



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains® Release Report Issue #214 – October, 2014**

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Hello again everyone... well, changes have come to UMTRR HQ, the most important of which for all of you is a new primary e-mail address for me: [george@irwinsjournal.com](mailto:george@irwinsjournal.com). Please be sure to make a note of it since I fully expect that by the time the November UMTRR is "published," my legacy e-mail address, [gji@ix.netcom.com](mailto:gji@ix.netcom.com), will be a "fallen flag." I certainly hope that I've changed over 20 years of accumulated settings by then. It's certainly amazing how inconsistent processes for changing an e-mail address can be. Generally, the ones that are least important have tended to be the most draconian. (I'm looking at you, popular general interest magazine subscription sites.)

I also certainly hope that this does not end badly: As many of you know, transmission of the column to you has become a continually increasing challenge. The one thing that would cause me to end this humble enterprise (other than it ceasing to be fun) is the inability to send out the finished product without compromising the identities and e-mail addresses of my subscriber base. There is enough spamming, phishing, monetizing and other malarkey going on without this byte-slinger contributing to the proceedings. So, with fingers crossed tightly, I hope that we'll be able to go right on as usual. Let's do just that... and not forget that we're getting close to Trick or Treat Time when we come to the N Scale Weathered Releases...

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



**035 00 220, \$19.20**

**Reporting Marks: MILW 110301.**

**40 Foot Despatch Stock Car, Milwaukee Road  
(Chicago, Milwaukee, St. Paul & Pacific).**

Brown with white lettering including reporting marks on left and stepped "The Milwaukee Road" roadname on right. Approximate Time

Period: 1929 or 1930 (build dates) or a bit later (see text) to early 1970s.

This car is sufficiently old that I thought I would spell out the entire formal name of The Milwaukee Road for a change of pace. The "and Pacific" was added only in 1928, following a reorganization after bankruptcy, which had been at least partially brought on by what amounted to be a suboptimal decision to build the Pacific Extension. The group of cars numbered 110150 to 110299 was built by Standard Steel Car in the next year, 1929, and the group of cars including the road number Micro-Trains selected, 110300 to 110799, was constructed in 1930 by General American. It's interesting that the Milwaukee would commit to an order of four hundred cars when the Great Depression was very much underway, but perhaps they were needed for livestock traffic, economic downturn or not. As we'll see,

though, there's one detail that might keep the Approximate Time Period from beginning at the build year. Some of you may already know what that is. If not... read on just a bit.

There is a bingo for this car on Page 77 of the **Milwaukee Road Color Guide to Freight and Passenger Equipment Volume Two**, from which MTL also derives its car copy. The car itself is not a close match to the 035 body style, and at the risk of being the usual broken record that's because the model is based on a distinctive New York Central prototype. The Milwaukee car had a vertical brake staff and steel braced wood ends, neither of which are on the MTL model, and the number of "panels" (if you will) left and right of the door differ as well. The chances of getting a reasonably close match to this particular car—absent craftsman kits or 3-D printing—are rather small in my estimation, so "stand in" it is with respect to this release.

These cars not only had the stepped "The Milwaukee Road" lettering for their entire lives, but that life was rather long as well. The Official Railway Equipment Register (ORER) for February 1931 shows both build series together in the group 110150 to 110799, listed with all 650 cars present and accounted for. They were described as "Stock, Double Deck, Steel Underframe and Composite Superstructure" with MCB Designation SF. The inside length was 40 feet 6 inches, inside height 8 feet 7 inches, outside length 41 feet 10 inches, extreme height 13 feet 10 3/8 inches, door opening 6 feet, and capacity 2955 cubic feet or 80,000 pounds. Now here's the exception: the reporting marks on these cars were not yet "MILW," but "C.M.StP.&P." At least that's what it says in the ORER, although Al Westerfield is quoted in the RPI roadname information that this change in reporting marks started in 1928. So it's possible that as delivered, the MILW reporting marks were included. However, Westerfield produced—you guessed it—a craftsman kit for this very car, in HO Scale, and there's a photo of a finished product with the C. M. StP. & P. reporting marks. Here's a fun fact: the cars had four emergency doors in the floor. Drop bottom stock cars? Perhaps!

At any rate, certainly by the January 1940 ORER, mention is made of the MILW reporting marks, although the actual registration pages stay with the C. M. StP. & P. initials. In January 1945 there was just one less than the original 650 cars, and in April 1952, just seven less. A bit over ten years later in July 1963, there were 413 cars remaining, and the ORER was clearly behind the times noting that the cars were still marked "C. M. StP. & P."!

Clearly you're going to need a lot of weathering and wear and tear on a car to show how it looked more than four decades after being built, but that bingo photo in the **Color Guide**? It was taken in 1970! Sure enough, there were still 174 cars in service as of the October 1972 Equipment Register. The group wasn't completely off the roster until between 1975 and 1976.



037 00 140, \$26.75 each.

**Reporting Marks: B&O 478087.**

**50 Foot Steel Boxcars, Double Youngstown Doors, No Roofwalk, Baltimore & Ohio.**

Blue with yellow doors. Yellow lettering including "Cushion Underframe" legend and reporting marks on left and B&O "Capitol Dome" herald right. Simulated interior load included. Approximate Time Period: early 1970s (given lack of roofwalk) to early 1980s.

This car was sufficiently reminiscent of the N Scale Collector's "Eastern Roads Pack #1" from back in 2004 that I figured I'd better check to make sure this wasn't a rerun of one of those cars. And it isn't, since for one thing all five of the cars in that set were the MTL 038 body style (50 foot plug door without roofwalk). However, different versions of the blue and yellow "Cushion Underframe" paint scheme shown here were in fact used on two of those "Eastern Roads Pack" cars, one for the B&O and one for the C&O.

According to the **B&O Color Guide to Freight and Passenger Equipment**, Page 85, from which MTL drew their car copy, the series B&O 478000 to 478099, their class M-77, was converted from Class M-58 boxcars in 1963. Another group of cars was added later, increasing the series to 478145, all of which were later classed B-17. Of that group, seven were equipped for shipment of automobile transmissions—but which seven isn't listed. The paint is called out as "C&O Blue," an indication of the influence the Chesapeake & Ohio had over the Baltimore & Ohio once it took majority control of the B&O in 1961.

You might expect, as did I, that the one pictured would be the 478087, for a bingo, but it's not—the car in the **Color Guide** is B&O 478114. While the photo isn't dated, a service date of August 1971 is clearly visible on the car, which doesn't have its roofwalk. MTL quoted the **Color Guide's** note that "both Superior and Youngstown doors were used with this class," and to prove the point, the 478114 not only has Superior doors, but they're mismatched, with a six-panel on the left and a seven-panel on the right. I took a quick look online for a bingo on the 478087 with no luck, leading me to think that MTL received a direct contribution of information on this particular car from a B&O fan.

The ORER for October 1972, selected from the UMTRR Research Accumulation given the service date shown in the **Color Guide** photo, indicates via an end note that the entire series 478000 to 478099 was equipped with 9-belt Evans DF loaders. The inside length of these cars was 50 feet 6 inches, inside height 10 feet 5 inches, outside length 58 feet 6 inches, extreme height 15 feet 1 inch, door opening 15 feet 1 inch, and capacity 4843 cubic feet or 140,000 pounds. We might seem to have a "door thing" versus the prototype, but the mismatched doors on the 478114 in the Color Guide look like they are eight feet wide each. And if they're actually seven and one-half feet wide each, then that would be unusual.

The July 1974 ORER provides proof yet again that boxcars were not always permanently assigned to any given commodity. The 478087 is called out as one of four cars, not seven as in the MTL car copy, and for carriage of automobile axles, not transmissions. So the obvious

next question: am I nuts enough to see if I have the Register which shows the seven cars that MTL mentions? Well... no, not this time. I will point out that by that issue, the start of the B&O listing had the sub-heading "Chessie System" which does imply the potential for repainting of these cars with the Ches-C. By the July 1980 ORER there were just ten cars remaining in the original series including the 478087. That's down to six in April 1981 and four in the April 1984 ORER which is where I stopped looking.



**045 00 511 and 045 00 512, \$36.95 each**  
**Reporting Marks: D&RGW 80000A and 80000B.**  
**50 Foot Flat Car, Fishbelly Underframe and 40**  
**Foot Container, Rio Grande (Denver and Rio**  
**Grande Western).**

Flat car is black with white lettering including reporting marks left of center. Double panel consolidated stencils right of center. Container is aluminum with blue refrigerator unit and black lettering including speed lettering "Rio Grande - the Action Railroad" herald and slogan at nose end and reporting marks at tail end. Container reporting marks are RGTU 500007 on the 511 release and RGTU 500011 on the 512 release. Approximate Time Period (based on reporting marks): decade of the 1980s. Only the 511 release shown in MTL image.

Ignoring for a moment the rather interesting cargo that these cars carried, let's take a quick look at the evolution of this short series of cars as gleaned from the website of the Rio Grande Modeling and Historical Society ( [www.drgw.org](http://www.drgw.org) ). The original series from which these cars came was DRGW 22000 to 22199, built in 1944 for general service. The "inside length" of these cars was 53 feet 6 inches which is a bit longer than the MTL model. Some of these cars received bulkheads. Ten of the cars were converted to coupled pairs and numbered 20025A and B to 20029 A and B. The first ORER I own in which I pick up this first set is October 1969, but these came from the series 21000 to 21099. An end note states that the cars "are equipped with articulated couplers and special loading beams for container service and have two containers per unit." By "unit," I'm presuming one set of two cars. The listing stays that way until no later than the July 1980 Register, in which the series grows to 20025 to 20039. The latter cars, 20030 to 20039, were added to the ORER at that point, though the DRGWM&HS has 1968 as the conversion date.

But what about the 80000 road number? Well, sometime between April 1981 and April 1984, it comes online. It's joined by the 80001 to 80005 between April 1985 and October 1986. Meanwhile, the cars in the 20000 group were all gone by April 1984, so I'm not sure whether there was a straight renumbering or if more cars were converted. All six cars make it into the Union Pacific listing in the July 1998 ORER, and don't leave the roster until sometime between January 2002 and October 2004. But mind the MTL car copy that the containers' reporting marks changed from RGTU to SEIU – if you can read print that small, that is.

Now, for what these containers on flat cars carried: rocket booster fuel. The standard issue 461 series containers are augmented with a specially manufactured and decorated refrigerator unit, and also include end lettering on the doors, neither of which may be readily

apparent from the official Micro-Trains image. (Also, the sides should be “mirror images” of each other, with the slogan at the nose end on both sides, meaning extra decorating time and effort.) The real cars were in assigned service—well, no doubt about that!—carrying this sensitive cargo from manufacturing sites to deployment sites.

RailcarPhotos.com has images of the cars that replaced these cars, the Rio Grande’s series 80010 to 80016. Built in 1989 by Thrall, these are 200 ton capacity four truck eight axle brutes, and the refrigerated containers they carry are significantly larger (as in, “exceeds Plate F”) and have a trapezoidal roof. There’s not much mistaking these rocket fuel carriers for anything else.

And this programming note from Micro-Trains: these two cars inadvertently interrupted the sequence of Nose Art flat car and container catalog numbers. The last two of those twelve expected releases would have had the 511 and 512 numbers; instead, when the time comes, they will receive catalog numbers 045 00 513 and 045 00 514. I expect only those concerned with precise inventory data will have a concern about this.



**110 00 170, \$34.75**

**Reporting Marks: GATX 723593.**

**54 Foot General Service Tank Car, GATX (General American Transportation / General American Marks).**

Black with white lettering including reporting marks on left. Black and white Tank Qualification Stencil on far right. Black on yellow safety instruction stencil left of center. Six yellow conspicuity stripes across side. Approximate Time Period: 2005 to present.

One of these days I am going to commit to memory when Tank Qualification Stencils were required, which is the year 2000, and when conspicuity stripes were required, which is the year 2005. Otherwise, I’m just going to have to keep looking them up, as is the case this month. (By the way, when looking for the latter date, I came across a company online that will be happy to sell you a thirty foot roll of real conspicuity striping, exceeding FRA standards, for just \$79.99 plus shipping. Amaze your friends!) At any rate, the year 2005 would be the start of the ATP for this model given those horizontal yellow stripes.

MTL provides the number series into which this car falls, namely, GATX 723002 to 723626. The website RRPictureArchives.net provides a bingo with an image from November 2008, from which we can observe a good general match between the prototype and the model. The car was in “general service” in the photo, being found in between an Indiana Harbor Belt coil car and an unknown covered hopper. So a single car will do fine. There’s also of course entire trains of these cars criss-crossing the country, as a look not far from UMTRR HQ would illustrate.

The ORER for January 2006 shows just 44 cars in the prototype series 723002 to 723626, and that’s actually down to 41 in the January 2011 Register... not what I’d expected. But I think



that's good enough for "to present" and if not, there's always Rule #1. One item of minor note: the reporting marks GATX are registered to "General American Marks Company" not the much better known "General American Transportation Company" or GATX. It's been listed that way since before the turn of the century – the 21<sup>st</sup> Century, that is – although it certainly doesn't roll off the tongue like GATX does. General American Marks is a subsidiary of GATX Corporation. Its official website has a public lookup of the capacity of a given car in their fleet. I checked the 723593 and was informed that it held 23,642 United States Gallons or 19,687 Imperial Gallons and had a light weight of 63,900 pounds.



130 00 160, \$36.95

**Reporting Marks: CP 437265.**

**Bay Window Caboose, Plain Sides, Without Battery Box, CP Rail.**

Yellow with black lettering including reporting marks at bottom of bay window, CP Rail roadname on one end of side and black and white

Multimark on other end of side; these positions are reversed or "mirror image" depending on which side of the caboose you're looking at. ACI Label and Consolidated Stencils next to Multimark. Approximate Time Period: late 1970s (December 1977 repaint date given by MTL) to the end of the caboose.

If you're going to paint up a bunch of yellow bay window cabooses for a certain Special Edition Set about Zombies, why not leverage economies of scale and just keep painting for a regular run release at the same time? I think that's what happened here, to the benefit of CP Rail fans. I've confirmed with MTL that this is one of those "Fun With Multimarks" releases, with the arrangement of the roadname and "herald" swapped on one side versus the other.

UMTRR Gang Member Stu Reeh checked in almost immediately with the following, start quote: "Another month, another Canadian Pacific release by MTL that I had to check out... here's what I found about CP Rail bay window caboose - sorry, that should be van - 437265.

"There's a bingo on the Fallen Flags site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) taken by Robert Hadlow in Calgary, Alberta in September 1978. The same photo appears in the **Canadian Pacific Color Guide to Freight and Passenger Equipment**, along with a photo taken eight years earlier of the same car in its original scheme of mineral brown / boxcar red with plain lettering. A shot of this car in its original paint from July 1961 can also be found at the "Ham and Railfanning" site (direct URL [www.okanagan.net/ocarc/cp437265.jpg](http://www.okanagan.net/ocarc/cp437265.jpg) ).

"John Riddell's **Color Guide** notes say this car was one of three built in July 1948, and it had a length over strikers of 36 feet 9 inches. There are plenty of differences between the prototype and MTL's representation. The prototype has two windows on each side, and the bay windows were a single pane instead of two. The photo from 1978 shows a black roof – but that's not to say the roof couldn't have been yellow at some point, since results for an image search for 'CP bay window caboose' included a photo listed on eBay showing one of the three vans with a yellow roof. The end railings are missing an extra post where the

ladder used to be, and there's a fuel tank on the roof. All are reasonably easy to fix if you have the inclination. I couldn't find a clear shot of this van's roof but the **Color Guide** has a shot of sister van 437266 that shows a raised panel roof rather than MTL's X-panels."

"I hope this is useful to you and your readers," Stu concludes, and it certainly is! Thanks to Stu for the guest commentary. I'll add only that the photo on Fallen Flags and in the Color Guide shows the Multimark and roadname "flipped," or as I call it, "Fun With Multimarks."

What's "the end of the caboose" in Canada in terms of the Approximate Time Period? I don't have an exact date, but in 1989 the CBC reported that the first CP train without one left Winnipeg for Thunder Bay. "The railway has opted to replace the traditional last car and its crewmembers with an electronic safety device the size of a typewriter." (Dad, what's a "typewriter"?)

*In addition to the above, the following items are in pre-order at present and are NOT currently available. Scheduled delivery is March or April 2015. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close October 31. Each car is a single release.*

**Scheduled March 2015 release:  
Civil War Era Freight Cars, Union Pacific.**



**151 00 081 and 151 00 082, \$21.95 each  
Civil War Era Boxcar.**

Light brown with white lettering including arched "Union Pacific" roadname with road number and "Fruit Car" on left, and "California Fast Freight Line" on right. Road Numbers 40411 (the 081) and 40418 (the 082).



**152 00 080, \$21.80  
Civil War Era Caboose.**

Light brown with white reporting marks on right. Road number 2053.



**153 00 081 and 153 00 082, \$16.70 each  
Civil War Era Flat Car.**

Light brown with white reporting marks and road number across car. Road Numbers 751 (the 081) and 783 (the 082).

It's not quite a bingo... alright, it might not even be a good data point, but a quick search turned up decals from Silver Crash Car Works for a 34 foot boxcar painted similarly to the one that MTL will be doing. Substitute the word "Railway" for the words "Fruit Car" and you have the idea. The road number 40328 is close to the 40411 that MTL will be using. And the time period given by Silver Crash Car Works is 1884 to 1898. There was no ORER yet, but there was **Sechrist's Handbook and Railway Equipment and Mileage Guide**, published

in June 1885. The UP didn't have any cars numbered that high in that issue... and then there were no boxcars numbered lower than 45000 in the ORER for June 1905. Sorry, I don't have any references in between! (And those two are digital versions.) Well, I tried.

Although I'm not sure how long an uninsulated boxcar would have been able to carry fruit, it is noted in the Sechrist's issue that the UP had twenty-five boxcars for fruit, even numbered from 450 to 498, as of 1885. They also had flat cars odd numbered from 701 to 949 and the road number 751 fits into that sequence. Cabooses were numbered 990 to 1298, even numbers only, as well as consecutive numbers 3000 to 3060. This all doesn't mean much with respect to comparing prototype to model, and I'm hardly an expert on this era of American Railroading. So the usual grain of salt is highly recommended here.

**Scheduled April 2015 release:  
Civil War Era Freight Cars, Central Pacific.**



**151 00 091 and 151 00 092, \$19.90 each  
Civil War Era Boxcar.**

Dark brown with white lettering including C.P.R.R. on left and road number on right. Road Numbers 64 (the 091) and 68 (the 092).



**152 00 090, \$21.80  
Civil War Era Caboose.**

Dark brown with white reporting marks on right. Road number 13429 subject to confirmation at release time.



**153 00 091 and 153 00 092, \$16.70 each  
Civil War Era Flat Car.**

Dark brown with white reporting marks and road number across car. Road Numbers 119 (the 091) and 95 (the 092).

Sticking with the Sechrist book, since, frankly, it's the best thing available in the UMTRR Research Accumulation, the Central Pacific was still an active railroad in 1885. In fact that's the year that the CP was leased by the Southern Pacific. Though it would not be formally merged in until 1959(!), it was already classified as a "non-operating subsidiary" in 1888.

The listing in the Sechrist book shows boxcars numbered 2 to 178, even numbers only with a length given of just 23 feet. That probably translates to an overall length of 28 feet which was popular at the time. The CP had flat cars numbered 1, 3, and 5 to 4031, odd numbers only. There's no information on cabooses but I do see that road numbers were used in duplicate – for example, road number 1 is assigned to a flat car, a pile driver, a "station car" (whatever that is) and a snow plow. One assumes that the average railroad employee could tell the difference among that equipment.



## N SCALE REPRINTS:



045 00 040, \$20.95

**Reporting Marks: NYC 499855.**

**50 Foot Flat Car, Fishbelly Underframe, New York Central.**

Brown with white lettering including reporting marks on left and small oval “New York Central System” on right. Simulated lumber load included. Approximate Time Period: 1950s (1950 build date) through 1960s. Previous Releases: as catalog 45044/45040, Road Number 499804, May 1975 and Road Number 499824, November 1975; as catalog 45040, Road Number 499853, July 1996 and Road Number 499845, November 2005.

Has it really been almost nine years since the most recent run of this car? And I think I still have those extra copies of the 1996 release stockpiled on which to change the roadnumber...

There were no flat cars at all in the Railroad Roman font that’s used on this model and its prototype in Volume One of the **New York Central Color Guide to Freight and Passenger Equipment** – will we have better luck with Volume Two?

Sort of. There’s a photo of NYC 500296 from the series on Page 87 of that book, however it shows the successor paint scheme with Gothic, not Railroad Roman, reporting marks, which are larger and spread from the far left to right of center. The oval herald also used the gothic style roadname. The paint is either a really dirty brown or a really dirty black. On his “Canada Southern” website ([www.canadasouthern.com](http://www.canadasouthern.com)), Terry Link notes that NYC “open top” cars including flat cars were officially brown from February 1941 to June 1956. There was a transition phase during which black car cement was used, and then starting in 1960 the choice was black paint. An example of black paint with white gothic lettering is on Page 87 of the **Color Guide**, though the cars are of a different series. So the ATP of the 1950s and 1960s might be a bit of a stretch, as I’d noted back in 2005.

The 499895 was part of the Central’s Lot 727-F which was built in 1950. The ORER for July 1950 shows that there are plenty of road numbers from which to choose for more releases: the series 499800 to 500299 had 490 cars, and the previous two series which shared the same dimensional data span from 499300 to 499799 for another 500 choices. Speaking of those dimensions, they were: “inside length” 53 feet 6 inches, “inside width” 10 feet 4 inches, outside length 54 feet 3 inches, height to top of platform 3 feet 5 inches. The “extreme height” of 7 feet 3 inches probably means to the top of the brake wheel in this case! That brake wheel was end mount, not side mount, so there is a delta to the 045 body style.

This group of flat cars lasted into the Penn Central era, as there were a total of 134 cars in the series as of the April 1970 ORER. It’s noted in the **Color Guide** that some of these cars remained in service until 1991. I’m pretty certain that the paint scheme MTL chose did not.



**046 00 070, \$24.60**

**Road Number: 342615 (will be "PRR 342615" in website listings).**

**50 Foot Steel Gondola, Fishbelly Sides, Drop Ends, Pennsylvania Railroad.**

Red oxide (the PRR's "Freight Car Color") with white lettering including roadname and road number on left and circle keystone herald on right. Simulated wire spool load included. Approximate Time Period: 1940 (build date) into decade of the 1950s. Previous Releases: Road Number 342610, October 1975; Road Number 342617, December 1975; Road Number 342652, November 1991.

The G28 class of PRR gondolas was built in 1940. Rob's Pennsy Page ( [prp.railfan.net](http://prp.railfan.net) ) has a rundown of the series 342600 to 344499. That's 1900 cars in all, of which 1899 were still in service as of the October 1944 ORER and 1896 as of October 1953. In the next year, 1954, the "circle keystone" herald had been supplanted by the larger "shadow keystone" but that many cars wouldn't have been repainted that quickly. And there were 1891 cars in the group as of October 1958. So we'll give it to at least the end of the fifties. According to "Rob's Pennsy Page" some of these cars were covered and some were converted to pulpwood service and reclassified G28d. A small photo of PRR 344209 on Rob's page helps to confirm that the car has 14 panels and fishbelly sides, in line with the 046 body style. I can't tell for sure – the photo is too small – but it appears that there is an end mounted brake lever instead of a side mounted brake wheel.

The ORER for January 1943, the reprint of which is in the UMTRR Research Accumulation, has this series which was described as "Gondola, Steel, Drop Ends, Flat Bottom, Wood Floor" with these key dimensions: inside length 52 feet 6 inches, inside height 3 feet 9 inches, outside length 54 feet 8 inches, extreme height 7 feet 5 inches, and capacity 1870 cubic feet or 140,000 pounds. An end note adds that the entire load limit can be concentrated in the center of the car as long as it's supported by crossbearers. That's not an issue with the wire spool load MTL includes with this reprint.

**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 14.*



**025 44 800, \$28.50**

**Reporting Marks: SOU 529921.**

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

Brown with white lettering including Norfolk Southern "NS" speed lettering and reporting marks on left. Light weathering. Extensive graffiti including phrase "Trains are for Kings" (in all caps) across bottom of one side. Approximate Time Period: 2010 to present. Previous Releases: None.

Calling an ATP for a Weathered and Graffitied release is always something of an adventure. The image of the real SOU 529921, found on RRPictureArchives.net, was taken on March 7, 2011. Who's to say whether it was, ahem, decorated, the day before, or when it was repainted? I note that MTL's reproduction may not be exact, since MTL appears to have "blurred" an "advertisement" at the far end of the, ahem, artwork on the real car: "Proudly sponsored by [name of big box store edited]!" I don't think a precise 1:160 depiction of this car would find favor with the Legal Department of [name of big box store edited].

Anyway, the 529921 was part of the series SOU 529790 to 529964, of 130 cars in the January 2011 ORER. They were described as "Box, Air-Pak Bulkheads, Pallets, Max Load From End of Car to Bolster 77000 Pounds, 50K" with AAR Designation XP. The inside length was 50 feet 6 inches, inside height 11 feet, outside length 55 feet 5 inches, extreme height 15 feet 5 inches, door opening 10 feet, capacity 5277 cubic feet and Gross Rail Weight 220,000 pounds. The MTL 025 body style is of a 5077 cubic foot car, so the prototype is a little larger; the ends and possibly the roof are different as well.



**110 44 180, \$37.75**

**Reporting Marks: TAEX 2262.**

**54 Foot General Service Tank Car, The Andersons.**

Black with white lettering including reporting marks on left. Black and white Tank

Qualification Stencil on far right. Yellow conspicuity stripes at left and right. Extensive graffiti across one side of a skeleton figure as it might appear in a coffin. Previous Releases: None. Approximate Time Period: the present.

"The Andersons" is a pretty folksy name for a multi-billion dollar publicly traded corporation! The company began in 1947 with a single grain elevator and a truck terminal. Its rail group, which has a fleet of over twenty thousand cars, is one of six businesses into which it's divided: the other five are grain, ethanol, plant nutrient, turf and specialty, and retail. The company remains close to its roots with headquarters in Maumee, Ohio, just southwest of Toledo and near Lake Erie. Besides the AEX, BAEX and TAEX reporting marks in their main listing in the ORER, the company also has numerous other reporting marks in a separate listing for "The Andersons Rail Group." Among their first rolling stock was a panel side open hopper which had been given a roof and converted to a covered hopper—something I think MTL could pull off with the right bit of resin casting.

Tank car TAEX 2262 isn't in the ORER for January 2011 while cars close to that roadnumber are captured in recent images, so I think a ATP of "the present" makes sense, though the conspicuity stripes denote an ATP start of no earlier than 2005. The cars I saw online had patched reporting marks similar to that on the 2262 and some were noted as being second- or third-hand. None of them look like this one though! MTL tells me that the image of the real TAEX 2262, which I couldn't locate directly, was found—briefly-- on a social media page. I guess it is already that time of the year for a themed graffiti release of this type. And you've been cautioned... this one could be out the door before you can say "Happy Halloween!"

**N SCALE RUNNER PACKS:** In addition to the below announcement, Runner Pack #97 (993 00 097, \$89.95), four Railbox 50 Foot Exterior Post Boxcars with Combination Doors, is now available. UMTRR coverage was in the May 2014 issue. The individual catalog numbers and road numbers for these items are as follows: 026 51 010, 50006; 026 52 010, 50050; 026 53 010, 50073; 026 54 010, 50110. These are the second through fifth road numbers for this car.



*The following items are in pre-order at present and are NOT currently available. Scheduled delivery is March 2015. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close October 31.*



**Scheduled March 2015 Release:**

**993 00 102, \$89.95**

**Quantity four of 40 Foot Steel Boxcars, Single Youngstown Door, No Roofwalk, Short Ladders, Santa Fe (AT&SF).**

**Reporting Marks: ATSF 39504, 39522, 39525, 39536.**

Boxcar red with white door. White lettering including large circle cross roadname and reporting marks on left and large Cooper Black roadname on right. Black "XF Food Loading Only" on white panel. Black warning on yellow panel just left of ladder on right. Black and white

double panel consolidated stencils on right. Approximate Time Period: early 1970s through mid-1980s. Previous Releases: None, though Catalog Number 73010, Road Number 22640, released November 2001 is in the same paint scheme (different body style). Catalog Numbers for this release are expected to be 024 5x 380.

This pre-order announcement sent me back to Micro-Trains to confirm that this car is indeed on a different body style than its predecessor, making this a new release set. These cars also have road numbers corresponding to a different prototype series. Off to the bookshelf...

And from the shelf we pick the book **Santa Fe Freight In Color The Series Volume One**, also called "The Priest Book" after its lead author Stephen Priest, which shows on Pages 100 through 102 various incarnations of the ATSF's Bx-136 class. Micro-Trains wasn't wrong when they put the road number 22640 on one of these cars; it's from a series of this same class numbered 22594 to 22682. But it's noted that there were only twelve cars in that series. Not much from which to draw a Runner Pack.

However, there is the series ATSF 39500 to 39999 of five hundred cars which are also Class Bx-136. These, like the short series, were rebuilt from the Santa Fe's Bx-53 class in 1969.

There are no less than four different paint schemes illustrated, including the one that MTL selected with the large circle cross, large roadname, XF designation and white door. There is also a mix of full height and shortened side ladders across the four examples. What all four do have in common are two deltas to the 024 body style: an eight foot door (a.k.a. “door thing”) and a straight side sill. Both of these can be fixed, and in fact I did just for fun – see my page “Door Thing” on the UMTRR website. Also easy to add would be an ACI label, just to the left of the double panel consolidated stencils.

The paint scheme here isn’t the original – when the rebuild took place in 1969, the railroad was still using its “Ship and Travel Santa Fe – all the way” slogan (represented by MTL’s N Scale release 73040 from December 2002). The large roadname replaced the slogan in 1972 and the example photo for the scheme in the Priest Book, of ATSF 39903, has a service date of May 1974.

So it’s off to the ORER for July 1974. The series has been split into two groups: 39500 to 39799 with 289 cars, and 39800 to 39999 with 196 cars. But neither of these groups are AAR Designation XF. What? I’m looking right at a photo of a car with an XF designation in the Priest Book, with a service date that’s just prior to the ORER issue date! Ah, but this just illustrates that one must take Official Railway Equipment Register data with a grain of salt, or, I guess in this case, a pinch of flour. At any rate, the key dimensions are the same: inside length 40 feet 6 inches, inside height 10 feet 6 inches, outside length 44 feet 3 inches, extreme height 15 feet, door opening as noted 8 feet, and capacity 3971 cubic feet or 110,000 pounds. The second set is described as “Box, Specially Prepared (Flour).” Nearly ten years later in the April 1984, the folks at the ORER apparently still didn’t get the memo as there remain no XF-designated cars (or, to be fair, perhaps the Santa Fe never provided an update). It doesn’t much matter at that point as there are only eight cars remaining in the entire group. That’s where I stopped looking.

The Priest Book contains two other variations on the Bx-136 theme that have not yet been modeled by MTL. Both have brown instead of white doors. One has the “Ship and Travel” slogan and one has the large roadname with gothic reporting marks, probably the final scheme in which these cars were painted. In terms of online images, I never did find any in the paint scheme that MTL is doing on the Runner Pack, but there are several examples out there with the earlier “Ship and Travel” lettering.





*Scheduled March 2015 Release:*

993 00 807, \$154.95

Quantity eight of 33 Foot Steel Two Bay Open Hoppers, Rib Sides, Flat Ends, Pennsylvania Railroad. Road Numbers: 220305, 220321, 220376, 220390, 220418, 220422, 220443, 220454 (will be preceded with "PRR" in website listings).

Red oxide (the PRR's "Freight Car Color") including trucks and couplers. White lettering including roadname and road number on left and circle keystone herald on right. Simulated coal load included. Approximate Time Period: early 1940's (1942 build date) into the 1950s. Previous Releases (as Catalog Number 56060): A five pack with road numbers 220156, 220301, 220538, 220573, 220819; September 1979; then Road Number 220455, January 1996 and Road Number 220306, February 1999. Expected individual catalog

numbers for these cars is 056 5x 060. These will be the eighth through fifteenth road numbers for this car.

My February 1999 commentary on this release needs a serious update. Well, I suppose I should have improved from then to now. Let's start with a bit of history: the first five-pack had the car marked as the PRR's class H31, but the January 1996 reprint was marked GLA. Then it was back to H31 for the 1999 reprint. Back in 1999, long time UMTRR Gang Member Dennis Rockwell let us know that a discussion on the "PRR-Talk" mailing list indicated that the H31 class was the better match for the MTL 056 body style.

The January 1964 ORER that I checked back in 1999 is pretty much irrelevant; I doubt that any of the 524 remaining hoppers in the series would have remained in the circle keystone paint scheme. Let's try the January 1943 Register instead: the series 220301 to 220841 was described as "Hopper, Self Clearing, Steel" with inside length 31 feet 1 inch, outside length 32 feet 9 inches, extreme height 10 feet 4 inches, and capacity 1859 cubic feet or 110,000 pounds. All 541 possible cars were in place at the time. Don't confuse these cars with the next series of hoppers, 220842 to 221341, which were of "War Emergency" composite construction and PRR class H31a. (And MTL's 057 body style.)

"Rob's Pennsy Page" ( [prp.railfan.net](http://prp.railfan.net) ) takes the ORER counts from there: 533 in October 1953, 529 in October 1958, and 525 in October 1963. There were 272 in April 1968, but I don't think they would have been in the Circle Keystone. Rob has a builder's photo of PRR 220383 circa 1955 with a shadow keystone, large roadname and plain road number. In-print photos of the class which Rob cites are mostly in the book **PRR Steel Open Hoppers**, which isn't in the UMTRR Research Accumulation.

## N SCALE SPECIAL EDITION RELEASES:



045 00 506, \$24.95

**Reporting Marks: USAAC 667442.**

**50 Foot Fishbelly Side Flat Car with 40 Foot Container, "Bungay Buckaroo."**

Release #6 in the N Scale World War II Nose Art Series. Flat car is olive green with white lettering including reporting marks on left and "U.S. Army Air Corps" in center. Container is gray with multicolor artwork including nose art depiction on left.

The below is reprinted from the December 2013 coverage of the Z Scale release of this item.

The name "Bungay Buckaroo" has a few meanings in war history. The most direct link to the MTL release is, of course, the aircraft, a four-engine twin-tail Consolidated B-24 "Liberator" bomber. More of these were built during for World War II than any other design and a total of 18,493 were delivered. According to PlanesOfThePast.com , just eight survive in the United States, six of which are static display only. The "Bungay Buckaroo" is one of them, is on display indoors at the Pima Air & Space Museum in Tucson, Arizona. Two of the Liberators, the "Witchcraft" and the "Diamond Lil" are still airworthy.

The Royal Air Force flew many of these planes, and that leads to the second reference to the name: the website of the Norfolk and Suffolk (England) Aviation Museum describes the 446<sup>th</sup> Bombardment Group Museum. "[It] is housed in a World War Two Nissen hut, erected to house the displays of uniforms, medals and badges worn and donated by members of the 446th B.G. who served at Flixton. Other artifacts on display include photographic displays of aircraft, both in the air and on the ground around the base, engines, a B24 rear gun turret, wheel and oleo, 50 calibre machine guns and items found on the base in the 90s." This Group was also known as—you guessed it—the "Bungay Buckeroos."

I can't quite follow the story across websites but it appears that a plane later renamed "Bungay Buckaroo" was the leader of the 446<sup>th</sup> as it led the 8<sup>th</sup> Air Force on the first mission of D-Day, June 6, 1944. I'm not completely sure that this is the same plane that at the museum in Pima. The plane now at Pima was part of the Royal Air Force and then was part of the Indian Air Force until it was donated by the Government of India to the museum.



101 00 801, \$23.95

**Modified 40 Foot Hy-Cube Boxcar, "Santa Car."  
Car #1 in the Postcard Series.**

Ends, roof, side sill and edges of sides are green. End ladders are red. Side A has a multicolor rendition of a picture postcard with off-yellow and green graphics at left and right. Side B has a "Postcard Message" from Micro-Trains. No reporting marks or road number appear on this car. Pre-order coverage was in the June 2014 UMTRR.

In addition to the above, the “Zombie Halloween Train Set” (993 21 230, \$229.95) is scheduled to be released mid-month and should be at dealers as you read this. Coverage of this item was in the May 2014 UMTRR. At that time only the preliminary artwork was available, but the images of the actual items are available now, so here they are:



985 50 099; SW 1500 Diesel Locomotive, Road Number 131.

037 51 019, 037 52 029 and 037 53 039; Modified 50 Foot Boxcars without Roofwalk (Double Door cars without the doors). Reporting Marks TSRX 3915, 3923 and 3974.



130 54 029; Bay Window Caboose, No Battery Box. Road Number 1369.

*In addition to the above, the following item is in pre-order at present and is NOT currently available. Delivery is scheduled for February 2015. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close October 31.*



**Scheduled February 2015 Release:**

**993 21 250, \$229.95**

**“Alice in Wonderland” Train Set.**

Will consist of an SW1500 diesel locomotive, three Modified Hy-Cube boxcars and a bay window caboose.



All are decorated with characters and/or scenes from the Lewis Carroll story “Alice in Wonderland.” Note: Illustrations are artist renditions and actual product may vary. Catalog numbers of individual items are expected to be as follows: SW1500 diesel, 986 50 029; three boxcars,

101 51 029, 101 52 039 and 101 53 049; caboose, 130 54 039. There will be no reporting marks or road numbers on any of these items.

I suppose some readers, and some N Scale purists on the usual suspect venues, might be crying, “Off with their heads!” with respect to this whimsical release, but as with other Special Editions, it’s all in good fun; and as others are quick to note, it helps to bring other MTL products to market, not the least of which is the SW1500 diesel switcher. If the finished product is anything like the preliminary artwork, this should be a pretty eye-catching set.

The website of The Lewis Carroll Society (at [lewiscarrollsociety.org.uk](http://lewiscarrollsociety.org.uk) ) provides a fair amount of history on this mathematician, lecturer, and early photographer whose real name was Charles Lutwidge Dodgson. Dodgson (27 January 1832 to 14 January 1898) wrote extensively under the Lewis Carroll pseudonym, not just the **Alice in Wonderland** books, but poetry, pamphlets, short story collections, a teaching guide to logic, and even a play defending the Euclidian method of teaching geometry. Nine of his diaries were published from 1993 to 2005.

The Lewis Carroll Society’s page describes how the beloved adventures came to be: “On 4 July 1862 Charles Dodgson (Lewis Carroll), accompanied by the three eldest daughters of the Dean of Christ Church, Lorina, Alice and Edith, and The Rev. Robinson Duckworth of Trinity College, took a boat trip ‘up the river to Godstow’.

“During the trip, the first outlines of the story of Alice’s Adventures under Ground were narrated. On return to Christ Church, Alice urged Dodgson to write out the story for her. That evening and on a train journey the next day, he set out the main headings. He started a manuscript text on 13 November 1862, completing it on 10 February 1863.” There has been speculation almost since **Alice’s Adventures in Wonderland** and its sequel, **Through the Looking Glass and what Alice found there**, were initially published as to whether there were hidden meanings intended by the author. Literary opinions of course differ, but it could also be true that it was just a tale intended to entertain children, as noted on “Lenny’s Alice in Wonderland” site ( [www.alice-in-wonderland.net](http://www.alice-in-wonderland.net) ) that contains a number of references to which we, well past the Victorian era, simply don’t understand without explanation. For example, what does the “10/6” on the Mad Hatter’s hat mean? That would be its price: 10 shillings and sixpence, in English money.

Although I doubt it that was intended, The Mad Hatter on the second boxcar certainly bears more than a passing resemblance to Tom Petty as he appeared in the video for his song “Don’t Come Around Here No More” which as you might recall had an Alice in Wonderland theme. (A pretty dark one, at that.) Alice has been an inspiration for any number of artists, including Stevie Nicks on at least two occasions: her song “Alice” (from her album **The Other Side of the Mirror**- perhaps itself a reference!) and the music video for the Deep Dish reboot of her iconic song “Dreams,” which does a riff on the tea party scene—completely in reverse, as is the rest of the clip. (Yes, I’m a Stevie Nicks fan.) And let’s not forget the Jefferson Airplane and their 1967 Top Ten Hit “White Rabbit,” written by Grace Slick, who publicly acknowledges the influence of Carroll’s **Alice in Wonderland** works on her various artistic pursuits. If you’d like to see any other references—how about, say a few hundred?—check Markus Lång’s extensive listing at [www.mlang.name/lewis/carroll-music.html](http://www.mlang.name/lewis/carroll-music.html) .



**NARROW GAUGE RELEASES (Nn3, HOn3):** No releases this month.

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



**527 00 131 and 527 00 132, \$26.50 each**

**Reporting Marks: GN 160331 and 160360.**

**60 Foot Bulkhead Flat Cars, Great Northern.**

Blue with white lettering including roadname and road number on left. Simulated pipe load included. Approximate Time Period: 1968 (build date given by MTL) to mid-1980s. Only the 131 release shown in MTL image.

The **Great Northern Color Guide to Freight and Passenger Equipment**, Page 64, has a photo of GN 160331 which is one of the two cars modeled by Micro-Trains for this release. The caption accompanying the circa 1968 photo confirms the 1968 build date and the builder, Thrall. Author David Hickcox said that these “could carry 95 tons of lumber or aluminum ingots, the highest capacity of any GN bulkhead flat.” He also noted that the last six cars in the series, 160369 to 160374, were specially equipped for aluminum ingots and were in assigned service. The photo in the **Color Guide** was taken in a bit of a shadow so I can't be precise on the prototype to model comparison. I can see a difference in the number and spacing of the tie downs, and they might not actually be pockets like the MTL model has but more like solid beams. There are some quibbles with the bulkheads as well.

Adding the ORER for October 1969 provides some additional information from the N Scale release of this car in September 2009. The Great Northern listing has two subsets numbered 160300 to 160324 and 160325 to 160374. The latter group has an end note calling out lumber tie-downs. But the Burlington Northern listing in the April 1970 ORER has all 100 possible cars in the series 160300 to 160399. The AAR Designation FMS and a description of just “Flat, Bulkhead.” The inside length was 56 feet 8 inches, inside height 10 feet 6 inches, outside length 64 feet 5 inches, and extreme height 14 feet 3 inches. Those dimensions would be “roughly right” with respect to the MTL body style but not exact.

By the April 1976 ORER, the series has been split into subsets based on lading. Numbers 160325 to 160368 were “Flat, Cast Steel, Tie-Downs, 25K (Lumber)” with 190,000 pounds capacity and there were 28 of those. The other five were the specially equipped cars for aluminum ingots mentioned in the **Color Guide**.

I would expect since these cars were almost new at the time of the BN merger they would have been absorbed into the BN roster eventually. **The Burlington Northern Color Guide to Freight and Passenger Equipment** notes that at least some of these cars went to the BN series 629306 to 629354. In April 1976, then, there were only 33 cars listed. But in the April 1981 ORER, the total quantity of cars numbered 160300 to 160399, across five subsets, is down only two cars to 31. Just nine remain in the January 1985 book and they're all gone by October 1986.





530 00 404, \$23.95

**Reporting Marks: UOCX 10390.**

**39 Foot Single Dome Tank Car, Union Oil Company of California.**

Black with white lettering including reporting marks on left and company name across car.

Arch bar trucks installed on this car.

Approximate Time Period: 1924 (build date) through the 1930s. Release #4 of an expected twelve in the Tank Car Series.

There's a story to tell about the Union Oil Company of California that takes place long after the ATP of this car has ended. While it's true that Unocal is "a defunct company" (the second sentence of MTL's car copy is from Wikipedia), its famous "Union 76" trademark isn't. And that's at least partially because of a public protest: "Save the 76 Ball."

First, a bit of history: Union Oil Company of California was the product of an 1890 three-way merger of companies based in Southern California and was an alternative distribution channel to the massive Standard Oil Company. Skipping over a number of decades, in 1985 T. Boone Pickens attempted to buy it through his Mesa Petroleum; the result was a Delaware Supreme Court decision validating what is now known as the "Unocal test" of a takeover defense, namely, that the board can try to prevent a takeover where it can be shown as a threat to corporate policy and adopts a reasonable defense. Unocal stayed independent until 2005 when it merged with Chevron after the United States Government intervened to keep a Chinese company from buying it. Union had, in 1997, already sold off its Union 76 holdings to Tosco Corporation.

And that's where the "76 Ball" comes back. In 1962, this famous icon, which often spun at the top of a post, was introduced as the symbol of the Union 76 gasoline stations. (The "76" referred to 1776, the year of American Independence and the octane rating of the gasoline in 1932.) When ConocoPhillips took over Tosco, it sought to consolidate its trademarks under a central color scheme... and customers of Union 76 protested. ConocoPhillips relented and in 2007 announced that they'd keep selected "76" signs as is. Interestingly, the official owner of the 76 trademark is also the owner of the Phillips 66 brand.

I'm a little surprised that once again MTL hasn't duplicated a car already done in the N Scale Tank Car Series, but the go-to place for an image of the prototype, fortunately for this reviewer, remains the same: the book **American Car & Foundry Company 1899-1999**. On Page 67 is a bingo on UOCX 10390, which was part of a thirty car order built in 1924. The prototype was a 10,099 gallon capacity tank car with an underframe style older than that of the MTL 530 body style. There are some other differences as well, but at 1:220 Scale it's not all that bad of an approximation.

The ORER for April 1928 shows 636 cars with UOCX reporting marks including the group 10001 to 10474 which includes the thirty cars in the 1924 order. As of February 1931 this group had been extended to 10544 and was up another road number in the ORER for January

1943. Sometime between the July 1950 and the April 1952 ORERs, General American Transportation took over management of the Unocal fleet, though the UOCX reporting marks remained. I doubt that the paint scheme that MTL used stayed that long. Another way of looking at the end of the ATP is that arch bar trucks, which MTL installed on their model, were banned from interchange service in 1938.



**535 00 380, \$31.95**

**Reporting Marks: NP 1140.**

**30 Foot Steel Center Cupola Caboose, Northern Pacific.**

Brown with black underframe and trucks. Yellow end hardware and side grab irons. With white lettering including reporting marks on left and "Main Street of the Northwest" on center and right. Black, red and white monad herald in center. Approximate Time Period: 1962 to early 1970s, but see text.

The "see text" part might already be obvious to NP followers: the prototype cars were built by International Car Company in 1962 and were of their "standard vision" type—think an extended vision caboose but with a standard width cupola. (Atlas does this car in N and HO Scales.) This is not really anything like the MTL 535 body style, which is based on a Northeastern caboose, but it's what Micro-Trains has available to go with the NP F7s (see below), so there you go.

The representative photo of this caboose series in the **Northern Pacific Color Guide to Freight and Passenger Equipment**, Page 127, is of a car already renumbered to 10101 in anticipation of the Burlington Northern merger. The series 1100 to 1149 would become 10100 to 10149 though not all at the same time. The renumbering began in 1968 and continued through and past the actual merger date of March 1, 1970. The lettering remained the same including the "Main Street of the Northwest" slogan and the four foot diameter monad herald; just the reporting marks were changed with a quick patch. Going online, there's a photo on Fallen Flags of NP 1127 on a display track with what's probably a more modern repaint with a monad that's a bit different than the official version—but you can get the idea of what the real ones looked like when they rode the rails for the NP.



**980 01 351 and 980 01 352, \$134.95 each**

**980 02 351 and 980 02 352, \$109.95 each**

**Road Numbers: 6507A and 6513C (A units) and 6511B and 6513B (B units).**

**F7 Powered A and B Units, Northern Pacific.**

Each unit is two-tone green (dark green top, lighter green bottom) with white stripe across center of side. A units: White lettering including "Main Street of the Northwest" across side, "Radio Equipped" at cab and road number at rear. White, black and red monad

herald on nose. B units: Large roadname across top of side and road number at front of side. Approximate Time Period: 1952 through the 1960s. MTL has noted that these will be available mid-month so they should be at dealers by the time you read this.

That was a pretty good guess last month, if I say so myself, about there being companion diesels to the Northern Pacific “North Coast Limited” passenger cars that were pre-order announced in September. The surprise is that the diesels will be available this month, ahead of the passenger cars. I would have expected a pre-order announcement, but instead we have a “they’re here!” announcement.

And that sends us over to “The Diesel Shop” website ( [thedieselshop.us](http://thedieselshop.us) ) for a look at the NP’s diesel roster. It turns out that the 6507A was actually an F3A built in 1949. I’m not too concerned about this, since changes to the F-series of diesels over time made late productions of earlier models, for example the F3s, look very much like the early productions of their successors, for example the F7s. The 6507A’s sister units were the 6507C and the 6508A and C. Meanwhile the 6513C was a true F7A, built along with 6513A and B in 1950. At least two of these three went to Amtrak. If the Diesel Shop’s roster is correct, then the 6513B was an A unit, not a B unit. However, from RRPictureArchives.net we note that 6513B was absolutely a B unit. And thus another lesson on trying to find multiple data sources!

And we also know that 6511B was definitely a B-unit, built in 1949 as an F7 along with 6510B and 6512B, at least two of which got into the Burlington Northern’s roster. And see what I mean about the mingling of F3s and F7s? Just to make things more complicated, there’s a reference to an “F5” diesel – but that’s a railfan-only distinction made for the F3s built in 1948 and 1949. EMD didn’t actually refer to “phases” of its own units – they were the model they were in their catalog, with no additional clarification.

I have a couple of photo references from Railpictures.net. The 6513C in full “Main Street of the Northwest” regalia was found in September, 1965, trailed by an unidentified B unit and another A unit, and very possibly pulling the actual North Coast Limited, based on the three dome cars I see in the consist of the passenger train behind the diesels. The location was Livingston, Montana. There’s NP 6511C, waiting at Seattle, Washington in August, 1969, this time coupled to two B-units. As usual, some details differ, including a Mars light in the door of the nose of the unit. Both shots are from ground level so I can’t see the roof of either of these diesels. I do note that the Northern Pacific roadname on the B units is directly on the grille at the top of the side, basically where it’s shown in the MTL artwork. The prototype units had metal lettering attached directly to the grilles – paint will have to do in Z Scale. A third photo shows unit 9814 in March 1971, shorn of its NP monad and slogan, pulling a train of mixed passenger equipment – the train “The Mainstreeter” according to the image caption-- in a mix of Great Northern Big Sky Blue, NP two-tone green, and Great Northern Empire Builder colors. I think the ATP through the decade of the 1960s is alright here.

**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 15.*



**531 44 010, \$74.95 - Reporting Marks: ATSF with obscured road numbers, see text.**

**Santa Fe Weathered Three-Pack of PS-2 Two Bay Covered Hoppers, Santa Fe (AT&SF).**

Mineral red (including trucks) with white lettering including reporting marks on left (except where they are “knocked out”). Black and white “circle cross” herald inside black square above reporting marks on left. Moderate weathering, patch panels on at least two cars, and graffiti on two cars. Approximate Time Period: 1955 (build date) to mid-1990s. Previous Releases (Unweathered): Road Numbers 82141 and 82297, July 2006; then Runner Pack #61 with Road Numbers 82092, 82113, 82165 and 82217, January 2014. Note: It’s possible but not confirmed that all of the Runner Pack road numbers were used for this Weathered Release.

Yes, I think that the four cars in Runner Pack #61 were used for this release, but it’s hard to tell, since the road numbers have been partially or completely “knocked out.” It’s been pointed out before in these bytes that rarely, if ever, would a car without a road number be allowed in service. So I’d recommend attending to that right away. Just about any small number decals would work here, although of course Railroad Roman would be the best match. Z Scale decals are scarce, but some N Scale choices should work just fine.

The series to be used, a set of the Santa Fe’s GA-105 class two bay covered hopper, is from 82000 to 82499. All 500 possible cars were on the roster as of the January 1959 ORER, with the basic description of “Covered Hopper” and the AAR Designation LO. Have a look at the January 2014 ORER for the complete writeup, but suffice to say that the car count dropped significantly in the 1980 and just a few made it into the 1990s. Starting in 1959, some covered hoppers were painted gray, but at least one, the 82295, survived to 1984 in the original mineral red paint, as seen on the Fallen Flags site.

**Z SCALE RUNNER PACKS:** In addition to the below announcements, Runner Pack #70 (994 00 070, \$99.95), four Santa Fe 50 Foot Steel Boxcars with Single Youngstown Doors, is now available. UMTRR coverage was in the May 2014 issue. The individual catalog numbers and road numbers for these items are as follows: 505 51 120, 9004; 505 52 120, 9016; 505 53 120, 9038; 505 54 120, 9040. These are the first through fourth road numbers for this car, which hasn’t been previously released in Z Scale.





*The following items are in pre-order at present and is NOT currently available. Scheduled delivery is March 2015. 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 2015 Release:***

**994 00 075, \$99.95**

**Quantity four of 40 Foot Steel Boxcars, Single Youngstown Door, No Roofwalk, Short Ladders, Santa Fe (AT&SF).**

**Reporting Marks: ATSF 39504, 39522, 39525, 39536.**

Boxcar red with white door. White lettering including large circle cross roadname and reporting marks on left and large Cooper Black roadname on right. Black "XF Food Loading Only" on white panel. Black warning on yellow panel just left of ladder on right. Black and white double panel consolidated stencils on

right. Approximate Time Period: early 1970s through mid-1980s. Previous Releases: None. Catalog Numbers for this release are expected to be 503 5x 120.

Please refer to the commentary on the N Scale Runner Pack pre-order announcement above.



***Scheduled March 2015 Release:***

**994 00 807, \$199.95**

**Quantity eight of 40 Foot Steel Boxcars, Single Superior Door, No Roofwalk, Short Ladders, CP Rail.**

**Reporting Marks: CP 55881, 55892, 55933, 55937, 55945, 55948, 55950.**

Action red with black dimensional data, black and white Multimark on left and white CP Rail roadname and reporting marks on right. Black dimensional data. Black and white consolidated stencils to right of door. Yellow on black U-1 "dot" stencil below roadname. Note that car is decorated the same way on both sides. Approximate Time Period: early 1970s (or strictly speaking, after 1978) to about 1990. Previous Releases (as Catalog 503 00 02x): Road Numbers 55939 and 55947, April 2008. Catalog

Numbers for this release are expected to be 503 5x 020.

First, let's note that I confirmed with MTL that the cars are identical on both sides; that is, no "Fun With Multimarks" here. That aligns with the initial paired release of this car back in 2008. Even so, that's an awful lot of painting and printing to be done on these cars, including the U-1 "yellow dot" that defines the "Strictly Speaking" ATP beginning to March 1978 or later, even though the Action Red of the CP Rail was introduced in 1968. You can



remove that and go back to as far as the CP Rail introduction if you'd like, but drop the consolidated stencils also. I arbitrarily chose the early 1970s as the ATP start, giving CP Rail some time to rework and repaint these cars.

According to Ian Cranstone's Canadian Freight Cars website ( [www.nakina.net](http://www.nakina.net) ), the group numbered 55525 to 56024 was built between December 1957 and January 1958 by Canadian Car and Foundry, with a 40 foot 6 inch interior length, 10 foot 6 inch interior height and 8 foot door opening (a "door thing," as the MTL model has a six foot door). I'll assume that the CPR "stepped lettering" in white on boxcar red was the "as delivered" decoration and that the cars had their roofwalks and full ladders then as well. But the softcover Canadian Railcar Pictorial Volume One shows a stepped roadname car in the series without a roofwalk and with cut down ladders, and CP 55248 in Action Red with no roofwalk and full height ladders, so we can't assume consistency between paint scheme and appearance of the body. Speaking of which, there are differences between the prototype and the MTL 503 body style, including riveted sides on the real thing... but in 1:220 those will be awfully hard to "count." The photo of the 55248 also illustrates that black dimensional data on a red body, after applying weathering, is quite hard to read! An extreme example of this can be seen online at the Canadian Freight Car Gallery: CP 55378, retired but found at a museum just two months ago in August 2014. The Multimark and the data are just about rusted away. There's going to be some heavy-duty sanding and filling needed to get this car back into presentable condition!

And one more thing: the photo is from 1988, toward the end of the service period for the cars, and yet the ladders remain full height. That could be because the brake wheel is also at the top of the end.

The ORER accounts for these cars differently than the individual build series Ian Cranstone utilizes, so in the January 1985 ORER we have 2284 cars in the series 52900 to 56024, AAR Class XM, description "Box, Steel, 25K." Inside length was 40 feet 6 inches, outside length 44 feet 4 inches, inside height 10 feet 6 inches, extreme height 15 feet 1 inch, door opening 8 feet and capacity is 3900 cubic feet or 110,000 pounds. This series dropped off pretty quickly, all the way down to 50 cars by October 1991's Equipment Register.

**Z SCALE SPECIAL EDITION RELEASES:** The "Toy Trunk Line Set" (994 21 050, \$199.95) which was originally scheduled for October is now available as of mid-month and should be at dealers as you read this. Coverage of this set was in the April 2014 UMTRR. At that time only the preliminary artwork was available, but the images of the actual items are available now, so here they are:



**980 50 712;** F7A Powered Locomotive, Road Number 2014.



**525 51 029;** 40 Foot Flat Car with Teddy Bear and Package.

**525 52 029;** 40 Foot Flat Car with Mouse pull toy (at right).



**525 53 029;** 40 Foot Flat Car with Wind-up Tank Toy.



**518 54 009;** 40 Foot Wood Refrigerator Car, "Toy Box



Caboose."

**MTL ANNOUNCEMENTS:** This month's N Scale kit is officially titled "Military Headquarters" (499 90 970, \$29.95) but it can serve any number of other uses. There are N Scale bicycles included with this kit, a nice bit of detail. The N Scale load is an "MOW Wreck" package of two (499 43 914, \$9.95). Also in N Scale is a package of ten foot wide Superior doors (12 pack, 499 20 917, \$8.15).

In Z Scale, there's a set of six paper and six wood simulated Grain Doors ready for placement in forty foot boxcars (799 43 940, \$9.95, boxcars not included!). Finally, the Great Northern F7 from last month is the feature of a new Z Scale Train Set. This time there is a choice of with a loop of Micro-Track (994 03 880, \$239.95) or without the track (994 03 881, \$214.95).

**DISCONTINUED ALERT:** It's a pretty quiet month for the Bye-Bye Board in Z Scale, with just two items outta here: The weathered Canadian National wood refrigerator car (518 44 070, June 2013) and the Chicago & North Western covered hopper (531 00 210, October 2013).

It's a fair bit busier in N Scale, though, leading off with both numbers of last month's Southern Pacific 50 foot boxcar (034 00 29x) having left the building. Going back to catalog number order, the Weathered Great Northern sky blue boxcar is gone (021 44 570, August) as is the Montana Rail Link x-post boxcar with the latest paint scheme (025 00 790, July). The first number of the Western Pacific stock car has "moooooved" on (sorry) (035 00 211, June). Notice that we have consecutive months in reverse so far? Well, that ends: The reprint Illinois Central Gulf two-bay hopper has rolled away (055 00 140, October 2012). The Senate Brewery refrigerator car has adjourned (058 00 546, February) and the Canadian National Weathered combination door boxcar that was singly released (076 44 110, July) as opposed to the one that was in the BNSF train set is gone. The Canadian Pacific x (142 00 080, September 2012) and y (144 00 080, November 2011) have both left the station. Finally, the Weathered Golden West boxcar four-pack is history (993 05 280, August).

And that last item on the list reminds me to check up on the Runner Packs and such, via the MTL online ordering pages. It's easier to tell you what can still be had from MTL: In N Scale, there are Runner Packs #83 (Northern Pacific wood refrigerator cars), #86 (British Columbia

boxcars), #88 and #89 (Green and blue unlettered 65 foot log cars), #90 (Federal 65 foot log cars), #91 (Trailer Train 89 foot flat cars) and #93 (Pennsylvania x-post boxcars); plus eight packs of Pacific Fruit Express mechanical refrigerator cars, C&O hoppers and Union Pacific flat cars. And finally there are the SP Weathered boxcar four pack and the Providence & Worcester Weathered hopper four pack. There are more choices left in Z Scale: #19, 41, 42, 44, 45, 50, 52, 54, 55, 61, 63, 64, 65, 67, and 69, plus the eight packs of Railbox x-post boxcars and Union Pacific covered hoppers and the Golden West Weathered boxcar four pack. The translation of the Runner Pack numbers in 1:220 will be left to the reader – or hop over to the MTL website. Speaking of websites, I should have the Runner Pack listings updated on my pages soon after I “publish” this.

**INCREMENTAL INFORMATION DEPARTMENT:** “None received or found since last issue,” I wrote in the previous column, and then what would I see that very evening of “publication” of the September UMTRR but three cars done by Micro-Trains as part of the consist of an eastbound general freight train not far from UMTRR HQ. There were both the “golden beaver” and the “CP Rail” version of the Center Flows with SOO reporting marks, and a very beat up and hardly readable Maine Central x-post boxcar. It’s always fun for me to see a 1:1 scale car go by, and note that it’s available in 1:160.

Meanwhile, Doug Andreasen, in an e-mail titled “Zombies Are Coming,” provided a link to a blog by “The Grifters.” On that blog (maybe Not Suitable For Work) there are photos of a freight car of some sort with “Graffiti is Dead / But the Zombies R Comin’” graffiti remarkably similar to that on last month’s Canadian National / CNA boxcars in N and Z Scales. This graffiti goes all the way down to the trucks, or perhaps I should say bogies, since I’m not at all sure that the car in question resides in North America. Check out [thegrifters.org/blogs/blog/14001453-zombies-are-coming](http://thegrifters.org/blogs/blog/14001453-zombies-are-coming) .

**OOPS PATROL:** Cut and Paste Follies once again: I guess I’m improving since I fat-fingered only two catalog numbers last time. The catalog number of last month’s N Scale TTX/BNSF autorack is **111** 00 160, not **100** 00 160. The N Scale “Toy Trunk Line” Train Set is 993 21 **220**, not 993 21 230.

**SALE TIME (SHAMELESS PLUG DEPARTMENT):** If you hurry, and I do mean hurry, over to eBay and look up my handle, which is of course “umtrr-author” you’ll find three Kadee and Micro-Trains items that I have up for bids until just about 9PM Eastern Time on Sunday, October 20th. This isn’t the “usual” stuff, although I suspect I’ll have listings of some of that too in the coming months. Out there are a pair of the “Exploding Boxcars” which supplement the 6464 series (and no, they don’t really explode), the first three-pack of 57 foot TOFC flat cars with trailers, and a copy of the rather elusive Runner Pack #30, which is the four Amtrak Ortner Hoppers. Feel free to help supplement that lucrative subscription revenue I receive for this column every month...

**FINALLY, REMEMBERING THE D IN KADEE:** You've probably learned by now of the passing of Dale Edwards, the "D" in Kadee, on September 19. Dale and his twin brother Keith were both born on February 10, 1921 and the two were clearly among the pioneers in the model railroading field. It was back in the 1950s when they developed the realistic Kadee Magne-Matic coupler, and the rest, as they say, is history. After the brothers agreed to split the company into the "new" Kadee and Micro-Trains, Dale kept on innovating, including the design and production of state of the art HO Scale freight cars.

Lawrence Dale Edwards was 93 years old and was pre-deceased by both his wife Grace (married for 60 years) and his twin brother Clarence Keith, the proprietor of Micro-Trains Line, Incorporated. A celebration of Dale's life was scheduled at the Medford, Oregon Railroad Park on October 17, 2014, open to the public. It was remarked that Dale was probably the last of those who worked hard to make model railroading what it is today. We all stand on the shoulders of giants like the Edwards twins. Our condolences go out to the Kadee and Micro-Trains families.

Until next time, do the best you can.

Cheers,  
George

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