



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains® Release Report**

**Issue #225 – September, 2015**

(Not affiliated with Micro-Trains Line, Inc.)

Copyright ©2015, George J. Irwin. Reproduction prohibited.

Please see legal notice at the end of this document.

Hello again everyone! I'm pleased to announce that there are two new and long sought-after additions to the UMTRR Research Accumulation, namely, more recent Official Railway Equipment Registers. Thanks to a lucky and timely find on that Internet Auction Community, very reasonably priced "buy it now" editions from April 2013 and October 2014 have joined the shelf. So I'm less than a year behind on those... well, at least for another two months. And there's an immediate use for these, including with respect to an N Scale Pre-Order in the "Weathered" category... how fortuitous. Meanwhile, there's an array of color in this month's releases, plus an array of color to come in both N and Z Scales with a just-revealed new MTL series of boxcars. Let's have a look...

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



**055 00 521 and 055 00 522, \$24.60 each**

**33 Foot Steel Two Bay Hoppers, Offset Side, Flat Ends, Great Northern.**

**Reporting Marks: GN 73215 and 73639.**

Blue with white lettering including roadname and reporting marks on left and outline goat herald on right. Small white simulated reflective stripes along bottom of side. Simulated coal loads included. Approximate Time Period: no earlier than 1967 to early 1980s.

I'm leveraging the commentary for the Z Scale Runner Pack #79 for this new N Scale virtual two-pack. Though a new paint scheme on this car, it's on a series of prototype cars that has already been covered in these bytes. In January 2012 MTL released a reprint, Catalog Numbers 055 00 060 with road number 73363, which was brown with white lettering and carried the "side facing goat" herald with the "Great Northern Railway" legend. (The previous runs were in April 1979 and September 1998.) This pair shows the cars, built back in 1931 by the Standard Steel Car Company, in the last of the Great Northern paint schemes prior to the Burlington Northern merger. The ATP isn't any earlier than 1967 when this "big sky blue" was introduced, but I hasten to add that the "outline goat" was also painted on all black Great Northern cars of this type—probably a fair bit more practical a color for open hoppers! As noted with previous releases, the real cars differed in size, rivets and seams from the MTL 055 body style.

The January 1967 ORER showed the series 73200 to 73699, which consisted of 480 of the possible 500 cars at the time. They were your basic "Hopper, Steel" with AAR Designation

HM. The inside length was 34 feet 9 inches, inside width 10 feet 1 inch, inside height 7 feet 7 inches, outside length 36 feet, extreme height 10 feet 9 inches, and capacity 2160 cubic feet or 100,000 pounds. In the April 1970 ORER for the Burlington Northern listing, we find quite the healthy quantity of 465 cars still remaining in this GN series. We're still at 376 cars in April 1976, later than I would have expected for cars built in 1931. By April 1981, the next Equipment Register I have, that's down to only 81 cars; but then again, they were fifty years old at that point. They're all gone by April 1984.



058 00 230, \$29.95

**Reporting Marks: NADX 4511.**

**36 Foot Wood Double Sheathed Refrigerator Car, Truss Rod Underframe, Vertical Brake Staff, Baby Ruth Series #4.**

Yellow sides, brown roof and ends, black underframe. Black reporting marks and dimensional data on left. Red legend "Curtiss Baby Ruth Daily Capacity 7,500,000 Bars Candy" on left. Red "Curtiss Quality Candy" inside black rectangle on door. White lettering on ends. Arch bar trucks. Approximate Time Period: 1927 to mid-1930s.

It's almost a copy and paste from last month here. I thought that MTL would eventually release the sister car to August's NADX 4530 in the Baby Ruth Series. I just didn't think it would be the next month! My fingerprints probably haven't worn off of Page 60 of **The Billboard Refrigerator Cars** book by Hendrickson and Kaminski. On that page is the reference photo of the 4511, painted basically the same way as the 4511 except for the replacement of the "crooked arrow" on the door with the words "Curtiss Quality Candy." It belonged to the same prototype series.

The ORER for April 1928 shows that group, North American Car Company NADX 4500 to 4548 with 2086 cubic feet of capacity, or 60,000 pounds. This time I'll add the rest of the dimensional data that was provided: inside length 33 feet 1 inch, inside width 8 feet 6 inches, inside height 7 feet 5 inches, chunk ice capacity 211 cubic feet or 7818 pounds. I wonder whether candy bars needed actual ice-cooled refrigeration or just insulation; on the other hand, I know how badly a melted and re-formed chocolate bar tastes... somewhere between 'bleah' and 'yecch,' usually followed by 'Ptui'.

As noted last month, the Approximate Time Period for Billboard Cars ends before the ban on Arch Bar Trucks in interchange service, so the usual "mid-1930s" is probably okay here. As of the July 1935 ORER the series NADX 4500 to 4546 was still in place, but the car counts had been eliminated. The colorful Baby Ruth decoration would have been eliminated soon after.



073 00 170, \$29.70

Road Number: 136 (will be preceded by "EL" in website listings.

40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Full Ladders, Erie Lackawanna.

Express boxcar passenger scheme. Gray sides split by horizontal maroon band with yellow stripes. Maroon lettering including roadname along top and road number at bottom left. Black "Keep Off Roof" warning in yellow box at bottom right. Gray roof, maroon ends. Approximate Time Period: mid to late 1960s (given running board removal).

To tell this story I need to bring together several different bits of information. We'll start with the **EL Color Guide to Freight and Passenger Equipment**. Author Larry DeYoung writes that the Delaware, Lackawanna and Western purchased two groups of boxcars from Magor Car Company for use in express service. The first groups were built in 1950 and were numbered 10001 to 10039 and 10091 to 10092. In 1957, a second group was delivered, numbered from 10040 to 10089.

Most of these cars were painted rather plainly; for example Page 100 of the book **Magor Car Corporation** includes a photo of DL&W 10039, in reporting marks only. (I don't own that book but fortunately that fact was mentioned on an Erie Lackawanna mailing list.) Some of the cars received the full "Phoebe Snow" passenger scheme that MTL replicates here. I did check the ORER for January 1955 and was pleasantly surprised to find it there and not in the Official Railway of Passenger Train Equipment. The series 10000 to 10039 was described as "Express (Box), All Steel, W-Section, Passenger Equipped" with AAR Designation BX. They had a ten foot inside height, a six foot door opening and a capacity of 85,000 pounds. I think these became EL 100 to 139 based on the comments in the **Color Guide**.

When the Lackawanna and the Erie Railroad merged in 1960, some of the passenger equipment rather unceremoniously had the "Erie" tacked onto the left side of the "Lackawanna" resulting in an off-center roadname, such as what we see on the MTL car. The **Color Guide** has an example of this, specifically a 1967 photo of EL 173 near the end of its passenger service (the EL dropped the Phoebe Snow in 1966 and its last intercity train, the Lake Cities, in 1970). George Elwood's "Fallen Flags" site has an oblique end and side view of EL 180 in the same color scheme. However, neither car is from the same prototype series and each has an eight foot Superior door as well. Not quite.

It appears that the best we can do pending any Incremental Information is a shot in the Color Guide of EL 138, in plain brown with reporting marks only, on Page 30 of the **Color Guide**. As Magor's boxcar output was not of the Pullman Standard PS-1 design (well, of course!) I would expect some differences between prototype and model. I further suspect that one of these deltas is riveted sides on the real car versus welded on the MTL 073 body style. The shot of the EL 138 is lit in such a way as to not be able to confirm this.

It's also noted in the **Color Guide** that after their use in passenger trains concluded, the cars that remained "finished their lives in the 50400 series." The ORER for April 1970 shows 82 of these cars in a mix of six- and eight-foot door openings, but the point is that the Approximate Time Period would have ended for the cars by then. I don't think it starts before the mid-1960s given the lack of running board, but as with the Lackawanna version, put it back on and you can backdate to about the 1960 E-L merger.

For a bit of additional confirmation of sorts, this car was released in HO Scale by Atlas, the former Branchline kit for a 1937 AAR Boxcar, and in O Scale as well, coincidentally with the same road number 136. On those cars, the roof is aluminum, not gray. If you agree, a little bit of paint will fix that straight away. A little bit of removal of paint, plus the adding back of the running board and a change of road number, will net you the Lackawanna version of this car. Most of the work is already done for you. Or MTL could release this car on the 020 body style with that paint scheme, since most of their work is already done—though they probably should have a photo reference first, which I did not come across.



**083 00 100, \$24.85**

**Reporting Marks: UP 60345.**

**40 Foot Drop Bottom Gondola, Union Pacific.**

Brown (the UP's "Synthetic Red"), including the trucks. Black ends. Yellow lettering including reporting marks on left and large roadname in center. Approximate Time Period: 1958 (build date) to into the 1970s at least or less strictly speaking to the early decade of the 2000s.

White! No, yellow! Aaaaaahhhh... (with apologies to **Monty Python**). While MTL has done this body style for the Union Pacific, it was not only with white, not yellow, lettering, but was in a different number series and in a different UP car class, namely the earlier G-70-5 versus G-70-13. I have an image of that earlier Micro-Trains release at right, which was done as a single car in 2007 and in Runner Pack #80 in 2013.



MTL says in its car copy that this version was built in 1958 as part of the group numbered 60200 to 61099. The ORER for January 1959 has 700 of those cars in the series 60200 to 60899, with inside length 46 feet, inside height 4 feet 7 inches, outside length 47 feet 3 inches, extreme height 9 feet 8 inches, and capacity 2410 cubic feet or 140,000 pounds. Those dimensions seem to be larger than the MTL 083 body style, which I think is at least partially based on the UP's G-50-13. We have a bingo on the 60345 on Page 80 of the **UP Color Guide to Freight and Passenger Equipment** (Volume One) and another different number: 500 cars built by American Car and Foundry in 1958. But that was part of the total of 900 in the UP's G-70-5 class. Checking the photo which is a three-quarter view the black ends are apparent but also noted is that they are a bit different than the MTL 083 body style. The ends of the prototype UP 60345 had two vertical straps—probably reinforcements of some sort but I can't be sure about that.



Going back to the ORERs, the July 1963 is the next issue I have after January 1959, and it shows all 900 cars in the full series 60200 to 61099. The car count was down only fifteen to 885 as of October 1972 but dropped to 529 in July 1980, though the capacity of the cars at that point was up to 154,000 pounds so get out the stencils. The series was down to 47 cars in July 1989's Register but the last of these don't wander off the Union Pacific roster until between October 2004 and January 2006. A more "strictly speaking" ATP would probably be into the 1970s given the addition of consolidated stencils, but Rule #1 applies.



142 00 150, \$34.90

**Car Name: "Armitage" (will be "CN Armitage" in website listings).**

**12-1 Heavyweight Sleeper, Canadian National.**

Black and green sides separated and bounded by yellow horizontal stripes (top, below center and bottom) with black roof, ends and underframe. Yellow lettering including roadname centered on letterboard, car name at bottom center and multi-color maple leaf heralds at bottom left and right. Approximate Time Period: 1954 to 1961 for this particular car, see below.

We turn to Michael Livingston for a guest commentary on this car... start quote:

CNR 1708 "Armitage" is a 1913-era Pullman 2410 plan 12 section-1 drawing room sleeping car that Pullman used in CNR service from the 1930s through 1954. The car was upgraded with ice-activated air conditioning in May of 1937, cited in Tom Madden's Pullman master list (at [www.pullmanproject.com](http://www.pullmanproject.com)). Armitage was an original 2410 plan 12-1, which means it has two-paired windows in the corridors, rather than two single windows, and it would have a curved end roof rather than the pedimented roof common to most Pullman cars built (or rebuilt) after Feb 1922, like the 3410/A plan.

The CN acquired the Armitage from Pullman as a result of the United States' antitrust action against Pullman. At the end of the 1948 ownership was transferred to CN, but then the CN immediately leased the car back to Pullman, as many railroads did.

Armitage is listed in the June 1938 Pullman car list in the CN/Grand Trunk Railway "Assignment and Reservation of Space" in service between Toronto and Timmins which puts it on the "Northland" train, a Canadian National train which connected with the Ontario Northland Railway. According to the **Ontario Northland** book by Douglas NW Smith, Armitage was assigned to this train at least to mid-1954 when withdrawn from the Pullman lease.

Originally painted Pullman green, Armitage was painted in an all green scheme in 1939 and probably stayed that way until it was withdrawn from Pullman service in July of 1954. If it continued in this service (or it may have gone into the CN pool, which I cannot confirm), it would have been repainted by CN, who owned it by that time.

The Approximate Time Period for the paint scheme would be from late 1954 to retirement of the car in September 1961, that is, if it was repainted in this scheme at all. A better choice of car names to match the Micro-Trains 12-1 3410/A plan would have been CN "Red Key", "McGonigle", or "McNish" that were definitely painted in this CNR classic scheme.

End quote, and many thanks, Michael.

My own online search other than the "Pullman Project" that Michael cited resulted in some interesting diversions but no matches for the actual car. I did see that there's a book titled **Canadian National Railways: An Annotated Historical Roster of Passenger Equipment, 1867-1992** which was compiled by Andrew Merrilees and edited by Gay Lepkey and Brian West. To obtain access to a copy, I'll either need to come up with \$350 (not likely) or visit the Toronto Reference Library (now that's tempting). Merrilees was quite the railroad historian and collector, beginning back in 1932 (!). His notes, documents and a collection of over 340,000 (!) photographs were obtained by the National Archives of Canada. After briefly working in Research and Development for the CN, Andrew Merrilees founded a rail supply company that today remains "Canada's most versatile seller of new rail for track, crane and structural applications" according to their website ( [www.merrilees.com](http://www.merrilees.com) ). "We stock more sections of new rail and accessories than any other supplier," says the company, and they are also in the locomotive sales and leasing business through a division located in Laval, Quebec.



**148 00 040, \$30.40**

**Road Number: 2038 (will be "ATSF 2038" in website listings).**

**70 Foot Heavyweight Mail/Baggage Car, Santa Fe (AT&SF).**

Pullman green sides and ends with black roof and underframe. Gold lettering including roadname off-center on letterboard, road number at bottom center, "Baggage/American Railway Express" next to baggage door and "United States Mail Railway Post Office" below RPO windows. Approximate Time Period: strictly speaking, 1927 to at least 1929, or into the 1960s otherwise, see text.

MTL gives a build date of 1927 for mail/baggage cars 2024 to 2038. This is almost certainly the "as delivered" paint scheme and as such we run bang into the transition from American Railway Express to the Railway Express Agency which took place in 1929. The lettering to

the left or right of the baggage door (depending on which side you're seeing) would therefore be obsolete not long after that year. Fortunately, replacement "Railway Express Agency" lettering should be available for a quick patch—which is probably what the Santa Fe actually did on these cars. Over on TrainBoard.com, Russ Straw has a photo of his model of the 2038, which he lettered with "Railway Express Agency Inc." next to the door (and also kitbashed from Atlas Rivarossi streamlined RPO Baggage and Rivarossi heavyweight parts). Also note that in 1948, the Association of American Railroads began requiring that Star symbols be stenciled on baggage cars which were equipped for messengers.

With that out of the way, let's look at a Less Strictly Speaking ATP. The Official Register of Passenger Train Equipment (ORPTE) for March 1943 shows a series AT&SF 2000 to 2060, of 61 baggage-mail cars that were 70 feet long. The ORPTE for January 1953 shows... well, actually my electronic copy doesn't show any Santa Fe passenger equipment numbered in the 2000s. I'm not sure that's correct. For example, the Fallen Flags site has a photo of the heavyweight baggage/mail car 2054 from 1965. I double checked the ORERs just to confirm that they hadn't snuck over to that register, which they did not.

The Santa Fe Historical and Modeling Society has a citation for an HO Scale kit for the Pullman-built series 2000 to 2049. These cars had a 30 foot RPO section. Writing on the "ATSF" YahooGroup back in 2011, Tom Casey (who actually helped bring out these kits) noted, "This should be a useful car for passenger train operators since it shows up system wide and was often used to shuttle mail from crossing train routes. An example would be the El Paso to Denver train picked up (from the Grand Canyon Limited) and dropped off one of these at Belen. I think a similar operation happened at Clovis as well."

Reference was also made to the SFM&HS's own publication **Head End Cars: Santa Fe Railway Passenger Car Reference Series - Volume One**. I don't have that book but UMTRR Gang member Ben Woelk does, and from there we get what we need. Of the cars 2024 to 2038, all but the 2038 were "Rearranged for Baggage and Express" in 1960. It's also noted that "Many of the heavyweight cars... went to retirement wearing coach green with yellow lettering." There's a bingo to the 2038, the Pullman Company builder's photo in fact, and it's likely the reference that MTL utilized as it has the "American Railway Express" lettering. The sides for the cars 2024 to 2038 are relatively close to the MTL body style, as they have three windows in the RPO section, though of a different size; and a single six-window baggage door vs. a five window door on the etched sides (and presumably the real car). The MTL car doesn't have the characteristic channel shape at the bottom of the sides, but that's to be expected since the 148 body style is based on a Burlington prototype. The fishbelly underframe was used on these Santa Fe cars. However, the roof is different though. The degree to which this is a stand in is, of course, up to the reader. The builder's photos don't end there in the **Head End Cars** book: there are two shots of the interior and one of the end, these of sister car 2029.



In addition to the above, the **TTX Wind Turbine Set (993 01 330, \$169.95)** has been released. UMTRR coverage was in the May 2015 issue. The individual catalog and road numbers are as follows: 071 51 810, 156656, (with blade load); 071 52 810, 156970, (no load); 071 53 810, 157213 (with blade load); 071 54 810, 157635 with load of two hubs and one engine); 071 55 810, 157697 (with tower load).



**Pre-Order Announcement:** *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 September 30.*

**Scheduled Delivery Beginning February 2016: Per-Diem Boxcar Series. Announced MSRP: \$27.95 each.**

Will consist of twelve different fifty foot exterior post steel boxcars of several possible configurations including at least the 025/25000 single door and 030/030000 double door body styles. Each will be painted in a previously unreleased “Incentive Per Diem” shortline scheme. Examples provided are of the Delta Valley and Southern Railway and the Sierra Railroad. Reviews of the individual cars will be provided as the cars are announced.

I call it the “Second Era of Color.” I’ve told this story before as well, but it bears repeating. Beginning in the December 1999 issue of **Rail Model Journal**, Jim Eager authored an extensive multi-article series on “The Boxcar Boom of the 70’s” and covered every major manufacturer of the over sixty thousand exterior-post boxcars that were built between 1974 and 1981, before the boom turned to a bust.

The setup for Incentive Per Diem boxcars was ideal in the early 1970s. Plain old general service cars were wearing out, and many were of the forty-foot variety, which were rapidly becoming outdated. There was a need to replace them, but not much of a financial incentive. The Association of American Railroads, working with the Interstate Commerce Commission, provided that incentive, but it was heavily tilted toward railroads—like shortlines—which had not previously invested in equipment. Along came investors who saw the opportunity to purchase and lease to these Class 2 railroads (“Class 2” referring to their revenue levels, not their status!) and reap the benefits of new cars with increased per diem rates that did not



necessarily need to be returned to their “home road.” The result: twenty-three thousand new cars built for this scheme by 1978, many of them colorfully painted for small railroads that most of us had never heard of. If you were as curious as I was, the sighting of one of these cars sent me scurrying to the ORERs, or to the Official Guides, just to see where these lines were located. The actual boxcars were of a design that wasn’t like “your grandfathers” boxcars either—it was what is officially called “exterior post” but is frequently referred to (including by me, in earlier UMTRRs) as “rib side.” The process of changing from interior braced boxcars to these single-sheathed exterior side post boxcars actually began in the 1960s but was pretty much the standard by the time the IPD movement began. “Standard” is relative of course since there were five major builders and multiple different end and roof choices.

This didn’t last long. First, the railroads fought back by authorizing Trailer Train to create Railbox, which itself bought close to another twenty-five thousand cars that were also “Next Load/Any Load.” Second, the boxcar shortage became a glut, at least somewhat due to the economic downturn of the early 1980s. The shortlines which leased hundreds of boxcars soon found them being returned empty by the Class One railroads—and with nowhere to put them. Some of these lines literally did not have enough track on which to store the number of cars in their registration. The repeal of the Incentive Per Diem charge burst the bubble for good. Thus we go from the Second Era of Color to the Era of Sloppy Restenciling, but that’s another story. (In fact, examples are pending and here in the Weathered Releases section; see below.)

When the very first x-post boxcars were released by Kadee Micro-Trains in February 1981, the prototype body style was relatively new, and some N Scale modelers were not as specifically oriented to the various types and models of x-post cars as is the case today. And since 1981 there have been many different paint schemes, including by MTL, on this overall type of boxcar, and many if not all of the major classes and manufacturers of these cars are now represented in N Scale. (Not so much in Z Scale.) Which begs the question: how much of an untapped market remains for these IPD schemes? Do people have all the Sierra Railroad boxcars they need from another source, for example, or did all of the previously available supply for this car not satisfy the demand?

There’s also the remark that Jim Eager himself made in his **Rail Model Journal** article series, namely, that model railroaders might think “a boxcar is a boxcar.” That’s not necessarily true, of course, though that begs the next question of how many people will be interested in a car only if the paint scheme aligns with the actual prototype of MTL body style, which in the case of the 025/25000 series, is the FMC 5077 cubic foot single door car; and how many, on the other hand, don’t care. Let me hasten to add that there are certainly enough “as delivered” paint scheme choices among IPD cars to allow MTL to do a series on “their” prototype alone—and that’s not counting the hasty restencils that followed. Speaking personally, not as your faithful columnist, I like IPD boxcars a lot, and unlike with my other favorite car type, billboard refrigerator cars, I saw many of these personally. I’ll be very interested to see how well this series does, and I guess we’ll all find out together.

## N SCALE REPRINTS:



024 00 290, \$21.70

Reporting Marks: RF&P 2870.

40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Ladders, Richmond, Fredericksburg and Potomac.

Blue with aluminum door. White lettering including large "RF&P" above roadname

and reporting marks on left, and "Linking North & South" slogan with map of Virginia on right. Black and white double panel consolidated stencils on far right. Approximate Time Period: mid-1970s (1974 service date on car) to early 1980s. Previous Release: As Catalog Number 24290, Road Number 2982, January 1999.

When this car was first released in 1999, it was one of two carrying the same reporting marks, RF&P 2892. That "virtual two pack" was the first attempt of which I was aware to document two points in the service history of a single car. Only the later version is reprinted this time around, however. At right is what the first run looked like.



The series 2801 to 2900 of 100 PS-1 box cars was probably among the first all steel box cars built for the RF&P. This isn't terribly surprising, considering that the chief role of the line was as a bridge route between the Seaboard Air Line and Atlantic Coast Line at Richmond and the Pennsylvania Railroad at Washington, DC (the "Potomac" part of the name, of course). I don't doubt that there was plenty of freight moving along the line, and some originating and terminating on it as well. But perhaps better remembered are passenger trains, most of which were operated in conjunction with other railroads. The May 1954 Official Guide of the Railways lists dozens of trains, even including one called the "Havana Special" for the Atlantic Coast Line. In that very month, the late Don Ball captured an RF&P E-8 diesel painted in the handsome purple, gray and gold scheme that was very similar to the passenger diesels of the Atlantic Coast Line. Photos of both are in Ball's book **America's Colorful Railroads**.

The box cars did not initially get such treatment; it was basic tuscan oxide for them. When serviced in 1974, the 2870 emerged with a paint scheme more commonly associated with the line, and certainly much more colorful! The "Links North and South" herald is one I recall from my youth. Unlike the usual progression, the ampersand in "RF&P" was actually added back from the older to the newer paint scheme.

The July 1974 ORER shows 99 of the original 100 cars still in service, of which 80 had a capacity of 100,000 pounds and the other 19 had a capacity of 110,000 pounds. The other dimensions were all the same: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 41 feet 10 inches, extreme height 14 feet 11 inches, door opening 6 feet, and a capacity of 3903 cubic feet. These were the only series of

nominal 40 foot boxcars remaining on the RF&P roster at the time; all of the other boxcars were fifty footers. The April 1981 ORER shows 57 cars remaining, but they're all gone by the next ORER I have in the Research Accumulation, April 1984.

It's somewhat unusual to find a bingo on a reprint number, but we have one this time on Page 34 of **Classic Freight Cars Volume 1**. RF&P 2870 was photographed in September 1976 in Denver. It had been upgraded to the 110,000 pound capacity by then, had its running board removed and its ladders shortened. Since it is a genuine PS-1 boxcar from Pullman-Standard, the fidelity of model to prototype is quite good, including the side sills and the six foot door (i.e. no "Door Thing" here). The three-quarter view from slightly below track level shows a fair amount of weathering on the ends, a sometimes overlooked detail.



049 00 230, \$24.80

**Reporting Marks: ART 416.**

**40 Foot Double Sheathed Refrigerator Car, Crazy Water Crystals.**

Yellow sides, brown roof, ends and door sill. Black door hardware. Black lettering including reporting marks on left. Green and black "Crazy Water Crystals" trademark on left. White reporting marks on ends. Approximate Time Period: mid-1930s. Previous Releases (as Catalog Number 49230): Road Number 419, January 1987; Road Number 417, November 1997.

I feel a bit of affinity with this car and this story, as a spring with its own brand of "healthful and curative properties" figures fairly large in the early years of my N Scale Wilmington and New York Railroad... at least according to the W&NY's concocted "history." But, alas, the fine folks of the High Peaks region just couldn't compete with the downstate establishment of Saratoga Springs. But I digress...

The ORERs help to narrow down what I'd previously guessed to be up to a two decade ATP, as the first listing for American Refrigerator Transit with a road number in the 400s isn't until the July 1935 issue—that's after checking August 1924, April 1928 and February 1931. The series ART 400 to 750 was a mix of two sets which differed in the capacity of ice, 253 cubic feet or 137 cubic feet. There's little other dimensional data other than the outside length was 41 feet 4 inches and the lading capacity was 1821 cubic feet or 53,000 pounds for both sets. An end note declares that a number of cars including seventeen sets of cars that have other than ART reporting marks "are now assigned to and operating in the service of various shippers and should... be handled strictly on record rights and in home route so they can and will be returned to the loading points of the various shippers." One of those points could have been Mineral Wells, Texas, the home of Crazy Water and Crazy Water Crystals.

Mineral Wells sprung up (pun intended) around the area of, yes, mineral wells. That story is told (and footnoted!) over on the current Crazy Water site ( [drinkcrazywater.com](http://drinkcrazywater.com) , no "www"). The small town in Texas regularly hosted many times its actual population in the first three decades of the Twentieth Century, and once boasted more than fifty hotels, spas

and resorts. In 1904 the Famous Water Company was founded by Ed Dismuke, who lived to the ripe old age of 97 after being told by doctors that he had a life threatening disease and should get his affairs in order. He was told this when he was forty, and claimed that with the help of the water from Mineral Wells, he “outlived all of his physicians.” Dismuke’s firm eventually took over bottling and marketing of the “crazy water” that was first said to have helped a woman who suffered from what we might call dementia today.

The Great Depression cut back tourist traffic to Mineral Wells quite severely, so the company began to market Crazy Water Crystals. “With a teaspoon of the Crazy Crystals and a glass of tap water, people enjoy the healthful benefits of the Crazy Water in their own homes.” These were the minerals that remained when the well water was boiled off. It and other products were available until the Food and Drug Administration began to question the effectiveness of it and “Pronto-Lax,” “Famous Mineral Crystals,” “Eye Bath,” and “Residuum”--no, I don’t know what that last one’s supposed to do either. World War II and its gasoline rationing resulted in the permanent decline of the resort trade in Mineral Wells, and nearly all of the facilities closed down. Though some structures survive including Dismuke’s pavilion, all that’s left of the location of the first well is a sign at the junction of US Routes 180 and 281 that marks the spot of the “Crazy Water Well.” The town of Mineral Wells was built outward in all directions from that very spot.

Today, Crazy Water is available in bottles in three varying degrees of “crazy” based on the amount of minerals present in the water. There’s something to be said for the potential benefits it has; lithium, for example, does have medicinal properties.

I didn’t come up with any prototype photos (the book **Billboard Refrigerator Cars** doesn’t have one) but Clover House has a similar set of dry transfers for ART 468 that is given a “circa 1930s” timeframe. In addition, there have been models of this car made going almost all the way back to when Billboard Refrigerators were legal, based on my slow pass through the archives of **Model Railroader** magazine. (The June 1939 issue has an advertisement for a kit in HO Scale.) By the January 1940 ORER, the end note had removed the reference to vendors but did continue to state that some cars should use “home routes so they can be returned to assigned points.”

**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 September 14.*



025 44 700, \$29.95

Reporting Marks CN 418132.

50 Foot Steel Exterior Post Boxcar, Single Superior Door, Canadian National.

Side A (shown at left) is covered in a full-side graffiti “Orange” depiction with black stylized word “ORANGE” in black at top right. Restenciled reporting marks on left. Black and white single panel consolidated stencil at bottom right. Side B (shown on next page) is blue with





reporting marks area covered with multicolor graffiti “TAPS” and has moderate to heavy weathering with simulated rust spots across car. Car also has weathered trucks and roof. Approximate Time Period: At least 2008.

It's very nice to see two UMTRR Gang Members get in on the fun for this year's "Halloween" cars. First, long time reader Ed Weisensel's photo of the prototype car was the inspiration for this MTL depiction. The ATP is "at least 2008" since it was in March of that year when Ed snagged the photo, which is over on RRPictureArchives.net. Also posted there is an end view taken in October 2008. The real car is actually a former National Railway Utilization property, built by SIECO and thus not a match to the MTL 025 body style. We can't tell anything else with this little to go on from the photo only; however thanks to a handy caption I can report that it is, yes again, a former Incentive Per Diem boxcar, Norwood and St. Laurence NSL 150449, that was no doubt picked up on the cheap by the CN. The presence of the square placard on the door of the prototype car is the giveaway to its heritage. That detail is easy enough to add to the A side of the car if you're so inclined—just be sure to paint it orange. Given the differently colored door on the B side, I suspect that there might not have been a placard at all.

ORER lookups are somewhat irrelevant for weathered cars, but I'll grab the October 2007 edition anyway. The car was part of the CN series 418000 to 418399, a set of 5277 cubic foot XP classification boxcars with a total car count of 145 at the time. Fifteen of these remained in the October 2014 Equipment Register, but it's anybody's guess whether the "ORANGE" was still in service with its extensive decoration.



**105 44 700, \$27.95**

**Reporting Marks: ATW 1615.**

**50 Foot Steel 14 Panel Gondola, Straight Sides, Fixed Ends, Atlantic and Western Railway.**

Black with white reporting marks on left. White double panel consolidated stencils on right. Yellow conspicuity stripes across bottom of car. Extensive Halloween-themed graffiti across one side. Approximate Time Period: at least 2015.

The other UMTRR Gang Member to credit here is David Grothe, who's new to the readership (and welcome aboard!). His photos of both sides of the car appear on Flickr and are linked on the MTL website. I can tell you from those images that the B side of the prototype car has only a little bit of plain white scrawling, and that the real ATW 1615 is a whole lot larger than the MTL 105 body style.

How much larger? Let's look at the October 2014 ORER: the series ATW 1614 to 1651 sports an inside length 66 feet, inside width 9 feet, inside height 6 feet, outside length 70 feet 5 inches, extreme height 9 feet 8 inches, and capacity 3564 cubic feet! Combined with a Gross Rail Weight of 286,000 pounds, the net of it is that you could comfortably fit an entire



prototype for the 105 series inside this gondola! David also reports to UMTRR HQ that the real 1615 has a bit of a fishbelly look to it. Well, it's the graphics that are the attraction for this car, not necessarily the fidelity of the model selected. Larger gondolas are available, ahem, elsewhere, but I'm not sure that a seventy foot version is.

*In addition to the above, the following is in pre-order at present and is 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 September 30.*



***Scheduled February 2016 Release:***

**993 01 370, \$274.95, UP/SP Weathered Train Set.**

Expected to consist of the following items (preliminary artwork shown is subject to change):

**986 series SW1500 Diesel Locomotive (Southern Pacific Details), Union Pacific Yard (Patch).** Mostly in heavily weathered Southern Pacific paint scheme of gray with red details and gray underframe and trucks with faded white lettering including roadname on hood. Union Pacific Armour Yellow patch panel on cab with UPY 1176 reporting marks. Small red white and blue UP shield herald below road number.

**Four 025 series 50 Foot Exterior Post Boxcars, Single Door (Catalog Numbers TBD):**

**Reporting Marks AERC 5129, Albany and Eastern.** Former Green Bay and Western paint scheme of yellow with black lettering including roadname and "Cushion Service" on right; small rectangle herald in white on red, reworked from "Green Bay Route" to "Santiam River Route." Patched out reporting marks and roadname; moderate weathering. Youngstown door.

**Reporting Marks WRWK 1701, Warwick Railroad.** Undetermined previous roadname; car is multiple shades of weathered and faded yellow and/or orange with graffiti across bottom of car. White reporting marks on black patch. Brown Superior door (simulated replacement) on at least one side of car.

**Reporting Marks AGR 8233, Alabama and Gulf Coast.** Former Texas Mexican paint scheme of green with mostly white lettering including roadname on right and multicolor circular “State of Texas” herald on left. White reporting marks on green patch; heavy weathering and faded graffiti. Brown Superior door (simulated replacement) on at least one side of car.

**Reporting Marks HLMX 50110, First Union Rail/Helm Leasing.** Undetermined previous roadname; car is orange with extensive weathering and simulated rust. Black reporting marks on gray patch panel. Yellow vertical conspicuity stripes along bottom of car. Youngstown door.

And here’s the final chapter in the Incentive Per Diem story: cars nearing the end of their service life, bouncing around railroads, possibly through lessors, and looking, well, terrible. It’s an inauspicious end to the Second Era of Color, with the current predominate color frequently being Rust. I’ll come back to the Union Pacific “patch job” SW1500 after a look at each of the four boxcars in this forthcoming set. No caboose this time, which is appropriate for the Approximate Time Period of this decade, more or less... but read on about that ATP.



We covered the **Albany and Eastern** back in January 2014 when a Weathered Four-Pack for that Oregon short line was released. You might recall that I panicked upon discovering that the railroad didn’t have an entry in the ORER for January 2011, and in fact it doesn’t for my new additions, the April 2013 and October 2014 issues (the alphabetical sequence goes right from Alaska Railroad to Algoma Central). So it’s back to the October 2007 ORER to see that the 5129 is among the series AERC 5100 to 5147, which had 46 cars. The cubic capacity was a little larger than the MTL 025 body style at 5377 cubic feet. Car reporting is done via First Union Rail, which suggests to me that the 267 cars on the AERC roster at the time were leased from that large company. Which, again, obviously didn’t do much to maintain the freight cars’ paint, though the flip of “Green Bay and Western” to “Albany and Eastern” using the minimum necessary relettering is clever. So is patching the herald to “Santiam River Route,” a detail that fortunately for my eyesight is captioned in a July 2006 bingo to this car on RRPictureArchives.net. At that time the roadname hadn’t yet been patched, but it had been by the time it was found again and photographed, with the result posted to RailcarPhotos.com. The caption there gives the complete history of the car: built by FMC from December 1979 to January 1980, part of GB&W series 16000 to 16299 (two cars from which have been done by Kadee Micro-Trains in June 1986 and April 1992), then Iowa Traction IATR 16100 to 16149, then Northwestern Oklahoma NOKL 16100 to 16149, and finally over to the Albany & Eastern. Yikes. And four different sets of reporting marks isn’t even close to the record. If the AERC really no longer has any rolling stock in its roster, who knows where these cars might be now?



The original **Warwick Railroad**, located in Rhode Island, “[i]n 1881 passed into the hands of the New York, Providence and Boston line” according to the Arcadia Publishing softcover on Warwick. We know that company better as the New Haven. However, what I believe to be another Warwick Railway formed from what was left of the

United Electric Railway's trolley operation in Cranston for freight service only. A Google site discusses this and the fact that this Warwick was also purchased, this time by the Providence and Worcester in 1984. The WRWK cars are under the P&W's registration in the October 2014 ORER, including the 1701 which is another 5347 cubic foot car in a series spanning from 620 to 2422. About the only attribute some of these cars have in common with each other is that they're all boxcars – there are different dimensions and capacities and there are even a few "Exceeds Plate F" cars mixed in for good measure.

The Providence and Worcester apparently kept the WRWK reporting marks to enable leasing of boxcars and other equipment from GATX with management by Millennium Rail. According to a post from 2010 on Trainorders.com, GATX took an equity stake in the P&W. A photo over on the Fallen Flags site of WRWK 1445 from that large not-necessarily-identical group as of March 2015. It has brand new "dip freight car red" paint with GATX lettering on the right hand side. The 1701 obviously didn't look like that when photographed! I didn't come across a bingo for that car, but from RRPictureArchives I did learn that the Warwick/Providence & Worcester's set of boxcars came from, to summarize, "all over the place." Based on what's left of the original paint scheme in MTL's preliminary artwork, the 1701 could have started as an Incentive Per Diem lease car to the East Camden and Highland Railroad, which had a paint scheme of orange with a cream-colored band, at least for a short time.



While confirming the paint scheme of the Texas Mexican, I tripped right over a Bingo for **Alabama & Gulf Coast AGR 8233**, as caught in 2014, on RailroadsTrains.blogspot.com. MTL must have seen this image also since the preliminary artwork closely matches the prototype photo. The real car was built by Pullman-Standard; its logo is under the ladder at the bottom left corner of the side, so we won't have a match to the 025 body style, particularly with the ends. It's probably a PS5344 which was built in 1978 and leased by ITEL Rail to the Texas Mexican, part of the series 3000 to 3299. An "as new" photo of TM 3255 is over on RRPictureArchives.net. The ORER for October 2014 shows AGR 8233 as one of eight cars in just one of a maddeningly lengthy sequence of subseries, nominally for the group 8196 to 8290, which takes most of Page RR-10 in the Register. (There are so many subsetted series that almost fifteen pages are needed to cover only 2171 cars.) The group is a mix of XM and XP designations, different interior and extreme heights, and different cubic capacities. For the record, the 8233 is shown as a 5344 cubic foot car. Reporting for the entire fleet was directed to GATX Corporation-Rail, so I think we have a situation where this car started with one lessor and is likely to end up with another – with potentially others in between.



The most beat up looking car of all is registered not to a railroad at all, but to **First Union Rail**, formerly Helm Leasing. At least one of their cars seems to show up on every general freight train that runs in the vicinity of UMTRR HQ. Even with two bingos for the car on RRPictureArchives.net, I **still** can't even remotely guess the origin of this boxcar. It looks like even the conspicuity stripes have rust. Like the former Texas Mexican/Alabama and Gulf Coast car, this appears to be a Pullman-Standard PS5344 car, which differs from the MTL 025

body style. I suppose that as long as the inside of the car is serviceable it doesn't matter what the outside looks like.

And according to the October 2014 ORER, the car is still in service, part of a group of 47 numbered 50100 to 50146. Wait a minute, all numbers in a series of former IPD boxcars intact and consecutive? With a single entry in the Equipment Register? In 2015? That's remarkable.

While I can't guess the origin of the car, there is a shot taken with sister car 50127: first, the Waterloo Railroad in Iowa, then the Soo Line, then the Wisconsin Central, then its subsidiaries Sault Sainte Marie Bridge Company and the Wisconsin Central Chicago Link with WCCL reporting marks. Starting with the Waterloo makes sense since its paint scheme was orange with minimal black lettering. If that's the case, among other things this means that the car might never have been repainted since it was constructed.



And that brings us back to the locomotive. The Union Pacific started its "UPY" reporting marks for Union Pacific Yard diesels in 1999 for a simple reason: it was going to run out of logical four digit numbers for its motive power otherwise. According to Don Strack on his UtahRails.net site, "[O]f the total roster of 6,841 units..., 3,743 units were to be renumbered over the next two years (late 1999-2002), including 632 switching units (GP15-1, SD38-2s, SW1500s, MP15DCs and MP15ACs)... changed to UP's new UPY reporting mark, along with 36 yard and road slug units.

UtahRails.net also has the roster of the full complement of SW1500s, and UPY 1060 to 1233, formerly UP 1060 to 1233, were the Southern Pacific and Cotton Belt's 2451 to 2689. Among those 106 units is the 1176, which was SP 2608 built in November 1971, moved to the UPY markings in August 2001, and... uh-oh... retired in May 2004. Well, that explains why the UP didn't bother to paint it. So the choice of this particular unit causes a rip in the Approximate Time Period continuum in my opinion, since the 1176 would have been retired prior to the appearance of the boxcars it's to be pulling in the train set. There are other road numbers that remained in service a bit longer. The 1165, for example, wasn't out of service until March 2009, and according to the table, the 1171 is still performing yard work at the present time. The question, though, is whether those other units carried the patch job. No, maybe the question is "Does this matter to the modeler?"

But back to the 1176: it looks quite the mess in July 2008 in the UP's Council Bluffs yard, four years after it was taken offline by the railroad. The artwork MTL's provided matches up with the photograph which is among several of the unit on RRPictureArchives. It looks a little better four years earlier, when it appeared to still be earning its keep at North Platte, Nebraska. The last picture in the sequence, taken in January 2010, shows it and sister units 1105 and 1151 sold off to Progress Rail and delivered to Patterson (Waycross), Georgia.



**N SCALE RUNNER PACKS:** In addition to the below announcement, **Runner Pack #108** (993 00 108, \$99.95), four Shell Oil 39 Foot Single Dome Tank Cars, is now available. UMTRR coverage was in the April 2015 issue. The individual catalog numbers and road numbers for these items are as follows: 065 51 880, 1480; 065 52 880, 1496; 065 53 880, 1535; 065 54 880, 1548. These are the first through fourth road numbers for this car. Note that the "Mtz." next to the apparent service date that was on the preliminary artwork does not appear on the actual cars. I don't think that changes the Approximate Time Period of the late 1940s to the 1960s, which was mostly a guess anyway.



*The following 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 September 30.*



***Scheduled February 2016 Release:***

**993 00 113, \$89.95**

**Road Numbers 151192, 151204, 151253, 151270 (will be preceded by "SP" in website listings).**

**Quantity four of 40 Foot Drop Bottom Gondola, Southern Pacific.**

Freight car (oxide) red, including trucks, wheels and couplers. White lettering including roadname and road number on left. Black and white circular "Southern Pacific Lines" herald on right. Simulated wood load included. Approximate Time Period: Approximate Time Period: 1949 (build

date) to about 1956. Previous Releases: Catalog Numbers 083 00 08x, road numbers 151264 and 151273, April 2010, with scrap wood loads. Individual Catalog Numbers for this Runner Pack should be 083 5x 080.

David Carnell helped out when the previous virtual two-pack of this car was released in 2010, and here's what he told us last time, start quote:

"Information on these cars is found in Chapter 7, General Service Gondolas after 1940 in the book **Southern Pacific Freight Cars, Volume 1: Gondolas and Stock Cars** by Anthony W. Thompson. The cars are class G-50-22 gondolas, car numbers 151000-152649 part of an order for 1650 gondolas built in 1948-49 by Bethlehem Steel Company. The first 1200 were built in the fall of 1948. The cars are painted in the as delivered paint and lettering scheme.

"In 1956, these cars were renumbered into the series 364725-366274. So the Approximate Time Period is 1949 to 1956. It appears that many cars were just renumbered and kept their original paint and lettering scheme. Other cars were repainted and had the full road name



with stripes over the number replaced with SP initials and a new stacked SOUTHERN PACIFIC road name painted on the center of the gondola side.

“As the cars aged, the drop bottom doors were welded shut. SP started retiring these cars in the late 1960s and they were mostly off the roster by 1980.”

End quote, and thanks again, David! The ORER for July 1950 shows the series David mentioned, 151000 to 152649, with all 1650 cars described as “Gondola, All Steel, Drop Bottom” with dimensions as follows: inside length 41 feet, inside width 9 feet 6 inches, inside height 5 inches, outside length 42 feet 9 inches, extreme height 9 feet 4 inches, capacity 1948 cubic feet or 100,000 pounds. The January 1959 ORER shows the “great renumbering” of the Espee to be complete for these cars.



*Scheduled February 2016 Release:*

993 00 809, \$174.95

**Reporting Marks OSL 47715, 47727, 47730, 47744, 47749, 47860, 47865, 47906.**

**Quantity four of 40 Foot Despatch Stock Car, Union Pacific (Oregon Short Line reporting marks).**

Yellow with aluminum roof and ends. Red lettering including “Union Pacific Livestock Dispatch” on left and reporting marks on right. Approximate Time Period: 1947 to early 1960s. Previous Releases, As Catalog 35010: Road Number 47999, April 1979; Road Number 47679, January 1988; Road Number 47859, January 2000. Individual catalog numbers for these cars should be 035 5x 010.

The most recent release of this car was in Z Scale in April 2007, the first time out in that size. (At least I won’t have to guess on the catalog number.) I’m able to reprint and augment the information I’d gathered up to that time.

First, I’m able to zero in on the start of the ATP via the book **Union Pacific Freight Cars 1936-51** by Terry Metcalf: “The Livestock Dispatch service was created in 1947 to expedite stock to market. Cars assigned to that service were either rebuilt S-40-10 cars that dated from the mid-thirties or cars such as [the] S-40-12 built in 1950.” The service date is 1947 on the previous run of this car in N Scale and the only Z Scale entry so far, so we’re good there.

The July 1950 ORER shows 251 cars in the series OSL 47700 to 47999, with 40 foot 7 inch inside length, 9 foot 2 inch inside height, 42 foot 2 inch outside length, 14 foot 1 inch extreme height, a 6 foot door opening, and capacity of 3292 cubic feet or 80,000 pounds. This number had dropped down to just 47 cars in the set by January 1964's ORER; but they were still lettered “OSL.” But Note D for the listing stated that all OSL lettered cars were in process of

being relettered "UP." And so much for the Approximate Time Period. It's noted in the **UP Color Guide to Freight and Passenger Equipment** (Volume 1) that OSL lettering was used for UP equipment trust purposes.

A descriptive blurb for an S Helper Service model of the S-40-10 cars that I found online says that these were rebuilt from 1916 era boxcars "into both single and double deck cars and were the first to wear the famous UP Armour Yellow and silver paint scheme." A shot of that model car shows numerous deltas to the MTL model. This isn't surprising since (as I point out just about every time MTL does a stock car) their body style is based on a New York Central prototype as are other N Scale models. More specifically from the YahooGroup "UP\_Modelers," the S-40-10s were converted from B-50-11 boxcars, had a 5-5-5 Murphy end and what the discussion participants called a "Harriman" underframe. Some may have had end lumber doors! (Not big enough for a "passenger" of these cars to get through, and probably welded shut anyway.)

At the time, the UP was utilizing both Armour Yellow and their "Synthetic Red" on stock cars. Cars with roller bearings installed in the journal boxes received the yellow paint on the sides—and on the journal box covers as well. I'd previously questioned whether we had a "Truck Thing" here but a photo of OSL 48216, an S-40-13, in the **Color Guide** reveals that even with roller bearings, the trucks more resemble the MTL Bettendorf type than they don't. Should you decide to add that bit of yellow on the journal boxes, may I suggest R/C car paint which is more likely to stick to the "slippery engineering plastic" from which Micro-Trains manufactures their trucks.

The Oregon Short Line was one of the several subsidiary roads that were part of the earlier Union Pacific System. (The "pre-Borg" one.) According to the map in my April 1928 ORER, OSL trackage extended north of Ogden, Utah and Granger, Colorado into Idaho, with a bunch of secondary lines, but into the actual state of Oregon only as far as Huntington, with a branch to Burns. Most of the Oregon trackage was listed as being "OWR&N," the Oregon-Washington Railway and Navigation Company. My May 1954 **Official Guide of the Railways** shows all of this trackage labeled "Union Pacific," reflecting the interest in showing UP as one system. But not so fast there! According to Don Strack's "Short History of Mergers of the Union Pacific," (no longer available online), the OSL wasn't officially absorbed into the UP until December 1987! Volume 1, Number 1 of that organization's publication **The Streamliner** covers Livestock Dispatch Stock Cars, an article also by Terry Metcalf which sort of brings this full circle.

**N SCALE SPECIAL EDITION RELEASES:** There are no new item pre-order announcements this month, although MTL has extended the deadline for pre-orders of the 2015 Custom Christmas Car. Meanwhile, three previously announced items are now available:



**Ringling Brothers Heavyweight Series #1**, (140 00 240, \$32.95), the “50 Funny Clowns” Railway Post Office car has been released. UMTRR coverage was in the May issue. We’ll cover the subsequent releases in more depth as they are issued.



**Vintage Postcard Series Locomotive** (986 00 070, \$114.95) **and Caboose**, (130 00 170, \$28.95) are also now available. UMTRR coverage was in the May issue. Micro-Trains noted that the 2014 releases of the first three “Postcard Series” modified Hy-Cube boxcars are still available, with the first of this year’s trio coming next month. Note that I really can’t call the car at left a “Bay Window” caboose! The usual bay window piece part has been replaced with a simulated “mail slot,” an interesting touch.



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

## Z SCALE NEW RELEASES:



**512 00 011 and 512 00 012, \$29.95 each.**

**Reporting Marks: CAN 553201 and 553250.**

**50 Foot Steel Exterior Post Boxcars, Combination Door, Canadian National.**

Brown with aluminum roof. White lettering including reporting marks on left and “wet noodle” herald on right. Black and white double panel consolidated stencils at bottom right. Approximate Time Period: 1985 into the decade of the 2010s. Note: Only the 011 release image was available at “press time.”

Welcome to freight car body style number twenty-nine in Z Scale. (I’m counting the now-obsolete forty foot gondola, the former 14300 series.) We start off with a bingo: the Fallen Flags website ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) includes a nice large image for one of the two cars, CN 553201, as lensed in Nashville in June 2003 by Michael Greer. As on the model, there is no roadname, so there is no bilingual “Canadian/Canadien” requirement as on other CN cars. We get a clue as to the origin of this car in the form of photos of sister cars which are also there, and captioned “ex-ABOX.” In fact, those are still in Railbox paint with just a quick restencil. And yes, this is more of the fallout from the Incentive Per Diem collapse.

Ian Cranstone's "Canadian Freight Cars" website confirms that CNA 553000 to 553772 were indeed from the former ABOX series 50400 to 52449 series. They were built by FMC in 1978 and 1979 and are the 5277 models, based on cubic foot capacity. The MTL body style is a model of the FMC 5077 version, so we're close there; I will leave detail comparisons to others. Ian has these cars coming over to the CN in January 1985. The ORER for January 2002 has this information: AAR Classification XP, description "Box, Steel, Nailable Steel Floor, Lading Strap Anchors," Plate C dimensions, inside length 50 feet 6 inches, inside height 11 feet, outside length 55 feet 9 inches (with exceptions at 55 feet 4 inches), extreme height 15 feet 3 inches, door opening 16 feet, capacity 5277 cubic feet and gross rail weight 220,000 pounds. You might recall that "CNA" reporting marks reference cars that were built in the United States, and a notation reads "Cars were purchased in the United States and under U.S. Custom Regulations may be used in the same manner as cars carrying marks of U.S. owned railways in the handling of both International and U.S. domestic traffic." And I wish auto-correct would stop changing "CNA" to "CAN"!

The photos on Fallen Flags and also on RailcarPhotos.com show plenty of examples of cars that were still in Railbox paint with CNA restencils long after the time of transfer to the CN – and by long after, I mean ten, fifteen years. The photo of restenciled-only CNA 553211 on Fallen Flags was taken in 2003, for example – that's eighteen years after the move of these cars. On the other hand, sister car 553238 was photographed in 1990 and looks freshly painted (that photo is found on RRPictureArchives.net ). So I will hasten to add that the Approximate Time Period applies to the entire series of cars in this case. A quick check of the October 2014 ORER reveals that only two cars remained in the expanded series 553000 to 553999, so the end of the ATP is near or has already occurred.



**518 00 380, \$29.95**

**Reporting Marks: NADX 4511.**

**36 Foot Wood Double Sheathed Refrigerator Car, Truss Rod Underframe, Vertical Brake Staff, Baby Ruth Series #4.**

Yellow sides, brown roof and ends, black underframe. Black reporting marks and dimensional data on left. Red legend "Curtiss Baby Ruth Daily Capacity 7,500,000 Bars Candy" on left. Red "Curtiss Quality Candy" inside black rectangle on door. White lettering on ends. Arch bar trucks. Approximate Time Period: 1927 to mid-1930s.

Please see the coverage of the N Scale release (058 00 230) above. However, note that the Z Scale model is a 40 foot car, while the prototype was a 36 foot truss rod underframe car.





980 01 421 and 980 01 422, \$129.95 each; 980 02 421 and 980 02 422, \$104.95 each

Road Numbers: 921-D and 924-D (A units); 921-B and 924-C (B units) (will be preceded by "WP" in website listings).

**F7A and F7B Powered Diesels, Western Pacific.**

Aluminum with black roof and underframe. Orange band on side which extends to nose on A-unit. Black lettering including large roadname and small road number at rear of each unit. Black

stripes either side of black and white "Feather River Route" herald on nose of A-unit. White on black numberboards on A-unit. Approximate Time Period (based on paint scheme): late 1950s to late 1970s.

First up, is this or is this not a true "New Release"? It depends. Certainly the powered B unit has not been issued before; however there was an unpowered B unit with no road number in April 2009, Catalog Number 980 12 260. There was also a release of a powered A unit, also with no road number, first in March 1986 and then in August 1999, both with Catalog Number 14006 and 14006-2 (either Marklin or Magne-Matic coupler). And that 1999 "second run" was considered to be just a price increase on the 1986 run by at least one guide author. It's hard to tell without a road number. At any rate, MTL, having assigned a new set of Catalog Numbers and added road numbers to the units, must consider this to be a "reboot." If it can be done for motion pictures and comic book universes, then why not. I also note that 919-D, the road number on the A-unit, isn't one of the released road numbers. I don't get that either. 924-D is shown in the Micro-News.

Either of the numbers are fine. According to the book **Western Pacific Locomotives and Cars** by Patrick C. Dorin, the WP purchased F7A units 913 to 924 A and D along with F7B units 913 to 924 B and C in 1950 and 1951. The aim was to have four-unit sets, for example 913ABCD. "[This] was the customary way of doing things during the early history of this motive power," Dorin wrote. On Page 53 of the book there's a table of all of the paint schemes used on these and other of the WP's "Covered Wagon" F-units. What MTL chose is called out as the "predominant scheme." It's noted that freight service units are painted with the two black stripes on the nose while passenger units had a winged WP nose insignia.

As delivered, the units had the Western Pacific roadname in smaller lettering modeled after the California Zephyr typeface. This was eventually replaced with the larger lettering that's on the MTL models. In addition, some B-units began service with no roadname at all. Based on photos in that book and the companion Volume 2, I can, well, approximate the time period for this paint scheme from the late 1950s to the late 1970s (some F7s were still in service then). I suspect that different units had their lettering changed over at different times. There's one more variation: some B-units received a "Feather River Route" square herald. Purchase enough of these and you'll be able to model all of the different sub-styles of this general decoration. I'm sure Micro-Trains won't mind.





**Pre-Order Announcement:** *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 September 30.*

**Scheduled Delivery Beginning February 2016: Per-Diem Boxcar Series. Announced MSRP: \$27.95 each.**

Will consist of twelve different fifty foot exterior post steel boxcars of several possible configurations including at least the 510 single door and TBD double door body styles. Each will be painted in a previously unreleased “Incentive Per Diem” shortline scheme. Examples provided are of the Delta Valley and Southern Railway and the Sierra Railroad. Reviews of the individual cars will be provided as the cars are announced.

I mostly covered this above in the N Scale section, but I must add one important implication with respect to the Z Scale version of this series: there’s not yet an x-post double door boxcar in 1:220 from Micro-Trains. I suspect that body style will be introduced as part of this set of releases, and I wouldn’t be surprised if it received the 513 number sequence since that is an open slot and directly follows the x-post combination door boxcar that was introduced this month.

**Z SCALE REPRINTS:** One “virtual two-pack” this month:



**506 00 191 and 506 00 192, \$26.70 each**

**Reporting Marks: ATSF 4398 and 4308.**

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

Dark gray with light gray lettering including “Ship and Travel” slogan and reporting marks on left and large circle cross herald on right. Four black and white simulated reflective circle crosses at left and right and left and right of the doors. Simulated interior freight loads included.

Approximate Time Period: 1964 (repaint date) to early 1970s. Previous Release: As Catalog Number 13719, Road Number 4336, May 2000, with either Magne-Matic or Marklin Couplers.

A quick clarification before I mostly reprint myself from last month’s N Scale reprint coverage: Yes, this is a reprint, even though a quick look at the Micro-Trains database might infer otherwise. The information for Catalog 13719 in the MTL listing indicates that it was coach green; it was gray. It helps to have the Research Accumulation available to double check!

I've never been sure how many Z Scalpers read the N Scale section of the UMTRR, and vice versa, so perhaps to be safe I'll simply repeat the appropriate part of the coverage from last month. (Unlike the N Scale release, the Z Scale cars don't have interior loads.) If you are a "cover to cover" reader, thanks! And you can skip the rest of this...

While the cars carried express shipments, a close look at the dimensional data, which was also present on the initial run of this car in the year 2000, shows that the Santa Fe also provided capacities for both general freight and passenger service.

Sunshine Models offers an HO resin kit model of the Santa Fe's FE-24 series of boxcars, and from their data sheet we learn that 500 of these cars were purchased in 1941. "The first 200 cars were placed in passenger service and painted Pullman Green with Dulux Gold lettering. They received maps and slogans. The remainder of the cars were freight cars in Mineral Brown." In 1943, another 100 cars were converted to passenger service. The map and slogan cars were offered by MTL as a five-pack "Chicago Show Special" back in October 2001. These were also lettered as FE-24s though in the 10000 to 10199 series. These are listed in the Official Register of Passenger Train Equipment for March 1943, but aren't in the January 1953 ORPTE. That's OK, since the group 4300 to 4399 is present back over in the January 1955 ORER, in fact the first line in the ATSF entry. The inside length was 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 6 inches, outside length 51 feet 11 inches, extreme height 15 feet 1 inch, capacity 4950 cubic feet or 100,000 pounds, and door opening 15 feet. That appears to be a "door thing" versus the 16 foot door opening on the 034 body style, but read on...

The **ATSF Color Guide to Freight and Passenger Equipment**, Page 23, shows cars 4342 and 4213. These were part of the overall group 4100 to 4399. In both photos, the doors appear to be the same width, so unless they are 7 ½ foot wide doors, which I doubt, something's not consistent here with the ORER information. The photos show cars in the post-map and slogan scheme, still in Pullman Green with yellow lettering. An example of this scheme was also offered by Micro-Trains, as their catalog 13718 in May 2000 with road number 4260. And that leads us to the gray and gray scheme, which was used starting in 1964. In August of that year, Jim Parker found the 4314 in Chicago. That image is on George Elwood's "Fallen Flags" site ( [www.rr-fallenflags.com](http://www.rr-fallenflags.com) ). I'll note the quibble that the reflective circle crosses are directly under the ladders or grab irons. The 4393 was found in 1972 in Barstow, California, again by Jim Parker. It's out of the gray and in the late brown with white roadname plus circle cross decoration.

To wrap this up, the January 1964 ORER shows the 4300 to 4399 series with 97 cars and notes that they were equipped with steel wheels, brackets for marker lights, signal and steam lines. These "can be converted for use in Baggage and Express service in Passenger trains or for general service in Freight trains. When used in Passenger service cars have the AAR Mechanical Designation BX and capacity of 60,000 pounds." So the inclusion of that interior freight load by MTL is confirmed by the Equipment Register. As of January 1967 the car count was all the way down to thirty. But in the October 1972 ORER there was a larger

group, 4100 to 4399 which had 189 cars with mixed dimensions and no mention of passenger equipment. That seems to be as reasonable a place as any to call the ATP.

**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 September 14.*



**510 44 260, \$29.95**

**Reporting Marks CN 418132.**

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

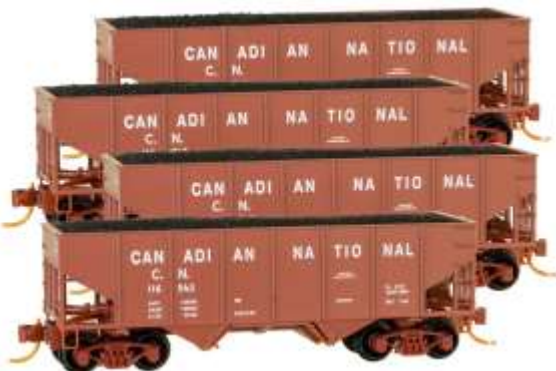
Side A (shown at left) is covered in a full-side graffiti "Orange" depiction with black stylized word "ORANGE" in black at top right. Restenciled reporting marks on left. Black and white single panel consolidated stencil at bottom right. Side B (shown on next page) is blue with reporting marks area covered with multicolor graffiti "TAPS" and has moderate to heavy weathering with simulated rust spots across car. Car also has weathered trucks and roof. Approximate Time Period: At least 2008.

Please see the coverage of the N Scale release above (025 44 860).

**Z SCALE RUNNER PACKS:** In addition to the below announcement, **Runner Pack #83** (994 00 083, \$99.95), four Shell Oil 39 Foot Single Dome Tank Cars, is now available. UMTRR coverage was in the April 2015 issue. The individual catalog numbers and road numbers for these items are as follows: 530 51 420, 1480; 530 52 420, 1496; 530 53 420, 1535; 530 54 420, 1548. These are the first through fourth road numbers for this car.



*The following item is in pre-order at present and is NOT currently available. Scheduled delivery is as shown below. UMTRR coverage is being provided ahead of the actual release of these items in order to facilitate pre-order decisions; pre-orders close September 30.*



**Scheduled February 2016 Release:**

**994 00 088, \$xx.95**

**Reporting Marks: CN 116336, 116498, 116510, 116535.**

**Quantity four of 33 Foot Two Bay Open Hoppers, Rib Sides, Flat Ends, Canadian National.**

Mineral Red (including trucks and couplers but not wheels) with white lettering including reporting marks on left and roadname across car.

Simulated coal loads to be included with each car. Approximate Time Period: 1957 to 1965, based on paint scheme and road numbers. Previous Releases: None. Individual car numbers will be in the 534 series. N Scale car shown for illustration purposes.

I can borrow from the coverage of the N Scale “virtual two-pack” released in March 2014, even though the road numbers from the N Scale pair aren’t going to be used here. According to the **Canadian National Color Guide to Freight and Passenger Equipment Volume Two**, the twelve-inch high block lettering was not the standard until 1957. So cars built in 1946 wouldn’t have been originally painted this way; they would have been mineral brown but with nine-inch high block lettering.

Except that these cars weren’t actually built in 1946; they were **rebuilt** in 1946 from cars originally built in 1907 for CN predecessor Grand Trunk Railway. (Not to be confused with the still-extant Grand Trunk Western railway, also part of the CN.) One thousand of these cars came from the Pressed Steel Car Company and were numbered into the series 73500 to 74499. When the CN took over, the hoppers became the group 115600 to 116599. I’ll quickly point out that the lettering on the prototype car CN 116506, as found in 1962 and pictured on Page 52 of the **Color Guide**, was itself incorrectly lettered: it clearly shows “Blt. 1-46” and without the backstory, we’d never have suspected otherwise. The real car is smaller than the 056 body style, and has an unusual reverse angle at the bottom of the slope sheets.

The ORER for January 1959 takes this group and adds more to it to result in the series CN 115100 to 117599, which numbered 540 cars at the time. The inside length was 30 feet, outside length 31 feet 9 inches, extreme height 10 feet 1 inch and capacity 1680 cubic feet or 125,000 pounds. The end of the ATP comes abruptly: in 1965, the railroad renumbered the 46 cars that remained to the number series 311022 to 311067. In 1970 only ten were left and they were restenciled again to road numbers 44200 to 44209 and placed in company service as spacers on welded rail trains.



***Scheduled February 2016 Release:***

**994 00 809, \$184.95**

**Reporting Marks OSL 47715, 47727, 47730, 47744, 47749, 47860, 47865, 47906.**

**Quantity four of 40 Foot Despatch Stock Car, Union Pacific (Oregon Short Line reporting marks).**

Yellow with aluminum roof and ends. Red lettering including “Union Pacific Livestock Dispatch” on left and reporting marks on right. Approximate Time Period: 1947 to early 1960s. Previous Release: As Catalog 520 00 130: Road Number 47859, April 2007. Individual catalog numbers for these cars should be 520 5x 130.

Please see the coverage of the N Scale pre-order announcement above (993 00 809).



**Z SCALE SPECIAL EDITION RELEASES:** No releases this month.

**MTL ANNOUNCEMENTS:** The pre-ordered N Scale “Halloween Forest Circus Kit” (499 90 501, \$44.95) will be available mid-month per MTL. To go with it, Micro-Trains has restocked its 45 Foot Undecorated Trailer (451 00 000, \$14.10)—something in which the “Haunted Forest” would be transported from site to site. Also released in N Scale is a 4-pack of Water Tank Loads (499 43 925, \$9.95).

Last month’s Z Scale Chesapeake and Ohio F7A unit is now included in a Train Set, with or without track (994 03 960, \$229.95 and 994 03 961, \$204.95 respectively).

**DISCONTINUED ALERT:** The lead story on the N Scale bye-bye board is the July release of the “The Rock” gondola (105 00 570). I assume this has nothing to do with my making it the latest “UMTRR Spotlight Car” in **The N Scale Enthusiast** magazine... uh, right? The only other N Scale item released this year that’s marched off is the first number of the Central Pacific Civil War Era boxcar (151 00 191, April). The non-award for oldest release discontinued is the Pullman heavyweight coach from back in December 2011 (145 00 010). Everything else is, well, in between. From 2014, the cars that have left the building are the New Haven “1972 Series” reprint boxcar (020 00 029, December), the “Kings” weathered Norfolk Southern x-post boxcar (025 44 800, October), the Erie Lackawanna brown boxcar (031 00 460, January), the Milwaukee Road stock car (035 00 220, October), the Cotton Belt/SSW flat car with load (045 00 330, March), the “Belle Wringer” Nose Art #5 flat with container (045 00 505, September), the Southern Pacific reprint “Gasoline Service” tank car (065 00 260, January), the Golden West Service Center Flow reprint (094 00 050, also January) and the New York Central Heavyweight RPO (140 00 130, March).

The 2013 outs include three of the Brewery Series refrigerator cars, specifically numbers 2, 3 and 4: all dried up are the Prima Beer (049 00 650, June), the Gluek Brewery (049 00 660, July) and the Silver Edge Beer (049 00 670, August). Three x-post boxcars from 2013 complete this month’s 1:160 sellouts: the Conrail reprint (025 00 190, September) and the Chicago & North Western (025 00 670, April) with a single door, and the Union Pacific (030 00 230, September) with double doors.

The fastest of Z Scale cars to have left the building is the Kansas Oil tank car, #12 and last in that series, from June (530 00 412). Not too far behind is the Northern Pacific streamlined baggage car (533 00 120, February). Both numbers of the Canadian National “wet noodle” 50 foot double door boxcar have slid off (506 00 28x, March 2014), and both numbers of the New York Central / NYMX mechanical refrigerator car have been emptied out (548 00 03x, February 2014). The general alert this time out ends with two Chicago Great Western cars: the second number of the plug door with large “DF” (507 00 612, July 2013) and the aluminum tank car (530 00 370, May 2014).

Meanwhile, in the “Is it is or is it not Discontinued” Department, the N Scale Runner Pack listings on the MTL website appear to show more of them available than I had previously on



the UMTRR Website Tables. I'm going to stick with what I already have, however, since prior to the major update to the MTL place in cyberspace, these Runner Packs weren't listed as available. The ones "in dispute" are from 2014; there's agreement on Runner Pack Numbers 97 through 107. Z Scale Runner Packs are still available, though I would imagine few in quantity, as far back as #41. Selected Packs in the #50s and #60s are also, as well as everything from #70 on. The Runner Pack table on the UMTRR Website lists all of them discontinued or not, and will help translate those numbers to descriptions and images.

**INCREMENTAL INFORMATION DEPARTMENT:** Staying with that topic of Incentive Per Diem boxcars one more time, the railroads did have some x-post boxcars built for themselves at the same time that the IPD frenzy was going on. Among those were some constructed for the Maine Central, which have had a variety of paint schemes even while remaining in service for the same railroad. I still see examples in the white "Guilford," the dark gray "Guilford" and the "Pan Am" decorations in trains around here... although most of them would be strong candidates for Weathered/Graffiti releases.

**OOPS PATROL:** I left off the price of the Z Scale Weathered Four-Pack of Norfolk & Western Open Hoppers – that would be \$89.95. I also copied right along with MTL's omission of one of the road numbers from Z Scale Eight Pack #8: the complete list of Southern Pacific boxcars is as follows: 507 51 010, 673200; 507 52 010, 673213; 507 53 010, 673307; 507 54 010, 673434; 507 55 010, 673491; 507 56 010, 673525; 507 57 010, 673652; 507 58 010, 673709.

And I lopped 100 off the catalog numbers of last month's N Scale Weathered Releases. The CP Rail/Soo Line boxcar is 025 00 **380**, not 280; and the Canadian Pacific boxcar is 025 00 **390**, not 290.

**And** I also had the wrong catalog numbers for the Ringling Brothers Observation Three-Pack: The correct sequence is 147 51 210, Road Number 40, "Caledonia"; 147 52 220, Road Number 32, "Jomar"; 147 53 230, Road Number 83, "Cheyenne."

**THAT WRAPS UP ANOTHER MONTH.** Until next time, do the best you can!

Cheers,  
George

[Legalese: You've received this because you've requested a UMTRR e-mail subscription. If there's been some mistake, please let me know via e-mail at [umtrr@irwinsjournal.com](mailto:umtrr@irwinsjournal.com), including "UMTRR" in the subject line (all other e-mail is automatically deleted unread). You may also reply to this e-mail, but PLEASE delete attachments and other text first. All information contained herein is supplied "as is" and no warranties are express or implied. Trademarks are the property of their respective owners. Images of releases provided through courtesy of Micro-Trains Line, Inc. The Federal Trade Commission considers this effort to be an "endorsement." I assume readers can make up their own minds. **The UMTRR is copyrighted and all reprinting, reposting and other transmission is expressly prohibited, except for "Fair Use" quotes, unless prior permission has been obtained from me.]**