



IrwinsJournal.com Presents:

## The Unofficial Micro-Trains® Release Report Issue #247 – July, 2017

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Hello again everyone... well, just when I thought things would slow down a bit... it's another big month for the folks behind the red and yellow sign. I suspect this coincides with announcements made at the National N Scale Convention last month. There are **three** new body styles in N Scale, all new versions of the fifty foot boxcar. I will follow catalog number sequence here, even though it seems a bit awkward for me to drop passenger car coverage right in the middle of freight car coverage!

There's also an ambitious series of releases in a new body style that will be released... but *only* if there are enough pre-orders. If there are, though, there could be fourteen cars released in four multi-packs. And there's quite the ambitious pre-order item for NASA enthusiasts. Have I mentioned a car celebrating the 150<sup>th</sup> Anniversary of my neighbours to the north? Enough teasing, off we go...

### N SCALE NEW RELEASES:



020 00 017, \$26.95

Reporting Marks: UP 187989.

**40 Foot Steel Boxcar, Single Youngstown Door, Friendship Train (Union Pacific).**

Car #6 in the Friendship Train Series. Brown (boxcar red) including trucks and couplers. Yellow lettering including roadname and reporting marks on left. White and blue

lettering "Arkansas Rice from the People of Arkansas U.S.A. to the People of Europe" on right. Approximate Time Period: 1947.

Half a car is better than none... especially when it's the half that you need! We return to Facebook and "The 1947 Friendship Train" page looked after by Daniel Slack for a look at a Union Pacific class B-50-24 boxcar with the "Arkansas Rice" legend. Visible below the added paint is the UP car class and underneath it a rather faded "Serves All The West" slogan in yellow. (It's a black and white photo, but we can tell.) That's enough for MTL to put together a car. Depending on whether there is a photo of the left side, they might or might not have the exact road number. Or there might not be any extant images at all of the entire car which means we'll never know. What we do know about the photo from Daniel is that the photo is from December 5, 1947 and it was taken in the Philadelphia area.



**054 00 230, \$28.90**

**Reporting Marks: NS 118045.**

**61 Foot Bulkhead Flat Car, Norfolk Southern.**

Brown with mostly white lettering including reporting marks on left and

small herald on right. White on black double panel COTS stencils on far right. Yellow horizontal conspicuity stripes along car including on bulkheads. Simulated steel beam load included. Approximate Time Period: mid-2007 to present.

A set of images of this group of cars over on RailcarPhotos.com also has the lineage of the prototype: "Norfolk Southern series 118000-118074, from NS series 114001-114075, from Southern Railway series 114000-114149 built by Thrall Car, Job 712, March-April 1978. NS class FS-42A." Images of cars 118021 and 118030 taken in 2008 show the car equipped with a partition assembly, making it somewhat analogous to a Centerbeam flat car. As such, the "car may tip over" graphic is painted on the inside of the bulkheads, though without the "running man" trying to escape from that shifting load! (Pity.) Shots of cars 118030, 118056, 118062, and 118068 taken in 2009, 2007, and 2013 respectively don't show this equipment. The prototype bulkheads are a bit different from the MTL 054 body style.

The bingo for the 118045 is over on RRPictureArchives.net and shows a fishbelly underframe like what's used for the MTL car. The August 2009 photo shows the car with conspicuity stripes. The car was previously Southern 114007. Since I'm going to refer Z Scalers to this commentary, I'll also note that RRPictureArchives also has a bingo on the 118058, formerly Southern 114008, as of May 2010. Neither of these cars had center beam equipment at the time.

We know from the photo evidence that the cars had these road numbers in 2008, and were around in 2013 as well, so we'll bounce around the accumulation of Official Railway Equipment Registers (ORERs). The latest I have is October 2014, where 73 total cars exist. However, they're broken into "Flat, Center Beam" with 40 cars in the main series plus another six in three subsets, and just "Flat" presumably without the center beam with 27 cars. The 118045 and 118058 are not listed as "Flat" cars in this ORER. But the photo evidence of the car, and the second number done in Z, which don't show center beams, takes precedence over what's in the Equipment Register. But... whether Center Beam or Not, the outside length of these cars is 72 feet, greater than the MTL 054 body style (and the Z Scale 527 body style).

Backing up from there, in the October 2007 Register the split was 47 "Center Beam" and 26 "Flat" adding up again to 73 cars. And how about this: in the previous ORER issued, July 2007, all of the cars are described as "Flat, Center Beam." That not only provides a nice neat start to the Approximate Time Period, but completely removes from the discussion when these cars were renumbered (for the record, sometime before the year 2000) and the need to comprehend the start of conspicuity striping in 2005.



**065 00 940, \$28.95**

**Reporting Marks: NLAX 194.**

**39 Foot Single Dome Tank Car, NASA Railroad.**

Car #11 in the NASA Series. White and blue tank, blue underframe, trucks and couplers. Black lettering including reporting marks on left and "Water Car" on right. Approximate

Time Period: As early as 1984 (purchase date given by MTL) to as late as 2015.

Although the Wikipedians note that the NASA Railroad had two 70 ton tank cars built in 1982, I'm not sure how much help that is this time. From MTL's car copy: "This 70-ton car was built from sections of old tank cars, and when completed, held approximately 15,000 gallons of water." Ignoring for a moment the idea of putting sections of a few tank cars together to build a tank car—I have no idea how common that practice is!—the typical capacity of the prototype for the 39 foot tank car modeled by Micro-Trains is 10,000 gallons. At 8.3454 pounds per gallon, 15,000 gallons of water weighs about 125,000 pounds or 62.6 tons, so we'd be OK there. It's also about 2005 cubic feet which is OK too. And that's more arithmetic than I've done for this column in a while...

My search on the phrase "NASA Tank Car" was not productive, and when I tried "NLAX tank car," I was asked if I meant "Black Tank Car" and was then shown black tank cars anyway. Not much help there.



**110 00 311 and 110 00 312, \$35.90 each**

**Reporting Marks: CP 400006 and 400011.**

**56 Foot General Service Tank Cars, CP Rail.**

Black with mostly white lettering including roadname, reporting marks, and tank qualification stencil. Red and white CP Rail multimark. Positions of these are "mirror image" of each other on sides of car (see text). Approximate Time Period: 1975 (build date) or, strictly speaking, 1998 (given tank qualification stencil) to at least the early decade of the 2010s.

I expected the usual frustrating lack of data when checking the April 1976 ORER, since tank cars owned by railroads are not frequently included in their registrations. However! This time we do have a bit of information: series 400000 to 400019, 19 total cars, 249,000 gallons or 192,000 pounds capacity. CP Rail had a total of 182 cars listed with the description "Tank, Oil, Steel." That's out of a total roster of 75,682 cars.

By the October 1986 ORER, there are only 42 tank cars left in total including the 19 in this series. But in July 1992 there are 20 cars in the group – did the twentieth get lost for 17 years? – and the overall fleet has bounced back up to 254, out of a total of 30,862 in the roster – and note how the CP's total roster size has dropped 59 percent from 1976 to 1992! The April 1995 Register lists only a total number of tank cars, and even that's gone by October 1996. However, the tank qualification stencil dates from 1998 and later so we know we have an ATP which includes at least that year... and begins that year, strictly speaking.

Both sides of the CP 400006 – a bingo -- are shown in images on RRPictureArchives.net, in August 2010 and 2012 respectively. My first observation is that we have a "Fun With Multimarks" scenario, about which I posted a page on my site way back in 2002. This is harder to describe than illustrate, but basically, the multimark is always at the "same end" of the car, in this case, the brake wheel, often called the "A" end. That flips the position of the roadname from right to left and also means extra work on at the Micro-Trains Paint Department on the model. My second observation is that this car looks quite a bit larger than the 110 body style. The outside length given with the images on RRPictureArchives is 66 feet 5 inches, in fact. The cars also have two bands inboard of the ends which aren't present on the model. The latest photo of any car in this series is on RRPictureArchives, from June 2014; it's CP 400016 still in its original paint. The tank qualification stencil in this and other photos is black on white, almost looking like a decal versus painted on. From the Canadian Freight Railcar Gallery we get one more data point: the cars were built by Procor in June 1975. It looks like they were never repainted after that, which certainly affords the opportunity for a future Weathered/Faded Release.

Meanwhile, here's quite the different way to find prototype information, courtesy of UMTRR Gang Member Bob Kercher. He writes, "When I saw MTL's multi-mark on this car my initial impression was that this was a nice looking car but that they had made a serious mistake on the multi-mark itself, it being far too square and angular. I was certain I had seen this paint scheme somewhere so went through my photo resources (Morning Sun, Canadian Rail Car Pictorials, etc.) to no avail. Then remembered my Railfan Canada Collector card set that I had bought on a whim. Although not the same car being modelled by MT it has the same paint scheme and the multi-mark is indeed unusually square. So I would have to say that MT got that correct." Bob attached a scan of the front and back of the particular card, which pictures CP 100125 from a different series of the railroad's tank cars, as Bob noted.

I've owned baseball trading cards myself and I know of plenty of other sports-themed cards and other cards, but this is the first I've heard of railroad rolling stock trading cards! Shameless off-topic plug: I've written about my grade school experience with baseball cards, in the Irwin's Journal Online portion of my website: [www.irwinsjournal.com/ijonline/ijpile.htm](http://www.irwinsjournal.com/ijonline/ijpile.htm) . No, I don't just write about trains...



141 00 160, \$34.90

Car Name: Harrison Lake (will be TBD in website listings).

Heavyweight 10-1-2 Sleeping Car, Pullman/Denver & Rio Grande Western.

Silver and gold sides with black striping. Silver roof, underframe and trucks (including couplers). Gray ends. Black lettering including "Pullman" in the Rio Grande "speed lettering" style in center of letterboard and car name at bottom center. Approximate Time Period: at least 1954 as painted to 1966.

So that's what the word "Pullman" looks like when rendered in the Rio Grande style! While I tend to immediately associate the famous California Zephyr with the D&RGW, they had a mighty nice looking paint scheme of Aspen Gold and Silver on much of their other equipment.

The bingo for this car, and the source of MTL's car copy, can be found on Page 27 of the **Rio Grande Color Guide to Freight and Passenger Equipment**. The Harrison Lake was leased to the Rio Grande by Pullman for use on its Royal Gorge service (speaking of famous "name trains"). When photographed in the winter of 1963-1964, the roof looked a bit different than the MTL 141 body style. The trucks were also black, not silver, at that point. However the car was built to Plan 3585 which is the basis for the MTL car.

The Color Guide, and MTL, give 1966 as the retirement and scrap year for this car, so the end of the Approximate Time Period is easy. I checked the "Pullman Project" database for this car's history. It was built in 1924 and equipped with ice-based air conditioning in 1935. The painting timeline is a little complicated. It went from "Pullman Standard" to "D&RGW Special Exterior 1" in May 1948, then back to "Pullman Standard" in May 1950, then to "D&RGW Special Exterior 2" in August 1951 and finally to something called "D5440A" in July 1954. Tom Madden, proprietor of the "Pullman Project," thoughtfully provides a translation: it's the "exterior painting of conventional cars assigned to D&RGW." Simple enough. So we'll take 1954 as the start of the ATP. The Harrison Lake was sold to Hyman-Michaels in January 1966, which probably makes the end of the ATP really 1965.



144 00 709, \$34.90

Car Name: Silver Spring / Car Number 800329 (will be "B&O 880329" in website listings).

Heavyweight Observation / Business Car, Baltimore and Ohio.

Blue and gray sides; black ends, roof, underframe and details. Gold striping. Gold lettering including roadname in letterboard and car name at bottom center. Approximate Time Period: at least 2007 to 2014 based on photo evidence.



A big thank you to UMTRR Gang Member Steve Long, who also provided some Incremental Information on last month's B&O release (see below). Steve helped me avoid a major exercise in chasing my tail on this car (pun not intended). The "Silver Spring" is a privately-owned passenger car in classic B&O colors, similar to the Santa Fe #37 "Chico" released by MTL in June 2016 (144 00 170). MTL has captured the look of the somewhat non-standard typeface for the roadname – non-standard meaning not exactly like the B&O used for its equipment.

As it turns out, the "Silver Spring" was parked relatively close to UMTRR HQ, up the Thruway in Utica, New York. In 2007, the car was found at the city's well-preserved passenger station. That shot is on Fallen Flags. There are others taken in Utica, on RRPictureArchives. There's a good reason for this: the car has seen service on the Adirondack Scenic Railroad out of Utica on the former Adirondack Division of the New York Central Railroad. The latest photo of the car in Utica is from 2014. It's not an exact match to the MTL 144 body style in terms of window arrangement. Overhead shots of the prototype car also show a white roof... or maybe that's snow! The car also has a small road number, 800329. Prior photos of this same car show it with a road number of 905, so I'll take the ATP from the earliest image date I see online, with an "at least" caveat. Steve checked with the folks on the B&O YahooGroup and was told that as the 905 and also named "Wayside", the car resided in Parkersburg, West Virginia. It had been owned by a car dealer who hosted regular poker games there.

From the website of the Adirondack Scenic itself ( [www.adirondackrr.com](http://www.adirondackrr.com) ) there's a short description of the car: "The private car Silver Spring was built by the Pullman Company in 1925 and ran on the Baltimore and Ohio Railroad. [It] features a luxurious interior with mahogany paneling, wall to wall carpeting and modern kitchen, heating and air conditioning."

**And that brings us** to the three new body styles released this month. I had previously reported – oops – that these cars would have body mounted couplers; not so, they are truck-mounted. They do have etched metal brake platforms and a lower position brake wheel, plus other modifications from the existing MTL 077, 038 and 037 body styles respectively. On we go...



**180 00 010, \$25.90**

**Reporting Marks: GM&O 58108.**

**50 Foot Steel Boxcar, Single 10 Foot Door, No Running Board, Short Side Ladders, Gulf, Mobile and Ohio.**

Green with white lettering including semi-circle roadname, reporting marks,

and large "DF" on left. Legend "Cushioned for a soft ride ....inside" on right. Approximate Time Period: 1968 (build date) to mid-1980s.

Although it was a Class I railroad at the time of its existence, the Gulf, Mobile & Ohio has not been terribly well represented in the output of Kadee and Micro-Trains. First out was a "Rebel Route" brown and white boxcar in 1979 (20230), then a red and white boxcar in 1993 and again

in 2001 (24240), and finally a two-bay hopper in 2008 (056 00 290). On the plus side, it's easy to get a complete set of GM&O Micro-Trains!

Since I've not really covered the history of this line before, a few words about the railroad named in that semicircular way might be in order first. The website of the GM&O Historical Society ( [www.gmohs.org](http://www.gmohs.org) ) has a short history of the line as well as a transcription of a much longer one: the 1953 publication **The Gulf, Mobile and Ohio: A Railroad That Had to Expand or Expire** by James H. Lemly. That book covers the period 1920 to 1947. In addition, there's a "Family Tree" diagram of the GM&O's heritage, which dates back to as early as 1847 for a predecessor of the Alton.

So let's take a quick look. The GM&O was the product of the 1940 merger of the Mobile and Ohio, then bankrupt, into the Gulf, Mobile and Northern. The GM&N, though smaller, was the "surviving company." It reached only to Jackson, Tennessee on its own trackage, then via rights on the Nashville, Chattanooga and St. Louis to an important connection at Paducah, Kentucky with the Burlington Route (CB&Q). This enabled the GM&N to get some overhead traffic from the Burlington down to Mobile and New Orleans. Meanwhile, the Mobile and Ohio had its own route from Mobile up to East St. Louis, the north end of which was a rebuild of a former narrow gauge line. In 1947 the GM&O added the Alton, formerly the Chicago & Alton, which connected Chicago, St. Louis and Kansas City. The Alton was a long time ward of the B&O, but dated back all the way to the Alton and Sagamon which was chartered in Illinois in 1848.

Perhaps the single most important figure in the GM&N and the GM&O's history was Isaac B. Tigrett, a native of Jackson, Tennessee. He was a banker who started in the railroad business as Treasurer and President of a shortline. By the age of just 26 he was appointed temporary president of the GM&N. He stayed on in that post and also led the GM&O from 1938 to 1952. He was the great uncle of Issac Tigrett, the co-founder of the Hard Rock Café and House of Blues chains of restaurants.

The GM&O became a "Fallen Flag" on August 10, 1972 when it merged with Mississippi Valley rival Illinois Central to form the Illinois Central Gulf. Incidentally, that same year the GM&O Historical Society was formed, quite the bit of foresight there.

The ORER for October 1989 is the closest I have to the 1968 build date of these cars. The series GM&O 58000 to 58199 was described as "Box, All Steel, Cushion Underframe" with AAR Designation XL. The inside length was 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 58 feet 6 inches, extreme height 15 feet, door opening 10 feet, and capacity 4941 cubic feet or 140,000 pounds. Of the original 200 cars, 199 were in the merged Illinois Central Gulf as of the October 1972 ORER, which would be the first issue following the merger now that I think about it. The GM&O contributed 11,753 total freight cars to the new railroad.

As of the January 1978 Equipment Register, the description had changed a bit to read "Box, Cushion Underframe, 4 Belt DF-2 Loaders, Lading Strap Anchors." The car count was 147 still

in GM&O paint at that time. That was down 79 in October 1986 and just four cars in July 1989, by which point the ICG had already reverted to its previous name of simply "Illinois Central."

The **IC/GM&O Color Guide to Freight and Passenger Equipment**, Page 98, has shots of two cars from this series, neither of which are the one MTL selected for its model. The 58103, photographed in October 1974, is perhaps more important since it sports the large "DF" at the bottom left of the side. Color Guide author James Kincaid states that this was "added sometime after delivery" which could complicate our ATP. A June 1974 image of GM&O 58136 shows it without a "DF." Further, Page 32 of **Classic Freight Cars Volume 8** has an undated shot of sister car GM&O 58121 which also does not have the "DF" marking. I'll note three other things here. First, the door used by Micro-Trains isn't an exact match to what was on the prototype cars. It looks closer to the ones used on similar boxcars delivered by General American in April 1968, road numbers 57800 to 57999. Second, that rich green color seems to have faded rather quickly in some instances, the 58013 being an example of that. Third, the grammarian in me must point out that there are four periods before the word "inside" in the legend on the right. If this is supposed to be ellipses, there needed to be only three dots.

While I did not find the exact road number Micro-Trains used, there are a number of other examples of this series online. Most interesting of these to me is over on RRPictureArchives, a June 1978 shot of GM&O 58021. I often refer to the U-1 inspection "dot" as a strictly speaking Approximate Time Period marker, and it's always a yellow dot indicating that the wheels are okay for use. Always, that is, until now, as the 58021 is instead stenciled with the dreaded **white** dot!. That meant that the car had 33 inch wheels made by the Southern Wheel Company which were found to be defective. Until replaced, the cars were in very restricted service, and in fact couldn't be interchanged at all after the end of 1978.



**181 00 010, \$23.70**

**Reporting Marks: ATSF 55147.**

**50 Foot Steel Boxcar, Single Plug Door, No Running Board, Short Side Ladders, Santa Fe (AT&SF).**

Brown with mostly white lettering including reporting marks and large circle

cross herald on left and large Cooper Black roadname on right. White on black double panel COTS (consolidated) stencils and yellow on black U-1 wheel inspection "dot" on right below roadname. Small white simulated reflective circle crosses along bottom of side. Approximate Time Period: mid-1970s or, strictly speaking, 1978 (given U-1 "dot") for the series to late 1980s.

The dates are a bit confusing for this series of cars. First, there's a bingo for the 55147 on the site RRPictureArchives.net. The car's service date is March 1979 as depicted on the MTL model though the photograph is dated May 1978, so the caption isn't right. The lettering on the Micro-Trains car matches the photo including the double panel COTS and the U-1 dot (the usual yellow here).



Going over to **Santa Fe Freight In Color, The Series Volume 1**, Pages 150 and 151, we find that the Santa Fe's Bx-186 class of boxcars were rebuilds of three classes of former "refrigerator" cars. The group 55000 to 55272, including the 55147, started out as RR-57 cars built by Pullman in 1955. Cars from the RR-58 class built by American Car and Foundry went into the series 55273 to 55367. Finally, more cars from Pullman, the RR-59s, became the group numbered from 55368 to 55507. Photos of each are in the book with service dates of 1981, 1980 and 1977 respectively, and photograph dates in 1981, 1987 and 1979 respectively. Nitpicking, I suppose this is, but the side sills on the MTL car more closely match the AC&F version than the Pullman version. I'll call the ATP start in the mid-1970s with that U-1 "dot" giving us a "strictly speaking" narrowing of that.

The ORER for July 1980 does tally these three groups separately, so we'll focus on only the series in which the MTL-selected road number occurs. ATSF 55000 to 55272 had an AAR Designation of XMI (insulated boxcar) with these key measurements: inside length 50 feet 1 inch, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 54 feet 5 inches, extreme height 15 feet, door opening 7 feet 7 inches, and capacity 4350 cubic feet or 105,000 pounds. That weight's a little "light" versus other nominal fifty foot cars of the period. The car count was 226 of a possible 273 at the time. By the way, that number was exactly one car in the January 1978 Register, adding credibility to the "3-79" service date on the 55147.

These cars didn't last long on the Santa Fe. By only April 1985 the group, split into several subsets, totaled 135 cars. The next ORER I have in the Research Accumulation is from October 1986 and the group has dropped all the way down to 22 pieces. Only a single car, the 55179, is extant in the July 1989 Equipment Register.



182 00 010, \$29.60.

Reporting Marks: D&RGW 65204.

50 Foot Steel Boxcar, Double Youngstown Doors, No Running Board, Short Side Ladders, Rio Grande (D&RGW).

Brown with aluminum roof, black ends and red doors. Mostly white lettering including large reporting marks on left and speed lettering roadname / slogan "Rio Grande - the Action Road" on right. White on black double panel COTS (consolidated) stencils on right below roadname. Approximate Time Period: 1967 to late 1990s in general.

There's a bingo on this car as well on RRPictureArchives, but this time, I'll start with the in-print reference, namely the **Rio Grande Color Guide to Freight and Passenger Equipment**, Page 41. The series D&RGW 65200 to 65299 was delivered from General American in 1967, rather late in the period of "standard" fifty-foot cars. The Color Guide has a shot of sister car 65244, in the "as delivered" stacked "Action Road" herald, but with boxcar red doors that match the body. The ends are different from the MTL 182 body style.

The photo of the 65204 was taken in May 1994 and shows the orange doors which are not of equal width. We'll come back to that. As on the Micro-Trains car, the stencil lines in the herald are quite apparent. What's not apparent is whether the car still had an aluminum roof at that point; the color could have worn off or been painted over. A good roof shot would help here... and we do have one in the form of sister car 65233 as of February 1977. Much of the aluminum color is already gone at that point. Also, based on that photo, I wonder whether the car was built without a running board and with short ladders. That would make sense as most cars placed in service after October 1, 1966 were not supposed to have them.

Off to the ORERs. The October 1969 edition has the Rio Grande series 65200 to 65299, already down to 95 cars. They're described simply as "Box" with AAR Designation XL. An end note provides a longer explanation: "Cars... are steel sheathed, wood lined with nailable steel floor and equipped with roller bearings, cushion underframe, Evans "DF" loader complement and double doors consisting of an eight foot sliding main door and a seven foot sliding auxiliary door. So, yes, folks, the first entry in a new body style comes with a "door thing" given the 8+8 configuration on the MTL car versus the prototype's 8+7 doors. Oh, well. The rest of the vital statistics are as follows: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 6 inches, outside length 57 feet 11 inches, extreme height 15 feet, and capacity 4971 cubic feet or 180,000 pounds.

Given the bingo photo date of May 1994, I jumped to the April 1995 Register to find 75 of the original 100 cars still in the Rio Grande roster. Just four years later that's down to only 27, with the Rio Grande in the Union Pacific's ORER entry for April 1999. All but one, the 65235, are gone by January 2000. The orange doors could be hinting at a one of a kind paint scheme on this car, which makes the specific Approximate Time Period a bit problematic. I'll cop out here and offer a "for the series" ATP. I don't see a service date on the prototype car so feel free to invoke "Rule #1" here.

*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 July 31.*



**Scheduled Delivery November 2017:**

**985 00 920, \$49.95**

**Reporting Marks: NLAX 201.**

**NASA Hydrogen Car.**

White and yellow tank with black underframe, trucks and body mounted couplers. Black reporting marks on left and "Hydrogen Liquid" on right. Red "Flammable Gas" on left and right. Moderate weathering. Approximate Time Period: 1965 and later. Micro-Trains artwork is preliminary and actual product may differ.

I feel like I need to start with a Science lesson here! Okay, then, in order for hydrogen to be changed in state from its usual gas to a liquid, it needs to be cooled to about 21 degrees Kelvin,

or minus 253 degrees Celsius or minus 423 degrees Fahrenheit. Not something your typical household refrigerator can do! (As a reference point, “Absolute Zero” or zero degrees Kelvin is not much colder, at minus 273 degrees Celsius or minus 460 degrees Fahrenheit). Keeping something that cold requires pressure and insulation—lots of both. Think your old “Thermos Bottle” on a much larger scale.

And that leads to this distinctive car. I couldn’t find a bingo on it—and such has been life with respect to NASA Railway equipment. However, I got quite close, with an article in the **Chicago Tribune** of November 22, 1964. “Linde Supplies Key Hydrogen Element” is the headline for a short piece which explains the uses of liquid hydrogen and how it’s transported (URL [archives.chicagotribune.com/1964/11/22/page/105/article/uses-special-tank-car](http://archives.chicagotribune.com/1964/11/22/page/105/article/uses-special-tank-car) ). There’s a photo of a similar car painted for Linde. It’s 85 feet long and looks quite heavy. However, the full load of liquefied hydrogen weighs only seven tons, so the usual two-axle trucks are sufficient. “Linde company operates a fleet of specially constructed tank cars to transport the hydrogen produced in California to either Cape Kennedy or its Chicago production facility... The tank cars have several layers of super-insulation, making them 1,000 times more efficient than the average thermos bottle. It was explained that if the car was loaded with brewed coffee it would keep it drinkably hot for as long as 100 years.” I’m not a coffee drinker anyway, but I’m not sure I’d want to know what 100 year old coffee tasted like!

I’ll just copy and paste the MTL copy for the description of this car: “This custom, ready-to-run car is a true multi-media project featuring a resin cast tank, laser cut components for the underframe, 3D printed bolsters and photo-etched deck and end railing. The car will come fully decorated and weathered with body-mounted Magne-Matic couplers.” In terms of an Approximate Time Period, well, we know it started in 1965 but I have no good idea as to when it ended. I suspect many purchasers of this item won’t be very worried about this.

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

**N SCALE WEATHERED/GRAFFITI RELEASES:** *The following was announced via the Micro-Trains website, the MTL Facebook page, and via the e-mail “Micro-Trains E-Line,” all on or about July 13.*



**025 44 007, \$29.30**

**Reporting Marks: EEC 1326.**

**50 Foot Steel Exterior Post Boxcar, Single Superior Door, East Erie Commercial.**

Base car is brown with white reporting marks on left (“spray painted” on Side A). Extensive graffiti across the bottom of both sides, see text. Approximate Time Period: at least 2014 and 2015, but see text. Previous Releases: Technically, none, although MTL has done other Graffiti Cars with this base EEC paint scheme.

Before I even knew that this month's offerings in this category had been announced, our Graffiti Car Special Correspondent David Grothe was on the case. Here's his report on this car, start quote:

"This car was decorated by graffiti artists Tawl and Galaxe. They have 'redecorated' many cars together. An online search will yield pages after pages of images of railcars with their names on them. The letters Tawl are on the left side of the car and the letters Galaxe are on the right side of the car. A prototype photo of side A of the car can be found on [rrpicturearchives.net](http://rrpicturearchives.net) with what looks like a train crew consisting of an engineer, conductor, and mechanic(?) and a caboose.

"Side B of the model is from a completely different car, EEC 6189. I was only able to find a prototype photo of that car on photo sharing website Flickr. The lettering on side B of the car from left to right is Tawl • Fuego • Galaxe."

Thanks, David! That second car, EEC 6189, also appears to be in a different shade of "boxcar red" with a little more red mixed into the paint. The photo on Flickr was taken in January 2014, so there's an "at least" ATP there, but what's a byte slinger to do when the model represents two different cars? Fortunately, I guess, the photo of EEC 1326 which David cites was taken in April 2015, so the two sides aren't that far apart, so to speak. It's noted on RRPictureArchives that the 1326 was Illinois Central Gulf 531326, went to the Hartford and Slocum/HS Railway, then carried reporting marks GSWR 4025 for the shortline Georgia Southwestern, It now wears BКТY 151689; that puts it in the Union Pacific roster as BКТY is a heritage set of markings for equipment once leased to the Katy and the Southern Pacific.

The center figure of the three on the "A" side of the car bears more than a passing resemblance to the main character in the **Schoolhouse Rock** short film "Conjunction Junction." Ok, gang, confess... how many of you immediately started hearing that song in your head when you read that? "Conjunction Junction... what's your function?" Disney Educational Productions has posted the video online: [www.youtube.com/watch?v=RPoBE-E8VOc](http://www.youtube.com/watch?v=RPoBE-E8VOc). If you'll excuse me for a moment, I'm going to experience a flashback...



**027 44 191, \$29.30**

**Reporting Marks: KCS 117005.**

**50 Foot Steel Exterior Post Boxcar, Single Plug Door, Kansas City Southern.**

Base car is brown with white lettering including reporting marks on left and yellow conspicuity stripes across bottom of side. Extensive July 4-themed graffiti across the bottom of Side A. Some graffiti along bottom of Side B. Approximate Time Period: at least 2012. Previous Releases: Unweathered, Catalog Number 27190, Road Number



117307, July 1990; then Weathered/Graffiti Release 027 44 190, Road Number 153214, April 2015.

We'll begin with David Grothe has for us: "This 4th of July themed graffiti car was done by Script and Batle. The lettering on the left side of the car is Script and the lettering on the right side of the car is Batle. I was only able to find a prototype photo of this car on photo sharing website Flickr by searching for 'script batle'. I didn't have any luck finding any prototype photos of side B as the MTL model is depicted."

The Flickr photo is, not surprisingly, dated June 2012; the "2012" at the bottom right of Side A underneath the grab iron also makes the "at least 2012" a reasonable assumption! Also on the far left underneath a grab iron on the actual car is "Happy Fourth of July!"

I was a bit concerned about the "Plate E" designation on the prototype and model, so I went to the April 2013 ORER for a look. The car belongs to the series 116017 to 117994, containing only 169 total cars. It looks like KCS is still using that "check digit" at the end of the road number although I've yet to figure out the algorithm they use! (1+1+7+0+0=9, not 5, so it's not the sum of the first five digits.) The net of my look is that the real car is a bit larger than the MTL 027 series body style, with an 11 foot 2 inch inside height, 50 foot 6 inch inside length and 9 foot 2 inch inside width. The use of a 20 inch Freightsaver device increases the outside length to 58 feet 1 inch, so extended draft gear couplers might be nice here. The capacity is 5357 cubic feet with the usual Gross Rail Weight of 263,000 pounds; but from the photo we get a car lightweight of 70,200 pounds.



**993 05 420, \$89.95.**

**Penn Central Heritage Three Pack.**

Consists of three 108 series 100 Ton Three Bay Open Hoppers as follows:

**108 51 040, Reporting Marks PRR 180164.**

Base car is black with white lettering including reporting marks on left and small plain keystone on right. Yellow "dot" at top left. Multicolor ACI label left of center. Heavy weathering, fading and rust effects across car.

**108 52 040, Reporting Marks PRR 180164.**

Base car is the same as the 108 51 040 above. Moderate weathering including chalking effects.

**108 53 040, Reporting Marks PC 479447.** Base car is black with white lettering including reporting marks on patch panel on left (replacing PRR reporting marks) and PC herald and



roadname on right on patch panel (replacing keystone). Black patch panel covering site of yellow “dot” at top level. Multicolor ACI label left of center.

Each car has a simulated coal load included. Approximate Time Period: late 1960s into the 1980s. Previous Releases (unweathered): For PRR paint scheme, three-pack 108042 with road numbers 180176, 180187 and 180193, November 2000; then Catalog 108 00 040 with Road Number 180154, November 2010. For the PC paint scheme, Catalog 180140 with Road Number 479437, March 2004.

Here’s another example of how to do outstanding rust effects on hoppers, particularly in the form of the first of this trio of cars. Since Micro-Trains combines two of their previously released paint schemes into this three-pack, I’ll attempt to do the same from my previous coverage.

The **PRR Color Guide to Freight and Passenger Equipment** (Volume One) answers a question I had on these cars: “The yellow ball on the simplified paint scheme signifies that the car was suitable for unit train service.” That doesn’t mean though that they were always in unit train service. There were two thousand cars in the H43 class, which was identical to the Norfolk and Western’s H11 class since they shared drawings. The example in the **Color Guide** was road number 180658, all alone, illustrating the point of not always being in unit train service. It was photographed the month it was built, May 1964, in — how about that? — Rochester, New York, not far from the future location of UMTRR HQ. (I don’t know exactly where, but it looks to be their yard that was close to downtown — looking pretty weedgrown already, and long gone now.) Since the MTL body style is based on this design, we should be very close to the prototype with no worries.

Though there were H43a, H43b and H43c classes of hoppers which look awfully similar, we’ll stick to the original H43 class for ORER lookups. We’ll start in January 1967 which was very close to the end of the PRR, but the nearest I have to the build dates of these cars. The series 180000 to 181999 contained 1982 cars with inside length 45 feet, outside length 48 feet 9 inches, extreme height 12 feet 3 inches, capacity 3418 cubic feet “level full” or 200,000 pounds. These cars lasted in PRR markings through their next two owners, for example 1908 in the Penn Central listing in (where else?) the April 1970 ORER, then 1539 in the first listing for Conrail in April 1976. But repainting directly into Conrail’s brown and white looks to have been pretty quick, as there were just eight H43s left with PRR markings as of April 1981.

Now to the scheme in between PRR and Conrail. The herald with roadname version, by the way, was apparently rather uncommon, although the early days of the PC was kind of an “Anything Goes” period for lettering. (Red P, White C, anyone?) Unlike the one which graces the MTL model and spans two entire sections of the car while crossing a rib, the later insignia easily fit into one panel, comfortably between two ribs, with room to spare. And they didn’t bother with the roadname either-- maybe they didn’t want anyone to know. I found plenty of examples of that later paint job online, and I’ll leave that exercise to the reader. The Penn Central Color Guide to Freight and Passenger Equipment, Page 73, has a shot of this paint scheme just a few numbers away on PC 479435. It was captured in February 1974 and looked

a bit cleaner than the MTL car. These H43c hoppers were numbered 478451 to 479540 and were the former PRR cars 229500 to 230499. It's noted on the previous page of the Color Guide that the roadname was deleted from the lettering in February 1970.

ORER checks back when the first run of this car was done in March 2004 showed a mere 14 cars in this PC group as of April 1970. By the April 1976 debut of Conrail, that total was up to 117 cars. Conrail picked up most of the entire H43 class in both PRR and PC lettering and did repaint many of them for continued service. I'm somewhat arbitrarily calling the ATP in the 1980s based more on the Pennsy cars than the far fewer number of PC cars.

**N SCALE MULTI-PACKS:** Starting this issue, a change to the lineup. As MTL continues to blur the lines between Runner Packs and other Multi-Pack offerings, particularly in Z Scale, I'm combining the coverage under a single section per scale, in place of handling non-Runner Pack Multi-Packs in the New Releases section. The exception to this we've already seen just above: Weathered/Graffiti releases. I hope that makes sense. Anyway, I will start with what's actually being released for the month, and then cover pre-order announcements.

Alrighty, then...

**Runner Pack #130 (993 00 130, \$89.95)**, three CSX Transportation Center Beam Flat Cars, has been released. UMTRR coverage was in the February 2017 issue. The individual catalog numbers and road numbers for these items are as follows: 053 51 080, 600603; 053 52 080, 600677; 053 53 080, 600709. These are the second through fourth road numbers for this car. Note that the MTL online database has two of these cars' catalog numbers ending with 180, not 080, which I believe is a typo since the original run of this car carried Catalog Number 053 00 080.



Also, the **BNSF Fuselage Transportation Four Pack (993 01 560, \$149.95)** is scheduled to be available mid-month and should be at MTL dealers as you read this. UMTRR coverage was in the February 2017 issue. These cars are new releases with the following catalog and road numbers: 071 51

820, 800100; 064 52 180, 800036; 072 53 820, 800115; 064 52 180, 800042. The 071 series are the

89 foot flat cars and the 064 series are the 57 foot flat cars. Also note that the brown paint on the 89 foot flat cars and red paint on the 57 foot flat cars is confirmed. (Phew.)

*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 **July 31**.*



**Scheduled Delivery December 2017:**

**993 00 135, \$89.95.**

**Reporting Marks: PRR 480071, 480072, 480075, 480078.**

**Quantity four of 50 Foot Flat Cars, Fishbelly Sides, Pennsylvania Railroad.**

Brown with white lettering including reporting marks on left and plain keystone herald on right. Simulated freight car loads (one 021 series boxcar, two 056 series

hoppers and one 100 series steel caboose) included. Approximate Time Period: early 1960s (1964 service date on cars) through the decade of the 1970s. Previous Releases: None. Individual catalog numbers (in the 045 series) will be confirmed upon release. Preliminary artwork shown; actual product may differ.

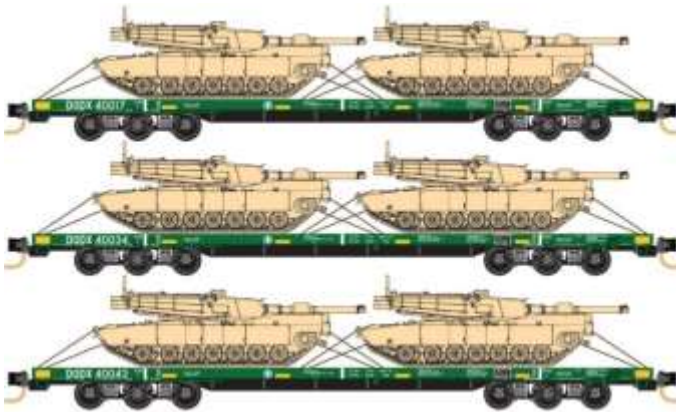
The Pennsy's final paint scheme, with plain keystone herald, is represented here. The F41b class of cars isn't much newer than that. The series was built in 1959 according to the **PRR Color Guide to Freight and Passenger Equipment Volume 3**. "The 300 F41b cars... were a modification of the F41 design which allowed the use of rebuilt Crown cast-steel trucks salvaged from retired equipment." A bingo on the 480071, and perhaps the inspiration for this Runner Pack's accompanying loads, is found on Page 91 of the **Color Guide**. The real car as found sometime after December 1963, is carrying one of the PRR's X58B boxcars without its trucks. The car just barely fits on the flat car; I think the extended draft gear couplers actually stick out a bit past the ends. Like their older siblings, the X41b cars had wood floors, which "allowed nailing of dunnage used to secure a load" again per the **Color Guide**. Page 38 of the **PRR Color Guide Volume 1** has a bingo on the 480072 as of February 1976, a view from over the top which shows the wood floor nicely.. and that the brake wheel is end, not side, mounted. Page 93 of the **PRR Color Guide Volume 2** has a shot of the 480078, carrying a large yellow rubber-tired piece of construction equipment, as of October 1973. If you're keeping score, this is probably the first time in UMTRR history that I've referenced all three of the PRR Color Guides for a single release. But I digress...

The ORER for July 1963 showed the series PRR 480000 to 480299, described as "Flat, Cast Steel Frame, Wood Floor" in four subsets – what, already? The main series had 271 cars. The inside length was 53 feet 6 inches, outside length 54 feet 3 inches, capacity 535 square feet or 140,000 pounds. An end note for this set indicated that the inside width was 9 feet 4 inches between stake pockets and was 10 feet overall. A subset of five cars was fitted with racks for hauling

automobile frames. Another group of 15 cars had a different set of racks for automobile frames. And a third subgroup of 3 cars had racking to haul... you guessed it, automobile frames.

Never mind Penn Central; given the February 1976 date of the photo of PRR 480072, we'll go right to Conrail in the April 1976 Equipment Register. Of the original 300 cars, 188 remained in the main series with 140,000 pounds capacity; 40 more had been upgraded to 154,000 pounds capacity, and another 35 were changed to PRR Class F41f. Yes, some of these cars were repainted for Conrail according to the Conrail Historical Society – but that's a topic for another day (and perhaps another release). The PRR-painted F41b's were down to just three as of the April 1984 Equipment Register, which is where I stopped looking.

*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 **August 31**.*



***Scheduled Delivery Summer 2018:***

**993 01 610, \$124.95.**

**Reporting Marks: DODX 40017, 40034, 40043.**

**Cascade Green Three-Pack #1 - Quantity three of Heavy Duty 68 Foot Flat Cars, Department of Defense.**

Cascade green with mostly white lettering including reporting marks on far left. White on black double-panel COTS (consolidated) stencils on right. Yellow conspicuity stripes

along entire side. Six-wheel Roller Bearing Buckeye trucks. This set will include six kits for M1 Abram tanks (assembly required). Approximate Time Period: 1981 (build date) or strictly speaking, after 2005 given conspicuity stripes, to present. Previous Releases: None. Individual catalog numbers (in the expected 137 series) will be confirmed upon release. Preliminary artwork shown; actual product may differ.



***Scheduled Delivery Summer 2018:***

**993 01 620, \$109.95.**

**Reporting Marks: DODX 41006, 41018, 41025.**

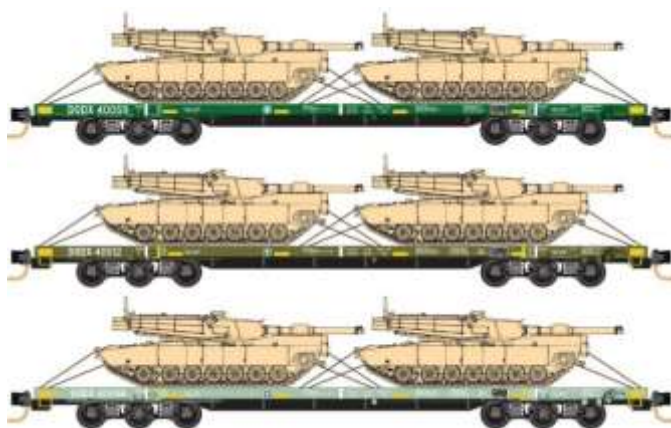
**Red Three-Pack #2 - Quantity three of Standard Duty 68 Foot Flat Cars, Department of Defense.**

Red with mostly white lettering. White reporting marks on black panel left of center. White on black double-panel COTS (consolidated) stencils on right. Yellow

conspicuity stripes along entire side. Four-wheel Roller Bearing trucks. This set will include three kits for M1 Abram tanks (assembly required). Approximate Time Period: 1995 (build



date) or strictly speaking, after 2005 given conspicuity stripes, to present. Previous Releases: None. Individual catalog numbers (in the expected 137 series) will be confirmed upon release. Preliminary artwork shown; actual product may differ.



**Scheduled Delivery Summer 2018:**

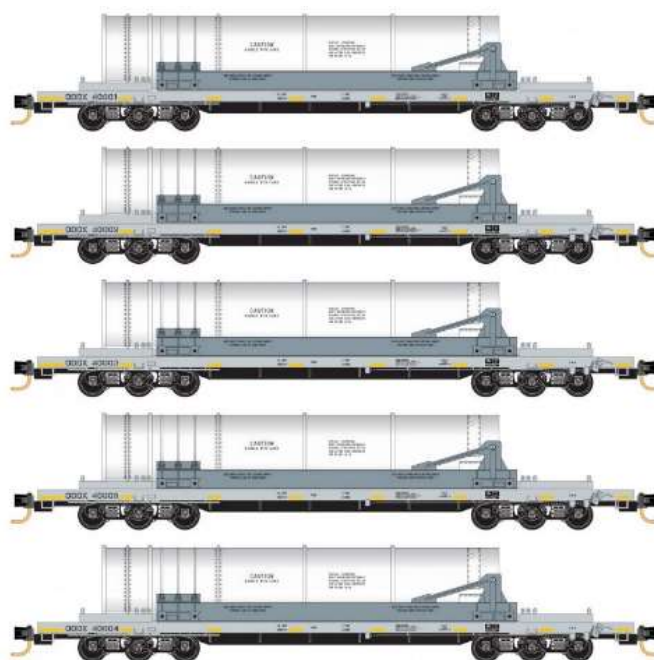
**993 01 630, \$124.95.**

**Reporting Marks: DODX 40012, 40059, 40096.**

**Mixed Three-Pack #3 - Quantity three of Heavy Duty 68 Foot Flat Cars, Department of Defense.**

Differing shades of green (MTL: Olive drab, Cascade green, urethane green) with mostly white lettering including reporting marks on far left. White on black double-panel COTS (consolidated) stencils on right. Yellow

conspicuity stripes along entire side. Six-wheel Roller Bearing Buckeye trucks. This set will include six kits for M1 Abram tanks (assembly required). Approximate Time Period: 1981 (build date) or strictly speaking, after 2005 given conspicuity stripes, to present. Previous Releases: None. Individual catalog numbers (in the expected 137 series) will be confirmed upon release. Preliminary artwork shown; actual product may differ.



**Scheduled Delivery Summer 2018:**

**993 01 640, \$199.95.**

**Reporting Marks: DODX 40001, 40002, 40003, 40004, 40005.**

**Navy Five-Pack - Quantity five of Heavy Duty 68 Foot Flat Cars, Department of Defense.**

Gray with mostly black lettering including reporting marks on far left. White on black double-panel COTS (consolidated) stencils on right. Yellow conspicuity stripes along entire side. Six-wheel Roller Bearing Buckeye trucks. This set will include five two-piece booster rocket propulsion units (assembly and paint required, decals included). Approximate Time Period: 1981 (build date) or strictly speaking, after 2005 given conspicuity stripes, to present.

Previous Releases: None. Individual catalog numbers (in the expected 137 series) will be confirmed upon release. Preliminary artwork shown; actual product may differ.

Well, this is a new concept for Micro-Trains... a pre-order of an *entire body style*. Ambitious is an appropriate word I would think... two versions, three paint schemes, and fourteen cars.



Fortunately for this reviewer, who is tired from simply copying and pasting the pre-order information, I can cover this announcement all at one time, since, as we'll see, the ORER listings yield just two groups of cars. You can probably figure out how they're distinguished from each other.

The April 1981 ORER is just a bit too early for these cars, which, according to the MTL car copy, were built by FGE specifically for the Department of Defense. Yes, that's FGE as in Fruit Growers Express, which did build equipment on occasion. So it's to the April 1984 Register, the next in sequence in the Research Accumulation. There we find two groups of cars, DODX 40000 to 40100 and 40101 to 40244. Both have an inside length of 68 feet, outside length of 72 feet 10 inches, and capacity of 299,000 pounds. The second series is described as simply "Flat" while the first, from which all but the Red 3-Pack #2's road numbers are drawn, is described as "Flat, Axle Spacing 4 feet 6 inches, Truck Centers 33 feet."

The cars numbered 41000 to 41082 don't enter the Department of Defense roster until sometime between the July 1992 and April 1995 ORERs. In the latter book they are shown as just "Flat" with a 68 foot inside length, 72 foot 6 inch outside length, and capacity of "only" 180,000 pounds. There were 93 total cars in service at that time.

The "strictly speaking" Approximate Time Period is driven by the application of conspicuity stripes, which are present on all of the cars per the Micro-Trains artwork. That lets me jump to the October 2014 Register (and yes, it's time for an update). The description of the first set of cars, is more useful this time: "Flat, Two 6-Wheel Trucks, Axle Spacing 5 feet 6 inches, Truck Centers 46 feet 3 inches, Chain Tie-Down, COFC." Did you notice the change in truck spacing? All 101 possible cars are still in service. The Gross Rail Weight is at 394,000 pounds. The 40101 to 40244 series, by the way, has the same description and all of the same dimensions. The group DODX 41000 to 41256 is called out with chain tie-downs and COFC as well, but with a Gross Rail Weight of the typical 263,000 pounds for this time period.

Just on RailcarPhotos.com I found a sufficient number of photos to confirm the three shades of green flat cars with six-wheel trucks and the red flat cars with four-wheel trucks, although there was a bingo on that site for only the DODX 41018. That car and its series were built by AMF Technotransport in Montreal between December 1994 and December 1995 according to a caption for the 41018. These cars have bridge plates to allow connections between cars, just as the 89 foot TOFC and COFC flat cars Micro-Trains already offers. Also, although identical in key dimensions to the 40000 to 40100 cars built by FGE in Alexandria, Virginia, the second set of six-wheel truck cars 40101 to 40244 were constructed by Thrall.

The site RRPictureArchives.net provides bingos for the 40005, in battleship gray **and** with the load that MTL will be replicating (!); the 40012, in olive drab; the 40017, in cascade green and with two M1A2 Abrams tanks (!); the 40034, 40043, and 40059, all in cascade green; the 40096, in the faded "urethane green" that is very different from the cascade green flat car next to it (we'll ignore the fact that even a Department of Defense car is not safe from graffiti!); and the 41006 in red, close-up and personal in fact with one of only twenty-five Bradley M4 vehicles ever made. I think we're good. That last photo has a good view of the deck of the 41000 series

cars. It's a bit hard to describe but there are two sets of "tracks" along which the tie-down chains can be attached. It's also a bit surprising that these cars, unlike their six-axle counterparts, fit into the Plate C dimensional specifications.

MTL will supply all but the Navy 5-Pack with tanks — and I suppose if I were not lazy, I would mention more about M1 Abrams models than that their Approximate Time Period begins in 1980. However, these cars clearly carried just about anything the DOD would want to load onto them, from other heavy equipment to basic vehicles like Army Jeeps to your basic twenty and forty foot containers. I've probably just scratched the surface in terms of images available online.

With a two-month pre-order window and some favorable comments I've seen online (not a statistically valid sample, as I rarely hit discussion groups these days), I suspect that MTL will give the "Forward, March!" order to the factory for these models. While these cars are a single "roadname," so to speak, there's enough variety in paint schemes. And on the real railroads, entire train consists of these are feasible. Certainly there are enough cars to do in both series to make this a multiple-run proposition, if there is enough demand.

**N SCALE SPECIAL EDITION RELEASES:** *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 June 30.*



**059 00 566, \$24.80.**

**Road Number: 2017 (will be "CAN 2017" in website listings).**

**40 Foot Steel Ice Refrigerator Car with Preco Fan, Canada 150.**

Aluminum with multicolor decoration including official "Canada 150" logo on

right. Blue legend "Celebrating 150 Years!" on left. No end markings. Micro-Trains has announced that this car is not on standing orders.

A Happy Birthday to my neighbors to the north. What exactly does that mean? Let's take a quick detour into the history books. Unlike the United States of America, which simply declared it so (well, that was that war also), Canada's independence from Great Britain came in a series of steps. Just one of these was the British North America Act, later known as the Constitution Act, of 1867. This established the Dominion of Canada as of July 1, 1867 — somewhat of an arbitrary date just as July 4, 1776 is for the USA. The Dominion initially consisted of just New Brunswick, Nova Scotia and the "Province of Canada." The latter is in quotes because by that I mean the previous union of Upper Canada and Lower Canada, also called Canada West and Canada East, which were merged into the Province of Canada in February 1841. Upon Confederation, the Province of Canada was split into Ontario and Québec, which more or less corresponded to the previous Upper and Lower Canada. ("Upper" and "Lower" are in relation to the position of the territories to the Atlantic Ocean; "Upper" is farther away.) Over time, the Dominion of Canada took in more territories, for example British

Columbia in 1871 and Newfoundland (including Labrador) in 1949. There's a neat animated timeline map of the evolution available through Wikipedia. I'd never heard of Keewatin before! ( [https://upload.wikimedia.org/wikipedia/commons/9/9d/Canada\\_provinces\\_evolution\\_2.gif](https://upload.wikimedia.org/wikipedia/commons/9/9d/Canada_provinces_evolution_2.gif) )

The official emblem of the sesquicentennial, reproduced on the MTL car, consists of 13 multi-colored diamonds forming a maple leaf; Cuvin stated that the four diamonds forming the emblem's base represented Canada's four original provinces, while the others represented the provinces and territories that had joined since. The designer is Ariana Cuvin, the winner of a contest among post-secondary students which was sponsored by the Canadian Government.

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

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



**501 00 260, \$25.95**

**Reporting Marks: GN 3336.**

**40 Foot Steel Boxcar, Double Youngstown Doors Great Northern.**

#6 in the MTL Z Scale Great Northern Circus Car Series (pre-orders taken in October 2016). Green with white lettering including "side facing goat" herald and reporting

marks on left and slant style roadname on right. White simulated reflective dots along bottom of side. Mineral red (brown) trucks. White end markings. Approximate Time Period: 1956 into at least the 1960s.

By now you already know I'll reference the review of Great Northern Circus Cars (URL [www.gngoat.org/circus\\_boxcars.htm](http://www.gngoat.org/circus_boxcars.htm) ) provided by Lindsay Korst. Lindsay calls the base color "Pullman green," almost black. Again, the truck journal covers are yellow, and again, I can't imagine adding that second detail in Z Scale; and again... try paint meant for automobile and R/C models...

As with previous cars 3484, 3486, and 3345, the prototype belonged to the group GN 3000 to 3499, described as "Box, All Steel" with AAR Designation XM, as listed in the January 1959 ORER. The key dimensions were as follows: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet, outside length 41 feet 10 inches, extreme height 15 feet, door opening 15 feet, and capacity 3890 cubic feet or 100,000 pounds.

Okay, so this coverage is getting repetitive, even for me. So here's a little more information from the Steam Era Freight Cars list on YahooGroups that's being compiled by Bob Chapparo on the general topic of "delineators" or reflective items... like the circles along the bottom of this car. In the spirit of fair use, I'll just note that the Great Northern starting experimenting with Scotchlite as early as 1945. By the time of the Circus Cars, they'd adopted circles, and then moved to 5 by 8 inch rectangles later in the 1950s.



505 00 271 and 505 00 272, \$26.90 each

**Reporting Marks: KCS 400 and 402.**

**50 Foot Steel Boxcars, Single Youngstown Door, Kansas City Southern (Express Service).**

Black (actually very, very dark green) with narrow orange and yellow bands across bottom of side (including door). White lettering including reporting marks on left and small "Kansas City Southern Lines" herald on right. Approximate Time Period: 1948 through 1960s, see text.

*The following is mostly reprinted from the coverage of the N Scale Release (031 00 370, September 2008, road number 400).*

This car is a lesson on how the Official Railway Equipment Register can be comprehensive but not always complete. However, it's also only as good as the information provided by the railroads. Here, I think the Kansas City Southern missed something. We'll get back to that.

First, a color photo and caption from the Railway Prototype Cyclopedia (RPC) Volume 8 is the basis for the MTL model. Most of the "car copy" (the description provided by Micro-Trains for the model) is derived from this material. In the photo, the car is coupled to a tri-level open autorack and what is probably a Chicago and North Western boxcar in the 1960's paint scheme, neither of which were around before 1955. The 1955 date was important to the N Scale release which had Allied Full-Cushion Trucks, which were banned from interchange in, well, 1955. The Z Scale cars have Roller Bearing Trucks so the date's not as relevant this time.

But wait another moment here: what is this car doing in the middle of a freight train anyway? The RPC states that four cars including the 400 were pulled from the 25100 to 25288 series of boxcars, equipped with steam and signal lines and Allied trucks, and placed in express service. Furthermore, Steve Sandifer notes on his "Foreign Cars in Santa Fe Passenger Trains" that these cars served on the Santa Fe's "Kansas City Chief" between Chicago and Kansas City. "KCS had express boxcars in extremely dark green (looks black) with red and yellow sill stripes like the passenger cars," writes Sandifer, "but that was in the 1960s." Sandifer posted a different photo of the 400, again undated and not located, but again in a freight train, this time between what looks like an Airslide covered hopper and a piggyback flat car carrying a silver trailer with REAZ reporting marks. Again, neither of those items existed in 1955, but this time the 400 has what looks like Bettendorf trucks. What looks like a slightly less cropped version of this same photo appears on George Elwood's "Fallen Flags" site (URL [www.rr-fallenflags.org](http://www.rr-fallenflags.org)) credited to Nick Muff, in whose collection the previous two photos of the 400 are. I should mention at this point that the MTL 505 body style is not an exact match to the prototype. The door opening is nine feet, but this time, it almost looks like someone took an

eight foot Youngstown door and welded some incremental material to it for an extra twelve inches in width.

If we assume that the car served through the 1960s in passenger service, I would not expect that it would be in the ORERs, but in the Official Register of Passenger Equipment. Some railroads listed their express boxcars in the ORER anyway, but obviously the KCS did not, as no boxcar series numbered 400 to 403 appears in any Equipment Register I have from 1945 to 1970. The 1959 and 1964 ORERs go one better and call out numbers in the 300s to the 600s as cabooses. (In the January 1964 ORER, this gets better: there are KCS flat cars from 500 to 599, KCS cabooses from 300 to 671, and also cabooses numbered 301 to 389 and lettered for KCS subsidiary Louisiana and Arkansas.) I'm glad I wasn't a KCS car accountant in a past life, that's for sure. The ORER exists, among other purposes, to allow employees of various railroads to research rolling stock for appropriateness. What would they do if the KCS 400 showed up one day? I'm going to make a guess here-- they never got that opportunity because it was in captive freight service on the Kansas City Southern after completing its tour of duty in passenger service including the Kansas City Chief. Sandifer notes that the KCS purchased four baggage cars from the Santa Fe in 1964, so maybe that's when the boxcars were flipped to freight service.

Interestingly, the price for the N Scale version of this car in 2008, \$28.65, was higher than the MSRP of \$26.90 for this Z Scale car in 2017. That may, in a positive way, be due to the change in painting practices behind the red and yellow sign, with "pad printing" being replaced by CMYK techniques. It's particularly surprising considering that Z Scale versions of some cars are typically a bit higher than their N Scale counterparts.



**527 00 161 and 527 00 162, \$27.90 each**  
**Reporting Marks: NS 118045 and 118058.**  
**60 Foot Bulkhead Flat Cars, Norfolk Southern.**

Brown with mostly white lettering including reporting marks on left and small herald on right. White on black double panel COTS stencils on far right. Yellow horizontal conspicuity stripes along car including on bulkheads. Simulated steel beam load included. Approximate Time Period: mid-2007 to present.

Please see the coverage of the N Scale release above (054 00 230).

**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 July 13.*



**511 44 172, \$29.30**

**Reporting Marks: KCS 117005.**

**50 Foot Steel Exterior Post Boxcar, Single Plug Door, Kansas City Southern.**

Base car is brown with white lettering including reporting marks on left and yellow conspicuity stripes across bottom of side. Extensive July 4-themed graffiti across the bottom of Side A. Some graffiti along bottom of Side B. Approximate Time Period: at least 2012. Previous Releases: Unweathered, Road Numbers 117307 and 117313, November

2008; then Weathered Release 511 44 171, Road Number 153214, April 2015.

Please see the coverage of the N Scale Release above (027 44 371).

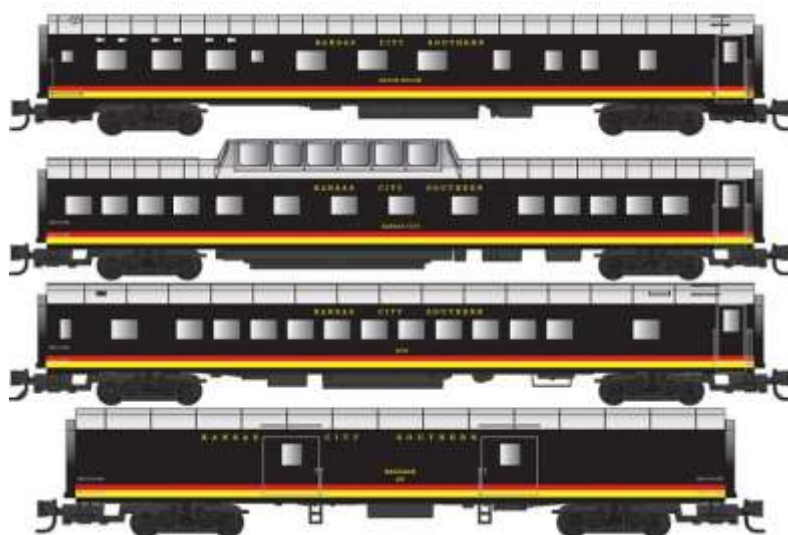
## **Z SCALE MULTI-PACKS:**

**The Southern Pacific Passenger Car Four-Pack (993 01 190, \$119.95)**, has been released. UMTRR coverage was in the January 2017 issue (Part 1). The individual catalog numbers and road numbers for these items are as follows: 500 51 180 (Sleeper), Road Number 9165; 552 52 180 (Coach), Road Number 2387; 552 53 180 (Coach); Road Number 2397; 553 54 180 (Baggage), Road Number 6719.



However, the **Pennsylvania Railroad Passenger Car Four-Pack (993 00 102)** has been delayed until September from its originally planned release this month. Notice how it has a Runner Pack Catalog Number while the SP Pack doesn't? That's one of the things that led me to the "Multi-Pack" category...

*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 July 31.*



***Scheduled Delivery November 2017:***

**994 01 200, \$119.95**

**Kansas City Southern Passenger Car Four-Pack.**

Expected to consist of the following:

- 550 Series Streamlined Sleeper "Baton Rouge."
- 551 Series Streamlined Dome Car "Kansas City."
- 552 Series Streamlined Coach, Road Number 254
- 553 Series Streamlined Baggage Car, Road Number 25.

Each car is painted in the "Southern

Belle" scheme of black with red and orange stripes, aluminum roof, black underframe and yellow lettering. Roadname centered on letterboard on Sleeper, Dome and Coach, offset left on baggage car. All cars have small car name or road number at bottom center. Approximate Time Period: varies, see text. Micro-Trains artwork is preliminary and subject to change.

The "Southern Belle" was the Kansas City Southern's premier name train and its first streamliner. It operated between Kansas City and New Orleans from September, 1940 until November, 1969. In 1966 the train left Kansas City at 9:45 AM and arrived in New Orleans at 6:05AM the following day; the return trip left at 10PM and arrived at 7:30PM the next day. That schedule isn't much different from a 1941 version (both are available via the website "Streamliner Schedules"). The Belle was unusual in that it was never anything but a streamliner. The KCS ordered new equipment and diesels for this train.

There's no KCS Color Guide to Freight and Passenger Equipment (at least, not yet) so we'll need to go online for photo matches. The first one is of the Baggage Car 25 over on RRPictureArchives. A commenter, well, commented, that the car had been sold in 1993 to a tourist line and converted to an open-air coach. Before that, it looked similar to but not exactly the same as the MTL 553 series; the doors are a bit different. The roadname is offset to the left the way Micro-Trains shows it in its preliminary artwork. I also found photos of sister cars 23, 26 and 28 on Jerry Laboda's "Passenger Car Photo Index" ( [passcarphotos.info](http://passcarphotos.info) ) which suggest to me that these cars were part of the KCS passenger car roster including use on the "Southern Belle."

Why is that important? Because the "Kansas City" might not have been part of the KCS' revenue passenger equipment. Oh, before I go on, I need to note that there was also a diner named "Kansas City," which later became the "Laredo." That's not the car we're looking for, although it apparently had an interesting history including use as a "dance and party car"(!).

The dome car lettered “Kansas City,” also numbered KCS 1940, is an American Car and Foundry product which once belonged to the Union Pacific and changed hands several times before coming to the KCS. In a 2007 photo the car shows a window arrangement that’s pretty close to the MTL 551 body style. Later photos show the windows modified on both sides of the car. Obviously 2007 is far too late for this car to be part of the “Southern Belle.”

When found in 2010 in a photo linked by Jerry Laboda, the “Baton Rouge” had far fewer windows than it did in 2005, just showing what a challenge it can be to track passenger equipment sometimes. Photos on RRPictureArchives from 2005 include interior shot, one of which is of the berth assigned to the photographer for an excursion! The “Baton Rouge,” also KCS 1970, was a former Illinois Central car built by Pullman-Standard in 1953 and purchased by the KCS in April 2001.

Finally there’s Coach 254. It’s a former Louisiana and Arkansas 60 seat coach built by American Car and Foundry. (The L&A was acquired by the KCS in 1939; it’s how the KCS reaches New Orleans.) That car was found in 1966 in Shreveport, Louisiana, I would guess in revenue service and most likely on the “Southern Belle.” That photo is on the “Fallen Flags” site.

So... how does one come up with a single Approximate Time Period for these cars? In short, one can’t, because they don’t appear to be contemporaneous with each other. The Kansas City Southern still proudly operates specials including its “Holiday Express” (formerly “Santa Train” which is a fundraiser. I’ll direct you to the 2016 press release on the KCS website for more: [investors.kcsouthern.com/news-releases/2016/09-08-2016-182911575?sc\\_lang=en](http://investors.kcsouthern.com/news-releases/2016/09-08-2016-182911575?sc_lang=en) .

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

**MTL ANNOUNCEMENTS:** Last month I reported with respect to a Weathered/Graffiti Release that following “cease and desist” orders from Genesee and Wyoming Industries, some model railroad manufacturers stopped producing G&W-lettered items, while others were talking to the company. MTL was one of those companies talking, and G&W was listening, and therefore I’m happy to pass along the news that the N Scale SW1500 diesel in G&W colors with decals (986 00 160, \$174.95) will in fact be produced. I hope it’s not too late to set up a “Go Fund Me” for a copy of this one for UMTRR HQ... (I’m kidding. Mostly.) And as a bonus, MTL posted to its website the images of all nine G&W logos that will be included in decal form, dutifully included here. Remember, the actual locomotive will be painted but not lettered- that’s left to the modeler. Collect all nine!





**INCREMENTAL INFORMATION DEPARTMENT:** Our friend “The Masked Railroader” helps out with the a question I had on last month’s N Scale Southern Pacific Center Flows (092 00 36x), which leads to another question! Start quote: “Regarding MTL 092 00 361 and 092 00 362, and your question: Is that enough to extend the Approximate Time Period to ‘the present’? Of the 400 cars in this series, 250 are still active in the UMLER. [Simplifying, that’s like an online version of the ORER.] However, the search carries the caveat, ‘Your trace results contain one or more cars that are restricted in interchange. Loading is prohibited without prior approval.’ A contact phone number follows.

“Your comment, ‘in the October 2014 ORER there are 212 [cars],’ brings up an interesting quandary. The fact that I counted 250 cars active in UMLER today yet you showed only 212 in the 2014 ORER begs which is correct? Or what criteria do each use to update their rosters. At first I thought the answer might be in the message, ‘Your trace results contain one or more cars that are restricted in interchange.’ However, a closer look at UMLER shows only two cars, SP 490267 and SP 490379, restricted from interchange.

“SP 490373 is still active in the UMLER and carries no restrictions on interchange. SP 490394, however, is no longer in the system.”

From Steve Long we have this on last month’s Baltimore and Ohio Mail/Baggage Car (148 00 090): “FYI, the drawings of the similar car released by the B&O and reprinted in William Dornette’s book [**Scale modeling and the Baltimore & Ohio Railroad**] show 212 sitting on six-wheel trucks. The length is given as 70 feet 9 inches, and the window and door arrangement look very close to the MTL model. The only obvious difference between the drawing and the model is the baggage door, which is shown as 5 feet in the drawing compared to 6 feet on the model, with only three wider windows compared to five narrower windows on the model. The battery box is in a different position, almost like the model body is swapped end-for-end on the frame, compared to the prototype drawing. There are several pictures available of these cars in service in the 1950s with clerestory roofs and the blue and gray paint scheme. For instance, Page 89 of Bill Price’s **B&O Steam Finale, Volume 1** and Page 123 of Martin McGuirk’s **Baltimore and Ohio in the Potomac Valley**. In both of those photos, the baggage door is mostly open, so any changes to the baggage door window arrangement are not visible.”

**OOPS PATROL:** Steve Long continued in his e-mail to me on the B&O Mail/Baggage Car: “By the way, your write-up for this car says ‘Gold lettering including roadname in letterboard (split by middle door) and road number at bottom center.’ I think that ‘(split by the middle door)’ must be left-over from your review of the 3-door baggage car, because there is no center door (and thus no split name) on this car.” And yes, that would be a Copy and Paste Oops, which I missed in my proofread!

**DISCONTINUED ALERT:** MTL’s now bi-monthly bye-bye board is chock full of items again. I’ll begin with the required discontinuance of the Shell Oil and Nestle licensed products. For Shell, this means the two Shell Chemical Company tank cars (065 00 92x, January), the Shell/Navy Gas and Supply three-dome tank car (066 00 080, August 2016), and the reprinted

Shell Center Flow (094 00 210, January 2016), all in N Scale. For Nestlé, that wipes out the pair of N Scale Baby Ruth trailers (452 00 09x, August 2016) and the Z Scale Baby Ruth tank car (530 00 380, October 2015). All other Baby Ruth series cars in both scales are presumed to have already left the building, and the Release Tables are updated as such. I've also updated all of the other outs online as well.

Among the forty (!) other N Scale items which have left the building are four Civil War Era tank cars, namely for the Western and Atlantic, Baltimore and Ohio, Pennsylvania and Central Pacific (154 00 020, 030, 070 and 090 respectively, all from June 2015), and pairs of general service tank cars for the Southern Pacific (110 00 22x, November 2015) and Union Pacific (110 00 25x, October 2016).

Five weathered and/or graffiti packs are gone: the Wisconsin Central boxcar three-pack (993 05 330, April 2016), the Soo/CP Center Flow four-pack (993 05 340, July 2016), the Union Pacific weathered and faded Center Flow four-pack (993 05 390, April) and the McCloud River boxcar three-pack (993 05 400, May). Oh, and the Eastern Weathered/Graffiti Grab Bag (995 02 105, September 2016). Also weathered and/or faded and/or graffitied, and outta here, are the Alabama and Gulf Coast/Virginia Central boxcar (025 44 850, December 2015), Union Pacific double door boxcar (034 44 090, February), the Reading two-bay hopper (055 44 470, May 2016), the BNSF Airslide (098 44 040, April), and the ACFX, Procor and NASA Series #8 tank cars (110 44 290, 110 44 300, and 110 00 280, March, March and April respectively). Finally, two of last month's Weathered Releases are already gone: the Cotton Belt boxcar (021 44 590) and the Union Pacific tank car (110 44 250).

Moving over to Z Scale, the Southern Pacific double door boxcar is gone in its original "clean" version (506 00 32x, April 2016) and its Hobo Tagged version (506 44 320, January). The B&O boxcar with hobo tagged has also rolled away (506 44 330, November 2016). Both numbers of the B&O stock car (520 00 20x, April 2016), the TTX bulkhead flat car with load (527 00 20x, March 2016) and the BNSF PS-2 covered hopper (531 00 26x, September 2016) have sold out. Making a relatively quick trip to the outs list is the SP&S weathered tank car (503 44 450, May). And among the eleven other 1:220 items gone is the "April Fool" Olde Frothingslosh refrigerator car (510 00 420, well, April).

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

Cheers, George

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