



*IrwinsJournal.com Presents:*

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

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Hello again everyone! We begin Year Twenty of this humble enterprise with the latest heavyweight car and what might be a preview of the upcoming Per Diem Series, among other releases. Let's get right to it...

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



**025 00 860, \$26.60**

**Reporting Marks: W&OV 5.**

**50 Foot Steel Exterior Post Boxcar, Warren & Ouachita Valley Railroad / Route Rock.**

White with mostly black lettering including "Route Rock" and reporting marks on left.

Black with blue inset stylized "R" on right. Yellow on black U-1 wheel inspection "dot" and double panel consolidated stencils on far right. Approximate Time Period: 1979 ("new" date on car) into the 1980s.

Hmm, that all white boxcar has a tough time standing out against a white piece of paper, and I had limited success enhancing the MTL image for these pages. The photo of the W&OV 5 is a lot better in the **Rock Island Color Guide to Freight and Passenger Equipment**, Page 46. The MTL car copy comes from the caption in that volume. The actual car was a Pullman-Standard 5344 cubic foot model, so it's similar to but not the same as the MTL 025 body style, particularly with respect to the ends. We can also pick up the capacity of 154,000 pounds, the AAR Designation XF and the new date of August 1979 directly from the car image.

Good thing we have that information, since the number series W&OV 1 to 100 doesn't appear in any of my Official Railway Equipment Registers (ORERs), or in the January 1980 edition either according to the **Color Guide**. As previously noted here in these bytes, when "The Rock" shut down for good on March 31, 1980, all of its equipment disappeared from the Equipment Register. We do know from RRPictureArchives.net that sister car W&OV 70 became Chicago & North Western 718457, and then East Erie Commercial 373 no later than 2009. Much of the Rock Island's freight car fleet initially went over to the C&NW.

My guess is that these cars were lettered for the W&OV in order to make them easy to find and reclaim by a lessor. The shortline itself was just twelve miles long and ran from Warren to Banks, both in Arkansas. One online source has it purchased by the Rock Island in 1948. The W&OV depot in Warren was placed on the National Register of Historic Places. It owned steam locomotive #1, built in 1906 by Baldwin. It's on display at the Hoffman Construction Company in Black River Falls, Wisconsin at least through 2009.



049 00 730, \$29.95

Reporting Marks: NADX 6266.

40 Foot Wood Double Sheathed Refrigerator Car, Fishbelly Underframe, Vertical Brake Staff, Baby Ruth Series #8.

Red (sides, roof and ends). Black reporting marks on left and dimensional data on left and right. Very large "Baby Ruth" in yellow with black outline across car, yellow "A Curtiss Product" above door and black "Curtiss Candy Company / Otto Schnering, President, Chicago" in yellow band below door. White lettering on ends. Approximate Time Period: 1931 (build date) to mid-1930s.

Wait, wasn't this supposed to be a **seven** car series? When announced in February 2015, it was projected to be so. What we have here is a bonus car, then. And an oops of sorts from your faithful byte-slinger.

In the July 2015 review of Baby Ruth Series #2, shown at right, I noted that Page 14 of the book **Billboard Refrigerator Cars** had a colorized photo, "presumed to be trustworthy" by authors Hendrickson and Kaminski since the colorization was contemporary with the life of the car. I also noted that there was a black and white photo of NADX 6266 on Page 62 of that same volume. Well, I was half right. The black and white image was of the July release with the "Good Candy" wording, but the colorized image is of the car released this month and did not have the "Good Candy" phrase... even though the image is also of the same NADX 6266!



Anyway, the information on NADX 6266 remains the same. It was part of the North American Car Company's series of refrigerator cars numbered from 6000 to 6399, as found in the February 1931 issue of the Official Railway Equipment Register (ORER). Not much dimensional data is provided: just the inside length of 31 feet 1 inch, inside height of 8 feet 2½ inches and inside height of 7 feet 1 inch. The cars could carry 9102 pounds or 246 cubic feet of chunk ice and 1938 cubic feet or 75,000 pounds of lading. All 400 cars were present at the time. The July 1935 ORER had the same information but no car count. After that, the Billboard Refrigerator era was coming rapidly to a close so the large Baby Ruth would have disappeared from this car.

What I find fascinating about this, when I discount my Oops, is that the dates of both of these renditions appear to be almost if not exactly the same – August 1931. Could it be that what we actually have here is two sides of the same car? It's known that some Billboard Refrigerator cars did in fact have different paint schemes on each side of a car. One example noted by Hendrickson and Kaminski is Cudahy Refrigerator Line #8702 which carried the familiar (to model railroaders, anyway) Old Dutch Cleanser billboard on one side and an advertisement for "Cudahy's Sunlight" products on the other. So perhaps – and I do mean **perhaps** – NADX 6266 simultaneously did *and* didn't declare Baby Ruth to be "Good Candy" depending on the side at which the early 1930's observer was looking.



**108 00 281 and 108 00 282, \$25.30 each**  
**Reporting Marks: NS 144974 and 145093.**  
**100 Ton Three Bay Open Hoppers, Norfolk Southern.**

Black with white lettering including NS "thoroughbred" herald and high set reporting marks on left. Yellow conspicuity stripes along bottom of car. Simulated coal load included. Approximate Time Period: no earlier than the mid-decade of the 2000s to present.

The conspicuity stripes drive the ATP this time, though the high set reporting marks are also a concession to the potential addition of, ahem, additional artwork to these cars. In some cases the North American railroads have basically given up on the idea that their property will avoid being "tagged" and so they are moving road numbers up out of the way. I'm not sure I'd agree with this, but then again, I'm not in charge of the repainting budget either.

A bingo for the 144974 can be found on RailcarPhotos.com in an image captured in February 2015. This car belongs to the railroad's class HP28R and according to the information posted with the photo it was rebuilt by FreightCar America at its Roanoke Shops. Sister car NS 145301 is also on the same site in a three-quarter view that shows plenty of end lettering. Both the MTL 108 body style and the prototype are 14 panel nominal 50 foot cars, so the general look is there. If you're literally counting rivets, though, there is a horizontal row of them that lands just below the reporting marks and goes across all but the left and right end panels. Those end panels do have a different shape and different ladder and grab iron arrangement than the Micro-Trains model.

The ORER for October 2014 shows the series NS 144800 to 145249 with a car count of 349. Only the outside dimensions are given: length 51 feet, width 10 feet 7 inches and height 12 feet 7 inches, along with the capacity of 3737 cubic feet and gross rail weight (car plus lading) of 286,000 pounds. The actual car is stenciled with a load limit of 229,200 pounds.



**149 00 050, \$29.95**  
**Road Number: 5801 (will be "PRR 5801" in website listings).**  
**70 Foot Heavyweight Horse Car, Pennsylvania Railroad.**

Tuscan sides and ends, black roof and underframe. Buff lettering including roadname across center of letterboard, split by center door, "New Hampshire Jockey Club" at bottom left, road number at bottom center, and "Railway Express Agency" at bottom right. Approximate Time Period: at least 1938 per the MTL car copy but probably a few years around that as well.

Well, folks, I found a number of images of PRR horse cars, but I didn't find the exact image of the car that MTL selected. I've pieced together this story from a variety of sources, including the PRR Color Guides, the softcover **The Cars of the Pennsylvania Railroad**, and the sites "Rob's Pennsy Page" and "Passenger Car Photo Index." Here's hoping this is at least roughly right.

The Pennsylvania Railroad had two classes of horse cars, B74a and B74b. The B74a class was built by American Car and Foundry in 1914 – this according to MTL's car copy, and the B74b class was constructed in the PRR's own Altoona Shops in two groups, the first in 1928 and the second between 1929 and 1930 – this according to the **PRR Color Guide to Freight and Passenger Equipment Volume 3**. Altogether there were seventy cars. "Rob's Pennsy Page" contains a list of "Horse Named Baggage Cars" which was compiled and provided by D. Garrett Spear. The 5801 shown as a Class B74a. However, it's listed with the name "Blue Bonnets" not "New Hampshire Jockey Club." It's also noted that "Over the years various names were applied to the cars and the list may not be complete." You can imagine what this does to computing an Approximate Time Period. But wait, there's more... it's also noted that the 5801 to 5819 cars were originally numbered 5551 to 5555, 5561 to 5565 and 5766 to 5775 and received the 5800 numbers when the names were applied. Oh, my...

Well, given that, we go over to Jerry Laboda's "Passenger Car Photo Index" where there is a citation to a photo of the 5805, "Minton Hickory Stable," parked on a transfer table (which is unusual enough by itself!) in an undated photo belonging to the Hagley Digital Archives. There are also photos cited of "Beaumont Farm," the 5803; "Horseman's Transportation Association," the 5811; and "The Texas Jockey Club," the 5813 – which is classified as a B74b, not a B74a. Should I mention that of those four, only the "Minton Hickory Stable" name matches what's in the table on "Rob's Pennsy Page"? And also on "Rob's Pennsy Page," the equipment diagrams for the B74a show windows at the ends and between the doors, but the photos show these blocked out. This is getting a bit absurd...

Well, I suppose I should cut to the chase here. The MTL 149 body style isn't an exact match to the photos of the B74a that I could find. The real cars had drip guards over the doors (relatively easy to fix), which themselves have only two, three and two windows respectively versus the five, six and five windows on the model. The roof and rivet patterns are not quite the same either. This is not a surprise considering that the prototype is, according to MTL, a Southern Pacific horse car – which we'll address when this car is actually released in SP colors which shouldn't take too long. Given the known name changes, I don't think lookups in the Official Register of Passenger Train Equipment are all that useful, but for the record, there were 67 cars in the series 5800 to 5869 as of March 1943 and the same total in March 1953 split back out into 5800 to 5819 and 5820 to 5869.





**149 00 050, \$29.95**

**Reporting Marks: NYC 8660.**

**70 Foot Heavyweight Horse Car, New York Central.**

Pullman green with black roof, underframe and trucks. White lettering including roadname on letterboard, reporting marks at bottom left and right, and "Horse Car" split by center door. Approximate Time Period: roughly the 1960s as painted by MTL but see text.

We turn first to Mike Kmetz for a guest commentary.

"From the CanadaSouthern.com website, the 8660 was part of Lot 2070 of ten 71 foot cars built by American Car & Foundry in 1928, originally for the Michigan Central as its 1445 to 1454. The cars were later numbered NYC 8660 to 8669. They lasted until 1968, albeit probably only in baggage service. There was also Lot 2087 of fourteen 71 foot cars built by AC&F in 1928, numbered 5600-5613. Most of these cars were demoted to baggage cars during 1958 and 1959 and renumbered into series 8725-8776. And there was also Lot 2088 of five 71 foot cars built by Pullman in 1928. These were numbered 5614 to 5618 but most were renumbered into the 8725 to 8776 series when demoted to baggage service in 1958 and 1959.

"These NYC horse cars were all painted Pullman green with imitation gold lettering. One exception noted was the 5617 in two-tone gray with white lettering. It is not dated but when photographed, it was still lettered as a horse car. In later years when in baggage car service, it appears these cars would have been repainted gray with white lettering (as in the photograph of 8660), but they would not have the horse car lettering.

"It appears that Micro-Trains selected the Lot 2070 cars because not only were they AC&F cars, but they had the correct door sizes – 8 foot center door and 6 foot end doors. The other horse car lots had 7 foot center doors and 4 foot end doors.

"To be correct, MTL should have either painted the car Pullman green with imitation gold lettering including the 'horse car' lettering, or if they wanted the car to be in the later (late 1960s) gray scheme with white lettering, then it should not have had the 'horse car' lettering."

Thanks, Mike! This all does raise questions about the ATP. There is an undated photo of the 8660 on the Northeast Rails site, which is linked at the "Passenger Car Photo Index." The photo is quite washed out, so it is difficult for me to discern whether it's green or gray. It has what looks like white lettering but could actually be aluminum; once it gets dirty it's hard for me to tell. (Well, that's some help, George!) There is no "Horse Car" lettering, just the road number to the left of the center door. The door widths look like that on the 149 body style

but as with the PRR car, the number of windows in each door differs: 4,5,4 on the real car versus 5,6,5 on the model.

I don't know when these cars were transferred from the Michigan Central to the NYC. There is already a group of 100 cars numbered 8600 to 8734 and called simply "Baggage" in the Official Register of Passenger Train Equipment. The Canada Southern website further calls out Pullman Green, though first with yellow and then imitation gold lettering – not white, for head end cars beginning in 1939. Webmaster Terry Link cautions that some cars were never repainted before being retired, so the 1958 date for the change to gray for head-end cars might or might not apply. Approximate Time Periods for passenger equipment can be so challenging... so call my ATP a "best guess."



**In addition to the above,** Micro-Trains and MNP have jointly produced another in the series of Track Cleaning Cars using the 101 series Hy-Cube Boxcar body style. NTC-N006 (MSRP \$124.95) is lettered for the Northern Pacific. It was slated to be released mid-month and should be available as you read this.

*The following is 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 January 31.*



**Scheduled Delivery June 2016:**

**993 01 400, \$129.95**

**Ringling Brothers 70 Foot Flat Car Three Pack.**

Will consist of three (well...) 70 foot flat cars (body style TBD) each in aluminum paint with red lettering "Ringling Brothers and Barnum & Bailey Combined Shows" across car and road numbers left and right. Road Numbers 104, 112, 124. Also includes three circus wagons, in various red, white and gold schemes with black

and gold lettering, Numbers 6, 7 and 8. Approximate Time Period: about 1928 to 1960s at least. Artwork shown is preliminary and is subject to change with actual release.

Sometimes things just work out. I am still very – and I mean very – slowly going through the **Model Railroader 75 Years** DVD of their collection of magazines from Issue 1 to the end of 2009. Two Christmases and change later, I am all the way up to September 1943, but what should appear in that issue but a shot of roughly the three-fifths of one of these flat cars. From the "NG" in "Ringling" to the "CO" in "Combined" is visible. I think the point of the photo, though, was to show the trucks and tractors, lettered for the circus and sporting numbers, mounted tightly adjacent across the flat car. "Maybe you'd like to build a circus train," the caption reads. "This photo of the prototype... will give some idea of what it should contain other than railroad equipment. To follow the lines of Ringling, the train

should consist of three sections of 22 cars each. Section 1 carries canvas and poles for the big top and cabooses for the working crew; section 2 carries the animals in trucks on flat cars as shown, and section 3 carries the performers' coaches." I think that means MTL can be issuing Ringling Brothers equipment for quite some time to come! And it also illustrates that the Approximate Time Period for these cars contains the time around September 1943.

My findings on the Warren Flat Car, shared in the October 2015 UMTRR with respect to the Royal American Shows set pre-order announcement have some use here again. A page on Trainweb ( direct URL [www.trainweb.org/circus/train\\_equipment.htm](http://www.trainweb.org/circus/train_equipment.htm) ) provides some information on these cars, including that Ringling Brothers started their conversion from wooden flat cars to this type around 1928. It's noted that the circus paid railroads by the car, so it was advantageous for circuses to obtain longer and longer cars. That included the 70 foot "inside length" flat cars built by the Warren Tank Car Company, or by their competition, Mount Vernon Car. As previously noted, a key spotting feature of the Warren Flat cars is the use of sides that have slight arcs at top and bottom, kind of like turning parenthesis sideways and flattening them out considerably (but not totally). Warren's cars were all steel and should offer a challenge to rivet counters—and I mean that literally because there were hundreds of them. A set of drawings and specifications I found on the site [circusmodelbuilders.com](http://circusmodelbuilders.com) calls out these rivets at 1¼ inches in diameter. Considering that this is 0.007 inch when reduced in 1:160 scale, I have to wonder whether they're going to be reproduced on the forthcoming Micro-Trains car. But see "MTL Announcements" below...

### N SCALE REPRINTS:



**094 00 210, \$33.70**

**Reporting Marks: SNFX 4604.**

**Three Bay ACF Center Flow® Covered Hopper with Long (Trough) Hatches, Shell Oil Company.**

Gray with black lettering including reporting marks on left. Multicolor Shell "scallop" logo on right. Approximate Time Period: mid-1960s (1965 build date given by MTL) or early 1970s (1971 service date given by MTL) to early 1980s as painted, see text. Previous Releases: As Catalog Number 94210, Road Number 4610, May 2002; as Catalog Number 094 00 210, Road Number 4606, February 2010. Note: The below is largely reprinted from the February 2010 UMTRR coverage of the previous run.

My first question: SNFX? What's a "SNFX"? And why wouldn't an Oil Company have just tank cars, especially if it also had a Chemical Company subsidiary? Fortunately, the ORER for April 1970 sets me straight: There are SNFX reporting marks under the listing for Shell Oil Company. And there are 25 cars with description "Covered Hopper, Interior Lined, Center Flow, Gravity Unloading Outlets" numbered 4600 to 4624. These are 4,650 cubic foot cars, which should align them reasonably well with the CF4650 that MTL models as its 94000 series. (There are always those possible nit-picky variations.) The inside length is 49 feet 9 inches and the outside length 55 feet 6 inches, and capacity is 195,000 pounds. Now, if the

ORER would only tell us how they were painted! The April 1976 and April 1981 ORER entries effectively duplicate the one from 1970.

Then... a hard right turn! The Shell Oil Company listing for January 1985 no longer has the SNFX cars, or for that matter the SNFX reporting marks. The cars were been transferred to a firm called IND/AG Chemicals, Inc. with headquarters in Walnut Creek, California. The description of the cars and the quantity is exactly the same. And except for subsets based on capacity, the listing remains at 25 cars in the SNFX series 4600 to 4624 all the way into the January 2000 Register, except that the HQ of IND/AG has moved to Alpaugh, California.

So what does all this mean? Well, if you're modeling the 1970s, you're good with this relatively rare prototype car. Based on the number of home points Shell had, it could have traveled all over the country. If you're past 1985, though, and want to run this car, you're probably going to have to paint out that Shell logo, which is no doubt one of the more expensive attributes of this release. Even if these cars had stayed with Shell, though, the company trademark was transitioned to the one without the word "Shell" starting in the mid-1970s, so the car's decoration might have changed nonetheless.



**111 00 031 and 111 00 032, \$44.95 each.**

**Reporting Marks: ETTX 820910 and 820955.**

**89 Foot Tri-Level Closed Autoracks, Trailer Train/Burlington Northern.**

Flat car is yellow with white reporting marks on black panel on left, white TTX logo on black panel on right and mostly black lettering otherwise. Rack is BN Cascade Green

with aluminum protective panels, white roof and mostly white lettering including herald and roadname on green panel. Approximate Time Period: 1991 (based on TTX logo) into the decade of the 2000s. Previous Release: Road Number 820914, February 2005.

In 2005 I reported that on George Elwood's "Fallen Flags" site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) there was a shot of ETTX 801862 with a BN rack as found Scott Borden in New Albany Indiana in November 2004. Though not from the same prototype series, it was good enough for me to call a "to present" Approximate Time Period. It will still have to do since I didn't locate prototype photos of the two numbers selected by MTL for this "virtual two-pack" reprint.

I did see on RailcarPhotos.com that the series ETTX 820679 to 820998 was built by American Car and Foundry in 1979, but I think that refers to the flat cars and not the racking. MTL's date of 1999 might be good for the racks, which as we already know are attached to the car. Trumping both of these for the start of the ATP is the introduction of the "TTX" logo which



wasn't until 1991. In 2005 I felt confident that the ATP was easily to "the present," but eleven years later I'm not so sure given that the BNSF has been around since late 1995. I still do see BN racks in trains running near UMTRR HQ, but they are becoming fewer and farther between. I'll call the ATP at the last decade, probably a bit conservatively.

Since it's still good, I'll be lazy and once again take the ORER entry from October 1996 which shows this car as part of the group ETTX 820679 to 820998. The main series was joined by a whole bunch of subseries, which differed from each other principally in extreme width and capacity. The former ranged from 9 feet 6 inches to 10 feet 8 inches, and the latter from 57,000 pounds (the main series) to 79,000 pounds. Not a lot for such a big car, but don't forget those racks aren't light weight either. The 820914 was part of a subseries with a 58,000 pound capacity and an extreme width of 10 feet 3 inches. The inside length on these was 89 feet 4 inches and the outside length 93 feet 10 inches. There were 70 cars in this particular subset as of that ORER's date. Just to illustrate the impact of the racking, I went to the January 2002 ORER which lists Gross Rail Weight instead of capacity. The cars in the series tip the scales at 179,000 pounds fully loaded; not quite a boxcar full, but still quite enough to weigh down the rails. The October 2014 Equipment Register shows 192 total cars in the entire group across various subsets, but keep in mind that the cars carry racking from different railroads and those might change from time to time.

And speaking of different railroads... if you look carefully at the left and right ends of the rack, you'll notice SLSF reporting marks. The SLSF or Frisco went into the BN in 1980 but for accounting purposes (at least) the reporting marks were kept on. Because racks can be transferred between flat cars and because they usually belong to the railroad, not to TTX / Trailer Train, they also have reporting marks. With my eyesight, I can't tell from the official images whether MTL used the same reporting marks on each of the releases, which wouldn't be correct... but I think the operative phrase here is "I can't tell."

**N SCALE WEATHERED RELEASES:** *The following was announced mid-month via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about January 14.*



**038 44 340, \$29.95**

**Reporting Marks: CN 73728.**

**50 Foot Steel Boxcar, 50 Foot Boxcar, Plug Door, No Roofwalk, Canadian National "Apple Scheme."**

One side is in standard scheme of boxcar red with white lettering including roadname and reporting marks on left and CN "wet noodle" herald on right. Other side: "Apple" scheme of white with red and green stylized "apple" inset with reporting marks in white. Other lettering in black. Roof and ends are boxcar red. Moderate to heavy weathering including rust effects. Restenciled road number on left. Approximate Time Period: at least 1992 per prototype photo referenced by MTL. Previous Release (in unweathered form): Road Number 283032, May 2004.

Well, this is a rather ignominious end to the career of one of the more famous cars in the Canadian National's fleet. You might recall that the CN decorated four cars for a television advertising campaign: this one, newspaper mastheads on a plug door boxcar, a cow on a refrigerator car, and a rainbow of horizontal colors on a cylindrical hopper. After the TV ads were filmed the cars were released to general service.

The original number for this car was 283032, and it was pulled from the series 280300 to 280499. That fleet was built in 1966 and had AAR Classification XMIH. The prototype is an insulated boxcar with methanol heaters. The car sides have some noticeable features like vertical rods that control ventilators that you won't find on the MTL model-- or any other widely available model either for that matter. Fifty of the original series went into express service and received orange paint on the plug door to denote that. Ian Cranstone reports on his "Canadian Freight Cars" site ( [www.nakina.net](http://www.nakina.net) ) that the overall series lasted into the mid-1990s.

MTL references a 2011 blog post on the site "Trackside Treasure" called "CN Insulated Boxcars in MOW Service" for its prototype photo. Of particular interest among the group of cars at the railroad's Belleville Yard was the "Apple Car," now well weathered and wearing a CN Maintenance of Way road number, 73728. Blogger Eric Gagnon writes that cars stored in this area of the yard were usually destined for refitting as MOW house cars, some with rollup doors. Given that, I'll keep the ATP short, although I don't know if anyone knows the timeline for the eventual fate of what was once an ambassador of sorts for the Canadian National System.



**075 00 200, \$29.90.**

**Reporting Marks: WSOR 503194.**

**50 Foot Steel Boxcar, Double Plug Doors, Wisconsin and Southern.**

Yellow with gray roof, ends and side sills. Mostly black lettering including roadname,

small herald and reporting marks on left (road number restenciled in white over a black patch panel). Black diagonal patch band covering "Sargento" trademark across car (see text). Yellow and orange "swiss cheese holes" on sides. Black and white double panel consolidated stencils on right. Graffiti (but not weathering) on at least one side of the car following a prototype photo. Approximate Time Period: 2012 at least. Previous Release (in unweathered form): same road number, May 2015.

I mentioned in my review of the original release that by 2011 this car had been thoroughly "tagged" and it was still that way in 2014. MTL pulled a photo as of March 2012 from the site RRPictureArchives.net and pretty much replicated the, ahem, additional decoration. The lack of weathering is accurate; I'm surprised at how clean the car looks, well, otherwise.

As noted with the original release, the 075 body style, which dates back to August 1991, isn't a match for the WSOR cars, principally because it's too short (nominally 50 foot for the MTL car versus 53 feet for the prototype). With that in mind, let's check the ORER for January

2011. WSOR 503194 is part of a short series 503192 to 503196 with just three cars. The inside length is 52 feet 5 inches, inside height 10 feet 5 inches, outside length 60 feet 3 inches, extreme height 15 feet 5 inches, door opening 16 feet, capacity 5100 cubic feet and Gross Rail Weight (car plus lading) of 220,000 pounds. There are other cars in the 503000s that have similar dimensions. For the record, the car is still listed in the October 2014 Equipment Register along with the 503194 and 503196.



083 44 100, \$28.60

**Reporting Marks: UP 61078.**

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

Brown (the UP's "Synthetic Red"), including the trucks. White lettering including reporting marks on left. Large yellow roadname in center. Heavily faded ACI label, consolidated stencils and U-1 Wheel Inspection "dot" on far right. Heavy weathering including rust effects across car. Approximate Time Period: strictly speaking, 1978 into the early decade of the 2000s. Previous Release (in unweathered form): Road Number 60345, September 2015.

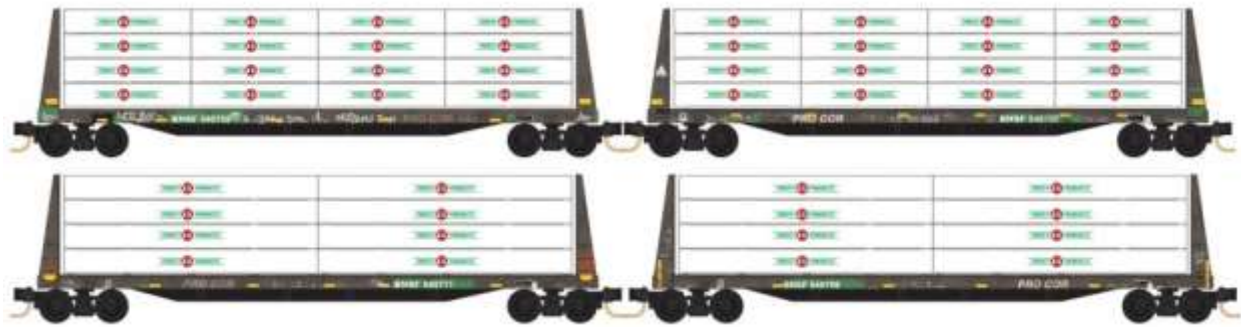
I think this is a "planned from the start" Weathered Release, since it follows not far behind the first "clean" run. It's certainly simple enough—and more efficient—to crank out carbodies of the same type in one batch, issue some immediately, and hold on to some for a follow-on run. My suspicion is that MTL has done this before, planning "clean" and "weathered" releases concurrently.

Again, there's a prototype photo that can be referenced, and this time, it's over on George Elwood's "Fallen Flags" site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ) and was taken in June 1995 in Pocatello, Idaho. My, this car does look pretty beaten up. What MTL depicts as rust are dents and "blisters" on the real car; but reduced to 1:160 size I don't think that's an issue. The ATP begins much later for this release than the original run given the presence of that U-1 "dot" which was required beginning in 1978. Also note that the original run (at right) had all yellow lettering, whereas this Weathered Release switches in white except for the roadname. I'm about 99 percent sure that the ends are brown and not black on this release as well.



The full series of these cars, as noted last September, was 60200 to 61099 and these were the UP's Class G-70-5. The car count was at 529 in the July 1980 ORER, and down to 47 cars in July 1989's Register. The last of these don't wander off the Union Pacific roster until between October 2004 and January 2006.

*In addition to the above, the following is 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 January 31.*



**Expected Delivery May 2015:**

**993 05 320, \$129.95**

**BNSF/Procor Weathered Bulkhead Flat Car Four-Pack.**

**Reporting Marks: BNSF 545705, 545707, 545709, 545711.**

Dark green with cascade green patch panels and yellow conspicuity stripes. Mostly white lettering including BNSF reporting marks on patch panel and "PROCOR" in alternating left and right positions. Moderate to heavy weathering and graffiti as depicted in preliminary artwork (which is subject to change). Simulated decorated covered lumber loads included. Approximate Time Period: Late decade of the 2000s to as late as the present.

There are bingos for all four of these cars over on RRPictureArchives.net, taken on dates going back to 2009. (Thanks to UMTRR Gang Member David Grothe for pointing this out.) In addition, there are other ex-PROCOR cars from the same series pictured on the same website. I checked these out also, mostly to try to figure out exactly what color these cars were. "Dirty" isn't really a color, though these certainly were!

First, let's check the ORER for the cars as belonging to the BNSF. As of October 2014, the most recent issue I have, there are nine cars remaining in the small group 545700 to 545716. These cars are longer than the 054 bodystyle, with a 66 foot inside length and a 77 foot outside length, along with a 10 foot inside width and a 14 foot 11 inch extreme height. From there, I skipped backwards. The January 2002 Register has all 17 possible cars but the January 2000 ORER doesn't have the series. So the BNSF acquired these cars from PROCOR sometime between those dates, more or less.

Procor Limited's reporting marks for their cars other than tank cars in the year 2000 was UNPX. The best guess on the previous series these cars had is via Ian Cranstone's "Canadian Freight Cars" site; he has them as 866800 to 866853, possibly former British Columbia Railway cars with the same number series. If that's the case, then dark green is probably the right color, or at least the color that is under all that dirt and grime. Cranstone's table gives roster dates from October 1996 to July 2000, which fits with the timeframe for transfer to the BNSF.



**N SCALE RUNNER PACKS:** In addition to the below announcement, **Runner Pack #112** (993 00 112, \$109.95), four Soo Line forty foot steel ice refrigerator cars, is now available. UMTRR coverage was in the August 2015 issue. The individual catalog numbers and road numbers for these items are as follows: 059 51 190, 11006; 059 52 190, 11008; 059 53 190, 11010; 059 54 190, 11012. These are the first through fourth road numbers for this car.



And the **Union Pacific Eight Pack** (993 00 809, \$174.95) of 40 Foot Despatch Stock Cars is also now available. UMTRR coverage was in the September 2015 issue. The individual catalog numbers and road numbers for these items are as follows: 035 51 010, 47715; 035 52 010, 47727; 035 53 010, 47730; 035 54 010, 47744; 035 55 010, 47749; 035 56 010, 47860; 035 57 010, 47865; 035 58 010, 47906.



*The following is 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 January 31.*



**Scheduled June 2016 Release:**

**993 00 117, \$99.95.**

**Reporting Marks D&RGW 50809, 50835, 50852, 50867.**

**Quantity four of Fifty Foot Boxcars, Plug Door, NITX (North American Car) / Rio Grande (Denver and Rio Grande Western).**

Orange with black lettering including reporting marks on left. Red, black and white NITX / North American Car logo at top left.

Approximate Time Period: 1964 (build date) to

no later than 1972. Previous Releases: None. Individual Catalog Numbers (in the 032 series) for this Runner Pack will be provided upon release. Artwork shown is preliminary and actual product may differ.

Rats, these cars are just out of my Approximate Time Period, with a build date in 1964, while my own model railroad is set in 1963. (Well, there's always Rule #1.) And here's what is really a bummer (technical term) here: according to the **Rio Grande Color Guide to Freight and Passenger Equipment**, which has a photo of sister car 50828, these were "Generically referred to as 'Grocery Cars,' most of the Rio Grande's RBLs were assigned to car pools serving off-line shippers, thus capturing valuable overhead, or bridge traffic. Thus, many did not even originate or terminate their loads on the Grande." Does that mean one of these could show up at my Au Sable Dairies and Grocery Warehouse siding?

Anyway, these cars were leased from North American Car and were built by that lessor as well. The Color Guide provides all of the details: ten foot Superior plug doors, Morton running boards, Keystone cushioned underframes, and Evans or Equipco load divider bulkheads and side fillers. Oh, and rivets... which were used instead of welds, a delta to the MTL 032 body style. There's also a straight bottom sill and a partial ladder instead of grab irons at the left of the side. Finally, it's noted in the **Color Guide** that these cars were off the roster by 1972.

I think a single lookup in the ORER should do; let's take the January 1967 issue. The series 50800 to 50899 is described as "Refrigerator, All Steel, Insulated" with AAR Designation RBL. The inside length was 50 feet 1 inch, inside width 9 feet 3 inches, inside height 9 feet 10 inches, outside length 55 feet 1 inch, extreme height 15 feet 1 inch, door opening 10 feet and capacity 4391 cubic feet or 140,000 pounds. End notes call out fork lift pallets "considered part of car" and the lease arrangement with North American Car Corporation.

### N SCALE SPECIAL EDITION RELEASES:



149 00 240, \$32.95

**Ringling Brothers Heavyweight Series #5, "Goliath" Horse Car.**

Red with aluminum roof. Black underframe and trucks. Yellow

lettering outlined in black on far left: "Ringling Bros and Barnum & Bailey." Multicolor wording between left and center doors: "The Greatest Sea Monster Ever Exhibited Alive!" Multicolor artwork on yellow background between center and right doors: "Goliath the Monster Sea Elephant." "The Greatest Show on Earth" globe trademark on far right. No road number.

Wow, can we fit any more advertising on this car? Never mind, don't answer that. Here's a bit more, though: From the Sarasota Herald-Tribune of December 30, 1962 (available on Google News) there's an article by Albert Tucker, who was associated with the public relations and promotional department of the circus. Here's his description of Goliath: "Its massive body weighing three tons was 28 feet in length. It stood on two fins, had a long snout like an elephant's and consumed 400 pounds of food daily... A 72 foot railway car with a special water tank built inside was prepared to house Goliath." My first thought: Really?

Not quite. The Ringlings, Barnum and Bailey were all famous for, let us say, exaggeration. The real “Goliath” was, according to a post-mortem report published in 1932 and quoted in a Collector’s Weekly blog post, about 4000 pounds and was “just an overgrown species of seal (Mirunga leoninus or patagonica), carnivorous, mammalian, with a flexible proboscis, hind limbs so rudimentary that they look like a big tail; broad, flat forward flippers for swimming and spanking the young.” This didn’t stop John Ringling from introducing Goliath to no less than then-President Calvin Coolidge—now how’s that for publicity! Considering that Coolidge was well known as “Silent Cal,” I’m sure that was an interesting encounter.

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

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



518 00 400, \$29.95

**Reporting Marks: NADX 6266.**

**40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, Baby Ruth Series #8.**

Please see the coverage of the N Scale release (049 00 730) above, but note that the Z Scale car has a straight underframe whereas the N Scale version has a fishbelly underframe.



522 00 281 and 522 00 282, \$26.40 each.

**Reporting Marks: BN 558131 and 558185.**

**50 Foot Steel Fishbelly Side Gondolas, Drop Ends, Burlington Northern.**

Cascade green with white lettering including roadname and reporting marks on left and BN herald on right. Simulated gravel load included. Approximate Time Period: about 1971 into the 1990s.

MTL is correct about these cars being built in 1955, but not about the original number series, according to the **Burlington Northern Color Guide to Freight and Passenger Equipment**, Page 72, which includes a bingo to the 558131. The prototype cars were originally constructed by the Burlington (CB&Q) as its series 82000 to 82549. The 558131 was repainted in June 1971 and was photographed in June 1976, so we know it lasted that long at least. The real car was a 15 panel fixed end model while the Micro-Trains 522 body style has 14 panels and drop ends. One consequence of this is that the roadname and reporting marks are differently arranged between panels on the model. Of course, the extent to which this is a stand in is up to the Z Scaler.

The ORER for October 1972 shows the BN series 558000 to 558249, completely filled at 250 cars. The description was simply “Gondola” and the vital statistics were: inside length 52 feet 6 inches, inside width 9 feet 6 inches, inside height 3 feet 8 inches, outside length 57 feet 7



inches, extreme height 7 feet 4 inches, and capacity 1844 cubic feet or 154,000 pounds. This series stood at 239 in the July 1980 Equipment Register, was down to 55 as of October 1986, and was just 11 in the July 1992 ORER. Surprisingly, to me, anyway, four made it all the way to the BNSF as of April 1999 but that's where I stopped looking. After the mid-1970s, these cars most likely received consolidated stencils which should be simple enough to add.



**530 00 431 and 530 00 432, \$25.70 each.**

**Reporting Marks: MILW 908310 and 908318.**

**39 Foot Single Dome Tank Car, Milwaukee Road.**

Brown with mostly white lettering including reporting marks on left and "For Water Service Only" on right. Consolidated stencils at bottom right. Approximate Time Period: at least 1977 (service date) into the 1990s.

If you use the most southerly located runway into or out of O'Hare Airport in Chicago, you'll get a good look at Bensenville Yard, now owned by Canadian Pacific through the Soo Line, but once a key point for the Milwaukee Road. When I traveled much more than I do, I often took off to the southwest, and then made a hard left to head back to the east. If I was sitting in the left hand window seat during this banked turn I could just about count the tracks in the yard, and see what motive power was there.

There were more conventional ways of viewing the yard as well and at the time the N Scale reprint of this car was done in April 2003, I could cite an Angelfire page with a photo of tank cars 908309 and 908307 "For Water Service Only" from November 1991. That Angelfire page is long gone, unfortunately, and with it the photo.

The Company Service equipment appears in the back half of the **Milwaukee Road Color Guide to Freight and Passenger Equipment** (Volume One). It's noted on Page 65 that maintenance and service equipment did have a specific number scheme starting as early as 1925. However, there aren't any photos of the brown Water Service tank cars! What? And I also struck out in the usual places trying to find photos online.

So that brings us back to what I wrote in 2003 about the photo of the tank cars that was available. What I found interesting about the photo was that the two cars were **not** alike, which isn't terribly unusual for company service equipment, but again simply underscores the peril of declaring matches or non matches to models of any scale from any manufacturer. In this example, if I had only located the image of 908309, I would have had (and perhaps given) heartburn over the kind of funky platform and handrails that have been placed around the dome. Your wire bending skills would be given a test trying to duplicate this. I think the closest thing I've seen would be Athearn's HO scale chemical tank cars for the handrails, but even that isn't that close. The platform, if it can be called that, isn't flat; instead it drapes along the curvature of the tank. On the other hand, the companion car, 908307, doesn't have any of that additional metalwork, and looks at least fairly close to the MTL 530



body style. The weathering on both is interesting, in the form of whitish gray streaks, mostly around the dome. I'll wager that they are the remains of the minerals in the water. I won't hazard a guess on the paint color since the picture was shot through a car window in what looks to me like a mid to late afternoon sun.

The ORER, as is typical with company service equipment, is completely useless for lookups, although I did note that the Milwaukee rostered two other tank cars in the 78000 series that are listed in the Registers of the 1960's. So we have to do an "at least" ATP here, starting from the MTL given service date and ending with the photograph date. My guess is that Soo/CP didn't bother to repaint these cars for a while after that. What I would be more interested in is how far back I could go before 1977, but alas, as with the previous N Scale offerings, the best we could do is speculate.



**980 01 441 and 980 01 442, \$119.95 each**

**980 02 440, \$109.95**

**Road Numbers: 154 and 155 (A-units); none (B-unit) (will be preceded by "CGW" in website listings).**

**Powered F7A and F7B Diesel Locomotives, Chicago Great Western.**

Maroon with black roof, underframe and trucks. White numbers on numberboards on A-units. Orange, black and white "Lucky Strike" herald at center of sides and on nose of A-units. Approximate Time Period (given paint scheme): 1954 to mid-1960s. MTL has stated that this will be available mid-month and should be at dealers as you read this.

Preliminary artwork shown; I'll replace this with the actual images on the UMTRR Website when available.

According to Donald E. Vaughn, via an article published on "The Unofficial Chicago Great Western Page" on Trainweb.org the paint scheme selected by MTL for this release is "Modification 4" from the as-delivered decoration (which, believe it or not, included a "Brunswick Green" roof—and I thought that only the Pennsylvania Railroad used that color!). Vaughn refers to "Modification 4" as "Maroon Dip" —for obvious reasons—and his description aligns precisely to the Micro-Trains artwork. This paint scheme was introduced in 1954 and was supplanted starting in 1964 with a red and black version which matched GP30s which the CGW purchased in 1963. I'll call the ATP at the "mid-1960s" since the maroon probably didn't yield to red all at once. The Chicago Great Western was merged into the Chicago and North Western in 1968.

The CGW's "covered wagons" were a mixture of F3s, F5s (really!) and F7s. The 154 and 155 were among the last four A-units delivered to the line, in June 1949 and numbered 153 to 157.

The 154 was retired and the 155 became Chicago & North Western 228. Micro-Trains didn't number the B-unit, but choices include 116B, D, E, F and G which were delivered in January 1951.

A single photo of the 155 and four photos of the 154 are available over at RRPictureArchives.net. There are differences in the roof details, but the paint scheme aligns. On the B-units I checked in both maroon and the later red, the road number is in yellowish orange lettering well below the "Lucky Strike" herald on the metal that's partially covering the fuel tank. I've provided a **very** unofficial illustration at right; please note that the lettering style is more Railroad Roman than the Times New Roman that I used here, and the actual road number isn't as large.



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

**Z SCALE WEATHERED RELEASES:** *The following was announced mid-month via the Micro-Trains website, the MTL Facebook page, and via the e-mail "Micro-Trains E-Line," all on or about January 14.*



**530 44 085, \$24.70**

**Reporting Marks:** UP 11135 (partially obscured).

**PS-2 Covered Hopper, Union Pacific / former Lehigh and New England.**

Gray with brown trucks and couplers. Mostly black lettering including Union Pacific

reporting marks at left, large UP roadname in center, faded "LNE" initials and road number (18152, partially missing) at left and faded LNE "fried egg" herald on right. Faded ACI label, U-1 inspection "dot" and double panel consolidated stencils at bottom right. Weathering, fading and rust effects across car. Approximate Time Period: around 1978 into the 1980s. Previous Releases (in unweathered form): Technically, road numbers 11131 and 11163, May 2008, but this could almost be counted as a completely new release (though I won't do so in the counts on the UMTRR Website).

When, in 1961, the parent company of the Lehigh and New England Railroad saw the writing on the wall and decided to simply walk away from its railroad operations, that included disposition of a non-trivial quantity of rolling stock. Among these were over one thousand cement hoppers. I think we know where some of those ended up!

MTL supplies the prototype photo, posted on RRPictureArchives.net, that was the inspiration for this release, and your faithful reviewer has noticed a bit of sleight-of-hand here. The image is of UP 12051, a Class CH-70-6 covered hopper, that was formerly LNE 18852. This car was built by American Car & Foundry, and it's not a match to the 530 body style which is

of a Pullman-Standard PS-2 covered hopper. However! MTL's model carries road number 11135 (well, it could be 11125, but that doesn't matter) and the LNE road number is 18152, which **does** correspond to a PS-2 covered hopper series.

None of this, in my opinion, takes away from the ever-higher-bar set by Micro-Trains decoration of this release. I am sufficiently impressed that I might pick up one of these cars – and with a small exception (no pun intended), I am not a Z Scaler.

I noted with the initial release of this car in May 2008 that I was a bit surprised that a group of cars built in 1957 would not have made it into the January 1959 ORER. Now we know why – they were still in service for the LNE. The January 1964 Register shows the series 11000 to 11399 of 398 cars with inside length 29 feet 3 inches, outside length 35 feet 3 inches, extreme height 13 feet 6 inches and capacity 2100 cubic feet or 140,000 pounds. From there I skipped ahead more than twenty years to the April 1984 ORER where the group has shrunk to 182 total cars in the group 11003 to 11396, at that time the lowest numbered cars in the Union Pacific's revenue roster. Just 42 remained in October 1986 as the cars approached the forty-year rule and all were gone in the July 1987 ORER. By 1991 the numbers used for these PS-2s were redeployed to 4400 cubic foot covered hoppers. (And yes, I almost blew the lookup since they were again covered hoppers.)

The **Union Pacific Color Guide to Freight and Passenger Equipment** (Volume One), Page 73, shows the UP 11136 as found in 1960 in Omaha. Color Guide author Lloyd Stagner notes in the caption that these cars were among the first Union Pacific equipment to come equipped with roller bearing trucks. Said trucks are rather brown looking in the prototype photo, perhaps leading MTL to use brown trucks on its model as well. At that time, of course, there's no evidence of the car's previous owner.

**Z SCALE RUNNER PACKS:** In addition to the below announcements, **Runner Pack #87** (994 00 087, \$99.95), four Northern Pacific 40 Foot Single Door Boxcar, is now available. UMTRR coverage was in the August 2015 issue. The individual road numbers for these are as follows: 42998, 43066, 43070, 43255. I'll post the individual catalog numbers to the UMTRR Website as soon as I have them. These are the first through fourth road numbers for this car, which hasn't been previously released.



And the **Union Pacific Eight Pack (994 00 809, \$174.95)** of 40 Foot Despatch Stock Cars is also now available. UMTRR coverage was in the September 2015 issue. The individual catalog numbers and road numbers for these items are as follows: 520 51 130, 47715; 520 52 130, 47727; 520 53 130, 47730; 520 54 130, 47744; 520 55 130, 47749; 520 56 130, 47860; 520 57 130, 47865; 520 58 130, 47906.

*The following is 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 January 31.*



**Scheduled June 2016 Release:**

**993 00 117, \$99.95.**

**Reporting Marks D&RGW 50809, 50835, 50852, 50867.**

**Quantity four of Fifty Foot Boxcars, Plug Door, NITX (North American Car) / Rio Grande (Denver and Rio Grande Western).**

Orange with black lettering including reporting marks on left. Red, black and white NITX / North American Car logo at top left. Approximate Time Period: 1964 (build date) to



no later than 1972. Previous Releases: None. Individual Catalog Numbers (in the 032 series) for this Runner Pack will be provided upon release. Artwork shown is preliminary and actual product may differ.

Please see the coverage of the N Scale pre-order announcement (993 00 117) above.

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

**MTL ANNOUNCEMENTS:** The Wind Turbine “Prop Blade 2-Pack” (499 43 927, \$21.95) and “Hub and Generator 4-Pack” (499 43 928, \$13.95) which were pre-orders in November 2015 have arrived. MTL also notes in the January Micro-News a full complement of available Z Scale Micro-Track in stock.



Meanwhile, the January/February 2016 issue of **The N Scale Enthusiast** Magazine is hot off the press. (Full disclosure: I write for it.) In “A Message from Eric Smith,” the MTL CEO’s regular column, there’s a photo of a pre-production sample of the 70 Foot Warren Flat Car that will be the body style for the Royal American and Ringling Brothers circus cars. In answer to the question I raised about the detail, Eric notes that the car “has [a] detailed deck pattern and riveted steel sides.” So rivet counters can prepare to be satisfied... I think.

While I’m on the subject of The N Scale Enthusiast, I should mention that I think the 2016 Membership Gift Car will be of interest even to those who otherwise might not see themselves as joining this organization. (Again, full disclosure: I’ve been a member for about 20 years now.) Complementing the Union Pacific x-post boxcar with waving American Flag from last year will be an 099 series Evans Covered Hopper in the same motif. Find more information on the NSE website, which is (naturally) [nscaleenthusiast.com](http://nscaleenthusiast.com). (And one more full disclosure: if you mention that I sent you, I get a credit toward my membership renewal...)

**DISCONTINUED ALERT:** Before I begin, please allow me to note that I’ve updated the UMTRR Website Tables through the December 2015 version of the available rolling stock listed on the MTL website... and that has resulted my observing some inconsistencies between what Micro-Trains has already listed as sold out via the Micro-News and what appears to show as available from the factory on the website. I’ve used the website listing as a “tiebreaker” which hopefully won’t turn out to be the wrong choice. As one example, this puts the N Scale “Nose Art Series” flat cars with containers back on the available list, at least for now. This will all straighten itself out eventually, as the alignment between the MTL website and announcements naturally come back together. In the grand scheme of things, this, well, isn’t.

OK, back to the countdown of the bye-bye board, which is of moderate size this time out especially after removing items which have previously been recorded as discontinued. We’ll start with N Scale and proceed in catalog number order starting with the “Aware” weathered/graffiti two-pack of x-post boxcars (025 44 870, November 2015). Baby Ruth Series #3 is empty (058 00 220, August 2015), as is Tank Car Series #8 for Diamond Products (065 00 800, May 2014). The CN Manitoba (073 00 160, April 2015) and Missouri Pacific Gray “Eagles” (073 00 180, October 2015) boxcars have left the building. The high-side covered hopper in bright red with large TPW is gone (099 00 150, November 2013). In a reversal of recent years, the 2015 Holiday Car (120 00 110, November 2015) is already sold out. The Union Pacific covered gondola reprint (106 00 120, February 2014) is cleaned out. The oldest item in either scale to have been discontinued is the Canadian Pacific 10-1-2 Sleeper “Redvers” (141 00 080, June 2012). And the first of the Mail/Baggage Cars to be outta here is the version for the Santa Fe (148 00 040, September 2015). We wind up the N Scale outs with the Union Pacific Civil War Era tank car (154 00 080, June 2015).

Turning to Z Scale, there are just five items to note as sold out: the first number of the Chesapeake and Ohio “LCL Service” boxcar (500 00 861, July 2015, second number still

available); the B&O/Chessie System “Cat Face” graffiti boxcar (506 44 060, November 2015); the Canadian National “Orange” graffiti boxcar (510 44 260, September 2015); the first Baby Ruth Series car (518 00 350, June 2015); and the green Chicago Great Western tank car (530 00 360, May 2014).

**INCREMENTAL INFORMATION DEPARTMENT:** Over on the Modern Freight Cars List (MFCL) on YahooGroups, there was a brief Q&A on Consolidated Stencils. Question: “When did they start showing up?” Answer: “Those with access to a 1974 **Car & Locomotive Cyclopedia** will note that cars built in 1972 have the consolidated stencil and cars built in 1971 do not.” Another answer: “The single-panel Consolidated Stencil was introduced in 1972 by the AAR for new and rebuilt cars only. In 1974 the FRA made the revised two-panel version mandatory on all rolling stock.” That of course doesn’t mean that Consolidated Stencils suddenly started showing up everywhere, but this is a helpful data point. Now, let’s see if I can remember this when I next need it!

Meanwhile, over on the “N Scale Varnish” YahooGroup, there was a question of whether last month’s Canadian Pacific express scheme boxcars (020 00 98x in N Scale, 500 00 88x in Z Scale) ever ventured “south of the border” into the United States. Responses varied: maybe in New England where the CP had track, maybe on the Soo Line which the CP controlled, and maybe not at all except for the CP’s train “The Dominion.”

Joe Shaw checks in with a question **and** answer on the Providence & Worcester N Scale Autorack from last month (111 00 170), in response to my statement about an online photo, namely, “In this particular image, the car looks a bit more gray than white, but trust me, these are white well, at least they started that way.” To which Joe replied, “OK, but what **shade** of white are they?” There is an answer: “It turns out the paint codes are stenciled at the top of the left solid end panel, and read: ‘Williams-Hayard / Primer # 52-9023 / Finish # 72-14446.’ According to the manufacturer’s reference sheet, 72-14446 translates to ‘Thermalbond White’. I can’t argue against that! It’s still some sort of ‘off-white’ to my eyes. Just compare the car to the obviously white end marks of adjacent cars and there is a clear difference.”

Joe also noted that the first photo he took of these cars was on April 26, 2009. In addition to the P&W cars, the Warwick Railway series cars, with Kansas City Southern logos on the racking, share the same paint code. You might recall that the Warwick reporting marks WRWK are within the P&W’s registration in recent ORERs.

**OOPS PATROL:** I related Incremental Information on the “Aware” boxcars that were the November mid-month releases, but neglected to provide the individual catalog numbers... which, for the record, are 025 51 870 (EEC 5529) and 025 52 870 (EEC 3534).

**SPECIAL RUN NEWS:** Just in from long time UMTRR Gang Member George Hollwedel is word that his latest Prototype N Scale project from Micro-Trains has been received. It’s a set of three Santa Fe Bx-74 50 foot boxcars. These have brown sides, black ends and black, white

and yellow lettering. One side has the “Texas Chief” name train slogan and the other the “Ship and Travel Santa Fe” slogan. In a first for George’s work with MTL, and possibly a more general first for Micro-Trains itself on this body style, the cars have factory installed body mounted couplers. Contact George at [proto.nscale@yahoo.com](mailto:proto.nscale@yahoo.com) for more details and pricing.

**FINALLY, ANOTHER LATE MONTH...** We’re late again, though not by that many days. I tend to feel tardy when the Weathered Cars are announced and I haven’t finished the rest of the column before that. A principal reason for this is the “Day Job” in which I’ve temporarily taken on additional responsibilities... and who hasn’t been there, done that? As of this writing, some of that bonus effort should begin to wind down during February – which, despite it being a Leap Year, is also a short month! Whine, complain...

Anyway, until next time, do the best you can!

Cheers,  
George

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