



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains® Release Report Issue #202 – October, 2013**

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Hello again everyone! This month we answer the questions, “Will there be a Holiday Car for 2013?” and “What about those Narrow Gauge cars?” and ask the questions, “How popular are those new log cars?” and “Where did those Civil War Era steam locos come from?!?” Oh, yeah, then there’s the question “Why did the UMTRR come from the ‘old’ address last month?” That’s an easy one... but a long story, which is repeated this month and until I best the gremlins that have accompanied a new PC for UMTRR HQ. Now, to why we’re here...

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



**021 00 550, \$18.85**

**Reporting Marks: SSW 30015.**

**40 Foot Steel Boxcar, Plug Door, Cotton Belt (St. Louis Southwestern).**

Brown (including trucks) with mostly white lettering including roadname and reporting marks on left. Large “Blue Streak Fast Freight” herald in

white with blue and white lightning bolt on right. Approximate Time Period: 1958 (build date) to early 1980s.

A 1974 photo of this exact car, taken by Clyde King and on both Rob Sarberenyi’s PBase site and on Lee Gautreaux’s site ( [www.railgoat.railfan.net](http://www.railgoat.railfan.net) ) shows not only a “bingo” but continued use of the roofwalk and full ladders, so we know we’re good with those at least through that year. Also on Railgoat is a builder’s photo of sorts from Pullman-Standard... or perhaps I should say an advertising shot. SSW 30010 is on display with a banner draped across the end reading “Compartmentizer Equipped Insulated Box Car / Complete Lading Protection From Damage... From Temperature Extremes.” A second banner references the H.J. Heinz Company’s canned foods—a probable cargo-- and an exhibition, perhaps the one at which the photo was taken, the name of which I can’t quite read.

However, it’s only the Compartmentizers that Pullman-Standard would have been advertising, since these cars were actually built by Pacific Car & Foundry in 1958. Comparing model to prototype, there are differences: riveted sides, a straight bottom sill and 3 / 4 ends on the real car and welded sides, a non-straight sill and 4 / 4 ends. I’d expect deltas given the manufacturer was PC&F and not P-S.

The Official Railway Equipment Register (ORER) for January 1959 has information on these cars. There are two groups numbered 30000 to 30024 and 30025 to 30050, with the difference in the second group being the use of a Hydra-Cushion Underframe. We’ll focus on the first group of 25 which is where the road number MTL did lands. The full description is “Box,

Insulated, Compartmentalizer” with AAR Classification RBL. The vital statistics: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 9 feet 1 inch, outside length 41 feet 7 inches, extreme height 15 feet, and capacity 3372 cubic feet or 100,000 pounds. The large difference between the inside height and extreme height is a hint about where the insulation went into these cars. An end note calls out the Pullman-Standard Compartmentizer gates and fixtures.

In the April 1970 ORER, 24 of the original 25 cars were still in service. The compartmentizers had been removed from 17 of these cars, not including the 30015, and the description was reworded to “Refrigerator, All Steel, Plug Doors, Insulated.” Meanwhile the 30015 still had the compartmentizers and had its capacity upgraded to 110,000 pounds. Just three of the original 25 cars remain in April 1981, which are gone by April 1984. I wonder, considering the 1974 photographic evidence, whether the roofwalks were ever removed from these cars prior to their leaving the Cotton Belt roster.



058 00 180, \$26.95

**Reporting Marks: S. B. Co. 102.**

**36 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Truss Rod Underframe, Sudbury Brewing Company Limited.**

Brown with black underframe. White lettering including “Even The Camel Can’t Go Eight Days Without It – Why Should You?” on left split by multi-color depiction of a camel, and “This Is The Beer Boys / ‘That Silver Foam’ / Try It You’ll Like It” with company name and location and road number on right. Reporting marks on door and on ends. Approximate Time Period: later than 1907, to the 1910s (a guess). Release #6 in an expected twelve in the Brewery Reefer Series.

You don’t have to go too far into the book **Billboard Refrigerator Cars** to find the photo of this car and its sister, S. B. Co. 101; in fact, it’s on Page 10. These “may have been the only two beer cars operated by Sudbury Brewing Company” note the book’s authors Hendrickson and Kaminski. Though they note that Canada’s cars are out of scope of the volume, they add “[T]hese dramatically lettered reefers on the Canadian Pacific deserve attention.” Dramatic indeed... how much more lettering could fit on these cars? I do note that there is a length of 34 feet specified. And that’s as far as we’ll get since none of the ORERs in the Research Accumulation have any listings for Sudbury Brewing. Can we still get an ATP?

Maybe. The Sudbury Brewing and Malting Company of Sudbury, Ontario was established in 1907 by three families, the Doran Family being the most prominent. An eBay listing active at the time I wrote this for stationery showed not only the name and an illustration of the brewery, but also the brand “Silver Foam Beer” – the same name on the refrigerator car that apparently the camel can’t go without. So 1907 would make sense as the start of the ATP for this car, though it’s obviously not going to be possible to come up with a reasonable end point. Meanwhile, Sudbury expanded through purchases of other brewers, consolidating into Doran’s Northern Breweries in 1960 – well after the ATP of course. Northern Breweries operated until several different owners until 2006 when it went out of business.



**065 00 730, \$26.95**

**Reporting Marks: KOTX 503.**

**39 Foot Single Dome Tank Car, Kanotex Petroleum Products.**

Black with white lettering including company name and reporting marks on left and "Makers of the Kanotex Petroleum Products" on right. Red

star mostly under an enlarged letter "O" in Kanotex on right. Arch bar trucks installed on this car. Approximate Time Period: 1915 (build date) through 1920s (a guess on the end of the ATP). Release #1 of an expected twelve in the Tank Car Series.

Pre-orders were taken for this car in May 2013. Please see the May 2013 UMTRR for coverage of this item.



**072 00 011 and 072 00 012, \$29.45 each.**

**Reporting Marks: DODX 42031 and 42085.**

**89 Foot COFC Flat Car, Department of Defense.**

Yellow with mostly black lettering. White reporting marks in black box. Approximate Time Period: about 2000 to present.

You can't get much more recent with a bingo than May 2013 for the DODX 42031, found over on the website RRPictureArchives.net. The car is certainly yellow – all yellow, including the underframe, which is not the case on the MTL model but could be fixed assuming that one could find paint that sticks to the cast metal that Micro-Trains uses for that part. The principal difference in my eyes is the ends, which the coupler protrudes from rather than being mounted underneath. RRPictureArchives has numerous photos of this series of cars, loaded, for example with a heavy-duty tractor trailer, or unloaded. They're Container-on-Flat-Car cars, however, and they carry those as well, perhaps including those also announced by MTL this month (see below). These cars were photographed all over the country so if you're modeling modern era mainline service, you're probably OK with adding these to your roster.

The April 1995 ORER is the first issue in which I pick up these cars. Or some of them, anyway. The series 42000 to 42093 and 42094 to 42187 are in place by then, and the first of those sets includes the road numbers in MTL's virtual two-pack. The "inside length" of these cars is 89 feet and "outside length" 93 feet 6 inches. The capacity was listed at 165,000 pounds. In the January 2011 ORER this group is up to the road numbers 42000 to 42333 for 256 cars described as "Flat, Chain Tiedown, COFC" with 76 exceptions just called "Flat" cars. Certainly I think we're safe with a "to present" Approximate Time Period.



078 00 130, \$24.25

**Reporting Marks: ATSF 7153.**

**50 Foot Steel Boxcar, Double Doors and End Door, Santa Fe (AT&SF).**

Brown with white lettering including "Ship and Travel" slogan and reporting marks on left and

large circle cross herald on right. Small simulated circle cross reflectors along bottom of sides. Dalman two-level trucks are installed on this car. Approximate Time Period: after 1959 (generally) or 1961 (service/repaint date of this car) to about 1970.

According to the instructions for a Sunshine Models "mini-kit" (meant to transform an HO Scale Proto 2000 double door boxcar kit into an accurate model of the prototype), the FE-22 and -23 cars were 1941 rebuilds from 50 foot ARA wood boxcars originally constructed in 1928. Four hundred cars were rebuilt, fifty of which were numbered 7150 to 7199. These cars were given an end door and Dalman two-level trucks (meaning that MTL's choice here is appropriate). Initially these cars received the straight line map and one of several "name train" slogans. When the "Ship and Travel" paint scheme was introduced in 1959, some of these cars were repainted into what MTL depicts in this release, for example in 1961 for this specific car. We'll provide a split start for the ATP here.

The ORER for January 1959 is just a bit before the adoption of the "S&T" paint but it'll do. There are a total of 47 cars in two groups of 32 and 15 – we'll get back to that. The inside length of these cars was 50 feet 6 inches, inside width 9 feet 3 inches, inside height 10 feet 6 inches, outside length 51 feet 3 inches, extreme height 15 feet 1 inch, door opening 15 feet, and capacity 4927 cubic feet or 100,000 pounds. The main series of 32 was described as "Box, Staggered Doors" and the subset of 15 cars was tagged "Auto, Steel" with an end note which calls out "floor tubes and hold down chains for handling truck shipments" and a different AAR Designation, XMR, that we don't see very often. Just the 7153 and 7158 are left from the series as of the April 1970 Equipment Register, and they are gone no later than the next ORER in the Research Accumulation, October 1972.

It appears that the best I can do for prototype photos are the grainy ones that are part of the Sunshine Mini-Kit description (see [www.sunshinekits.com/minikits.html](http://www.sunshinekits.com/minikits.html) ). The FE-22 appears to have heavier side sills than the MTL 078 body style. That is almost certainly the case for FE-23s based on a photo of ATSF 6869 from that Santa Fe class in the book **Classic Freight Cars Volume 8**. There is a "door thing" given the 15 foot width shown in the ORER; probably by way of an 8+7 foot door configuration on the actual cars vs. a pair of eight foot doors on the Micro-Trains model.

As incongruous as a "Ship and Travel" scheme might seem to be on a boxcar with end doors – though prototypical, I hasten to add! – the large roadname scheme which followed was also painted on the same type of boxcar, which was previously offered by MTL (Catalog 78060/078 00 060, June 1997 and January 2007).





**143 00 120, \$28.45**

**Car Name/Number:** None (will be preceded with "MILW" in website listings).

**Heavyweight 28-1 Pullman Parlor**

**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 and 1940s, but see text.

The lack of a road number or name on this car indicates to me that perhaps this is a "for completeness" release on this roadname. The searches I've done on the phrase "Milwaukee Road Parlor Car" return information on the cars that were part of the company's famous Hiawatha Trains. Those cars didn't really look like these cars, for example they had rounded windows at one end. The Hiawatha cars, which had thirty rotating seats, tended to be placed directly in front of the famous Skytop observation cars.

The March 1943 Official Register of Passenger Train Equipment does show Parlor Cars in the Milwaukee Road listing. Among the names are Miller, Mitchell, Earling, Merrill, Iagoo, Sahwa, Ishkoodah, Minnewawa, Omeme, Opechee, Shada, Wawa, Chandler, Hanson, Hiland, Liberty, Lindbergh, Manchester, Nokomis, St. Johns, Sewall, Wenonah, and Whittemore. All of these are shown as being "70 feet or more" and have seating capacity ranging from 36 to 45 persons. Many of these cars are off the roster by the January 1953 edition of the Register. So assuming that any of these cars are "close enough" to the MTL body style (a decision left to the individual modeler, as always) the ATP would be in the general range of the 1930s and 1940s. As with last month's car, the Micro-Scale Decals set 60-1004 which covers Milwaukee Road passenger cars from 1939 to 1946 might be of use here.



**461 00 010 and 461 00 050, \$9.95 each**

**Reporting Marks:** USAA 1796215 (LS 2209) and USAA 198564 (LS 2210).

**40 Foot Containers, United States Army**



Gray with black lettering (the 010) or brown with white lettering (the 040). Both containers have "Property of US Army" and "Empty Lift Only" in center and serial number in top right.

Here's something to put on those Department of Defense 89 foot flat cars released this month (see above). I'm intrigued by the "Empty Lift Only" instructions on these containers. Does this imply that the containers, when loaded on flat cars, need to be set on them unloaded, and then loaded after that? If so, what's loaded in there? Is it something too heavy or too unbalanced to be safely lifted when in the container? Is it something that can be wheeled or driven into the container? What could it be?

I know... "that's classified." Maybe so!

Surprise! MTL has released three “Civil War Era” locomotives in a limited supply, as follows:



**985 50 511, \$99.95**

**U.S. Military Railroad, No Road Number.**

Blue and red with black and gold details and gold lettering on tender.



**985 50 512, \$99.95**

**Western & Atlantic “Texas.”**

Blue and red with black and gold details and gold lettering on cab and tender.



**985 50 513, \$99.95**

**Baltimore & Ohio, Road Number 17.**

Silver and red with black and gold details and gold lettering on cab and tender.

All three are Bachmann products with MTL decoration and their link and pin couplers – that can be used to pull the Civil War era cars that they continue to issue. As noted before, the 4-4-0 American type of steam locomotive that Bachmann makes is actually from an Approximate Time Period a little later than the Civil War. That’s mostly because of their relative size, not their design, and so we run into the limitations of N Scale, at least we did at the time that the 1:160 steamers were originally designed and tooled. (Which is probably thirty years ago at least.) The book **Civil War Railroads** has plenty of early photographs of trains of the time period, and right on Page 9 of that book is the U. S. Military Railroads “Genl Haupt” 4-4-0. It certainly has the look and feel of the N Scale depictions.

The “Texas,” as you might know, is the locomotive that chased down the “General” in the Great Locomotive Chase which I described back in the January UMTRR. If you’re planning to re-enact what is more properly known as the “Andrews Raid,” be sure to remember to run the “Texas” backwards!

The question that will, perhaps, be a barrier to success for these releases is whether N Scalers will be willing to pay MSRP of just under \$100 for a locomotive of this type. However, a data point here is that Bachmann’s own list price for their standard issue unit is right about at that same place: \$99 at last look on their website. I’ll also hasten to point out, as I have before, that the latest production run of these models is significantly superior to what preceded it in terms of operational quality. Put another way: this isn’t the stuff one used to be able to pick up in the Kay-Bee Toy and Hobby Shop (remember those?).

## N SCALE REPRINTS:



065 00 230, \$22.25

Road Number: 498647 (will be "PRR 498647" in website listings).

39 Foot Single Dome Tank Car, Pennsylvania Railroad.

Brown with white lettering road name and road number on left. Approximate Time Period: 1928

to 1950s. Previous Releases: Road Number 498936, September 1988; Road Number 498651, January 2001.

The superbly comprehensive site "Rob's Pennsy Page" ( [prrrailfan.net](http://prrrailfan.net) ) looked after by Rob Schoenberg, contains an equipment diagram for the Class TM-8 that MTL is representing with this reprint. The drawing gives a length of just 32 feet 4 inches over the striking plates and a coupled length of 34 feet 10 ½ inches, which is a fair bit shorter than the 39 foot length of the MTL 065 series tank car. The extreme height to the top of the dome is 13 feet 2 1/2 inches, and the model's close enough there. The dome on the drawing has a safety valve. We also know that the cars were American Car & Foundry 8000 gallon Type 11 tank cars, this fact from the (corrected) description of the Funaro & Camerlengo resin kit in HO Scale. That is different from the prototype for the Micro-Trains car, which follows the AC&F Type 27 10,000 gallon tank car as noted by MTL CEO Eric Smith himself (!) in his regular column in the September/October 2013 issue of **The N Scale Enthusiast**.

The ORER is typically uncomprehensive when it comes to Maintenance of Way and/or Company Service equipment, and it doesn't stray from that for this car. All that's mentioned under the PRR's listing in the January 1964 edition is that there are 3,594 cars classified "Miscellaneous and Work Equipment Service" running from 488870 to 499954 and from 994654 to 999953. Rob's Pennsy Page goes well more than one better: "There were no members of class TM8 on the PRR freight interchange roster in 1944, 1948, 1952, 1953, 1958, 1963, or 1968." Rob also cites a photo of PRR 498640 on Page 427 of the book *Pennsy Power III* - not in the UMTRR Research Accumulation.

But what is in the Research Accumulation are the August 2008 and Autumn 2009 issues of the **Keystone Modeler**, an online e-zine published by the Pennsylvania Railroad Historical and Technical Society. (These are free for limited times on their site: [www.prrths.com](http://www.prrths.com) ). The first issue explains that the TM-8 class was started in 1928 with the purchase of a total of 48 cars from Shippers Car Line, which had been built in 1916. These cars were numbered 454704 to 454749 and were AC&F Type 11 and ARA Type 2. It's also noted that the paint scheme MTL depicts is the first one used on these cars. Apparently, during the 1950s the brown "Freight Car Color" with white lettering gave way to gray paint with black lettering. The main purpose of these cars was to haul lubricating oil around the Pennsylvania's extensive system; as such, it is unlikely that they would have ventured off of the PRR's trackage.



103 00 070, \$28.45

**Reporting Marks: NW 604531.**

**60 Foot Steel Excess Height Boxcar, Double Plug Doors, Waffle Sides, Norfolk & Western.**

Black with mostly white lettering including runtogether "NW" herald and reporting marks on left and small roadname on right. Approximate Time Period: 1978 (build date) to present. Previous Release (as catalog number 103070): Road Number 604535, November 2000.

OK, so we'll get out of the way at the outset that this is not my all-time favorite paint scheme. But the auto parts industry didn't yawn when these cars began to carry their products to assembly plants. In the late 1970's, the term "just in time" had not yet come into common use; "just in case" was more the byline. Automakers were early adapters of the JIT concept, which unfortunately led to another three letter expression if the supply chain broke down in some way: JTL, or "just too late." This may also have led to some four letter expressions which we won't repeat here.

Anyway, with the major expansion of the Norfolk and Western in 1964 via the purchase and/or lease of the Nickel Plate, Wabash, etcetera, the road came to serve a number of the big auto assembly plants and a number of their suppliers. The deterioration of the infrastructure of several other railroads in the region caused shipments to literally bounce down the track, arriving at their destination in somewhat less than the perfect condition in which they were sent. This caused shippers to think even more about trucking parts around whenever practical, and as trailers became bigger, more parts could be sent up the Interstate to Detroit rather than down the track. The use of these waffle side cars helped to retain and perhaps recapture some of this business. Those little nooks and crannies formed by the use of the waffle sides allowed for numerous tie downs and other load restraining devices.

The ORER from April 1981 has one of those nice long descriptions for this series 604523 to 604546, AAR Class XP: "Box, Steel, 15 Inch Cushion Underframe, Double Plug Doors Centered, Nailable Steel Floor, 50K, 8 Special Belt Rails, Wood Rub Rails, Rack Retainers on Floor in Doorways, Axle Spacing 5 feet 10 inches, Truck Centers 46 feet 3 inches (Auto Parts)." These are listed with a 59 foot 7 inch inside length and a 67 foot 9 inch outside length, with a 16 foot door opening and 162,000 pounds capacity. All 24 cars were out there as of that date, and as of January 1985 also. In October 1991 under Norfolk Southern, we have a change in direction; 16 cars in the group get the excruciatingly detailed listing but eight other cars get sent to three other series described as just "Box, Steel." But wait! In the October 1996 group the 24 cars are reunited into just one series with all the details returned. All but one remained with that whole big long description into the January 2000 ORER with NW reporting marks while the 24th (road number 604526) was demoted back to just "Box, Steel." That led us, although not knowing for sure whether that "interesting" white on black paint scheme remained, to more or less declare an ATP running up to "the present." But that was nearly thirteen years ago.



Which means we need an update. The series is down just one to 23 total in the January 2006 ORER and remains at 18 in the January 2011 Register, as close as we can officially get to The Present. The NW-lettered cars in the 600000s do seem to be hanging in there; perhaps they are too busy hauling auto parts to be relettered. Thanks to our friend and long-time UMTRR Gang Member Joe Shaw, we have photos of three cars in the group from as late as 2001 in the original paint (see [www.krunk.org/~joeshaw/pics/nw/60ftbox/](http://www.krunk.org/~joeshaw/pics/nw/60ftbox/) ). Via RailcarPhotos.net we can update that original paint scheme to 2010, in the form of a shot of sister car 604535 taken in Bellevue, Ohio. A 2008 photo of NW 604530 includes the instructions "Return to Essex Terminal Railway, Windsor, Ontario." Plain paint scheme or not, "To Present" is probably still good. Our friendly contributor "The Masked Railroader" also checked and tells us that the 604530 is in fact still in service.



109 00 060, \$25.45

**Reporting Marks: CP 309928.**

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

Black with white lettering including roadname on left and reporting marks in center. Simulated machine load included. Approximate Time Period: As early as the 1930 build date to early 1980s. Previous Release: Road Number 309927, March 2007.

The build date was 1930, and given the relatively plain lettering, I'm tempted to call the start of the ATP there, although I probably shouldn't. The ORER for July 1935, as close as I can get to the build date, does show this car, one of a quintet numbered 309925 to 309929. If only the ORER told us how the cars were painted! Well, basic white on black is not likely to draw out a purist as much as an anachronistic CP Rail car would.

Let's stick with that July 1935 ORER for the vital statistics: inside length 52 feet 8 inches, outside length 54 feet 5 inches, low height 2 feet 8 inches, capacity 269,000 pounds. An end note gives the length of the depressed platform at 22 feet 7 inches. These dimensions are a bit shorter than the MTL model, but it's an okay fit in my opinion.

Here's something interesting. Ian Cranstone's "Canadian Freight Cars" site (URL [www.nakina.net](http://www.nakina.net) ) gives 1983 as the end of the ATP. And in fact the group appears in the April 1981 ORER but not the April 1984 book. So how is it that there is a photo of the first release, CP 309927, in the **Canadian Pacific Color Guide to Freight and Passenger Equipment** Page 93, dated June 1993? Well, a car can still be in captive service on its own line even if it's no longer in interchange service, meaning no listing in the ORER. In the case of the Canadian Pacific, that's still a lot of available trackage.

Here's something better. Sister car CP 309926 has been preserved, and how often can you say that about a depressed center flat car? It's at the museum in St Constant, Québec and there's a photo of it in the Canadian Freight Car Gallery ( [canadianfreightcargallery.ca](http://canadianfreightcargallery.ca) , no "www"). The same site now hosts an image of CP 309929 as well, found in Sudbury.

**N SCALE WEATHERED RELEASES:** *The following items were announced a 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 October 16.*



**096 44 110, \$29.50**

**Reporting Marks: SLSF 72492.**

**PS-2 3 Bay High Side Covered Hoppers, Frisco (St. Louis-San Francisco).**

Gray with mostly black lettering including reporting marks on left and large "FRISCO" in center. Extensive weathering including faded roadname, rust and "bleaching" effect. Graffiti on both sides (shown at left) including Halloween theme with pumpkin on "A" side. Approximate

Time Period: 1971 (build date) to late 1980s for previous release, but see text. Previous Release (in unweathered form): Road Number 79492, February 2013.

Here's the 2013 entry in what's become an unofficial series of sorts from MTL: the Halloween-themed Weathered Release. And is this car weathered! The faded roadname is a first for the folks at the red and yellow sign, and it alone would probably make this the pick to click for the month. Add in that jack-o'-lantern and mummy I think we have a winner in the race to the bye-bye board. You've been cautioned.

As noted in February's UMTRR, Morning Sun's **Frisco/Katy Color Guide to Freight Equipment**, Page 103, provides a bingo on the previous unweathered release. But it's a well weathered bingo. The photo of the real SL-SF 79492 is from 1985 and shows the car with plenty of dirt, a few bent handrails, and the dimensional data and service date redone in white over brown paint. The build date of March 1971 is still visible. This group added to a roster of eight hundred cars of this type already purchased by or under lease to the Frisco. However, by changing the second digit from a '9' to a '2' in the first run road number for this run, MTL puts this car into an entirely different series. Back to the ORERs...

...and, uh-oh. I checked every Equipment Register in the Research Accumulation from January 1967 to July 1980, at which point the Frisco's roster was listed under the Burlington Northern, and there is no use of the road number 72492. Had the 72000s group been used, it would have been for gondolas, not covered hoppers, which start at the 78000s. Will this matter to most? I don't know. If we assume for a moment that the ATP that was noted on the previous release is the same for this car (and it can be with some quick patching and renumbering—totally appropriate with a car this "dirty"), then that would be 1971 to the late 1980s. I don't think the kind of extensive graffiti seen on this model would have an Approximate Time Period, so to speak, that far back. How many viewers of this car in a 1:160 train would know that? Again, I don't know. I still think this one's headed for the exits in a hurry.



993 05 200, \$129.95

**Reporting Marks: GWIX 25018, 25022, 25030, 25029.**

**GWI Leasing Weathered Four Pack.** Consists of four 2 Bay Center Flow Covered Hoppers partially repainted for Superior Well Services and restenciled for GWI Leasing. Base color of cars is yellow or white, with yellow (different shade) or white patch panels. Black and white lettering including restencil reporting marks on left. Extensive weathering including streaks of runoff from top toward bottom of car and rust. Multicolor ACI Labels on right of Car 1. Approximate Time Period: 2007 to present. The individual catalog numbers for these cars are 092 5x 0x9 (009, 019, 029, 039). Note that in the catalog number sequence, GWIX 25030 does come before GWIX 25029—I checked with MTL on this.

The captions for the prototype photos of these cars, which are all on RRPictureArchives.net (as noted by MTL itself via its Facebook page), call out that these are former CSXT cars—and they look it. Note the remains of the blue paint at the bottom sills on three of the car, for instance, which point to former Chessie System ownership. Although not one of the road numbers MTL

selected, the GWIX 25028 is noted as being former CSXT 227865. We of course don't know if CSX sold a consecutive series of cars to GWI Leasing. An April 2011 photo of the 25029, which also includes one end of the 25022, which is white or very light beige, includes this detail: "Formerly part of the CSX fleet and still wearing Chessie System blue and yellow, last owned by GWI Industries, now used in chemical storage in Shreveport." Other photos prior to the 2011 shot have these cars around the country, so I don't think you'd need to worry about having to park these cars on a siding—unless you want to.

I have to cover two different companies for this commentary. First, there's the firm behind the logo on the cars. Superior Well Services describes itself as "oil- and gas-well service company operating in [the] Continental United States, providing oil and gas companies with technical pumping and downhole surveying services." This includes work with the rather controversial process of hydraulic-fracture of shale gas, also known as "fracking." Superior continues on this topic: "[W]e apply our own award-winning technology that enables us to use water recovered from a fracture job as source water for the next fracture job. Consequently, our shale-gas service work greatly reduces the demand on freshwater sources, and at the same time reduces the expense of fracture stimulation." Superior started in 1997 in with two sites in the Appalachians, so I know where to start checking ORERs, anyway.

That leads us to the entry for GWI Leasing for July 2007, the first in which these cars appear in that company's relatively small fleet. Wouldn't you know it, many of these cars are in individual "series". No matter. The 25018, 25022, 25029 and 25030 are all shown as 2700 cubic foot capacity covered hoppers, with an outside length of 41 feet 11 inches and Gross Rail Weight of 263,000 pounds (that's car weight plus cargo weight). The cars are all present in the January 2011 ORER as well, not surprising given the photo evidence.

While GWI Leasing company is officially headquartered in Greenwich, Connecticut, the Fleet Manager is listed with an address on Scottsville Road with a Rochester, New York address. That location also happens to be the nerve center for the far-flung Genesee & Wyoming Industries network of railroads; GWI Leasing is a small part of that corporation. The facility is just across the Greater Rochester International Airport from the trackage of the Rochester and Southern Railroad, which is part of the G&W empire. (If you sit on the "correct" side of the plane coming in or out of Rochester, you'll see the R&S yard on the right.) I know about this building; in fact I set foot there at least once during an earlier part of my career. Don't expect to see a large sign advertising its presence though! And no, they don't give tours. Genesee & Wyoming Industries got started as simply the Genesee and Wyoming Railroad, a short line mostly consumed with hauling salt out of mines located southwest of Rochester. The railroad's name is derived from the two counties in which it operated. MTL has done G&W boxcar and hopper in orange and black (Catalog Number 020 00 706 in April 2005 and 55050 in July 1977, respectively).

Coming back to the actual cars, they are different from the 092 body style which are models of the AC&F 2970 cubic foot cars. The 2700s were pretty uncommon with only the C&O, B&O and Detroit & Toledo Shore Line being original owners – which to me means we're not likely to get exact models in N Scale. The easy way to spot them is the gap between the hopper body and the ends, which isn't present on the CF2970 cars. Micro-Trains has done examples in the C&O/Chessie System paint (92160/092 00 160) and D&TSL/CN paint (092 00 220). The match of prototype decoration is, in my opinion, an example of how MTL has raised their own high bar on Weathered Releases. The MSRP is a bit steep at \$32.50 a car, but when compared to the time and expense of a "do it yourself" (or buy a professionally one already done), it's a bargain. We're probably looking at another quick sellout here.

### **N SCALE RUNNER PACKS:**

In addition to the below announcement, Runner Pack #81 (993 00 081, \$64.95), four Pennsylvania Railroad double door boxcars, is now available. UMTRR coverage was in the April 2013 issue. The individual catalog numbers and reporting marks for these items are as follows: 034 51 080, 32129; 034 52 080, 32144; 034 53 080, 32152; 034 54 080, 32163.





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



***Scheduled March 2014 Release:***

**993 00 086, \$99.95**

**Quantity four of 50 Foot Steel Boxcars, Combination Plug & Sliding Door, British Columbia Railway.**

**Reporting Marks: BCOL 40002, 40054, 40166, 40178.**

Dark green with light green sliding door.

Mostly white lettering including reporting

marks on left and roadname and herald on right. Approximate Time Period: mid-1970s given paint scheme (1971 build date) to at least the mid-1990s. Previous Releases: None, though a similar car in light green has been released twice: as Catalog Number 76050, Road Number 5565, September 2002; and as Catalog Number 076 00 050, Road Number 5545, July 2013. Note that the road number 5545 on the Runner Pack illustration won't be in the actual Runner Pack. Catalog numbers for these cars are expected to be 076 5x 130.

Didn't we just leave this number series? Well, no; though the original illustration from MTL almost caught me there! Do you suppose anyone at Talent was reading when I wrote, "Did you know that the BCR used two different shades of green for these cars?" Maybe, maybe not. As I related just a few months ago, 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. And that's what Micro-Trains is offering in this Runner Pack.

According to Ian Cranstone's "Canadian Freight Cars" site ( [www.nakina.net](http://www.nakina.net) ) the series 40000 to 40399 was built by National Steel Car in September and October 1972. They may have carried PGER or BCIT reporting marks, indicating international service, before being relettered BCOL with the same road number series. The first ORER in which Cranstone found any of these cars was dated January 1975 and the last, April 2005, which would make for a tidy Approximate Time Period, except that we don't know whether they were delivered with light green or dark green paint, and we also expect repaints to the "BC Rail" scheme.

A photo of BCOL 40025 from the same series is available on the "Canadian Freight Car Gallery" ( [canadianfreightcargallery.ca](http://canadianfreightcargallery.ca) , no "www"). It was lensed back in 1981 in Kingston, Ontario and definitely has the dark green paint and the light green door. It also has the same "door thing" issue: the plug door being six 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). The sliding door looks to be eight feet which would align with a total fourteen foot door opening, which is what's listed on Ian Cranstone's site. I also

note that there are short side ladders on the prototype cars versus the high ladders on the MTL 076 body style. MTL doesn't have a short ladder version of this particular car. Also on that site is the 40214 as of 1994 with the British Columbia Railway herald replaced with BC Rail. On the other hand, also in 1994, the 40369 remains in the original paint scheme, though with much of the "T-account" striping above and between the dimensional data worn away. A shot of the 40371 from 1996 also shows the paint scheme used by MTL. Put an "at least" on that ATP for sure.

The April 1976 ORER has these cars described as "Box, Steel, 1 Slide Door and 1 Plug Door Each Side, 50K" with AAR Designation XM. The inside length was 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 9 inches, outside length 54 feet 5 inches, extreme height 15 feet 5 inches, door opening 14 feet and capacity 5080 cubic feet or 162,000 pounds. There were 394 cars at that time, 367 in the October 1986 ORER and 130 in April 1995.

Like those new sixty-five foot log cars? Hold on to your chair...

***Scheduled January 2014 Releases:***



**993 00 087, \$79.95**

**Quantity four of 65 Foot Log Cars, Georgia-Pacific.**

**Reporting Marks: GPSX 150, 163, 176, 189.**

Green with white lettering including small reporting marks on left. Approximate Time Period: at least the 1990s to present. Previous Releases: Catalog Numbers 115 00 01x, Road Numbers 174 and 192, July 2013. Please note that the example car shown has a previously released road number. Catalog numbers for this pack are expected to be 115 5x 010.

and **993 00 088, \$74.95**

**Quantity four of 65 Foot Log Cars, Green Painted Unlettered.**

**Reporting Marks: None.**

Green with no lettering. Approximate Time Period: 1970s to present.

Previous Releases: None. Catalog numbers for this pack are expected to be 115 5x 001.



and **993 00 089, \$79.95**

**Quantity four of 65 Foot Log Cars, Federal Paper Board Company.**

**Reporting Marks: FBPX 182, 195, 232, 254.**

Blue with white lettering including reporting marks on left and company logo in center. Approximate Time Period: early 1980s to early decade of the 2000s. Previous Releases: Road Numbers 194 and 233, August 2013. Please note that the example car shown has a previously released road number. Catalog numbers for this pack are expected to be 115 5x 020.

and **993 00 090, \$74.95**

**Quantity four of 65 Foot Log Cars, Blue Painted Unlettered.**

**Reporting Marks: None.**

Blue with no lettering. Approximate Time Period: 1970s to present. Previous Releases: None. Catalog numbers for this pack are expected to be 115 5x 001.

The potential to pick up sixteen log cars at one shot should certainly please those who want to run long trains. Well, there does need to be a little bit of work done on eight of them; lettering, to be specific. However, as we've already seen, that's minimal. I did previously look into the reporting marks PTIX on a green car as a possibility, though you might need the Roseburg Lumber Company logo to go with that. Or consider your own roadname, either a shortline or a private owner or lessor.

Meanwhile, the Georgia-Pacific flat cars are part of the series GPSX 149 to 198 and the Federal Paper Board cars belong to the group FBPX 126 to 293 which has an ATP ending with Federal's absorption into International Paper. By the way, the few flats I saw online with IPBX reporting marks were neither green nor blue, but yellow with black lettering – another possible release for these cars.

### N SCALE SPECIAL EDITION RELEASES:



**101 00 730, \$26.95**

**Reporting Marks: MTL 2013 (on 'B' side only)**

**Modified 40 Foot Hy-Cube Boxcar, 2013 Holiday Car "Micro-Mouse / Candy Cane."**

'A' side has a candy cane pattern with large Micro-Mouse character apparently having eaten his way through the candy cane. 'B' side is white with green door. Red and green lettering "Merry Christmas from Micro-Mouse" across side. Red candy cane on left. Green reporting marks at bottom right. White ends and roof; green side and end ladders.

"This long-time behind the scenes 'employee' is pictured enjoying a traditional holiday treat," it reads in the MTL car copy. It took me a while to figure out that Micro-Mouse was actually eating his way through that traditional holiday treat. (Sometimes the obvious is, well, not obvious to me.) Even if you're a mouse, that's a pretty big candy cane depicted on the side of this modified Hy-Cube boxcar.

According to about.com, the history of the candy cane goes back about 350 years. They were originally sugar sticks, and originally white, not striped, and straight as well. We can credit the choirmaster at the Cologne Cathedral in Germany with introducing the bend; that happened circa the year 1670. (Which I guess makes the ATP for candy canes "1670 to Present"?!?) It's not known who added the stripes but it is known that it was done around 1900, based on, of all things, when they started appearing that way on Christmas cards. (Which reminds me—this year's are already out in stores... aaugh.) The now-common peppermint and wintergreen flavors were added later. While there are religious references made to the shape of the cane, there's apparently no evidence to show that this is anything but a treat. So enjoy, Micro-Mouse... just remember to brush your teeth afterwards!



In addition to the above item, the next two **Ringling Brothers Vintage Wagon Two-Packs** (#7, 470 00 099, at left, and #8, 470 00 109, at right, both \$29.95 per pack) are slated for mid-month release per MTL and should be available as you read this.



**Nn3 SCALE (NARROW GAUGE):** The very first activity for the year in this category is a trio of reprint boxcars now in pre-order. Considering that Nn3 Scale is—let’s face it—a bit of a niche market, the pre-order route probably makes sense.

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



**Scheduled March 2014 Release:**

**800 00 010, \$21.70**

**Reporting Marks: D&RGW 3353.**

**30 Foot Wood Double Sheathed Box Car, Single Door, Denver & Rio Grande Western.**

Brown with white lettering including large reporting marks on left and 1936 “Moffat Route” herald on

right. Brown arch bar trucks. Reporting marks and additional lettering on ends. Approximate Time Period: 1936 to mid-1950s. Previous Releases (all as Catalog Number 15101): Road Number 3074, May 1988; Road Number 3066, July 1989; Road Number 3187, March 1991; Road Number 3194, March 1992; Road Number 3375, July 1999; Road Number 3052, October 2004.

So, what’s the slim gauge MTL car with the largest number of releases? This one, which is at eight counting this one. Strictly speaking, no other release has more than four entries. But there are plenty more prototype numbers from which to choose for more models of this boxcar. The ORER for April 1928, while a bit early for this paint scheme, shows 719 boxcars in the series 3000 to 3749. While we’re there, let’s get the dimensions: inside length 29 feet 5 inches, inside height just 6 feet 1 3/4 inches, outside length 30 feet, extreme height 12 feet and 11/16 inch, door opening 5 feet, and capacity 1267 cubic feet or 50,000 pounds. Advancing to July 1935, there are just two fewer counted at 717, and in January 1953 there are 480.

While the cars date to the turn of the century according to the CDS Lettering Guide, the paint scheme depicted by MTL, featuring the Moffat Tunnel herald, has the ATP of 1935 to 1941. After that was the “speed lettering” and before that the “Royal Gorge” herald. Both, and the



really early initials only scheme, were all available from CDS (and might still be from some dealers) for a little variety in the rolling stock. I'm just being arbitrary on the end of the ATP in the mid-1950s, it's more that this was when the Rio Grande's three foot lines began to be pulled back than any specific car data I have.

According to at least one source on the 'net (no longer available), a number of the prototype boxcars survive to the present in varying conditions and paint schemes. The Durango and Silverton Narrow Gauge tourist line owns and still uses a few of these cars.



*Scheduled March 2014 Release:*

**800 00 020, \$21.70**

**Reporting Marks: SPC 424.**

**30 Foot Wood Double Sheathed Box Car, Single Door, Southern Pacific.**

Brown with white lettering. Black and white "Sunset Route" herald on left. Large reporting marks on right and small reporting marks on doors and ends. Brown arch bar trucks. Approximate Time Period: after 1897 to as late as 1946. Previous Releases: (first three as Catalog Number 15102): Road Number 474, May 1988; Road Number 444, January 1997; Road Number 478, June 1998; Road Number 472, January 2005.

If I am following the roster of boxcars that were supplied to the various subsidiaries of the Southern Pacific that is part of the article "The Standard Carter Brothers Narrow Gauge Boxcars" in the March 1994 issue of Railroad Model Craftsman, then the SP 424 was among a set of single door and combination door boxcars that started on the Oregonian Railway, then went to the South Pacific Coast which ran from Oakland to Santa Cruz, California, then became part of the Southern Pacific's general fleet. As South Pacific Coast cars, they carried even numbers from 338 to 500. As Southern Pacific Company cars, they were numbered from 305 to 465, both odd and even numbers. Well, that "S.P.C." kind of lets the modeler choose, no? Information I used from my commentary on the previous release had these cars going from the Oregonian to the Nevada & California, which became the Nevada-California-Oregon and was, like the Oregonian, largely converted to standard gauge. The book **American Narrow Gauge Railroads** is the source of much of this information and it cites the book **The Southern Pacific in Oregon** as one of its sources.

You might also note that I've supplied a far longer ATP than I did in January 2005 when the last run of this car was released. The Carter Brothers article in RMC helps as it mentions that the black and white Sunset Route herald was first used in 1897 and that the SP renumbered its 30 foot 10 ton boxcars out of the 305 to 465 series in 1946. Given those data points it should be safe to pull the February 1931 ORER for a look. The 424 was called out all by itself. The dimensions were, well, not completely aligned with the rest of the story: outside length 28 feet, inside length 27 feet 6 inches, inside height 6 feet 1 inch (I'd just fit inside without bumping my head!) and outside height to top of platform, 9 feet 8 inches. The capacity was listed at ten tons or 20,000 pounds or 1196 cubic feet. The remainder of the listing is a mix of 28 foot cars like the 424, 30 foot cars of 1281 cubic feet or 40,000 pounds capacity, and a few that differed from either of those sets. There were 67 boxcars total on the

roster at the time. There were also 45 “combination box and stock cars” — this was enabled by a choice of solid or slotted doors right on the car. Finally there were 40 stock cars. I bring this up since by changing or adding a door, one could have a reasonable rendition of these other car types. However, one also needs to consider the eventual replacement of the “Sunset Route” herald with the later circular SP logo, which might push back the ATP. Mind that “as late as” part of the Approximate Time Period.

Here’s one bit of new information since the last release of this car: In 2009 the Southern Pacific Narrow Gauge Historical Society rescued SP narrow gauge Perlite box car #73. According to their website ( [www.spnghs.org](http://www.spnghs.org) ), “This car started life in the 1880s, originally built by Carter Brothers for the Oregonian RR, later transferred to the South Pacific Coast and eventually ending up on the Owens Valley narrow gauge.”



*Scheduled March 2014 Release:*

**800 00 060, \$21.70**

**Reporting Marks: C&S 8228.**

**30 Foot Wood Double Sheathed Box Car, Single Door, Colorado & Southern.**

Brown with white lettering including large reporting marks on left. Black and white “button” herald on right. Reporting marks on ends. Brown arch bar trucks. Approximate Time Period: Approximate Time Period: late 1920s to late 1930s (1928 to 1938 based on MTL’s previously provided data). Previous Releases: (as Catalog Number 15106): Road Number 8226, August 1994; Road Number 8222, August 1998; Road Number 8202, July 2004.

The Colorado and Southern was chartered in 1898 and operated the former Colorado Central, a line which included the famous Georgetown Loop, as well as the South Park line—that’s the former Denver, South Park and Pacific, not the cartoon series. Traffic on the C&S declined “essentially from the formation of the railroad” wrote George Hilton in the book **American Narrow Gauge Railroads**, and one by one, the lines of the C&S went away through the 1920s and 1930s. The last run of the C&S was on May 4, 1941 and US 6 was constructed on much of the right of way.

Hilton reported that the cars in the series 8100 to 8417 were constructed in the same manner as the Rio Grande's boxcars from the same era, except that they were 3 ½ inches shorter which yielded 48 fewer cubic feet of capacity. If I’ve done the math right, the C&S cars had interior dimensions of 29 feet 5 inches long by 7 feet wide by 5 feet 11 and 1/4 inches high. But the October 1928 ORER shows the height as three inches taller than the D&RG’s cars at 6 feet 4 1/4 inches, and capacity at 1324 cubic feet, which illustrates either a reworking program sometime during the life of the cars or another example of how equally credible data sources don’t always agree. The weight capacity was 50,000 pounds, and Hilton concurs there, adding that the light or tare weight was 20,800 pounds for wood underframed cars and 21,000 pounds for steel underframed ones. In the 1928 ORER there were 302 cars in the boxcar series which represented the largest group of cars among the total 895 in service on the three foot part of the C&S. The next biggest was a series of coal cars at 179.

Hilton's book contains some remarkable photos of C&S boxcars like the one modeled by MTL loaded on standard gauge Rio Grande flat cars for transport to their new owner, the Rio Grande Southern, after the C&S gave up on the South Park line. Among these is the 8222 which was a previously released number for this car! And if you'd like a challenge, try modeling the C&S 8242 which was fitted with end doors for automobile service, the only one known to be modified in that manner. If you're surfing the net, try Donald Ray Burger's "My Colorado & Southern Page ( [www.burger.com/csindex.htm](http://www.burger.com/csindex.htm) ) for more information including a chronology of the line.

### **Z SCALE NEW RELEASES:**



**511 00 201 and 511 00 202, \$29.75 each**

**Reporting Marks: CNA 404567 and 404576.**

**50 Foot Steel Exterior Post Boxcar, Plug Door, Canadian National.**

Brown with mostly white lettering including roadname and reporting marks on left CN herald with website on right. Approximate Time Period: 2003 (service date) to present.

The driver of the Approximate Time Period for this car is also the driver of a non-trivial portion of contemporary life: the Internet. More specifically, it's that website address [www.cn.ca](http://www.cn.ca) that's just below the herald. The railroad started advertising their presence in cyberspace around the service date that MTL gives for these cars.

The prototypes belong to the series CNA 404400 to 404579 which were built by Berwick Forge and Fabricating in 1974 according to Ian Cranstone's "Canadian Freight Cars" site (at [www.nakina.net](http://www.nakina.net) ). They were built with steel lining, hardwood floors and end of car cushioning. And of course they didn't carry this paint scheme. They did carry CNA reporting marks, which denoted cars built in the United States that "under U.S. Customs Regulations may be used in the same manner as cars carrying marks of U.S. owned railways in the handling of both International and U.S. traffic." That's from the April 1975 ORER which showed the series at its full complement of 180 cars. Cranstone states that cars from this series remain in service.

From that April 1975 ORER we get the vital statistics on these cars: inside length 50 feet 6 inches, inside width 9 feet 2 inches, inside height 11 feet, outside length 54 feet 4 inches, extreme height 15 feet 4 inches, door opening 10 feet and capacity 5257 cubic feet or 197,000 pounds. As of the January 2011 Equipment Register 125 cars remained in service, so "to present" seems right to me.

George Elwood's "Fallen Flags" site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) has shots of CNA 404426 in this "website" scheme as of October 2005 and other cars painted the same way (no exact "bingo" to the chosen road numbers though). There is also the 404423 as of February 2012 in what I think would be the original scheme for these cars.

Fun fact: the CN has converted at least a couple of boxcars to “distributed braking cars” including the 15201 and the 15204. It would be a bit of a challenge to make all of the modifications needed for a truly authentic model, but the 511 (and the N Scale 027) body style would be a start for at least a stand in. Check RRPictureArchives.net for photos.



**518 00 260, \$26.95**

**Reporting Marks: S. B. Co. 102.**

**40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Truss Rod Underframe, Sudbury Brewing Company Limited.**

Brown with black underframe. White lettering including “Even The Camel Can’t Go Eight Days Without It – Why Should You?” on left split by multi-color depiction of a camel, and “This Is The Beer Boys / ‘That Silver Foam’ / Try It You’ll Like It” with company name and location and road number on right. Reporting marks on door and on ends. Approximate Time Period: later than 1907, to the 1910s (a guess). Release #6 in an expected twelve in the Brewery Reefer Series.

Please see the commentary on the N Scale release of this car above (058 00 170). Note that the N Scale version is the more correct 36 foot truss rod underframe body style while the Z Scale version is a model of a 40 foot model with straight underframe.



**531 00 210, \$25.95**

**Reporting Marks: CNW 95854.**

**PS-2 Covered Hopper, Two Bay, Chicago & North Western.**

Green with yellow lettering including reporting marks on left. Black and yellow “Employee Owned” herald in center. Approximate Time Period: after 1972 (1978 service date given by MTL) to as late as the mid-decade of the 2000s.

The “Employee Owned” herald was adopted by the C&NW in 1972, and this arrangement lasted until 1982, when the logo was changed back to read “Chicago” and “System” in place of “Employee” and “Owned.” That sets up the general Approximate Time Period for this scheme, although as we’ll see repainting didn’t necessarily occur after the line was no longer Employee Owned.

The C&NW’s listing in the ORER for October 1972 is one of the rare cases in which the registration is still organized by car type instead of by road number. Further, open and covered hoppers are combined! No worries though, as we locate the series 95650 to 95869, described as “Hopper, Steel, Covered, Odd and Even Numbers.” (The C&NW also had used a system of even numbers only for some car types including boxcars and odd numbers only for other car types including hoppers and flat cars.) The inside length of these cars was 29 feet 3 inches, outside length 37 feet 9 inches, extreme height 14 feet 8 inches, and capacity 2600 cubic feet or 200,000 pounds. There were 213 cars in the series at that time.



But there's a bit of an issue: according to the roster of all PS-2 two bay covered hoppers built between 1954 and 1960, published in the December 2003 issue of **Rail Model Journal** (available on Trainlife.com), the CNW's cars were numbered from 3987 to 4141, and then from 95200 to 95354, plus two singles, 69473 and 67475. These cars were also of 2003 cubic foot capacity, the typical size for this particular model. Conclusion: the 95854 isn't the PS-2 on which the 531 body style is based, though it's close. Quite close: according to a post by Kurt Kruse I found on the CNW YahooGroup, the cars were delivered in 1964 by Pullman-Standard. The original question posed on that forum included – guess what? – a “bingo” on the exact car on the Fallen Flags website. From that we can see a key delta between prototype and model, which is that the real car's hopper didn't quite reach to the ladders on either side. There is a nitpick as well: on the actual car, the consolidated stencils were placed on a steel plate, whereas MTL fit it between the ribs of their model. The photo was taken in 1992, a full ten years after the “Employee Owned” version of the “ball and bar” herald was dropped. And it still looks pretty good, though with some weathering particularly on the center panel on which the herald is painted. The 98513 found in 2001 looks a lot worse for wear. Fallen Flags also has the 95862 in gray with rather faded out black lettering as photographed in 1972, perhaps the predecessor paint to the green and yellow. These cars also received a bright “safety” yellow paint with black lettering following the end of the “Employee Owned” era.

Given that, we'd better head back to the ORERs. There were 190 of the original cars still in service in the July 1992 Register. That's only three years before the CNW went into the Union Pacific. In October 1996 under the UP listing there were 186 cars in the CNW series. The October 2004 ORER shows 65 in service. Just two remain as of the July 2007 ORER which is where I stopped looking. Whether any of these were updated to UP paint with CNW reporting marks is something I can't say, so “as late as” is added to my ATP.



**980 01 270, \$109.95 and 980 02 270, \$94.95**

**Road Numbers: 1858 and 3869 (will be preceded with “CR” in website listings).**

**F7 Powered A and Powered B Units, Conrail.**

Black with white lettering including “CR” reporting marks in center and on nose of A-unit, and road number at rear of each unit. Numberboards on nose of A-unit. Approximate Time Period: 1976 to 1979.

Well, it can't get much simpler than this: black dip paint and minimal white lettering. That's assuming that there was a full black dip paint job, actually, and not just a paint-out of the former roadname. In this case, the paint out on the A-unit would have been of the Penn

Central lettering. The road number didn't need to be changed either: it was PC 1858, formerly New York Central 1858. F-7B 3869 was formerly PC 3466. This is according to the Conrail Cyclopedia ( [crcyc.railfan.net](http://crcyc.railfan.net) , no "www"). Meanwhile, it's noted on the website of the Conrail Historical Society ( [thecrhs.org](http://thecrhs.org) , no "www") that the F-units were largely traded in to Electro-Motive on GP38s. Two of the F's, the 1648 and 1792, were actually painted Conrail Blue, though apparently with the same minimal lettering. The last year of freight service for the Conrail collection of F7s was 1979. The website has a number of images of these units in action, sometimes with the Penn Central paint either still completely intact or obvious beneath the hasty repainting.

Assuming that there are decals which can be used—and I would think that some N Scale Penn Central sets might be made to work—it's easy enough to go backwards on these diesels and convert the CR back to the PC. It would be one of the easier conversions. It might even be possible to bring these all the way back to the New York Central's late and very basic paint scheme as well.

**Z SCALE REPRINTS:** No releases this month.

**Z SCALE WEATHERED RELEASES:** *The following item was announced as an "off-cycle" release via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about October 16.*



**511 44 190, \$29.95**

**Reporting Marks: BNSF 712979 (last digit partially obscured).**

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

Oxide red with mostly white lettering including reporting marks on left and "swoosh" herald (split by exterior posts) on right. Yellow simulated reflective stripes along bottom of side. Light weathering including on trucks. Graffiti including a costumed "Trick or Treater" left of door. Approximate Time Period: 2005 (introduction of herald) to present. Previous Release (in unweathered form): Road Number 712979 (same road number), June 2013.

We have another repurpose of existing stock with this car, though with a Halloween theme. There's just enough obscuring of the last digit of the road number to require me to confirm it with Micro-Trains; on the prototype, that could get by unlike the complete covering of all or part of a road number which would certainly result in a patching job.

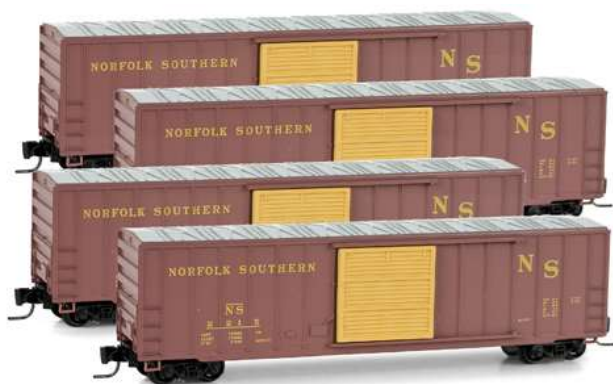
We had a bingo on this car when released in the "clean" version, via a photo as of 2007 on RailcarPhotos.net, though the car itself is larger than the MTL 511 body style. Continuing on that site, we find that the series BNSF 712961 to 713095 is a former ATSF set of boxcars, Class Bx-180, numbered 501799 to 501899. The cars were built by Berwick Forge and Fabricating in 1976 as their lot 33000 and are within Plate E dimensions.

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

**Z SCALE RUNNER PACKS:** In addition to the below announcement, Runner Pack #58 (994 00 058, \$69.95), four Pennsylvania Railroad 50 foot double door boxcars, is now available. UMTRR coverage was in the March 2013 issue. The individual catalog and road numbers are as follows: 506 51 010, 32129; 506 52 010, 32144; 506 53 010, 32152; 506 54 010, 32163.



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



**Scheduled March 2014 Release:**

**994 00 063, \$84.95**

**Quantity four of 50 Foot Steel Exterior Post Single Door Boxcars, Norfolk Southern (the original one).**

**Reporting Marks: NS 2173, 2198, 2215, 2230.**

Brown with aluminum roof and yellow door. Yellow lettering including roadname and reporting marks on left and NS initials on right.

Approximate Time Period: decade of the 1970's

(1971 build date). Previous Release: As Catalog Number 510 00 140, August 2006. The Runner Pack releases should carry individual catalog numbers 510 5x 140.

No, not **that** Norfolk Southern. The **other** Norfolk Southern. This is the one that ran where it said it did, from Norfolk in a southerly direction, to Charlotte, North Carolina. Its main line was 383 miles or so between those two points, and branches to places like Aberdeen, New Bern, Durham and Virginia Beach brought the total mileage to the low 600's range. That wasn't going to be enough to survive as a presence in the railroad industry, and so the NS was merged into the Southern Railway in 1974.

According to Jim Eager, writing in the January 2000 issue of **Rail Model Journal**, these cars were built by American Car and Foundry in 1971 to the specs of the Penn Central's X71 class. A photo of NS 2140 accompanying the piece shows a brown door, not a yellow one, so we can conclude that not every car sported a yellow door all the time.

In the January 1972 ORER, the series NS 2100 to 2249 had 149 cars with the simple description "Box, Steel" and standard AAR Classification XM. The dimensions were nothing

out of the ordinary for the time: inside length 50 feet 6 inches, inside height 10 feet 6 inches, outside length 43 feet 10 inches, extreme height 15 feet, door opening 10 feet, capacity 5077 cubic feet or 154,000 pounds. Jim Eager noted that the former NS cars were to be renumbered into the Southern series SOU 527700 to 527849 but not many were repainted. "In the late eighties," Eager reported, "they were returned to their lessors and are scattered among several shortlines." Well, that was true in the year 2000, anyway.

As these are AC&F cars, not FMC boxcars as is the MTL 510 body style, there are going to be differences. And since this was an early build for AC&F on a Penn Central spec, there are differences between this and the later AC&F cars, most notably (for me) on the ends which pre-date the "box corrugated non-terminating" type that became the AC&F standard. This same difference is on the MTL model; the "box corrugated non-terminating" end is also what MTL modeled. Useless trivia? Well, your mileage may vary of course.

George Elwood's "Fallen Flags" site has a surprisingly extensive photo collection from the NS, including a November 1976 bingo on the previously released road number 2210 as well as similar cars 2332, with a green door; 2532, with a yellow door; and 2556 with a quite messed up door. RRPictureArchives.net has a 1978 image of the 2145 with a yellow door.

This is worth repeating from the 2006 coverage: With the Southern already owning a railroad called the Norfolk Southern, how was it that the 1982 merger of the Southern with the Norfolk and Western managed to be dubbed "Norfolk Southern"? Well, the "first" Norfolk Southern reverted to the name Carolina and Northwestern according to a **Trains** Magazine chronology (November 1990 issue). Does that mean that the NS was once the C&NW? Maybe so, but that's not exactly how it worked. When the NS was bought by the Southern in 1974, it was merged into a Southern subsidiary called the Carolina and Northwestern (I guess no one noticed that Norfolk is in a northeastern direction from Carolina?), which then took the name Norfolk Southern. Reverting the "old" NS's original Southern subsidiary name back to Carolina and Northwestern enabled the naming of the "new" Norfolk Southern.

## **Z SCALE SPECIAL EDITION RELEASES:**



**502 00 270, \$23.95**

**Reporting Marks: MTL 2013 (on 'B' side only)**

**40 Foot Steel Plug Door Boxcar, 2013 Holiday Car "Micro-Mouse / Candy Cane."**

'A' side has a candy cane pattern with large Micro-Mouse character apparently having eaten his way through the candy cane. 'B' side is all white with red and green lettering "Merry Christmas from Micro-Mouse" across side. Red candy cane on left. Green reporting marks at bottom right. White ends and roof.

Please see commentary on the N Scale release above. Note that the Z Scale car is on a different body style.





524 00 104, \$24.95

**Reporting Marks: USAAC 667423.**

**60 Foot Flat Car with "Bocks Car" container.**

Release #4 in the World War II Nose Art Series. Green flat car with white lettering including reporting marks on left and "U.S. Army Air Corps" in center. White container with multicolor artwork including nose art depiction on left.

I didn't know anything about this particular Nose Art, and I'm glad I checked. It turns out that "Bocks Car" had quite a cargo: the second atomic bomb, code named "Fat Man" on Nagasaki, Japan on August 9, 1945. What's missing from the MTL depiction of the Nose Art are the origin of the mission, Salt Lake City, and the destination, which is illustrated as a mushroom cloud. While "Bocks Car" wasn't originally intended to be the plane that carried out the actual bombing—that was supposed to be the aircraft "The Great Artiste"—it was decided that it was too dangerous to move the weapon from one plane to another. The staffing did switch, however, with the crew of "The Great Artiste" moving to "Bocks Car" and vice versa. The original target plan was Kokura but a combination of weather, smoke from conventional bombings nearby and depleted fuel led to diversion to Nagasaki.

The B-29 bomber is on permanent display at the National Museum of the United States Air Force, in Dayton, Ohio at the Wright-Patterson Air Force Base. The display includes a replica of the "Fat Man" bomb and signage that states that it was "The aircraft that ended WWII."

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

**MTL ANNOUNCEMENTS:** The latest N Scale Civil War structure is a "Warehouse Kit" (499 90 458) which, as with most of the structures, can work in later Approximate Time Periods as well. There are new N Scale Stacked Crate Loads for the 26 foot flat car, or anything else you can think of (499 43 901, \$9.95 for two in a pack) and Z Scale Spool Loads #2 for the 50 foot gondola, or anything else you can think of (799 43 951, \$9.95 for a two-pack).



Speaking of loads, there are pre-orders open for "cargo" for the 65 foot log cars that are also in pre-order. The Pole Load was used in the regular run of the Georgia-Pacific car; Catalog 499 43 905 is a four-pack for \$17.95 (at left). The Pulpwood Load came with the regular run of the Federal Paper Board car; it's Catalog 499 43 906 and is also four for \$17.95 (at right).



On the N Scale coupler front... well, I'll just quote from the source: "Micro-Trains has produced a new and improved coupler for our 4-wheel and 6-wheel Commonwealth Passenger Trucks (also known as 1017 and 1018 trucks). This new coupler, which we'll refer to as the 1017-2, is designed to reduce excess movement of the coupler in the box which provides better holding power when pulling longer trains. This coupler will be in all of our existing black and silver 1017 and 1018 truck packs, but it will also be sold separately." A pack of two pair in black (001 02 025) or silver (001 02 026) has an MSRP of \$8.75 and a ten pair pack in the same choice of colors (001 10 004, black and 001 10 005, silver) costs \$39.95. All of these couplers are pre-assembled.

In a related story, MTL asks that if you are having difficulty with coupling the Ringling Brothers passenger cars that were decorated and released with Ringling Brothers schemes (either the "red" or the "blue" train) to please contact their customer service team at 800/422-5526. I've read about a few of these problems online – and how MTL made it right.

Not so good news: Micro-Trains has announced that the 2014 National Z Scale Convention has been cancelled. No particular reason was given for the decision, which led to some online speculation that "MTL is giving up on Z Scale." I don't think the number of monthly releases coming out in 1:220 from behind the red and yellow sign supports that hypothesis...

**DISCONTINUED ALERT:** A far shorter bye-bye board than last month's marathon of typing. We'll start with Z Scale, where both numbers of the Northern Pacific green plug door boxcar (507 00 47x, July 2011) are outta here. Also, both numbers of the Union Pacific 40 foot flat car (525 00 16x, May) are gone, as is the first number of the Santa Fe offset side hopper (533 00 011, March 2012, second number already sold out). There are two singleton issues also gone: surprisingly, this includes the Canadian Pacific express scheme refrigerator car from just last month (518 00 340) and less surprisingly, the Pennsylvania Railroad reprint gondola (522 00 010, December 2012).

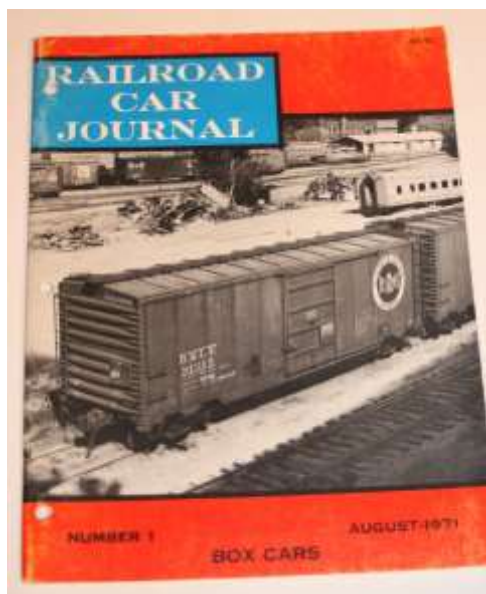
In N Scale, there are thirteen cars that have left the building, none of which are last month's Weathered Boston and Maine boxcar, which breaks that short streak of quick sellouts. We'll take these in catalog number order, starting with forty foot single door boxcars in Chesapeake & Ohio (020 00 276, June) and Southern (020 00 896, April) and a fifty foot x-post boxcar for the Canadian National (025 00 650, October 2012). The Chicago & North Western wood single sheathed boxcar has been chopped (028 00 190, July 2012). Two more Ringling Brothers billboard refrigerator cars have left town: #8 (047 00 408, April 2010) and #10 (047 00 410, June 2010). The Union Pacific/LA&SL "not a reprint" caboose has rolled on (050 00 010, August). The NRC/Illinois Central steel ice refrigerator car has melted away (059 00 546, August 2012). Two covered hoppers are cleared out: the Farmrail (096 00 040, May 2011) and the second number of the Burlington Northern virtual-two pack (096 00 122, July). The Battle of Gettysburg boxcar (Release #8) in the Civil War Series has marched out (101 00 708, April). The Golden West Service gondola reprint is gone (105 00 130, May), and finally the Greenville style double plug door boxcar for the Detroit, Toledo & Ironton (122 00 020, December 2012) has sold out.

**INCREMENTAL INFORMATION DEPARTMENT:** None received specific to last month's releases, but be sure to read to the end of this column!

**OOPS PATROL:** The big oops of a sort is that I am having significant computer issues. Both the UMTRR Desktop and the UMTRR Auxiliary Netbook (see my piece on **Irwin's Journal Online** called "New Toys") have required replacement in the last six weeks. Besides the big hit to the budget there is also the issue of getting the software to behave – as in, getting all the settings right to enable sending of the UMTRR from the umtrr@irwinsjournal address. So far, that hasn't worked, and the September issue had to be sent from the "old" address which starts with my initials, GJI. As you might or might not note, the same is true for the issue you're "holding." Technical support for the e-mail client I use (which also keeps your e-mail address off the internet and away from any "clouds") largely went away a number of years ago, as did the notes I had on how to fix the issue I'm having.

**CLOSING TIME:** Following the "publication" of this issue, UMTRR HQ is "closed" for the remainder of the month for some now uncommon back-to-back business travel. So I'll be even slower than usual to respond to e-mails. I do hope to have the October website updates done prior to my road trips.

**FINALLY, SOME VERY INCREMENTAL INFORMATION:** This isn't incremental to anything recent, but a newly acquired item for the UMTRR Research Accumulation provides an insight into some of the early releases from Micro-Trains... and even Kadee Micro-Trains.



Issue #1 of a publication called **Railroad Car Journal** is dated August 1971. I'd never seen it before a listing on eBay. It's a forty page magazine style paperback with photographs of a number of different boxcars. Some of these will be immediately familiar to N Scalpers—for example, the Minnesota Mining and Manufacturing, or 3M, double sheathed wood car, MINX 1040. The 1040 was reprinted with a vertical brake staff in November 1999 (Catalog 39190) but sister car 1044 was done by Kadee back in February 1975 (Catalog 42090). Chesapeake & Ohio car 84827 was made by MTL in December 1996 (Catalog 39170). The Muncie and Western "The Ball Line" car is here also, and it's not just Kadee who's made that car in N Scale and other sizes.

How about something more recent, like the Great Northern sky blue x-post plug door boxcar? The book has GN 138913 and MTL has done six road numbers from that prototype series. There have been nine single releases of the Northern Pacific combination plug and sliding door car in brown, plus a Runner Pack, plus four more in green. There's a shot of NP

8430 from that series plus a line drawing of the 1958-built cars in this book. That's well before the publishing of any Morning Sun Color Guide.

Finally, there's a full page history of the Union Pacific's "see-through" Plexiglas boxcar, a teaching tool used by the UP's Freight Loss and Damage Prevention Program. That car was famous and famously done as a very sought after N Scale Collector Special Run by Micro-Trains. All in all, Issue 1 of **Railroad Car Journal** was an interesting addition to the library.

Were there any issues after Number 1? Yes... they got to at least Number 5. Copies of Issue 3 and Issue 5 should be here in time for the next edition of the UMTRR... meanwhile, consider this an All Points Bulletin for the whereabouts of Issues 2 and 4.

Until next time, do the best you can!

Cheers,  
George

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