



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #218 – February, 2015

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Hello again everyone! Let's get right into the news and views for the month...

N SCALE NEW RELEASES:



065 00 860, \$29.20

Reporting Marks: UTLX 69736.

30 Foot Single Dome Tank Car, Hercules Powder Company.

Black with yellow lettering including "Union Tank Car Co." and reporting marks on left and company name on right. Color figure of Hercules

(company trademark) in yellow panel left of center. Approximate Time Period: 1956 (build date) to early 1960s at least.

When the Hercules Powder Company refrigerator car was released last September, UMTRR Gang Member Jeff Maurer checked in with a short history of the company and the fact that powder manufacturing was a pretty dangerous business, based on the accounting of the number of Hercules plants which exploded (!). I came across a thread on Railroad Line Forums which briefly mentioned one of the other plants, served by the Raritan River Railroad, a New Jersey shortline jointly owned by the Central Railroad of New Jersey and the Pennsylvania Railroad. (The Raritan River was absorbed into Conrail in 1980 and some of it remains in operation.) "I derailed several of these [Hercules] tank cars," one participant admitted. It probably wasn't this exact car since there were a number of different groups of tank cars in service over time for the company.

That exact one in which we're interested appears in a somewhat blurry photo on Page 18 of the **Tank Car Color Guide Volume One** from Morning Sun. MTL uses some of the caption accompanying the image for its car copy. I'll clarify one point: the car itself was constructed by Union Tank Car Company with only the insulated tank supplied by the Graver Tank and Manufacturing Company. On the other hand, it appears from a web citation that a Graver plant in East Chicago, Indiana became part of Union Tank Car so perhaps this is less clear than I thought! Anyway, the car is at least a "look and feel" match to MTL's 065 body style, though the shapes of the dome and ends do differ from prototype to model.

It's noted in the **Color Guide** that the car was one of 150 built in 1956 for the UTLX series 68100 to 69999. For the record, the **Official Railway Equipment Register** (ORER) for January 1958 shows that group with 1810 cars, all but nine of which are AAR Designation TMI (simplifying, that's an insulated welded car built to any of a number of specifications,

not “Too Much Information”) with 100,000 pounds capacity. Between that and the generally unknown details of leasing arrangements, I think that the chances of making a decent call on the Approximate Time Period are approximately nil. The photo in the Color Guide is from April 1963 though and so we can use that with an “at least” for the end of the ATP. It’s probably safe to call the given 1956 build date as the start of the ATP. Pending Incremental Information or additional photos, it will be hard to get any better than that, although this also means that it would be hard to question the use of the car on layouts set through, let’s say, the 1970s.

By the way, I think it’s fair to say that the actual production of this car is not be equipped with the tilted brake wheel shown in the official Micro-Trains image! Perhaps they were just trying to ensure that we were paying attention...



109 00 130, \$27.90

Reporting Marks: CR 766074.

Heavyweight Depressed Center Flat Car, Conrail.

Brown with mostly white lettering including reporting marks left of center and small roadname left and right. Black and white consolidated stencils right of center. “Equipment load” included. Approximate Time Period: no earlier than 1977 to early 1990s.

Micro-Trains’ car copy hints that this car might be in a successor paint scheme to that on their two previous releases of this body style in Erie Railroad paint, namely, Catalog Number 109050 / 109 00 050 from July 2002 and May 2012. But... maybe not. Those cars were based on prototypes built back in May 1929, while MTL states that the prototype for this car was built 29 years later, in 1958.

And the **Conrail Color Guide to Freight and Passenger Equipment** bears this out. Conrail 766074 was originally Erie 7289, built by the Erie in Meadville, Pennsylvania. I don’t know how unusual the use of “nickel steel” was but the one piece casting for the flat car was an oft-utilized means of construction of these types of cars. The photo is from November 1985 and shows, among other things, a pretty beaten up wood floor. The appearance of the real car versus the 109 body style is pretty good, including the tiedown anchors either side of the depressed section—something you might strongly consider using to make the included “equipment load” more realistic.

What I believe to be the service date of January 1977 in the “fine print” of the real car helps with ORER lookups. After not being in the October 1976 Register, not surprising since that was published just seven months after the formation of Conrail, the 766074 appears in the January 1978 ORER. There are two “inside lengths” given: 57 feet 9 inches for the overall car and 18 feet for the depressed platform. The “outside length” was listed at 61 feet and the width at 9 feet. Capacity was 280,000 pounds. The car left Conrail’s roster sometime between the July 1992 and April 1995 ORERs.



120 00 051 and 120 00 052, \$23.75 each

Reporting Marks: CP 246805 and 246830.

40 Foot AAR/USRA Single Door Boxcar, Murphy Roof, Flat Ends, Canadian Pacific.

Brown (boxcar red) with white lettering including roadname and reporting marks on left and "Spans the World" herald on right. Simulated

interior crate load included with each car. Approximate Time Period: 1947 (based on herald) or 1950 (based on service date) into the 1960s, but see text.

I'll start by providing 1947 as the year in which the "Spans the World" herald was introduced by the Canadian Pacific. This was a reference to not only the railroad but also the ocean and air transportation that was part of Canadian Pacific Limited at the time; we'd see that idea again years later with the introduction of the "Multimark." The "Spans the World" herald was officially relatively short-lived, as it was replaced with the "stepped roadname" in 1951, which was itself supplanted by the "script roadname" in 1959. Could be that the reason for the quick demise of "Spans the World" was the use of a steam locomotive within the logo itself at a point when diesels were well into their takeover of the rails. There's no question, however, that the various paint schemes co-existed; therefore the ATP is a lot longer than merely 1947 to 1951. I think the 1960s is a better bet and it would not surprise me to learn that some cars remained in this scheme until they were taken out of service. It doesn't appear that any of them were repainted for CP Rail, though there were still 6087 cars of the original 7500 in service in January 1969. That dropped all the way to 299 as of January 1975. The split start of the ATP accounts for the introduction of the "Spans the World" herald and the service date of March 1950 on the actual MTL depiction. The "AN" preceding the "3-50" stands for CP's extensive Angus Shops in Montreal. The caveat to all of this is that we don't know how many of these cars were given the "Spans the World" herald.

Micro-Trains notes in its car copy that 7500 of this car design were built for the CP between 1929 and 1930. That's true in terms of a total; the orders were not all at the same time and were split between Canadian Car and Foundry, Eastern Car Company and National Steel Car. Ian Cranstone helps out via his "Canadian Freight Cars" site (www.nakina.net). The group to which the two road numbers MTL selected belonged was from 245200 to 247499, "only" 2300 cars built by National Steel Car from August 1929 through September 1930. These cars were steel, but still quite small, with a 40 foot 6 inch inside length and a mere 8 foot 7 inch height. Their carrying capacity was just 3005 cubic feet. The ORER for February 1931 provides other key dimensions: outside length 41 feet, extreme height 13 feet 8 inches, door opening 5 feet, and weight capacity 121,000 pounds.

You might call these "Miniboxes" since they were small even in comparison to other steel boxcars that were being built at the time. In fact that's the nickname that stuck. There are print articles on this car by John Riddell in the **Mainline Modeler** for November 1993 and Ted Culotta in the January 2004 issue of **Railroad Model Craftsman**. There's a short online reference as well on the "Steam Era Freight Cars" website (not the YahooGroup this time!). Descriptions and photos of the Miniboxes reveal enough differences to warrant the "see text"

disclaimer. Most prominent is the use of 3/4 Dreadnaught, not flat, ends, “with indented corrugations with a pronounced ‘flat bulge’ section where the two end panels were joined” according to the Steam Era Freight Cars text. They also had “tabbed” side sills which was at least an evolution in the attachment of the sides, an improvement over channel side sills which trapped water and led to corrosion of the sides. The Murphy Roof is correct, but the side ladders were seven rungs, a common distinction for Canadian boxcars. One thousand of the cars had a lumber door on the “A” end (the one opposite the brake wheel) for more flexibility, though many of the Miniboxes were placed in grain service especially later on in their lives.

The Steam Era Freight Cars website has an undated photo in glorious black and white of Minibox CP 246134 in the “Spans the World” scheme. This turned out to be the only image I came across either on line or in the UMTRR Research Accumulation with “Spans the World.” Well, if you don’t count the images of limited run N Scale models of the actual Minibox that were previously offered by another manufacturer, that is. (Ouch.) George Elwood’s “Fallen Flags” site has a nice circa-1950s close-up view of the short-lived herald on his website, though it’s on CP 249843 which is not from the same series.



146 00 130, \$31.80

Road Number: 671 (will be “NYC 671” in website listings).

Heavyweight Diner, New York Central.

Two-tone gray with white stripes, black roof, ends and underframe. White lettering including roadname at top center and car name at bottom center. Approximate Time Period: about 1947 to 1960. Note: The Micro-News and MTL website incorrectly have this car listed with Road Number 471.

So I kind ran myself around the barn trying to align a model New York Central heavyweight diner with road number 471 with something on the prototype roster. And then I checked the number on the actual car... 671, not 471. To use a popular expression: “facepalm.” Possibly mine more than anyone else for reading the caption instead of looking at the model!

Our NYC Special Correspondent Mike Kmetz helped out with this release. “Number 671 would be valid for Pullman Lot 2119, the last diners built in 1930,” Mike reported, “if it wasn’t one of the four converted to MoW service instead of being painted in two-tone gray.” Mike wondered if MTL has a reference photo of the 671 in that paint scheme, but did locate an image of the 648 in two-tone gray available on Terry Link’s “Canada Southern” website (www.canadasouthern.com). A table on the same site indicates that the NYC cars 670 to 679 were originally 370 to 379; Mike notes that they were renumbered when they received air conditioning in 1947. Mike referenced a drawing of the G-18 class of diners, and concluded that “the car is not a bad stand-in for a NYC 36-seat diner, making allowances for different window configurations.” As with previous NYC runs, though, the white lettering should be more of an aluminum gray, but at this point it’s likely more important to be consistent.

In addition to the above, the following items are in pre-order at present and are NOT currently available. Scheduled delivery is as noted below. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions. Pre-orders close February 28.



Scheduled July 2015 Release:

986 00 521 and 986 00 522, \$134.95 each

Road Numbers: 1567 and 1569.

SW1500 Diesel Locomotive, Canadian National / Wisconsin Central.

Mostly black hood with white diagonal stripe near cab. Red cab, nose and triangular panel on hood adjacent to cab. Black underframe and trucks. White lettering including CN “noodle” herald and website (www.cn.ca) on hood and road number and “WC” reporting marks on cab.

Note that position of reporting marks differs

(lower cab on the 521 release, next to road number on the 522 release). Approximate Time Period: early decade of the 2000s to present. Preliminary artwork shown; actual releases may differ.

The Canadian National took over the Wisconsin Central in 2001 and began displaying its website on its equipment around the same time. That helps a bit with the Approximate Time Period. Helping much more is a bingo on the 1567 dated June 2001 which shows the SW1500 already repainted into CN colors including the website reference. That photo is part of the album on RRPictureArchives.net called “Wisconsin Central SW1500s 1550-1571” uploaded by Dave Howarth Jr. There are actually more than fifty (!) photos of this unit, not all in Howarth’s album. The unit strayed far from home in 2011, visiting Mobile, Alabama and Hattiesburg, Mississippi, probably on the Illinois Central which is currently also part of the CN family. It’s also noted in the header for these photos that WC 1567 was built as Southern Pacific 2650 in 1972.

CN/WC 1569 was also from the SP, its 2667. It was repainted prior to January 2003 when a photo of the unit in CN garb was taken. (There’s also a set of photos on RRPictureArchives of the 1569, still in WC paint in 2001, following a rather unfortunate incident!) Both units have the unusual numberboards that MTL is planning to model for this release. The front headlight is off center; shifted to the right if looking straight on with the loco coming at you. I believe MTL will have that covered as well. One other detail: these diesels have different looking smokestacks as well—I think they’ve got spark arrestors installed but I’m not an expert here.

Besides the SP, the Wisconsin Central’s SW1500s came from the Cotton Belt, the Louisville & Nashville, the Kentucky & Indiana Terminal and the Minnesota Transfer Railway. It’s noted with another image that as of October 2013, only two of these units were still painted in the Wisconsin Central colors of maroon and yellow.

Fun fact: I didn't know that the CN merged the Duluth, Winnipeg and Pacific and the Duluth, Missabe and Iron Range into the Wisconsin Central in 2011, and the Elgin, Joliet and Eastern into the WC in 2013, so that's three more "fallen flags" to add to the list.

Micro-Trains notes that these models will have Flexicoil trucks and new light and number board details—I assume that means specific to these CN/WC units.

In addition to the above, the following item is in pre-order at present and are NOT currently available. Scheduled delivery is July 2015. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close February 28th.



Scheduled Release Starting June 2015:
Catalog Numbers TBD (047, 058 and 065 Body Styles), \$29.95 each.

Nestle® Baby Ruth® Billboard Series.

Each of seven planned cars to be representative of an actual billboard refrigerator car or tank car with advertising for a "Baby Ruth" candy bar or other product from the Curtiss Candy Company. Approximate Time Period (for all cars, roughly): late 1920s to late 1930s. Artwork is pre-production and actual item may vary.

I suppose I won't be able to resist the comment "this will be a 'sweet' set of cars" so I might as well just get it out of my system. The book **Billboard Refrigerator Cars** has images of, yes, six different paint schemes on 36 and 40 foot refrigerator cars and a tank car. Although two pairs of these cars are quite close to each other, there are enough differences to enable distinct releases. We'll cover each of these in turn when the actual cars are issued beginning in June, but for now, let's turn to the candy bar that will be featured.

Which brings us directly to the controversy that's surrounded the product since it was renamed from "Kandy Kake" to "Baby Ruth" in 1921: was the name just a one-letter change end run around the name of one George Herman Ruth, the world-famous baseball player better known as "Babe" Ruth? This story has some interesting twists and turns.

The Curtiss Candy Company name itself is an end run around public perception of the times. Its founder and president was Otto Schnering, who started the company in 1916 in Chicago, at a time when anti-German sentiment was running high due to "The Great War" (later called World War I). He named the company using his mother's maiden name, though his real name appeared on the candy bar wrapper, and, as we'll see, all of the freight cars as well. The "Kandy Kake" bar consisted of a pastry center (some sources say this was "pudding") topped with nuts and coated with chocolate and was not a resounding success. In 1921 the product was reformulated to a log shape and made with caramel, nougat and peanuts, still covered with chocolate. Schnering priced the bar at five cents, half the cost of most competitors, and renamed it "Baby Ruth." This time the confection was a resounding success. Was some of that because of the name change?

Curtiss' official explanation for the origin of the name is that it was after Ruth Cleveland, daughter of twice-United States President Grover Cleveland. It was noted by the company that the name was chosen after the First Daughter visited the Curtiss plant. Except that Ruth Cleveland died of diphtheria in 1904, which was not only before the Baby Ruth was produced, but also more than a decade before the Curtiss Candy Company was founded! The company also contended that the bar was changed to Baby Ruth "before Babe Ruth was famous." Which is also not accurate, since the real Babe Ruth was making headlines galore in 1921, having broken the single season home run record for the third straight year with 59, earned a .378 batting average and getting as much or more press time than President Warren G. Harding. To say that Babe Ruth wasn't a household name was completely off the mark, and the change of a single letter to form the brand name should have been an easy case to decide in favor of the baseball slugger. Right?

Wrong! The real Babe Ruth decided to get into the candy business himself, and licensed his name to the George H. Ruth Candy Company, which began making "Ruth's Home Run Candy" in 1926. The wrapper featured a likeness of the Sultan of Swat himself in full baseball uniform, and like the Baby Ruth, the bar sold for a nickel. The result? The Curtiss Candy Company **sued** the George H. Ruth Candy Company in 1931, claiming copyright infringement since "Ruth's Home Run Candy" was too close to "Baby Ruth" which they claimed was named for Ruth Cleveland. I guess I don't have to tell you which company won the lawsuit, since Baby Ruth is still being sold today and Ruth's Home Run Candy is nowhere to be found. (This wouldn't be the last time someone would be sued for infringing himself: in 1985, the holder of the Creedence Clearwater Revival catalog sued its former lead singer John Fogerty, claiming that Fogerty's song "The Old Man Down The Road" was a ripoff of Fogerty's own song "Run Through The Jungle." Fortunately for Fogerty, the court found that he did not violate, um, his own work. A follow-up lawsuit went all the way to the Supreme Court.)

Whether the bar was actually named after Babe Ruth or not—and there are still conflicting reports as to the real story, including a scholarly treatment which includes the "Fame Index" of Baby Ruth Cleveland (who was referred to by that name in the press at of the time)—there's no doubt that the product was a runaway success. As if to keep making the point, Curtiss put up a billboard advertising the candy bar within sight of Chicago's Wrigley Field following Babe Ruth's famous (and perhaps fanciful) "called shot" home run there in 1932.

The Curtiss Company was sold to Standard Brands in 1964, which merged into Nabisco in 1981. Then RJR Nabisco, that curious combination of cigarettes and grocery items created in 1985, sold off the Curtiss brands to the Swiss conglomerate Nestlé in 1990, which is how the Nestlé trademark appears with the MTL announcement, and on the actual Baby Ruth bars. The name origin story came full circle in 1995 when Nestlé actually, and perhaps finally, licensed Babe Ruth's name and likeness from his estate for use in a Baby Ruth advertising campaign. In 2006 the product was named "The Official Candy Bar of Major League Baseball."

N SCALE REPRINTS:



020 00 047, \$19.95.

Reporting Marks: NYC 159172.

40 Foot Steel Boxcar, Single Youngstown Door, New York Central.

Fourth release in the MTL "1972 Series." Boxcar red (brown) with white lettering including reporting marks on left and Roman Style New York Central System oval herald on right. Approximate Time Period: 1944 (build date) to late 1950s. Previous Releases (as Catalog 20047): Road Number 180189, December 1972; Road Number 180197, April 1973, Road Number 180199, July 1973 (considered rare); and the "25th Anniversary" reprint, Road Number 159000, March 1998.

Other than the different road number, the lettering on this reprint appears to be identical to the 25th Anniversary run of this car back in 1998 (17 years ago!). That previous run, though, was a revamp of the original 1972 and 1973 artwork, beginning with the number series, which would have earned the "Not A Reprint" designation had I been using it in 1998.

Oh, there's a lot I didn't cover about this car in 1998, so the commentary on this run is basically a start from scratch affair. Not that I mind so much with a New York Central boxcar.

Lot 734-B was built in 1944 and numbered from 159000 to 159999. The ORER for January 1945 shows that there's some catching up to do as there are 628 cars in what would become a 1000 car series. There is a triangle symbol ▲ which "Denotes Additions" however. The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 41 feet 10 inches, extreme height 15 feet, door opening 6 feet (hurray, no "door thing"!) and capacity 3828 cubic feet or 110,000 pounds. In the July 1950 Register there were 891 cars in the group; in January 1964 there were 721. Under the Penn Central listing of October 1969, there were 876 cars in the combined series 159000 to 166999. Only 22 of those remained in the first listing for Conrail, April 1976.

Utilizing the information on Terry Link's "Canada Southern" website, the build date of September 1944 is important. The Roman Style "System" oval herald had been in use since 1935, but the black background on that monogram was dropped beginning March, 1944 so the use of the white-only version is correct. The herald changed to the Gothic Style "System" oval in 1955 and regained the black background, so I might have been a bit too liberal on the Approximate Time Period in my coverage back in 1998. Some of these cars were repainted to the Century Green scheme that followed starting in 1959. There's an example of that repaint on Page 70 of the **New York Central Color Guide to Freight and Passenger Equipment**, road number 159895. A better example is right on the Canada Southern website—in fact, it's a bingo to the previous road number, 159000, in the paint scheme that Micro-Trains used. The largest quibble between the prototype and model is, well, rivets; the real car had them while the 020 body style models welded sides.



038 00 300, \$29.80

Reporting Marks: UP 499234.

50 Foot Steel Boxcar, Plug Door, No Roofwalk, Full Ladders, Union Pacific.

Yellow with aluminum ends, trucks, couplers and draft gear. Red roadname and black reporting marks on left. Red slogan "We Can Handle It / The Union Pacific Railroad People" and red, white and blue shield herald on right. Black and white consolidated stencils right of door. Approximate Time Period: mid-1970's (1975 service date given by MTL) to mid-1980s. Previous Release (as catalog 38300): Road Number 499223, June 2002.

Although the cars actually date to 1957 as the UP's class BI-50-2, the paint scheme doesn't. This is most likely the third decoration that they would have worn, following the as-painted "Be Specific" scheme and the "Automated Railway" scheme that was applied beginning in the early 1960s. "We Can Handle It" debuted around 1970 or so. Plain brown with varying minimal amounts of white lettering came afterwards, but let's not talk about that! Suffice to say that scheme complexity declined over time. Also since the cars date to 1957, they were originally built with roofwalks, which were pulled later. As with many "boxcars" with plug doors, these were dubbed AAR Class RBL, as in refrigerator, from the start of their service.

The MTL-given service date was 1975 so let's check the April 1976 ORER. The series 499000 to 499299 was described as "Refrigerator, Steel, 9 Belt DF Loaders, Plug Doors" and numbered 264 pieces. Inside length was 50 feet 1 inch and outside length 54 feet 6 inches. The door opening was 7 feet 7 inches wide, a little smaller than usual, and come to think of it, the inside height was smallish too at just 9 feet 7 inches. Could have been insulation inside the car which limited its useful area. Capacity was 4477 cubic feet or 100,000 pounds. The series was down to a scant 28 by the January 1985 ORER and was gone completely by 1989. It's possible that they were downgraded to maintenance of way status, or maybe just plain boxcar status, and renumbered. But even so, that would be the end of the ATP.

Page 19 of the **UP Color Guide to Freight and Passenger Equipment Volume Two** has a shot of sister car UP 499233 as found in March 1975. It's a bit difficult to see under that bright yellow paint but the sides are riveted, not welded as on the 038 body style. It would probably be even harder to see in 1:160 scale. A bit easier to discern are the straight side sills on the real car, though that could be addressed by the modeler with a bit of care. If you'd like to add an ACI Label, which would be appropriate for the ATP of this car, the placement on the car in the photo was below and to the left of "people" in the slogan.



111 00 021 and 111 00 022, \$39.95 each

Reporting Marks: ETTX 711015 and 711026.

89 Foot Enclosed Tri-Level Auto Racks, TTX (Trailer Train).

Yellow flat car with black and white lettering including reporting marks on left and TTX logo on right. Yellow and aluminum rack with black and white TTX logo on left. Approximate Time Period: late 1990s to present. Previous Release: Road Number 711021, January 2005.

Another ETTX autorack, another look through pages and pages of ORER listings to find it? Normally, that might be the case, since some entries with these reporting marks in the TTX listing are for a single car. However, these two road numbers are in the same relatively large group, ETTX 710678 to 711029. It had 290 cars in the July 1998 ORER, the earliest issue in which I found this group. (It's not in the April 1997 Register, so I have a pretty tight possible start of the ATP here.) The inside length was 89 feet 4 inches, outside length 93 feet 8 inches, extreme height 19 feet, and gross rail weight 179,000 pounds. A fair amount of that gross rail weight is the car itself. The same car count of 290 was in the January 2002 ORER. Bringing things up to date as best I can, the January 2011 Register has an increase to 344 cars, one of which is an exception with a gross rail weight of 195,000 pounds. I think we're still safe with "to present" here. The first run of this car showed a build date of 1975, but the change of "Trailer Train" to "TTX" was on July 1, 1991 so even without the ORER evidence the ATP wouldn't have started earlier than that.

A bingo on the first release of this car was and remains on George Elwood's "Fallen Flags" site (www.rr-fallenflags.org , then look for TTX, then TTX Auto Rack Photos) as lensed in Tampa, Florida in December 2003 by Michael Greer. However, we know from past research that the placement of specific rail carriers' autoracks on specific flatcars is probably not anything that we can predict. So it would be useful, though not mandatory, to confirm that the two reprint road numbers represent prototype cars that also have TTX-branded racking. I didn't have any luck finding either of the reprinted numbers in my usual go-to online sources.

N SCALE WEATHERED RELEASES: *The following items were announced as mid-month releases via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about February 17.*



026 44 060, \$59.95

Reporting Marks: MDW 8091 and 10178.

A two-pack of 50 Foot Steel Exterior Post Boxcars, Minnesota, Dakota and Western.

First car: 027 52 370, Reporting Marks MDW 8091, single plug door car. Green with white door. Mostly white lettering including large MD&W initials and reporting marks on left and large Boise Cascade "pine tree" logo on right. Extensive graffiti based on prototype photo across bottom two-thirds of one side, including white spray-painted reporting marks on left. Heavy weathering on door. Approximate Time Period: at least 2011. Previous Releases: None.



Second car: 026 51 060, Reporting Marks MDW 10178, combination plug and sliding door cars. Green with mostly white lettering including large MD&W initials and reporting marks on left and large Boise Cascade "pine tree" logo on right.

Black and white double-panel consolidated stencils at far right. Light to moderate weathering. Approximate Time Period: early 1980s to late 1990s. Previous Release: Road Number 10173, June 2014.

Let's look at the second car first, since it's easy enough to reach back to the July 2014 UMTRR. The all green scheme succeeded the less practical white with green door decoration that was the apparent "as delivered" version. There's a Jim Eager photo from May 1982 in the February 2000 issue of Rail Model Journal. There are eight panels to the right of the door instead of six, unlike many similar 5277 cars built by FMC (for example, the ABOX Railbox cars in last month's Runner Pack announcement). That delta carries over to the MTL 026 body style and it's probably the most obvious difference. As of the January 1978 ORER there were 199 cars in service in the series 10000 to 10199, which is all the way down to a single car in the January 2000 Equipment Register. Meanwhile, on RailcarPhotos.com there's a photo of sister car MDW 10006 as of my birthday (!) in 1977 in a very clean looking original white and green. The car also had green ends.

The second car is a new release, the prototype for which was found via an image on Flickr. (The exact URL is <http://www.flickr.com/photos/50686224@N00/6071765785> .) While I can't say I'm a fan of the practice, I do note that the painter of the graffiti did think to recreate the reporting marks and work around the dimensional data! It comes from the second series MDW 8000 to 8099 which was built by FMC in November and December 1979. That's not to be confused with a previous series also numbered 8000 to 8099 which was a set of double sliding door cars. (If they didn't want to be confusing, why couldn't they have chosen different road numbers?!?) The ORER for November 1991 shows 98 of the original 100 cars in service, with inside length 50 feet 6 inches, inside height 11 feet, outside length 58 feet 5

inches, extreme height 15 feet 6 inches, and the plug door opening 10 feet, called out specifically in the description. The 5277 cubic foot capacity is a bit larger than the FMC 5077 cubic foot car that the MTL 027 body style represents. The January 2011 ORER shows 90 of the cars still in service.

On the three major go-to sites, Fallen Flags, RRPictureArchives and RailcarPhotos, images abound of this series of cars. Most of the cars are in the same paint scheme as the MTL offering—well, what’s underneath the graffiti on the MTL offering. But some have been repainted in plain old boxcar red with minimal white lettering as of 2013.



048 44 110, \$25.70

Reporting Marks: MILW 81088.

50 Foot Steel Gondola, Straight Sides, Drop Ends, Milwaukee Road.

Yellow with black lettering including reporting marks on left, large roadname in center and small herald on right. Black and white double panel consolidated stencils right of herald. Light to moderate weathering and multicolor graffiti. Approximate Time Period: 1975 (build date) to early 1990s. Previous Releases: As catalog 48110.x, Road Numbers 81087 and 81119, November 2004; as catalog 048 00 110, Road Number 81040, November 2014.

No load in this iteration of the Milwaukee Road gondola this time, after the first three “clean” runs had simulated lading included. Unless you consider this car “loaded” with graffiti... sorry, couldn’t resist. The 81088 was part of the group 81000 to 81194 which were built by Pullman in 1975 and leased to the MILW. The fixed ends don’t match the MTL 048 body style, but Micro-Trains’ fixed end gondolas don’t have straight sides. Sister car MILW 81044 is on Page 104 of the **Milwaukee Road Color Guide to Freight and Passenger Equipment Volume Two**, and there’s a pretty beat up looking MILW 81119 captured as of May 1988 on the Fallen Flags website.

When the remains of the Milwaukee Road was absorbed into the Soo Line, these cars came along, though sometime later they were returned from lease and ended up in the First Union Rail fleet sometime before the January 1996 ORER.



106 44 251, \$25.90

Reporting Marks: BN TBD (see text).

50 Foot Steel Gondola, Fixed Ends, with Low Cover, Burlington Northern.

One side is green and completely covered with multi-colored graffiti. Other side presumed green with mostly white lettering including small roadname and reporting marks on left and herald on right and moderate weathering. Approximate Time Period: 1979 to about the year 2000 based on original release (see text). Previous Releases: Road Number 577236, January 2009; Road Number 577238, July 2014.

Although we’re grateful for MTL’s posting of images on their website, I sometimes wish that they’d go a wee bit farther and add the images of the opposite side of their Weathered

Releases. At right is a shot of the “clean” reprint from last year, which I assume is more or less what the other side of the above car probably looks like, although with some weathering. I assume that there are reporting marks on the side not in the MTL image, in which case I’ll post them to the UMTRR Website once I find out what they are. (I’d rather get these bytes out rather than hold them for this single data point.)



Further assuming that this car belongs to the same series, MTL previously noted that would be BN 577225 to 577239, formerly Great Northern series 73800 to 73814 built by Pullman-Standard in 1957. We observed last time, however, that the reprint road number 577238 was not found in any of the ORERs I own from October 1972 to January 2000. The first road number, 577236, was found as its own series, and the ATP is based on that research.

One other question of interest, at least to me: if the catalog number for this run ends in a “1” which is usually reserved for dual releases of the same car, does that mean we’ll be seeing shortly another Weathered Release with catalog number 106 44 252? Hmm.

N SCALE RUNNER PACKS: In addition to the below announcement, Runner Pack #101 (993 00 101, \$74.95), four Baltimore and Ohio 40 Foot AAR/USRA Single Door Boxcar with Flat Panel Roof, is now available. UMTRR coverage was in the September 2014 issue. The individual catalog numbers and road numbers for these items are as follows: 120 51 240, 272566; 120 52 240, 272594; 120 53 240, 272630; 120 54 240, 272675. These are the second through fifth road numbers for this car. Also note that the road numbers in this Runner Pack differ from those originally announced, which were, for the record, 276266, 276194, 276299 and 276357.



The following item is in pre-order at present and are NOT currently available. Scheduled delivery is July 2015. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close February 28th.



Scheduled July 2015 Release:

993 00 106, \$129.95

Quantity four of 50 Foot Steel Box Car, Single Youngstown Door, No Roofwalk, Full Ladders, Northern Pacific “Share in Freedom” Scheme.

Reporting Marks: NP 31138, 31226, 31250, 31309.

Blue, white and red sides in a diagonal from top to bottom. Brake wheel end is red and end

opposite brake wheel is blue. Blue roof; red trucks. Blue reporting marks and dimensional data on left. "Share in Freedom" in white on left. Red, white and blue stylized eagle in white box left of door, with red lettering "With U.S. Savings Bonds New Freedom Shares" below. Black, white and red NP monad herald on right. Approximate Time Period: 1968 to no later than the early 1980s. Previous Release (as Catalog 77010): Road Number 31555, August 1995.

According to Todd Sullivan, writing in the **NP Color Guide to Freight and Passenger Equipment**, the Northern Pacific liked the versatility of double door boxcars but also built 500 single door boxcars in 1950, series 31000 to 31499. Some of these were in damage free service and received green paint while most were in general merchandise service and were painted boxcar red. "In 1968," Sullivan noted on Page 50 of the Color Guide, "the NP wanted to provide public support of U.S. Savings Bonds, so they worked up this bright scheme and repainted a bunch of the 31000s that were coming due for shopping and repainting." The 31226, one of the four road numbers slated for this Runner Pack, is pictured. The red trucks are correct, and it looks like even the underframe details are red as well. The real cars had straight side sills across the car and riveted sides which are both deltas to the 077 body style. On the actual car, the NP monad almost looks like a large size decal! I know that was the case on an N Scale model that was not from Micro-Trains (and was also not on the right type of 50 foot boxcar).

The ORER for October 1969 showed 209 cars in the group 31000 to 31495, with inside length 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 54 feet 5 inches, extreme height 14 feet 11 inches (remember, that's without the running board), door opening 8 feet, and capacity 4882 cubic feet or 100,000 pounds. Of course, the ORER won't tell us how many of these were repainted into this attractive scheme, and the exact definition of "a bunch" is non-specific. I can tell you that the NP 31000 series was down to just two cars on the roster of successor Burlington Northern as of the April 1984 Equipment Register, so "early 1980s" is probably pushing it in terms of the Approximate Time Period.

I suspect the listing of the exact road numbers which were painted for "Share in Freedom" might not be available anywhere. I did come across an undated photo of NP 31567 – which, wait a minute, isn't actually part of the above described series! – in these red, white and blue colors and with cut down side ladders.

There are two pieces of folklore, if you will, associated with the first release of this car. First, the oldest edition I preserved of what would become the UMTRR is from the month of August, 1995 and goes back to when I posted the releases on the rec.models.railroad Usenet group – apparently still active, barely, as a Google group-- which I obtained from LBC Model Trains of Williamsville, New York-- which is still active on eBay and elsewhere although no longer having an actual retail store. Second, the folks at MTL went through a number of different labels for this car, one of which called it a "51' 3 3/4" Rib Side Mechanical Reefer" (no, that's the 70000 series!) and one of which also called it the same refrigerator but without the "Share in Freedom" sub-title. The correct body style also appeared on a label, "50' Standard Boxcar, Single Door, w/out Roofwalk." The multiple labels were, I'm told, the result of MTL attempting to make a mid-course correction in the packaging for the car. Well, it was a "soft

launch” of a new body style, so a little bit of slack there for the folks behind the red and yellow sign if you please. Anyway, after this situation, the folks at Micro-Trains decided that if a label were misprinted, they would not try to correct it, instead, they’d just let it go. While that has cut down on the confusion and attempts to collect multiple copies of the same car just because the label is different, it has also led some folks (innocently or otherwise) to believe that they have a Rare! Hard-to-find! Error! After the release of the first run of this car in August 1995 until now, that simply isn’t the case.

N SCALE SPECIAL EDITION RELEASES:



045 00 509, \$24.95

Reporting Marks: USAAC 667482.

50 Foot Fishbelly Side Flat Car with 40 Foot Container, “Kentucky Belle.”

Release #9 in the N Scale World War II Nose Art Series. Flat car is olive 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 following is reprinted from the UMTRR coverage of the Z Scale release of this item in May 2014.

It’s noted in several places on the ‘net that warplanes were often named for the home city or state of one or more of the plane’s regular crew, coupled with a term for a woman. Kentucky Belle could have been one of those. And there could have been several examples of the use of the name. Though Memphis is a city, not a state, “Memphis Belle” is probably the most well-known of the planes that carried this particular type of nose art.

At first I didn’t locate the exact nose art used on this particular release, but I did see, on the site ww2color.com , nose art from a plane in the 490th Bomb Group. (The MTL container references the 446th Bomb Group.) On this aircraft, the lettering arrangement of “Kentucky Belle” matches what MTL used, but the illustration isn’t that of a lovely young lady, but of Pegasus, the flying horse of Greek mythology, inside an Air Force star design. Pegasus is also a symbol of the Kentucky Derby, so that all fits together.

A little more digging led me back to Bungay, England and the website of the Norfolk and Suffolk Aviation Museum. Their online images include one of the actual Kentucky Belle nose art utilized to create the artwork on the MTL container. (This one is connected to the 446th Bomb Group.)



In addition to the above, the **Medicine Wagon Two-Pack** (470 00 209, \$34.95) has also been released. UMTRR coverage was in the December 2014 issue.



And the pre-order **Alice in Wonderland Train Set** (993 21 250, \$229.95) has been released. UMTRR coverage was in the October 2014 issue. The images were available at “press time” and are at left and below, but the catalog numbers of the individual items were not. We’ll catch up with those in the 2015 Release Table on the UMTRR website.



There were no Special Edition pre-order announcements made this month.

NARROW GAUGE RELEASES (Nn3, HOn3): I was all set to copy and paste the usual “No Releases This Month” phrase, but surprise! There are three Weathered Releases...

The following items were announced as mid-month releases via the Micro-Trains website, the MTL Facebook page, and via the e-mail “Micro-Trains E-Line,” all on or about February 17.



800 44 010, \$23.70

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. Light weathering. Approximate Time Period: 1936 to mid-1950s. Previous Releases: 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; then as Catalog Number 800 00 010, Road Number 3353, March 2014 (same number as this Weathered Release).



800 44 020, \$23.70

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. Light weathering. Approximate Time Period: after 1897 to as late as 1946. Previous Releases: As Catalog Number 15102, Road Number 474, May 1988; Road Number 444, January 1997; then as Catalog Number 800 00 020, Road Number 478, June 1998; Road Number 472, January 2005; Road Number 424, March 2014 (same road number as this Weathered Release).



800 44 060, \$23.70

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. Light weathering. 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; then as Catalog Number 800 44 060, Road Number 8228, March 2014 (same road number as this Weathered Release).

You'll see in the Discontinued Alert below that three Nn3 boxcars have hit the Bye-Bye Board; and I think we can see why in two of those cases. I'd speculate that these are very limited quantities since the original runs back in March 2014 were based on pre-orders taken in October 2013—which is where you'll find the full coverage of these Nn3 cars if you're looking through your back issues.

Here's a brief recap though: the Rio Grande boxcar is in one of several paint schemes used on what was once an over 700 car series numbered 3000 to 3749. The Approximate Time Period of the "Moffat Route" herald is more or less 1935 to 1941, but since repainting didn't happen overnight, or perhaps at all, the ATP extends into the 1950s. The SPC boxcar could represent either the Southern Pacific at large or more likely the South Pacific Coast. It's a car from the group numbered 338 to 500, or from 305 to 465, and how's that for a convoluted story. Making it more confusing is that the series of cars was a mish-mash of various varieties of "house cars"; not just single door boxcars but also stock cars and "combination box and stock cars." The Colorado & Southern boxcar with the "button" herald couldn't have lasted any longer than 1941 since that's when the last of the company's narrow gauge lines were shut down, but late 1930s is a better ATP bet. That car was part of the series 8100 to 8147 which once numbered over three hundred cars. When the C&S quit some cars were sold off to the Rio Grande Southern.

Z SCALE NEW RELEASES:



500 00 801 and 500 00 802, \$25.95 each

Reporting Marks: CP 252370 and 252363.

40 Foot Steel Boxcar, Single Youngstown Door, Canadian Pacific.

Brown (boxcar red) with white lettering including roadname and reporting marks on left and "Spans the World" herald on right. Simulated interior

crate load included with each car. Approximate Time Period: 1947 (based on herald) or 1950 (based on service date) into the 1960s.

The following is a correction from the original version of the February UMTRR, which erroneously referred readers to the N Scale version of the car. The road numbers are not the same as the N Scale cars and therefore the reviews needed to be different.

The prototype boxcars 252363 and 252370 are actually from a 1750 car series numbered CP 252250 to 253999 built by Canadian Car and Foundry between October 1947 and March 1948. According to Ian Cranstone's "Canadian Freight Car" site (www.nakina.net) these cars were steel with nailable steel floors in the doorway. Cranstone has these cars last listed in the October 1996 Official Railway Equipment Register (ORER), but as with the N Scale versions, I doubt that these were in the "Spans The World" paint that long. I would probably still go with an Approximate Time Period of 1947 into the 1960s. The "Spans the World" herald was officially relatively short-lived, as it was replaced with the "stepped roadname" in 1951, which was itself supplanted by the "script roadname" in 1959.

The ORER for July 1950 has an even larger series, 252250 to 257499, consisting of 4738 (!) boxcars. The inside length was 40 feet 6 inches, inside height 10 feet 6 inches, outside length 41 feet 10 inches, extreme height 15 feet 1 inch, door opening 6 feet and capacity 3900 cubic feet or 124,000 pounds. In the July 1963 ORER the car series is expanded even further, to the road numbers 252250 to 267210, and stands at an astounding 14,590 cars.

I noted in the N Scale commentary that I found exactly one prototype photo of a CP boxcar in the "Spans The World" scheme online or in print, and that was a shot of a "minibox" CP 246134 on the Steam Era Freight Cars site. But in the **CP Color Guide to Freight and Passenger Equipment**, Page 38, there is a shot of CP 252279 in the script roadname which allows for a bit of comparison of prototype to model. The real CC&F-built cars had improved Dreadnaught ends, raised panel roof, riveted sides and a six foot Youngstown door. The MTL 500 series is not an exact match here, but it's relatively close, allowing for the ability or lack of same to perceive rivets at 1/220th actual size. Meanwhile, Paul Graf pointed out that the "Spans the World" scheme appears on boxcar CP 254532 over on the "Canadian Freight Railcar Gallery" site (freight.railfan.ca) which was taken in the mid-1950s.



530 00 408, \$23.95

Reporting Marks: SHPX 4133.

39 Foot Single Dome Tank Car, Pan-Am Oils.

Black with white lettering including "Pan-Am Oils" across car, reporting marks on left and company name on right. White lettering on ends.

Approximate Time Period: 1937 (build date)

through 1940s at least. Release #8 of an expected twelve in the Tank Car Series.

I think it's probably safe to say now that Micro-Trains doesn't intend to replicate its N Scale Tank Car Series in Z Scale, at least not right away. This is yet another car that was not done in N Scale.

Well, that's not quite true... as there was a Pan-Am Oils three-compartment tank car done in N Scale in July 2008. ("Three-compartment" is a more correct designation than "three dome" in reference to tank cars.)

So we are re-acquainted with two names from the oil industry here: Edward Doheny and the Mexican Petroleum Company. Doheny was already quite well off from his founding of Mexican in 1900, and in 1916 he merged it, another Mexico-based company called Huasteca Petroleum, and his oil interests in California into the Pan American Petroleum and Transport Company. In 1921 Pan-Am was the largest oil company in the United States, outpacing Sinclair and Standard Oil of Indiana. However, that didn't last long. In 1925 Pan American was split into Western and Eastern subsidiaries. The Standard Oil breakup left marketers without production and vice versa, and Standard Oil of Indiana took an interest-- literally-- in Pan American in 1925, paying \$37.6 million in what was the largest oil consolidation up to that point. In 1929, that ownership was upped to 81 percent of Pan Am. Things get a bit complicated after that, but eventually that portion of the early Pan Am merged with Standard Oil of Indiana to form the American Oil Company, or Amoco, in 1954.

How does all of this affect the Approximate Time Period? Well, we don't really know. The build date of 1937 would be the start. Since it's a leased car, there's probably no available answer as to when the ATP ends, or even when or if the "Pan Am Oils" lettering was removed from the car. The ORER for January 1943 includes SHPX 4133 in the series 4088 to 4501, a mixed set of 4000 gallon and 8000 gallon capacity cars. Since the 4133 is not called out as an "exception" to the main series, we can surmise that it was a 4000 gallon car, a prototype which is a fair amount smaller than the MTL 530 body style.

The bingo for this car on Page 83 of the book **American Car and Foundry 1899-1999** confirms this: the car was on 40 ton trucks and held just 4056 gallons. It was one of ten cars built in Lot #1733. It's evident how small this car was by comparing it to the trucks on which it rides.



540 00 151 and 540 00 152, \$33.80 each

Reporting Marks: SFLC 254200A and 254218B.

Husky-Stack Well Cars, Santa Fe (AT&SF).

Red with black panel on left. Mostly white lettering including reporting marks on left and small circle cross herald right of center. Black

and white single panel consolidated stencils on far right. Approximate Time Period: 1989 (apparent build date) to early decade of the 2000s.

According to the “Intermodal Archive” (www.intermodalarchive.org) which includes a table with a long listing of double stack cars, there was a series SFLC 254200 to SFLC 254299. These were five unit cars with 48 foot wells, built by Gunderson in the later part of 1989. They were the “Maxi Stack” I and II designs. Following the BNSF merger, these were renumbered BNSF 240200 to 240299.

I didn’t have any luck finding these cars in the SFLC lettering but there are plenty of photos of these cars in BNSF patched reporting marks and a few in full BNSF “swoosh” repaints. The images I reviewed all show these cars as being five-unit articulated sets, not a set of five single cars. The modeler can “stand in” for this by changing to drawbars, but that’s not the same as the truck-sharing arrangement that the prototype has between all but the ends of the quintet.

The ORER for October 1991 describes these cars as “Flat, Double Stack Car, Articulated” with AAR Designation FCA. The inside length was 48 feet, matching each of the five wells, with an outside length of 291 feet 6 inches. The cars’ capacity was shown at 999,000 pounds—I think that might have been a placeholder. In the October 1996 book the capacity is a more reasonable 600,000 pounds, which is 120,000 pounds per unit. There were 95 cars in two groups at that time, and the outside length was listed at 304 feet 6 inches. Not sure how that change occurred. The end of the ATP comes sometime between the January 2002 and October 2004 Equipment Registers, when the number of cars in the SFLC group shrinks from 17 to zero.

If you look carefully at the official MTL photo of this pair of cars, you’ll see that the small set of reporting marks is the same on both cars, SFLC 254200A. This might be a miss in the image duplication or it might be the way the actual models were done. I’ll need to see some of the actual models to be sure, or perhaps some Incremental Information would be handy.



761 00 181 and 761 00 182, \$7.95 each

Reporting Marks: SFTU 683276 and 260173.

40 Foot Containers, Santa Fe (AT&SF).

White with black reporting marks and blue circle cross (“small” on the 181 release, “large” on the 182 release). Approximate Time Period: 1980s (a guess). These items are not on MTL standing orders.

These are easily companions to the Santa Fe well cars just above, and for a little variety we have two different sized circle cross heralds. What I know about intermodal equipment would fit into a Z Scale container with room to spare, so the Approximate Time Period is a flat-out guess this time based on the paint scheme. The Santa Fe's use of containers, and the SFTU reporting mark, goes all the way back to the Flexi-Van era according to an article on QStation.org; those were painted in the red "Piggy-Back Service" scheme with large roadname.

I found an image of the 260173 on "The Intermodal Container Web Page (via www.matts-place.com/intermodal) and note that it was a 45 foot "dry van" domestic container built by Monon of "sheet-post" construction. I found elsewhere that it was part of a 250 piece series numbered 260000 to 260249 and had a 102 inch interior height (or 8 feet 6 inches). These might have been former RBCU containers from a company based in the Netherlands. No such luck on the 683276, though I did see that the Santa Fe had "dry van" type containers in the 600000s which were at least of the 48 foot and 53 foot variety.

In addition to the above, the following item is in pre-order at present and are NOT currently available. Scheduled delivery is July 2015. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close February 28th.



Scheduled Release Starting June 2015:

Catalog Numbers TBD (047, 058 and 065 Body Styles), \$29.95 each.

Baby Ruth® Nestle® Billboard Series.

Each of seven planned cars to be representative of an actual billboard refrigerator car or tank car with advertising for a "Baby Ruth" candy bar or other product from the Curtiss Candy Company. Approximate Time Period (for all cars, roughly): late 1920s to late 1930s. Artwork is pre-production and actual item may vary.

Please see the commentary on the N Scale pre-order announcement above.



980 01 371 and 980 01 372, \$129.95 each

980 02 371 and 980 02 372, \$109.95 each

Road Numbers: 4207 and 4264 (A units); 4400 and 4404 (B units).

F7 Powered A and B Units, Southern Railway.

"Tuxedo" paint scheme of black with white band separated by gold stripe. Gold lettering including roadname and road number on side. Approximate Time Period: 1958 through no later than 1982.

According to the website "The Diesel Shop," F7A units numbered 4207 to 4269 and F7B units numbered 4386 to 4429 were all built by EMD starting in April 1949 and ending in June 1951 for the A units and February 1951 for the B units. Meanwhile "HO Sam" calls out the three Southern Railway paint schemes on his site (www.hosam.com/srr/cabpnt.html is the direct link) from which we learn that the "Tuxedo" scheme depicted by MTL was officially adapted on October 15, 1958. Sam gives 1958 to 1982 as the time period for this paint and noted that "all FT, F3, F5 and F7 units were repainted into this scheme." I've called the color of the band "white" but Sam adds in parenthesis "imitation aluminum." I must admit that I can't tell the difference. I wasn't able to find specific retirement dates for these units. However, I did come across a digitized copy of the Southern's official diesel locomotive roster as of January 1, 1983 and there are no F7s in that list. In its car copy from last month's Micro-News, MTL states that "Southern pulled its remaining F-units from regular service in the fall of 1969." I found that information on RailPictures.net, where there are also in-service shots of Southern F7s into the early 1970s.

A Warren Calloway photo of the 4207 is posted on RRPictureArchives.net. The photo is from June 1969 and was taken at the Southern's famous Spencer Shops in North Carolina. There are some detail differences between prototype and the standard MTL model, particularly on the roof and especially on the nose, where there is just one headlight versus two on the MTL model. (In earlier paint schemes, the Southern's round herald was placed where the lower headlight is on the Micro-Trains unit.)

The website southern.railfan.net has a compendium of photos of other F7s, including the B-units 4400 and 4404 which are actually on George Elwood's "Fallen Flags" site. The 4400's photo is from December 1967 and the 4404's portrait is from September 1968.

In addition to the above releases, the pre-ordered **Northern Pacific streamlined passenger cars** are now available. UMTRR coverage was in the September 2014 issue. Here are the images of the actual cars which weren't previously available:



550 00 120, \$32.90
Sleeper, Road Number 364



551 00 120, \$32.90
Dome Car, Road Number 551



552 00 120, \$32.90
Coach, Road Number 506



553 00 120, \$32.90
Baggage Car, Road Number 401

Z SCALE REPRINTS: More F-7s... surprise!



980 01 251 and 980 01 252, \$124.95 each
980 02 251 and 980 02 252, \$99.95 each
Road Numbers: 726 and 644 (A units); 725 and 645 (B units) (will be preceded by "BN" in website listings).

F7 Powered A and B Units, Burlington Northern.



Green with black underframe, side grills and roof. White lettering including roadname and herald on side and road number at rear of each unit. A-unit has white stripes on nose. Approximate Time Period: after 1970 to 1981. Previous Releases: F7A, Road Number 720 and F7B, Road Number 737, September 2012.

The "BN Photo Archives" (www.trainpix.com/bn/EMDORIG/F7A/INDEX.HTM) has a listing of all of the Burlington Northern's F7As and F7Bs and the predecessor railroad from which they came. This list was compiled from a number of BN Motive Power Annuals (properly cited, I might add!). So let's return to that same source I used in September 2012

and check the heritage of each of these reprints. BN F7A 644 was Great Northern 314A, built in April 1952 and retired in December 1980. F7B 645 was the GN's 314B, also built in April 1952 and retired in December 1981.

However, the BN's 726 was actually an FP7A, formerly Northern Pacific 6601. The standard FP7 was four feet longer than the standard F7. (That's 0.21 actual inch when translated to Z Scale.) Only the NP bought FP7s out of the four BN predecessors. In July 1980 the 726 was found in Auburn, Washington, having been in quite a wreck. (You might recall that I cited another wreck photo with the first release, which was of BN 730. It's a dangerous business sometimes.) The 725 was an F7B, the Northern Pacific's second 6011C, built in February 1950 and retired in November 1981. Photos of these units are available online, for example the wrecked 726 is on RRPictureArchives.net.

Z SCALE WEATHERED RELEASES: *The following item was announced as a mid-month release via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about February 17.*

524 44 100, \$45.95

Reporting Marks: USAAC 667--- and 667--- (end of both road numbers "knocked out").
Two pack of 60 Foot Flat Cars, US Army Air Corps.



First car (Catalog 524 51 101) is gray with black lettering including reporting marks on left and "U.S. Army Air Corps" right of center. This car comes with a pair of aircraft fuselage loads on wood platforms (unassembled and unpainted).



Second car (Catalog 524 52 102) is olive green with white lettering including reporting marks on left and "U.S. Army Air Corps" right of center. This car comes with a pair of aircraft wings on wood platforms (unassembled and unpainted).

Note: It's possible but not confirmed that any of the "Nose Art Series" flat cars were utilized for this release.

I'm far too lazy to check, but I think this is the first time that freight cars that were originally Special Editions were used for Weathered Releases. In this case, it's the flat cars from the Nose Art Series. There's no specific prototype series or Approximate Time Period on which to comment, though strictly speaking, the presence of Consolidated Stencils would peg the start of an ATP in the early 1970s. Given the fact that the last three digits of each road number are "knocked out" by weathering (though I can barely read 428 on the gray car and 687 on the olive green car), it's certainly possible that MTL rounded up all of the remaining stock of the Nose Art cars and "dirtied" them. If that's true, then what happened to the "leftover" containers? Ah, so many questions...

Z SCALE RUNNER PACKS: In addition to the below announcement, Runner Pack #74 (994 00 074, \$109.95), four Baltimore & Ohio / Chessie System fifty foot double door boxcars, is now available. UMTRR coverage was in the September 2014 issue. The individual catalog and road numbers for these items are as follows: 506 51 060, 288020; 506 52 060, 288156; 506 53 060, 288188; 506 54 060, 288224. These are the third through sixth road numbers for this car.



The following items are in pre-order at present and is NOT currently available. Scheduled delivery is July 2015. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close February 28.



Scheduled July 2015 Release:

994 00 081, \$119.95

Quantity four of 50 Foot Steel Single Door Boxcars, Pennsylvania Railroad.

Road Numbers: 118652, 118663, 118774, 118785 (will be preceded by "PRR" in website listings).

Brown (the Pennsy's "Freight Car Color") sides with white band across including door. "Merchandise Service" in red on left and circle keystone on right in red circle. White lettering

otherwise including roadname and road number on left. Approximate Time Period: 1950 (based on paint scheme) to mid-1960s. Previous Releases: None. Catalog numbers of individual cars will be provided upon release (will be in 505 series). Preliminary artwork shown and is subject to change.

According to "Rob's Pennsy Page" (pr.railfan.net) the series PRR 118491 to 119990 were Class X41B. One of these cars, the 118747, is shown in two builder's photo views in the specific Merchandise Service scheme referred to as "MS1." What appears to be the another official photo of the same car is reproduced in the **PRR Color Guide to Freight and Passenger Equipment Volume 3** with a build date of June 1948. This scheme has a white and aluminum band. The MTL artwork does not show this, but that's alright: in 1950, which just happens to be the service date on the preliminary artwork, the aluminum component was eliminated, yielding the "MS2" Merchandise Service scheme. From the builder's photos, one of which is a side view and the other a $\frac{3}{4}$ view, we can see some differences between model and prototype, most notably along the roofline and the side sills.

Just for a little variety, I can get most of the usual dimensional data I provide right from the official photo of the 118747. The inside length was 50 feet 6 inches, inside height 10 feet 8 inches, extreme height 13 feet 4 inches, and capacity 4959 cubic feet or 100,000 pounds. From the ORER for April 1952 I'll fill in the gaps: outside length 51 feet 11 inches and door opening

7 feet, which is a little bit of a “door thing” versus the 8 foot width on the 505 body style. There are three end notes of interest as well in this Equipment Register. The first indicates nailable steel floors on just six of these cars. The second calls out that the roof is higher in the center than on the sides: 11 feet 2 inches versus 10 feet 7 inches. (Why the dimension given on the 118747 is neither of these is anyone’s guess.) And the third provides a list of road numbers of cars in which LCL freight devices have been installed, which makes the cars AAR Designation XMP instead of the usual XM. One set of these, 118604 to 118790, includes all of the road numbers that MTL has selected for this Runner Pack.

This paint scheme didn’t hold up well. Photos of the 118728 and 118600 on Page 82 of the **PRR Color Guide to Freight and Passenger Equipment** and the 118600 again on Page 44 of the **PRR Color Guide Volume 2** show quite deteriorated decoration, with the “Merchandise Service” lettering going or nearly gone and the red circle for the keystone largely faded away. These photos were taken between in 1961, 1963 and 1965 so they do confirm the ATP lasting that long. It’s noted in the Color Guide (the first one) that in 1963 the Pennsy converted over one thousand of the X41B cars to X41E cars, by changing the single doors to double doors. They also received the then-standard “plain keystone” lettering and no mention of Merchandise Service, which was long gone as was most less-than-carload handling on the PRR and other railroads.

Z SCALE SPECIAL EDITION RELEASES: No releases or pre-order announcements this month.

MTL ANNOUNCEMENTS: At the Amherst Railway Society Railroad Hobby Show earlier this month, MTL officially announced a heavyweight Mail / Baggage Car which will be the next addition to the passenger car lineup. It’s based on a Burlington (CB&Q) prototype. Discussion online is already underway, not surprisingly.



The latest N Scale structure kit in what’s now being called the “Military Series 2” is a Storehouse (499 90 973, \$29.95). This definitely has uses outside of the military, left up to the modeler’s imagination for a space 7 inches long by 2 ½ inches wide.

The Howitzer guns that were included with the December 2014 N Scale Burlington Northern flat cars were released as a separate item (499 43 919, \$11.95), two in the package, assembly required.

In Z Scale, MTL didn’t waste any time placing the reprinted Z Scale Burlington Northern F7A into a “Table Top Train Set” with four freight cars and caboose (a UP caboose, however). There’s a choice between with and without a loop of track (994 03 190, \$229.95 with track, 994 03 191, \$204.95 without). The N Scale BN SW1500 is also in a set with a loop of roadbed track, probably from Tomix (993 03 320, \$259.95).

DISCONTINUED ALERT: I don't recall the last time that there were more Nn3 items on the Bye-Bye Board than Z Scale items. So let's begin with the five N Scale Narrow Gauge cars that have left the building. The first two are Southern Pacific and Colorado & Southern boxcars that became Weathered Releases this month (800 00 020 and 800 00 060, March 2014), joined by the East Broad Top reprint (800 00 070, April 2010). And the Colorado & Southern and Rio Grande Southern refrigerator cars have been frozen out as well (803 00 010 and 803 00 020, both December 2014).

In Z Scale, both numbers of the Burlington Route refrigerator car are gone (518 00 03x, October 2011). Cabooses for the Union Pacific (535 00 180, April 2014) and the Norfolk Southern (535 00 360, also April 2014) have rolled on.

And after some quiet months, the N Scale outs are fairly extensive. Before I forget it, I'll start with last month's weathered Montana Rail Link boxcar (025 44 620). The Ringling Brothers "Legends" TOFC two-pack (064 00 110) from last month has flown away, not a surprise since it was a pre-order item. (I do like that Pegasus on one of the trailers.) We'll cover the rest of the sellouts in catalog number order. First, there are four boxcars including both numbers of the Southern Pacific "Overnights" (020 00 76x, April 2014) and 50 foot double door boxcars with interior loads for the Southern Railway (034 00 360, January 2014) and Canadian National (034 00 370, February 2014). The Hercules Powder Company refrigerator car (049 00 700, September 2014) has blown away (sorry). The second number of the Union Pacific center partition flatcar is gone (053 00 712, June 2014). The Canadian National panel side hopper has emptied (085 00 070, November 2014, a pretty fast sellout for this body style). The Santa Fe painted Hy-Cube boxcar reprint (101 00 050, December 2014) and first of two general service tank car reprints (110 00 121, August 2014) are outta here. So is the second number of last month's Procor general service tank car (110 00 192). The first number of the Union Pacific open autorack is out of gas (112 00 071, July 2014). Finally, the Milwaukee Road 3-2 Observation (114 00 120, August 2013) and the Great Northern and Santa Fe Paired Window Coaches (145 00 020, February 2012; 145 00 040, October 2012) have left the station.

INCREMENTAL INFORMATION DEPARTMENT: Further to last month's N Scale Runner Pack announcement of PRR "Merchandise Service" boxcars, here's a photo reference of one of those X29 type cars at a Pennsylvania Railroad Freight Station: www.flickr.com/photos/barrigerlibrary/15604835363/ . The date is unknown, the location not confirmed but could be Waynesboro, Pennsylvania according to the Steam Era Freight Cars YahooGroup. I can't quite make out the road number, but it's definitely six digits and begins with a "5". The photo is part of the extensive John W. Barriger III National Library, Lewis Collection. One could easily get lost in... those... many images... uh, where was I?

A common question I get is, "What's the difference between the current Norfolk Southern and the 'old' Norfolk Southern?" which resurfaced with the release of the Z Scale Weathered two-pack of boxcars last month. The folks at the Norfolk Southern Railway Company Historical Society (www.norfolksouthernhs.org) can help with this via a short history of the "first" NS which existed from 1881 to 1974.

OOPS PATROL: Copy and Paste strikes again... the Z Scale Ringling Brothers 'Legends' two-pack has catalog number **524 00 140**. It's correct on the UMTRR Website.

FINALLY, BACK ISSUES AND A WISH LIST: I've had just a bit more time than usual to set up the new year's tables over on the UMTRR Website, and so I've also been able to add or change a few other things. I've updated the FAQ and also tweaked the "Subscription Request" page (about which anyone reading this needn't worry). Several of the "Micro-Stories" pages have been updated as well, including for example the addition of the 2014 Holiday Cars to the "A Holiday Gathering" page.

More importantly, a recent price increase for the website hosting (boo!) has come with a marked increase in both space and bandwidth allotment (yay!). This will allow me to rework the UMTRR Archives posted online. I don't get a lot of call for "Back Issues" from the UMTRR Gang; the majority of requests are when an recent issue gets "misplaced" or never actually gets delivered (thank you, overzealous Spam filters). I have been thinking about adding to the site the PDF versions of the column which debuted in 2010. I'm only testing now with the January 2010 edition, which was the first in the "new" format.

My aim – and consider this a Distant Early Warning – is to actually remove some of the older UMTRR Archive Editions, since a fair amount of the material is, at best, out of date, and at worst, proven to be just plain wrong as more research information has become available. So ultimately, instead of only 2002 to 2009 UMTRRs being available, there will only be 2010 to 2014 UMTRRs available, with 2015 "back issues" added with a suitable lag time to make subscribing still worth it (!). In the meantime, please feel free to stop by the UMTRR Website and check out my test down in the "UMTRR Archived Columns" table.

And while you're there... please also have a look at what I'm calling the "UMTRR Wish List." This has finally been posted online at the request of several Gang Members who have asked me if I would like to add anything in particular to the UMTRR Research Accumulation. The eyes and ears of the UMTRR Gang reach across the country and around the world, so maybe you'll be able to help locate some of the items I'm particularly looking for... at reasonable prices, in order to remain within the confines of the Subscription Revenue Stream. Oh, wait, that's zero... well, until next time, do the best you can!

Cheers, George

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