorado & Southern (860 44 010, mid-month July 2012).

Just four Z Scale cars have left the building, three of which are lettered for the Union Pacific: the first number of the dual slogan boxcar (500 00 741, August 2012), the first number of the

x-post boxcar (511 00 161, November 2012), and the reprinted "Go Big Train" caboose (535 00 140, April 2012). The first release of the Land-O-Lakes refrigerator car (518 00 021, September 2011) is also outta here.

And there is a trainload of N Scale releases gone. Any time it's more than one column of listings in the Micro-News, I know I'm in trouble. Not even officially on this list is last month's weathered Williams Brothers Ortner Hopper (125 44 120) but it is marked in the Micro-News as "Sold Out At Factory." Two other weathered items are gone: the Milwaukee Road x-post boxcar (025 44 780, mid-month June) and the Hartford and Slocumb x-post boxcar three-pack (993 05 160, mid-month April).

And now, we take a deep breath for the rundown of the rest of the bye-bye board, in catalog number order. The Missouri Pacific x-post car reprint (027 00 140, April) is gone. The Norfolk and Western stock car reprint (035 00 150, July 2012) has left the rodeo. The Conrail flat car (045 00 410, June 2012) has rolled on. The Canadian National center partition flat car (053 00 530, April) and Golden West bulkhead flat car reprint (054 00 080, November 2012) are outta here. Two of the meat packer refrigerator cars have been sent packing: the St. Louis Independent (058 00 120, August 2012, #4 in that series) and the Southern Star (058 00 526, March, #11 in the group). Two high-side covered hoppers have bottomed out: the BNSF single release (096 00 080, July 2012) and the first number of last month's BN "herald only" scheme (096 00 121). The second reprint number of the Santa Fe reporting marks only 60 foot waffle side boxcar is gone (103 00 062, June 2012). The black and yellow covered gondola for the Detroit, Toledo and Ironton has sold out (106 00 260, June 2012). The Pennsylvania Power and Light 3-bay hopper (108 00 230, May) is out of juice. The Western Maryland depressed center flat car (109 00 110, September 2011) is...well, I don't have a good pun for that body style. There are five passenger cars that have left the station: the Canadian Pacific RPO (140 00 080, August 2012), the Santa Fe 28-1 Parlor Car (143 00 040, December 2010) and the Union Pacific 3-2 Observation (143 00 060, March 2011) and Paired Window Coach (144 00 060, September 2011). Finally, the US Military Railroad single release Civil War Era boxcar has marched out (151 00 010, March). Excuse me while I get a drink of water.

All this means that I have a lot of updating of the website tables, which, at "press time," I hadn't done for the July releases and discontinued cars! I hope I get to that chore before the September mainstream column cycle starts...

INCREMENTAL INFORMATION DEPARTMENT: Further to the Georgia-Pacific log cars from last month (115 00 01x), our anonymous assistant who's adopted the name "The Masked Railroader" reports that a few of these cars including the 174 have been remarked POTB, for the Port of Tillamook Bay Railroad. That's out on the Oregon Coast, which may explain how I came across a photo of the 174 in that state. "Masked" also pointed out that the Georgia-Pacific series, which is still in service, is an odd mix of Plate C and Plate F cars.

While the Erie Lackawanna placards as modeled on the forthcoming autorack with vandal panels (112 00 530) are long gone, "Masked" also tells us that twelve cars from the ETTX

series are still rolling the rails, with the same road numbers but TTBX reporting marks, including the 940772.

OOPS PATROL: I didn't get or detect any oopsies from last time.

FINALLY, THE TOUR ON THE TUBE: Initially without any fanfare, but later posted to at least a couple of model railroad discussion venues and the MTL Facebook page, was a link to a new version of a tour of the Micro-Trains Factory. This is an online update to the VHS tape (!) tour that was available for purchase, oh, I have no idea how many years ago (and I'm almost afraid to check). There's a link to the video on the MTL website, or search on YouTube for it.



Some of the recent releases can be seen in various stages of design and assembly. (But what's this PFE "Ice Service" refrigerator scheme that hasn't been released before on the video drawing board?!?) No part of the process, from R&D through casting through painting and assembly, is left out. I've been to the place myself—twice—and I can vouch for that. (And I especially note their collection of Morning Sun Color Guides—and that they call them Morning Sun Color Guides, which I do as well!)

At press time, the video didn't exactly have the number of views that "Gangnam Style" has garnered so far, but the about 17 minute clip is getting some great reviews online and has fostered a new appreciation for what goes into every MTL rolling stock release. Wouldn't it be a kick if it went viral... take that, Justin Bieber!

Until next time, do the best you can!

Cheers,
George

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