



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report

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Hello again everyone... and let's get right to the news and views for this month...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



020 00 027, \$26.95

Road Number: 97994 (will be "SP 97994" in website listings).

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

Car #8 in the Friendship Train Series. Black with gray band across bottom of sides. White roadname and road number on left; yellow

and black "Southern Pacific Lines" circle monogram on left above roadname. Red, white and blue doors. Multicolor "Vive La France" and "Viva L'Italia" to left and right of door in gray band. Multicolor insignia left of door and multicolor flags of France, the USA and Italy on right. Approximate Time Period: 1947.

I won't add this car to the quantity of twenty-five Southern Pacific "Overnights" boxcars which Kadee and Micro-Trains have released starting in February 1977, since the paint scheme really is different. It's noted online in several places and illustrated through photographs of the 1947 Friendship Train that most of the over 200 cars which were part of the train were not specially painted. So it's possible that one or more "plain" "Overnights" boxcars were also part of the consist. Before going on, I'll mention that I didn't locate a photo of this specific car.

The 97994 was in the SP's B-50-24 class built in 1946 by Mount Vernon, series 97620 to 98069. There were 500 built with 50 put in express service and the rest painted black with white and yellow lettering and full road name as MTL decorated the car. The use of the full "Southern Pacific" roadname instead of the SP initials for the reporting marks was during a short mid-1950's window prior to the repainting of these cars into the silver with black and red "Overnights" scheme. Even I didn't realize how short this makes the "strictly speaking" ATP, even though the "Overnights" Service was started well before then. It would also make this car anachronistic for the Friendship Train as painted, however.

The January 1953 edition of the Official Railway Equipment Register (ORER) shows these dimensions: inside length 40 feet 6 inches, inside height 10 feet, outside length 41 feet 10 inches, extreme height 14 feet 6 inches, door opening 6 feet, and capacity 3715 cubic feet or 100,000 pounds. That is smaller than the MTL 020 body style; the different manufacturer and built date also tell us the prototype wasn't a PS-1 boxcar.



057 00 130, \$23.90

Reporting Marks: ACL 82139.

33 Foot Two Bay Open Hopper, Composite Sides, Atlantic Coast Line.

Black with white lettering including small roadname and reporting marks on left.

Simulated aggregate load included.

Approximate Time Period: 1943 (build date) to early 1950s.

Micro-Trains issues two cars on the 057 body style this month, its first release of composite side since a Pennsylvania Railroad “War Bonds” car as part of the April 2014 “War Bond Three Pack.” The 82139 was part of the ACL’s Class K-13. According to the **Atlantic Coast Line Guide to Freight and Passenger Equipment**, Page 75, Bethlehem Steel built 700 of these cars in 1943 “at the height of the national war emergency.” And thus we have a reference to the nickname for these cars: “War Emergency.” Wood would have to do in place of the steel sides, as every available bit of steel was going to the war effort. The steel ribs provided sufficient strength to enable carriage of 50 tons of lading. As MTL also notes in its car copy, the cars were rebuilt with steel sides following the Second World War. A photo of ACL 83201 with that rebuild is in the **Color Guide**. If you squint to imagine that the wood sides are still in place, there’s a good match to the 057 body style. The photo of the 83201 is from 1970, illustrating that the cars had a relatively lengthy service life after the sides were changed out.

The ORER for January 1945 shows the series 82000 to 82699 with the description, “Coal, Steel Underframe” and AAR Designation HM. The inside length was 33 feet, inside width 9 feet 7 inches, outside length 34 feet, extreme height 10 feet 9 inches, and capacity 1990 cubic feet or 100,000 pounds. The added thickness of the wood versus steel did make the cubic capacity a bit smaller than all-steel hoppers of the time.

The next available ORER I have is from July 1950. Of the original 700 cars, 672 are still in service with wood sides. That’s down to 309 cars less than two years later, in the April 1952 Equipment Register. By the January 1955 ORER there are no composite side hoppers remaining on the roster. It looks like the rebuilt cars were combined with other ACL hoppers into the series numbered 82700 to 83699.



058 00 260, \$28.95

Reporting Marks: HPRL 374.

36 Foot Wood Double Sheathed Refrigerator, Vertical Brake Wheel, Truss Rod Underframe, Heinz.

#1 in the Heinz Series. Brown with black underframe and arch bar trucks. Green and

white Heinz pickle trademark on left. Red with white outline lettering including “Preserved Cherries” on left and “Apple Butter / One of the 57” and reporting marks on right. White end markings. Approximate Time Period: circa 1895.

I expect that I'll extensively cite the Clover House catalog for the Approximate Time Periods for these cars. Clover House has a large offering of dry transfers for cars with ATPs mostly within a couple of decades of the turn of the 19th Century to the 20th Century. This first offering in the Heinz series is an exact match to one of their dry transfer sets, down to the road number.

I briefly discussed the history of the H.J. Heinz Company in the April "pre-review" of these series. There is very limited ORER data for the company's rolling stock during the ATP of these cars, so I doubt that I'll be mentioning any of that. In fact, since I think we're well past the copyright expiration

date for the June 1905

Equipment Register,

here is the entire entry

for the company (at

right):

H. J. HEINZ CO.

Forty-five pickle and vinegar tank cars operated by this Company are marked "H. J. Heinz Co., Pittsburg, Pa." and numbered from 16 to 63, inclusive.

Report movements and mileage to, and make settlements with H. J. Heinz Co., Pittsburg, Pa. April, 1905.

Hmm, not seeing any refrigerator cars there! The June 1885 Register doesn't have a Heinz listing at all, which doesn't mean they didn't have any cars, just that they didn't list them. (A "tradition" now carried on by a large number of private owners in current ORERs.)

Given that, I'll instead turn my attention to the products advertised on this car. How does one preserve cherries? There are recipes online, but the basic idea is to pit them, then cook then in water with sugar and a few other ingredients until they are softened and a syrup has formed. Pour the resulting product into canning jars and seal them.

The June 1905 issue of *Collier's* Magazine contains a quarter-page advertisement for "2 of the 57": Heinz Preserved Raspberries and Heinz Preserved Cherries. There is a fair amount of text inside a circle: "Exceptional fruits, exceptional standards and exceptional facilities mean everything to the excellence of table delicacies. The Heinz care extends even to the growing of the fruits, where *real* care must begin so that all one needs to watch for is the name. Heinz Preserved Raspberries [and] Heinz Preserved Cherries are most delicious table delicacies, grown in special locations for Heinz, selected and preserved with utmost care by experienced skillful chefs whose watchword is "cleanliness." Our other fruit Preserves are just as good. Absolute purity and ceaseless care have won for Heinz products first place in the estimation of all who insist on pure foods. See that your grocer is up to the Heinz standard." Two young girls are shown admiring the jars of Heinz product. Between them on a small table are three slices of bread, presumably where the preserves will be spread with the spoon also on the table.

Apple butter, according to the Wikipedians, "is a highly concentrated form of apple sauce produced by long, slow cooking of apples with cider or water to a point where the sugar in the apples caramelizes, turning the apple butter a deep brown." The site cooksinfo.com emphasizes that there is no butter in apple butter, and acknowledges that Heinz became the dominant brand for the product, at least in New England, by the 1880s. It was a specialty of the "Pennsylvania Dutch." ("Dutch" in this case is a corruption of "Deutsch" which is German for the German language; the "Pennsylvania Dutch" were actually mostly German immigrants.) Another 1905 Heinz advertisement I found online called it "A relish for

children's luncheons" and proclaimed, "Anything That's Heinz Is Safe To Buy." Have a look at some of the "crocks" in which Heinz Apple Butter was sold, also findable on the 'net.



078 00 160, \$25.30

Reporting Marks: GTW 591590.

50 Foot Steel Boxcar, Double Doors and End Doors, Grand Trunk Western.

Brown with white lettering including reporting marks on left. Green and white maple leaf herald on right. Approximate

Time Period: around 1953 (based on paint scheme) to early 1970s.

I believe I can make out a 1941 build date on this car, but the use of the maple leaf herald with a straight roadname rectangle places the start of the Approximate Time Period at 1953 and later according to information on the RPI website. The service dates looks to me like October 1955, which would make sense as well.

The ORER for April 1952 predates the paint scheme by about a year, but it will do. The series GTW 591400 to 591599 was described as "Box, Steel, Staggered Side Doors" with these dimensions: inside length 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 52 feet 1 inch, extreme height 15 feet, capacity 4861 cubic feet or 80,000 pounds, end door opening 9 feet 2 inches wide by 10 feet 2 inches high, and side door opening 16 feet 6 inches wide. That last data point reveals a rather nitpicky "door thing" versus the two eight foot doors on the MTL 078 body style. Of the possible 200 cars in the series there were 196 in service at the time. As of the July 1963 Equipment Register the car count was somehow one higher! There were 120 cars in the main series, one exception with 105,000 pounds capacity and another 76 cars with lower capacity of just 75,000 pounds. In October 1969 there were 114 cars with 88,000 pounds capacity and another 14 with 105,000 pounds capacity. In the April 1972 ORER there are 35 cars left with 88,000 pounds capacity and four with 105,000 pounds capacity. And there are just four total remaining on the GTW roster as of the July 1974 Register, which is where I stopped looking. The end door openings were shown all through this which means they were not welded shut, though I doubt that they were utilized very frequently.

It's not a "bingo" but there is a shot of GTW 591516 from the same series on Page 30 of Henry Maywald's **Classic Freight Cars Volume 8**. The car has riveted, not welded, sides, and the panels which make up the sides are different in width and count. I'd call the "three to the left and six to the right" pattern rather unusual. The brake wheel end, not the end door, well, end, is what's viewable in this three-quarter view of the boxcar.

I don't think the slogan "The Good Track Road," adopted around 1970, was painted on any of these cars. However, it's certainly plausible that the large "GT" monogram, based on parent Canadian National's "CN" "wet noodle" herald adopted in 1960, did make it onto these cars. Though from the previous prototype series, there is a shot of GTW 591360 in that large "GT" as of June 1964 over on Ken Harstine's site boxcars.us.



098 00 070, \$29.95

Reporting Marks: D&RGW 15943.

50 Foot Airslide Covered Hopper, Rio Grande (Denver and Rio Grande Western).

Orange with black lettering including reporting marks on left and speed

lettering herald with "The Action Road" on right. White on black consolidated stencil at bottom right. Approximate Time Period: 1971 (build date given by MTL) to mid-decade of the 2000s.

Online data previously available on the Rio Grande Modeling and Historical Society is still unavailable as their website is being revamped – and when it is available again, it will be to society members only. Fortunately, there's a bingo to this car on Page 94 of Jim Eager's **Rio Grande Color Guide to Freight and Passenger Equipment**. The photo was taken when the car was brand new in November 1971 so I can confirm that the car is in the "as delivered" paint with the exception of an ACI Label just above the consolidated COTS stencil. The Rio Grande only had fifteen of these in two groups numbered 15935 to 15939 and 15940 to 15949.

The October 1972 ORER has only the second of these groups, which is fine since it contains the road number MTL modeled this month. Unsurprisingly, the cars were described as "Covered Hopper, Steel, Airslide" with AAR Designation LO. The inside length was 48 feet 11 inches, outside width 54 feet 1 inch, extreme height 14 feet 6 inches, and capacity 4180 cubic feet or 193,000 pounds. From there I jumped to the October 1996 Register, which showed a larger series of 53 cars numbered from 15925 to 15987, all 4180 cubic foot Airslides. I guess several groups of these cars were merged together.

Speaking of which, following the merger of the Rio Grande's roster into the Union Pacific, that same group was divided into four subsets with differing capacities, adding up to 25 cars in the April 1999 ORER. Just a single car remains from the expanded group in the October 2007 ORER.



110 00 331 and 110 00 332, \$32.90 each

Reporting Marks: WRNX 20006 and 20008
54 Foot General Service Tank Cars, Gulf Oil.

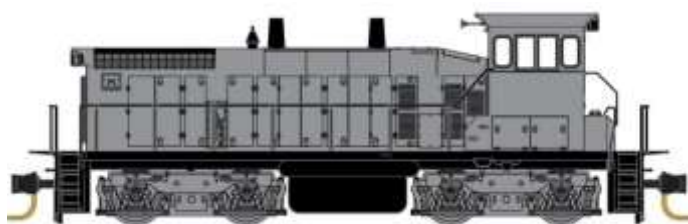
Black with large orange "Gulf" in center of car. White lettering otherwise including reporting marks on left. Approximate Time Period: 1962 (build date given by MTL) into the decade of the 1970s.



When the injection molding and assembly lines have already been engaged for literal trainloads of tank cars for last month's

CTCX Unit Train, why not keep them going for another couple of releases? Holy economies of scale, Batman! And so we have this pair of cars in black and orange. The bingo for the 20006 is in the **Tank Car Color Guide Volume One**, Page 44. This entire **Color Guide** volume is devoted to cars with center sills, which the MTL 110 body style doesn't have. **Tank Car Color Guide Volume Two**, not in the Research Accumulation but on the UMTRR Wish List, covers cars with "stub sills," the category into which the Micro-Trains model falls.

In the **Color Guide** it's noted that the 20006 was built in April 1962 by General American and that the original series was 20000 to 20008. According to the July 1963 ORER, those two cars are in the series WRNX 20000 to 20010, shown as AAR Designation TM, with heater coils, and capacity of 20,000 gallons or 200,000 pounds. This series, later expanded to fifteen cars numbered 20000 to 20014, lasted past 1999 per ORER lookups. The cars went from Warren Petroleum, already owned by Gulf, through Gulf Oil itself, and then to Chevron, which acquired Gulf in 1984. I doubt that the large corporate name remained on these cars for that long, I'll have to guess at the decade of the 1970s for the end of the ATP. The photo in the Color Guide is dated November 1969 so we're good for at least that long.



*In addition to the above, the **Undecorated SW1500s** which were pre-ordered in January and February 2017 are now available. Catalog 986 00 004 has AAR Trucks and Catalog 986 00 005 has Flexicoil Trucks. Both have an MSRP of \$149.95 and both come unassembled... which is an*

advantage for painters. (And, I suppose, a disadvantage for the modelers of the Undecorated Railroad.) While technically they are neither freight nor passenger equipment, thus instantly causing an error in my new categories, they're more closely associated with freight movement, so I'll place them in that part of the listing.

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



Scheduled Delivery February 2018:

130 00 230, \$32.95.

Reporting Marks: None (Website Listing TBD).

Bay Window Caboose, Windowless Sides, With Battery Box, Napa Valley Wine Train.

Red with black underframe and trucks.

White lettering including "Ride The Train And Relax" on left and "Napa Valley Wine Train / Reservations" on right. Small multicolor Napa Valley Wine Train logo below cupola. Pre-production sample shown; actual product may differ.

I had to think a while before deciding where in these bytes to place this pre-order. Certainly the Napa Valley Wine Train exists. They do in fact have cabooses along the line which advertise the train, though it's not clear whether these are actually used anymore or are just static "billboards." They are apparently former Southern Pacific cars, and the SP's C-50-9 class of Bay Window Cabooses are the prototype for the MTL 130 body style.

On the other hand, the word "Reservations" implies to me that this car isn't going anywhere soon from its location on the Napa Valley Wine Train right of way. However, there is a report on the Trip Advisor website which includes photos titled "View from the Caboose!" which does appear to be part of at least that run of the popular train.

So, with a grain of salt, we'll call it a New Release and not a Special Edition. Your mileage (if any!) may vary.

N SCALE NEW RELEASE PASSENGER CARS:



147 00 160, \$34.90

Car Number: 711 (will be "D&RGW 711" in website listings).

Heavyweight Baggage Car, Denver & Rio Grande Western.

Silver and gold sides with black striping. Silver roof, underframe and trucks (including couplers). Gray ends. Black lettering including Rio Grande "speed lettering" roadname in center of letterboard and car number at bottom center. "Railway Express Agency" at one end of car. Approximate Time Period: 1950s (based on paint scheme) into the 1960s.

MTL's car copy for this release augments what's on Page 22 of the **Rio Grande Color Guide to Freight and Passenger Equipment**, which has a 1967 photo of the 711 in storage at the Rio Grande's Burnham Yard. In the **Color Guide** it's noted that series 700 to 739 was built by American Car & Foundry in 1910 for the Rio Grande and Western Pacific, which shared a great deal of passenger service from Colorado to California. All of those cars ended up on the Rio Grande, however I also see some leasebacks to the WP. Micro-Trains picks up with a note that the cars were rebuilt by Pullman in 1929 from the 900 to 950 series. These data points don't necessarily conflict!

What I don't see in the photo of the 711 or photos of other cars in the group referenced in Jerry Laboda's "Passenger Car Photo Index" (passcarphotos.info) is the use of six-wheel trucks. The 711 has four wheel trucks in the photo in the Color Guide, and the Photo Index has an image of sister car 713 and three images of sister car 716, all undated and all with four wheel trucks. (There is also a shot of a forlorn looking 711 on the ground in Utah as of 1979 with no trucks at all.) The real cars in this series were 61 feet long, which is about nine feet shorter than the MTL 147 body style, and the doors differ.

I also note from the photos that the words “Railway Express Agency” are painted on the car at the “same end” – a la the “Fun With Multimarks” situation on some CP Rail Equipment. On one side, the lettering is on the left, and on the other, the lettering is on the right. MTL didn’t duplicate this on their model.

The Official Register of Passenger Equipment (ORPTE) from March 1943 and the ORPTE of January 1953 both show the series 700 to 739 as “Baggage, Steel” cars, with a full car count of 40 in 1943 and the series down to 21 cars in 1953. **Color Guide** author Jim Eager says that some of these cars were used on the D&RGW’s “Royal Gorge” train in the 1960s, so we’ll keep that decade in the mix for the Approximate Time Period.



147 00 180, \$32.90

Car Number: 1334 (will be “N&W 1334” in website listings).

Heavyweight Baggage Car, Norfolk and Western.

Maroon (Tuscan Red)

sides; black ends, roof, underframe and details. Gold striping. Gold lettering including roadname offset left in letterboard and “Railway Express Agency” with car number at bottom center. Approximate Time Period: 1950’s (a guess) to at least 1966.

Since I have the ORPTEs out from the Rio Grande baggage car, I’ll start there for this new release. In March 1943 the N&W had a series of 44 “Baggage Express” cars numbered from 1301 to 1345. These were 74 feet long, had mileage charges of 4 ½ cents and a Per Diem of \$8.50. In January 1953 there were 47 cars numbered 1300 to 1350, described as “Baggage Express, Steel” and the 74 foot dimension is clarified as being the outside length with an inside length of 70 feet.

And from there we go to Page 11 of the **Norfolk and Western Color Guide to Freight and Passenger Equipment**. We have a bingo on the 1334 there. It was certainly a “golden oldie” in 1966 when its photo was taken in Council Bluffs, Iowa on former Wabash trackage. The series of cars, the N&W’s Class BEg, was built back in 1913 by the Pressed Steel Car Company and in 1918 by Bethlehem Steel. These were the first steel revenue service passenger cars for the line. The key difference between the prototype and the MTL 147 body style is the spacing of the baggage doors. They were quite a bit closer together on the real cars, which allowed for the word “Western” to fit comfortably to the right of the right hand door. On the Micro-Trains car, there’s not enough space, so “Western” is to the left of the door instead.

On that same page in the Color Guide is a shot of sister car 1330. Instead of the usual maroon, this car is painted in Wabash blue. Following the 1964 merger of the Wabash and the Nickel Plate Road into the N&W, some N&W and NKP passenger equipment was painted into the Wabash colors for service on former Wabash trains. (Elsewhere in the **Color Guide** it’s stated that all N&W passenger cars went to blue after 1966 and then returned to maroon in 1970.)

While I have a 1953 date for the painting of the Heavyweight 12-1 Sleeper released last month, based on Pullman Project information, I'm not nearly as confident of that year as the start of the ATP for this car. Data points online reveal discussion mostly of what the N&W's paint shade was, not when it was adopted. We do know that the line's "name train," the **Powhatan Arrow**, was equipped in 1949 with all-new all-coach streamlined equipment in maroon, or tuscan. Fred Klein, writing on his website www.trainweb.org/fredatsf, has a rare shot of a baggage car added to the train, which normally did not carry any head-end equipment at all. That baggage car is "older green." And the photo is from 1955. So "a guess" it will have to be for the start of the Approximate Time Period, pending Incremental Information.

N SCALE REPRINTS: One this month...



057 00 080, \$23.90

Road Number: 30244 (will be "B&O 30244" in website listings).

33 Foot Two Bay Open Hopper, Composite Sides, Baltimore and Ohio.

Black with white lettering including roadname and road number on left and

small capitol dome herald on right. Simulated coal load included. Approximate Time Period: 1944 (build date) to late 1950s. Previous Releases: Five-Pack with Road Numbers 30246, 30248, 30462, 30688 and 30842, Catalog Number 57082 (individual catalog numbers all 57080), April 1978.

I guess I can't reprint myself if the first and only run of this car was done close to forty years ago! As I expected, the **B&O Color Guide to Freight and Passenger Equipment** is not going to be any help here.

So I'll go to what I do have: the January 1945 ORER. The series B&O 30000 to 31024, of all 1025 possible cars, is described as "Hopper, Composite, Steel Underframe." The inside length was 33 feet, inside width 9 feet 7 inches, outside length 35 feet, extreme height 10 feet 9 inches, and capacity 1980 cubic feet or 100,000 pounds. In its car copy, Micro-Trains notes that these cars were rebuilt with steel sides. All we need to do to get the end of the ATP is determine when that happened. Let's check more ORERs, then. As of July 1950, there were 1016 cars in the original configuration. In the January 1955 Equipment Register, the car count was 989. Rebuilding started in earnest in 1955, and in the January 1959 ORER there were only 234 composite hoppers left in the group. That was down to just ten hoppers by July 1963 which is where I stopped looking. When rebuilt, these cars were moved to the series 21000 to 22024, which had 574 cars in January 1959 but just 143 in July 1963.

N SCALE MULTI-PACKS: Another change in the order here within the column; I'm moving Multi-Packs up a notch to go ahead of the Weathered Releases in my sequence. But we're still a bit out of sequence with respect to Runner Packs. The quartet of TTX well cars, also known as Runner Pack #133, has had delivery pushed back a month to October 2017.

Meanwhile, **Runner Pack #134 (993 00 134, \$89.95)**, four Union Pacific 50 Foot Steel Boxcars with Single 10 Foot Door, No Running Board, and Short Side Ladders, has been released. UMTRR coverage was in the June 2017 issue. The individual catalog numbers and road numbers for these items are as follows: 180 51 030, 508505; 108 52 030, 508508; 108 53 030, 508522; 108 54 030, 508526. These are the first through fourth road numbers for this car, which hasn't been previously released.

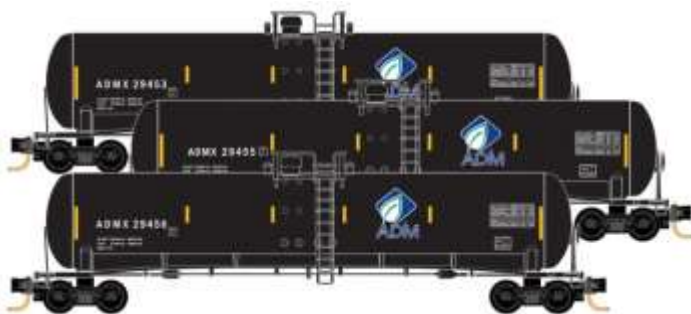


Also, the **Santa Fe Heavyweight Five-Pack (993 01 590, \$124.95)** is now available. UMTRR coverage was in the March 2017 issue. The individual items are as follows: 141 51 040 and 141 52 040 10-1-2 Sleepers, Lake Nicaragua and Swan Lake; 142 53 040, 12-1 Sleeper, Ondawa; 146 54 040, Diner, Road Number 1466; 144 55 040, 3-2 Observation, Central Mountain.



The Civil War Era Train Set (993 01 510, \$224.95) which was originally scheduled for this month has been delayed. Stay tuned...

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



Scheduled Delivery February 2018:
993 00 137, \$99.95.

Reporting Marks: ADMX 29453, 29455, 29456.

Quantity three of 54 Foot General Service Tank Cars, ADM (Archer-Daniels-Midland).

Black with yellow horizontal conspicuity stripes along side. White lettering

including reporting marks on left and tank qualification stencil and COTS stencil on right. Blue, green and white "leaf" trademark at center right. Approximate Time Period: no earlier

than 2005 (given conspicuity stripes) to present. Previous Releases: None. Individual catalog numbers (in the 110 series) will be confirmed upon release. Pre-production sample shown; actual product may differ.

I'll bet you didn't know there was a magazine called **World Grain**. Well, I didn't know, anyway. In their online archives for May 2001 we have a story highlighting the new "leaf" logo of Archer-Daniels-Midland, much better known as ADM. The piece quoted the then-chair and CEO of ADM: "The new blue-and-green leaf-shaped logo and tagline, 'The Nature of What's to Come,' reflect ADM's corporate mission, which is 'to unlock the potential of nature and improve the quality of life.'" For us, this would reflect the earliest possible Approximate Time Period for this car. Except there are those Conspicuity Stripes again, which move the ATP start up to no earlier than 2005.

Given those stripes, we'll hit the January 2006 ORER to find the series ADMX 29051 to 29900 in the registry of ADM Transportation Company. Information is sparse: 263,000 pounds Gross Rail Weight (that's car plus lading), description "Tank," AAR Type Code "T103" and car count 808. Perhaps the most interesting item in the overall listing is that TTX Company served as the agent for repair billing for ADM's fleet, which was over fourteen thousand cars at the time. That was still true in the October 2014 Equipment Register, when 763 cars were in service. I think "to present" is a safe bet for the ATP. By the way, this series is the same one tapped by Micro-Trains for its previous ADM release, done in October 2001 and May 2009 with the earlier ADM "molecule" logo (Catalog 110020/110 00 020, road numbers 29866 and 29867).

We get a bingo on the ADMX 29453 in the scheme depicted by MTL on Railcarphotos.com. The Stan Lytle photo was taken in Seattle in 2009. The Plate C car was built by American Car and Foundry in 1985, weighs 67,500 pounds, and has an outside length of 59 feet 6 inches. It looks to be pretty close to freshly painted, with only one scribble of graffiti on it. The hazardous materials placard carries the number 1987, which stands for ethanol. In fact, all 21 photos of cars in the series carried that 1987 placard. So mix these cars in with the CTCX unit train MTL released last month with no worries.



Scheduled Delivery January 2018:

993 01 561, 993 01 562 and 993 01 563, \$84.95 each.

Reporting Marks: BNSF 800113 and 800048 (the 561 set), BNSF 800122 and 800056 (the 562 set) and BNSF 800125 and 800062 (the 563 set).

BNSF Fuselage Two-Packs.

Each two-pack to consist of one 071 series 89 Foot TOFC Flat Car, painted brown with mostly white lettering including reporting marks on left; one 064 series 57 Foot TOFC Flat Car, painted

red with mostly white lettering including reporting marks on left; load of one injection molded fuselage and one cast resin tool box; and supporting brackets. Fuselages come painted with side windows decorated. Decals provided for front windows, nose and wing location details. Individual catalog numbers are TBD. Approximate Time Period: as early as late 1990s to present. Previous Release: Catalog 993 01 560 with Road Numbers 800100 and 800115 (89 Foot Flat Cars) and 800036 and 800042 (57 Foot Flat Cars).

“Repeat of a Sellout!” as it was once said in department store advertising. I don’t need (and don’t have) any inside information on this; it’s evident from the fact that right after the BNSF Fuselage Transportation Four Pack was released, and quickly shot up in price in the aftermarket, we have three more sets available for pre-order.

You might recall that I could only make out the first three digits of the road numbers when the Four Pack was announced in February. From there I was able to glean some information. I can be a little more specific now in quoting the October 2014 ORER. All of the 89 foot cars belong to the series 800100 to 800125, described as “Flat, 15 Inch Travel, Truck Centers 66 Feet (Aircraft Parts) with a Gross Rail Weight of 220,000 pounds. (Gee, I thought fuselages weighed more than that!) There are several subgroups with slightly different dimensions, but they all have an “inside length” of 89 feet 4 inches and “outside length” of 94 feet 8 inches. The extreme height is mostly 17 feet, which pushes the overall car past the Plate F specification. The shorter cars are not all present in the October 2014 ORER, but I suspect that the BNSF has added to its roster since then (Broken Record Alert: I need a new ORER). The road numbers I do have correspond to cars with an “inside length” of 68 feet and “outside length” of 73 feet 4 inches, longer than the MTL 064 body style. These cars have a Gross Rail Weight of 315,000 pounds. I noted previously that Boeing modifies these flat cars for this captive service so I would not expect a perfect match out of the box.

I’ll be lazy here and provide the same photo references, however. On RailcarPhotos.com, there’s a shot of BNSF 800011, formerly ATSF 91992, as found in 2010. The “tool boxes” must be considered part of the car, as they are lettered “excess height and width” and “no running board.” This would make them appear to be “part of car,” although maybe not permanently mounted. The flat car has a steel deck otherwise. There is also 89 foot flat car BNSF 800100, noted as part of the series 800100 to 800125, carrying a green 737 fuselage just as MTL depicts. The 800100 is former ATSF 295170. Its photo was taken in May 2008. The arrangement is a flat car with tool shed, flat car with fuselage, and flat car with tool shed, so the order of consist suggested by Micro-Trains appears to be good. RailcarPhotos has additional images of both types of flat cars.

OK, one more prototype photo from RRPictureArchives.net, this one from 2009: two Boeing 737 bodies are spread across four captive flat cars passing through “The Bottoms” section of Kansas City, Missouri. Check www.rrpicturearchives.net/showPicture.aspx?id=1782924.

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 September 14.*



111 44 260, \$49.95

Reporting Marks: TTGX 964859.

89 Foot Tri-Level Closed Autorack, Trailer Train / BNSF.

Base flat car is yellow with mostly black lettering. White reporting marks on black panel on left and white post-1991 TTX logo on black panel on white (although this is covered by graffiti). Base racking is yellow with aluminum panels and white roof with small red and

black "swoosh" BNSF herald on far right. Ends of racking are yellow with black on white excess height advisory at top. Moderate weathering and extensive graffiti across lower third of both sides of car (shown) in Halloween themes. Approximate Time Period: see text. Previous Releases: None.

UMTRR Graffiti Special Correspondent David Grothe once again jumped into Research Mode before I even saw the Weathered Releases this month! Here's what he found: "Looks like we get another 2 for 1 graffiti release from Micro-Trains. That is, one side from 2 different prototype cars on 1 model. Collin Reinhart posted a bingo for the Happy Halloween side of the car on Flickr.com which is road number TTGX 964859, like the MTL model. If you put 'TTGX 964859' in the Flickr search box you will see the prototype car which Collin nicely caught. Prototype photos of the other side of the MTL model can be found on Flickr by typing 'Block Nikoe' in the search box, as these are the two featured graffiti artists on the other side of the car. However, this side of the car is from a completely different autorack, TTGX 940796."

We'll hear from David again for the next Weathered Release as well, but meanwhile, the cited photo of the 940796 with the pumpkins and the "Block Nikoe" was taken in April 2012. (The URL is way too long to add here.) The 964859 was caught in 2016. The rack has reporting marks BN 7278, visible if you zoom in on the image on the left end of the car. That's of interest since there's also a photo of a "tagged" 964859 with a BN rack taken, well, certainly before 2016. That same car with rack BN 7278 is also found on RRPictureArchives.net as of 2009, with the rack in Burlington Northern paint. So the answer to the question, does racking get freshly painted and lettered is "Yes," for at least this one example! Meanwhile, I note that the rack doors are not the fully enclosed ones as on the 111 body style, but the RAVE or "Picket Fence" type doors.

I'll go with a "see text" ATP here since there are two cars that provided the artwork for the two sides of the car. Plenty of leeway is available here when invoking Rule #1, at least past the 2005 introduction of the BNSF "Swoosh" herald.



135 44 040, \$33.90

Reporting Marks: Obscured (CRLE xxxx).

70 Foot Well Car, Coe Rail.

Base car is brown with white lettering which is mostly obscured by graffiti. Extensive Halloween-themed graffiti across both sides of

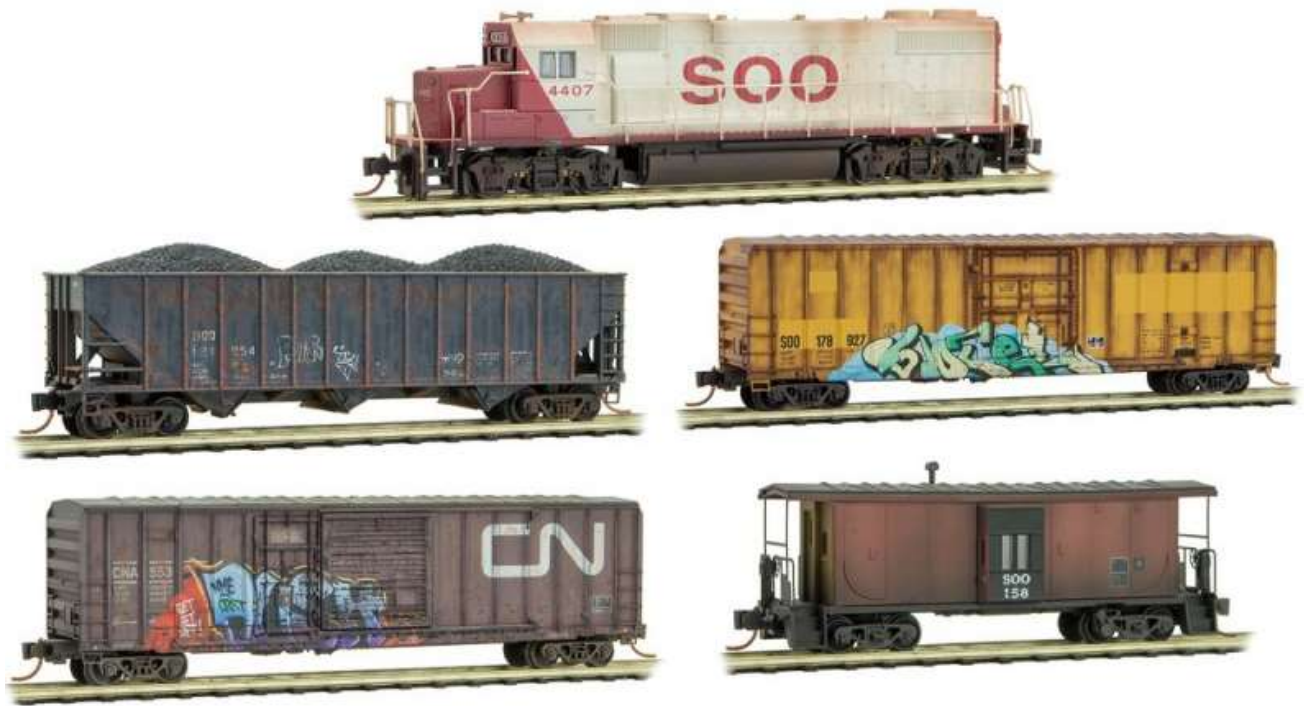
car. Approximate Time Period: see text. Previous Releases (unweathered): Road Numbers 5533 and 5535, May 2017. Note: It's possible that either of the previously released road numbers could have been utilized for this Weathered Release.

"Good luck with an ATP on this one," David Grothe advised, and I concur. David continues, "The Micro-Trains CRLE well car is based off a TTX double stack car with a 53 foot well length, while the CRLE car is a double stack car with only a 48 foot well length. More specifically, the prototype is DTTX 765404 and is part of an articulated set of well cars. The graffiti message on the side of the car with Frankenstein is Steel Eaters. I found two prototype photos of this side of the car on Flickr.com by searching 'Steel Eaters' in the search box but you may have to scroll through many other Steel Eaters cars before you find this specific well car."

"The other side of the car is very complicated. I'm not sure what the name or message in black and light pink says on the left side of the car or where it came from? In the middle of the car, the name in the darker pink lettering is Hope4. I found a prototype image of that graffiti on Flickr.com and it's on the lower, right side of a brown boxcar, road name unknown. On the far right side of our well car, the name Obsoe is in blue and grey letters. An exact prototype image of that graffiti can be seen on Flickr.com by searching for 'Obsoe.' This graffiti also comes from a brown boxcar, TR 402500, but it's on the bottom left of the boxcar this time."

Thanks again, David, and... yikes. Well, we can at least presume that this car would be in the Coe Rail series 5400 to 5549, previously GBRX 2400 to 2549. The unweathered versions had an ATP of the early 1990s to the mid-decade of the 2000s. I've already noted a Color Situation on the base car, in that the prototype was more red than brown. However, on a car that has this amount of, ahem, redecoration, a strict ATP doesn't matter all that much.

And that brings us to the second consecutive Weathered Train Set in N Scale. These are interesting, especially when there are cars not offered previously by the folks behind the red and yellow sign... but, boy, do they add to the cycle time for these bytes... whine, snivel, complain...



993 01 660, \$229.95.

Soo Line Weathered Set. Consists of the following items:

- **985 51 223, Road Number 4407, GP38-2 Diesel Locomotive, Soo Line.** Walthers product with MTL decoration and couplers. White with red nose, end, part of cab and side sill. Black underframe and trucks. Large red “SOO” on hood and road number on cab. White “Soo Line” on nose and end. Light weathering. Approximate Time Period: 1978 to no later than 1992.

According to a page devoted to the Soo’s GP38-2s, the line bought 53 of them between 1977 and 1983. The 4407 was originally the 797, renumbered when more ‘38s were purchased. “Don’s Depot” gives 1978 as that date. No later than 2006, the 4407 was repainted into CP 4407 in candy apple red, based on a photo available on that page (direct URL www.fuzzyworld3.com/railroad/soo1.html). Those two years would give a clear definition to the start and end of the ATP, but it’s complicated by the “SOO” in red and not black. Photos on RRPictureArchives show the “SOO” back to black by 1992, but in red from 1994 to 1998. Based on information on Sooline.railfan.net, I’m going to call the start of the ATP as when the locos were renumbered in 1978, since I’m inferring that the red SOO was present on the diesels when delivered. But this answers my usual question about all of the pieces of the set being contemporaneous with each other – namely, yes! The caboose has the shortest ATP, as we’ll see shortly, but there is an overlap of all of the ATPs for each of these items, which would be a couple of years in the mid-1980s.



- **108 52 380, Reporting Marks SOO 121254, 100 Ton Three Bay Hopper with Rib Sides, Soo Line.** Black with white lettering including reporting marks on left and double panel COTS stencil on right. Heavy weathering including rust effects and fading of lettering. Simulated coal

load included. Approximate Time Period: mid-1980s to early decade of the 2000s.

First, I'll mention that there are bonus images to share this time, as MTL has provided shots of both sides of each freight car item in this Weathered Set. I'll show the side that's not in the "group photo" with each of the cars.

I don't immediately associate the Soo Line with open hoppers, particularly of this size. However, when the Soo Line took over most of what was left of the Milwaukee Road in 1986, that included a coal-hauling line in Illinois and Indiana; the former Chicago, Terre Haute and Southern, if you go back to 1921! And the book **Soo Line Freight Equipment and Cabooses** has nine full pages of photos of open hoppers and ballast cars. That includes a near bingo for this car, just one digit away at road number 121253. It was one of one hundred cars built in September 1981 by Pullman-Standard. They were leased by Pullman to the Delray Connecting Railroad (located on Zug Island in River Rouge, Michigan, near Detroit), numbered 6000 to 6099 when there. They were acquired by BRAE Corporation and leased to the Soo Line as their 121200 to 121299. The photo of the 121253 is from August 1987 and the weigh date on the car read September 1986 at that time. Like the MTL 108 body style, the prototype is a 14 panel (13 rib) three bay hopper, though there is at least the difference of ladders versus long grab irons on the brake wheel end of the sides.

From ORERs we'll narrow down the ATP. The first in the Research Accumulation in which I find the group is the July 1987 edition. While here, I'll grab the key dimensions: inside length 47 feet 4 inches, outside length 53 feet 1 inch, extreme height 12 feet 10 inches, capacity 4000 cubic feet or 200,000 pounds. All 100 cars are present in that listing. The final Equipment Register I have in which any of these cars appear is the January 2000 issue, where 92 cars remain. By this point they were "surrounded" in the numbering scheme by center flow covered hoppers, some of which have been depicted by Micro-Trains. I suspect it's possible that the cars remained in the employ of the Soo Line, just renumbered to get them out of the way of the burgeoning fleet of covered hoppers. I'll leave that research to the reader, as I need to move along to the next car in the train...



- **027 53 009, Reporting Marks SOO 178927, 50 Foot Exterior Post Boxcar with Plug Door, Soo Line.** Yellow with yellow patch panels. Mostly black lettering including reporting marks on left. White on black double panel COTS stencil right

of door. Moderate weathering including some rust effects on and near roof. Approximate Time Period: 1983 to no later than 1989.

There's another near-bingo for this car in the **Soo Line** book cited above. The road number is once again one less at 178926. I guessed right on the original operator of these cars, and you might have also: the next-door neighbor Green Bay and Western. GBW 7200 to 7407 was leased to them by Itel after being built by American Car and Foundry in 1979. Yes, these are Incentive Per Diem cars. Seventy-five of them were moved over to the Soo as their 178882 to 178956; if I'm reading the caption right, that was in 1983. The prototype for the MTL 027 body style is an FMC car, and there are some nitpicky deltas between it and the Soo boxcar.

As with the hopper, we'll give the first and last ORERs in which I found this series. The initial Equipment Register is from April 1984 and the group 178882 to 178956 is the highest numbered set of revenue service cars in the listing. (Well, that makes them easy to find!) The inside length was 50 feet 7 inches, inside height 11 feet, outside length 57 feet 3 inches, extreme height 15 feet 5 inches, door opening 10 feet, and capacity at 5300 cubic feet or 154,000 pounds.

And how about this: the only other Equipment Register in which I have these cars is my next one, July 1987. The car count is down to 53 at that point. The series is gone by the July 1989 ORER, with RBL Refrigerators (Insulated Boxcars) taking the highest numbered spots in the roster at the time. Where these cars went, I don't know: perhaps to another number series and maybe back through the Revolving Door of Leasing to other carriers.



• **026 54 031, Reporting Marks CNA 553---** (last three digits obscured), **50 Foot Exterior Post Combination Door Boxcar, Canadian National.** Base car is brown with aluminum roof. Mostly white lettering including reporting marks on left and wet "noodle" herald on right. White

on black double panel COTS stencil on far right. Moderate weathering and graffiti on both sides of car obscuring reporting marks. Approximate Time Period: mid-1980's (1985 transfer date) into the early 2010s at latest. Previous Releases: As catalog number 26030, Road Number 553290, February 1988; then as catalog number 026 00 030, Road Number 553201, February 2005; then a Weathered/Graffiti release, catalog number 026 44 030, Road Number 553211, April 2010 (covered in the May 2010 UMTRR).

My own records and MTL's online databases show that there have been three previous releases of this car, two "clean" and one "dirty," but I am unsure about that. The obscured road number is a bit confusing here. Perhaps there will be a near-future "clean" release with the road number that's hiding under the graffiti this month? We'll see...

Anyway, Ian Cranstone's "Canadian Freight Cars" website notes that CNA 553000 to 553772 were from the former ABOX series 50400 to 52449 series. They were built by FMC in 1978 and 1979 and are the 5277 models, based on cubic foot capacity. The MTL body style is a model of

the FMC 5077 version, so we're close there; I will leave detail comparisons to others. Ian has these cars coming over to the CN in January 1985. The October 2014 ORER shows only two cars remaining in the series, so while I'd previously indicated "to present" in the ATP I don't think that applies any more.

The ORER for January 2002 has this information: AAR Classification XP, description "Box, Steel, Nailable Steel Floor, Lading Strap Anchors," Plate C dimensions, inside length 50 feet 6 inches, inside height 11 feet, outside length 55 feet 9 inches (with exceptions at 55 4), extreme height 15 feet 3 inches, door opening 16 feet, capacity 5277 cubic feet and gross rail weight 220,000 pounds. You might recall that "CNA" reporting marks reference cars that were built in the United States, and a notation reads "Cars were purchased in the United States and under U.S. Custom Regulations may be used in the same manner as cars carrying marks of U.S. owned railways in the handling of both International and U.S. domestic traffic."

The photos on Fallen Flags and also on RailcarPhotos.com show plenty of examples of cars that were still in Railbox paint with CNA restencils long after the time of transfer to the CN – and by long after, I mean ten, fifteen years. The photo of the 553211 on Fallen Flags was taken in 2003, for example – that's eighteen years after the move of these cars! Yikes! You'd think that the CN would be a little more up to date on repainting... never mind. On the other hand, sister car 553238 was photographed in 1990 and looks freshly painted, as found on the site RRPictureArchives.net. My call of the contemporaneous ATPs for all of the items in the set does depend on at least one of these former ABOX cars being painted into full CN regalia in the mid-1980s.



• **130 55 049, Reporting Marks SOO 158, Bay Window Caboose, Windowless Sides, With Battery Box, Soo Line.** Base car is orange with yellow ends, black roof, trucks and underframe. Black front of bay window with stenciled reporting marks. White on black double panel COTS stencil and yellow on black U-1 wheel inspection "dot" on right.

Moderate to heavy weathering. Approximate Time Period: 1986 to 1988.

It's true that there are no previous releases of this car, but you might recall the August 2011 issuance of the Milwaukee Road version of this car, catalog number 130 00 080 and the subsequent Wisconsin Central version which was part of the Canadian National Weathered Train Set released that same month (both at right). In theory, this could be three versions of the very same caboose! It's certainly likely that they are from the same original set of Bay Window Caboose built for the Milwaukee Road in 1973, their MILW series 992215 to 992229.



We return once more to the book **Soo Line Freight Equipment and Cabooses**, Page 150, and this time there is a true bingo, not a “one number away” photo. Author Kenneth J. Soroos cites Jeff Kehoe’s publication **Milwaukee Road’s Steel Cabooses Volume 2** for information here. The 158, like many but not all ex-MILW bay window cabooses, simply had the sides of the bay window painted black and SOO reporting marks added. This car was pictured as of June 1988, “shortly before return to its lessor.” That quote is the key to ending the Approximate Time Period for this car, which ends up with the shortest ATP of all of the items in the set.

N SCALE SPECIAL EDITION RELEASES:



038 00 550, \$27.95

Reporting Marks: MTLX 82117.

50 Foot Steel Boxcar, Plug Door, No Running Board, Full Ladders, 2017 Eclipse Car.

Black with blue wavy stripe across entire side. White reporting marks on left. Outline

map of Oregon on right. Images of the progression of the August 2017 Total Eclipse across side. This car does not have end markings. Micro-Trains has announced that this car is not on dealer standing orders.

It was called “The Great American Eclipse.” Millions of people either lived in the direct path of totality or traveled to it, the latter sometimes to the consternation of the former. Bonnie Tyler sang her chart-topping 1983 hit “Total Eclipse of the Heart” on a cruise ship which sailed into the path of temporary darkness. Crickets, plants and other wildlife became very confused. And in one of the more humorous markings of the event, a professor at the University of Georgia mapped into the eclipse path all of the Waffle House locations, for your viewing and dining pleasure. The Twitterverse had a field day with that one. Given that the path of totality across the United States began relatively close to the folks at the red and yellow sign, a commemorative car – just for fun – certainly makes sense.

As for UMTRR HQ, we had only a 71% obscuring of the sun by the moon, which, on the bright sunny day that we had, didn’t make things look much darker than the typical cloudy day here. (Though the crickets did get confused at the height of things.) We’ll get our chance during the next eclipse, which crosses directly over us on April 8, 2024. I’ve got the long-range forecast for that Monday afternoon here in Western New York: heavy snow. Ain’t I a pessimist.

But wait! This just in before press time... there are **two** versions of this car. MTL has snuck in a variation of the car with a roofwalk, and catalog number 038 00 550-r. UMTRR Gang Member Joe Levitzky caught this and provides this photo of the box end label. “No doubt it will put the ‘half Noah’s ark’ one-of-everything type collectors into something of a frenzy,” Joe commented...



In addition to the above, the first two Advertising Cars for the now “Fallen Flag” of the Ringling Brothers and Barnum & Bailey Circus are now available. UMTRR coverage of both of these releases was in the May 2017 issue.



143 00 200, \$33.95
Heavyweight 28-1 Parlor Car, Ringling Brothers and Barnum & Bailey Advertising Car #1.



148 00 200, \$33.95,
Heavyweight Mail/Baggage Car, Barnum and Bailey Circus Advertising Car.



Also, the **Hearse Wagon Two-Pack (470 00 289, \$39.95)** is now available. UMTRR coverage was in the April 2017 issue. These each come with a simulated resin casket inside.



And the **Husky Holiday Hauler Christmas Train Set (993 21 290, \$239.95)** is expected to be available mid-month and should be at Micro-Trains dealers as you read this. UMTRR coverage was in the June 2017 issue. The individual items in the set are as follows:

- 987 51 802, FT-A Powered Diesel Locomotive, Road Number 2017.
- 135 52 009 and 135 53 019, 70 Foot Well Cars, No Reporting Marks.
- 100 54 129, Steel Offset Cupola Caboose, Reporting Marks HHH 2017.

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



Scheduled Delivery Starting February 2018:

Union Pacific World War II Poster Series.

Scheduled to consist of twelve MTL 118 Series Troop Kitchen Cars (MSRP \$25.95 each) which will be olive drab with multicolor depictions of artwork from World War II-era Union Pacific posters. Series is also scheduled to include a FT-A powered locomotive and

caboose (decoration and price on these two items TBD). Micro-Trains artwork is preliminary and actual releases may vary.

I had no worries finding images of the original artwork for the initial two releases shown by Micro-Trains, using the search phrase "Union Pacific WWII Posters." MTL also has the artwork on its site (at right). I didn't count but I think there's at least another ten choices for the subsequent releases easily found. Most interesting, though, was an image on the site "The Rail Philatelist" of a set of six "stamps" each of which had one of the UP posters. That included the first two MTL will be utilizing. The highest resolution images I found of the first two posters are on the website of the Public Library of Cincinnati and Hamilton County (Ohio). They're under the "United States World War II poster collection, 1941-1946" subset. They have paper originals which they scanned in for our perusal. I tripped over a direct URL for these: digital.cincinnati.org/digital/collection/p16998coll4/search/searchterm/Willmarth/field/other/mode/exact/conn/and . The name at the bottom of each of these posters is "Willmarth." William and Kenneth were illustrators who did a number of railroad travel posters.



You'll note that Micro-Trains is going to take liberties (pun not intended) with the arrangement of the artwork from the poster to the Troop Kitchen on which it will appear. That makes sense since that print would be awfully small reduced to 1:160 proportion. Recurring slogans in the overall series should be on all of the MTL cars, as they are on all of the posters I saw: "Keep 'em Rolling" and "The Railroads are the First Line of Defense." I would imagine that the set of twelve posters has already been selected, but if they're taking requests, I have this one (at right): It would be cool to have a model train illustrating, well, a model train!



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

Z SCALE NEW RELEASES:



marks on left and large “side facing goat” herald on right. White simulated reflective dots along bottom of side. Brown trucks. White end markings. Approximate Time Period: 1956 into at least the 1960s.

Lindsay Korst, on his Circus Cars page (www.gngoat.org/circus_boxcars.htm) calls the color of this car “boxcar brown” and I’d agree. The three-quarter view of the car is from the herald end, and it nicely shows the equipment trust markings in the top right hand corner of the side. This lettering is reproduced in 1:220 proportion on the boxcar; that did not happen on the N Scale release, illustrating the advances in painting technology since then.

The 18748, like last month’s car, was part of the group GN 18500 to 19499, which as listed in the January 1958 ORER had 986 of the possible 1000 cars. The dimensions included inside length of 40 feet 6 inches, inside height 10 feet 2 inches, outside length 41 feet 10 inches, extreme height 14 feet 8 inches, door opening 6 feet, and capacity 3775 cubic feet or 100,000 pounds.



500 00 036 and 500 00 037, \$26.80 each
Reporting Marks: B&O 467286 and 467434
40 Foot Steel Boxcars, Single Youngstown Door, Baltimore and Ohio.

“Time-Saver Service” scheme of blue with aluminum roof and orange “comet” stripe across side (including door). White including lettering including roadname and road number on left. Blue lettering “Fast - Dependable Less-Carload Service” inside orange stripe on left. White, blue and orange “B&O Timesaver Service / Less Carload Freight” on right. Approximate Time Period: 1955 (based on paint date of these particular cars), or as early as 1950 (for

the paint scheme in general) through at least the end of the 1950s.

Noted B&O expert Brian DeVries checks in with a guest commentary for these pair of cars, start quote:

“The Baltimore and Ohio Railroad introduced their Time-Saver LCL less-than-carload freight service in 1950. The box cars used were marked with a ‘T’ in a circle to the left of the door and had to be in sound mechanical condition, clean, and free of odors. A few cars-- less than a dozen, perhaps-- were painted up in a blue paint scheme with an orange ‘comet’ for promotion of this service.

“These cars were all taken from the 467000-467999, Class M-55H, series of oxide-red cars, built by Pressed Steel Car Company in 1947. The first car to wear the new markings, B&O 467109, was re-painted at Baltimore’s Mount Clare shops in August 1950. All of the cars, as first repainted, had aluminum colored roofs and running boards. When that premier car 467019 was repainted a year later, it was given a blue roof and running board, the only one of these cars so marked.

“Other cars were re-painted into the ‘comet’ scheme one at a time, as needed. B&O 467434, one of our featured cars, was sent out on a system-wide ‘show the flag’ tour in the Spring of 1953. Others were added that year. One promotional photo, taken in July 1953, shows six of these cars together.

“Our two featured cars are the last-known re-paints - the 467286 being re-painted for the first time and 467434 (our "show-the-flag" car) was spruced up a second time. While these few cars were probably used in dedicated LCL and promotional service, many later cars wearing the Time-Saver service lettering were general service cars merely serving as rolling advertisements. Examples of the latter were the 400 M-67 class 40 foot box cars built at the DuBois, Pennsylvania shops in the Fall of 1957 and rendered in N-scale as Runner Pack #64.”

Brian provided this rundown of all of the known cars painted in this scheme. This includes a ninth car, which was photographed at the B&O’s Tifft Street Yard in Buffalo, New York in November 1953. Here’s the full list with their paint dates into the “Comet” scheme:

August 1950: 467109

May 1951: 467439

August 1951: 467109 - second time, for York, Pennsylvania Fair (Blue Roof)

Early 1953: 467434

May 1953: 467226

July 1953: 467071, 467564, 467637, 467946

September 1955: 467286, 467434 (second time)

I spoke to Brian live on the question of what a reasonable end to the ATP might be. Our conclusion is that it would be very difficult to determine! That allows for a generous application of Rule #1, of course, but it seems that “at least” the 1950s will work, although a bit conservative. Brian also noted that even though only nine known cars were painted one was found still in the “comet” scheme as late as 1965.



507 00 661 and 507 00 662, \$25.70 each

Reporting Marks: WP 55901 and 55906.

50 Foot Steel Boxcars, Plug Door, Western Pacific.

Brown with silver lettering including reporting marks on left. Black and silver "Feather River Route" herald on left. Large silver feather on right. Approximate Time Period: 1955 through the decade of the 1960s.

Wait! What do you mean, I don't have a prototype photo of these in any of my three

Western Pacific hardcover books? Rut-roh. Well, I do have from **Western Pacific Locomotives and Cars (Volume 1)** that these two insulated boxcars belonged to the series WP 55901 to 55920. From the Western Pacific Color Guide to Freight and Passenger Equipment we learn that these cars were built in 1955 by Pullman-Standard and had Compartmentizer bulkheads. These were the first cars of this type purchased by the WP. By that time the railroad was decorating its specially equipped boxcars with large and even huge depictions of a feather. (Oh, and cross off the book **Pullman-Standard Freight Cars 1900-1960** in terms of a prototype photo also.)

The ORER for January 1958 has the series of 20 cars with AAR Designation RBL and description "Box, All Steel, Insulated." The inside length was 50 feet 1 inch, inside width 9 feet 2 inches, inside height 9 feet, outside length 52 feet 3 inches, extreme height 15 feet, door opening 7 feet 7 inches (that would be a Door Thing though less obvious with a plug door), and capacity 4327 cubic feet or 100,000 pounds. An end note gives details of how the compartmentizers restrict the immediately adjacent inside width and height; even for, that's a bit too much information.

That same end note, and nineteen of the original twenty cars, are present in the January 1967 Equipment Register, though I'm less confident that the "feather" paint scheme remained. The WP went to its "The Western Way" slogan with gigantic "WP" by then. Feather or not, the series is off the roster no later than the October 1972 ORER (they are in the April 1970 book). The WP also liked to renumber cars pretty extensively as equipment was removed, so it's possible that the cars without their compartmentizers were still in service.



518 00 460, \$28.95

Reporting Marks: HPRL 374.

36 Foot Wood Double Sheathed Refrigerator, Vertical Brake Wheel, Truss Rod Underframe, Heinz.

#1 in the Heinz Series. Brown with black underframe and arch bar trucks. Green

and white Heinz pickle trademark on left. Red with white outline lettering including "Preserved Cherries" on left and "Apple Butter / One of the 57" and reporting marks on right. White end markings. Approximate Time Period: circa 1895.

Please see the coverage of the N Scale Release above (058 00 260), with the caveat that the Z Scale car is 40 feet while the N Scale car is a 36 foot car.



Z SCALE REPRINTS:

980 01 021 and 980 01 022, \$119.95 each, and 980 02 020, \$109.95

Road Numbers: 9832A and 9835A; 9834B (will be preceded with "PRR" in website listings).

Powered F7A and F7B Diesels, Pennsylvania Railroad.

Tuscan with yellow striping (including on the nose on the A units). Yellow lettering including roadname along most of side.

Road number below cab on A units and in small lettering at rear of all units. Small red and yellow keystone herald on sides and on nose of A-units. White on black numberboards on the A units. Approximate Time Period: 1952 to late 1960s in general. Previous Releases (A unit only, with either Marklin or Magne-Matic couplers): Powered, Catalog Number 14002, Road Number 9508, March 1986 and Road Number 9504, July 1997; Unpowered, Catalog Number 12002, Road Number 9506, July 1997. MTL artwork shown above will be replaced with images of the actual items on the UMTRR Website once they become available.

This is closer to Not A New Release than Not A Reprint by my reckoning, therefore I'm begging to differ with MTL's listing of this as a new item even though there's not been a B unit before. I can do better than look at a photo of a previous run for this, as I actually own one of the July 1997 releases with Magne-Matic couplers, road number 9504. It was intended to power a train of repurposed gondolas in the kiddie park I'd planned for my model railroad, but for now, it's still in the accumulation. The five-stripe paint scheme more or less matches MTL's artwork with the addition of numberboards – that's an improvement for this release.

A complete number by number roster of the Pennsy's diesels (via broadway.pennsyrr.com) shows two data points of interest: First, the previously done road numbers were actually F3s, not F7s; second, the road numbers done here are specifically listed as being in Tuscan red but were also shown as FP7s, not F7s. All of these were built in 1952. The prototype FP7s were four feet longer than the F7s to allow for the placement of a steam generator. This made them available for passenger service, which means that they would be good in front of the Pennsylvania Four-Pack of Sleepers also released this month and previous PRR passenger equipment from Micro-Trains. Four feet reduced to Z Scale's 1:220 proportion is a bit over 0.2 actual inch, if you're keeping score. It appears that these units were included in the Penn Central merger, though passenger service itself would be ceded to Amtrak not much later.

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 September 14.*



511 44 192, \$29.90

Reporting Marks: BNSF 713035.

50 Foot Exterior Post Boxcar, Plug Door, BNSF Railway.

Base car is brown with mostly white lettering including reporting marks on left and BNSF “wedge” herald (aka “swoosh”) on right. Yellow conspicuity stripes along bottom of sides (where not hidden by graffiti). Light weathering and extensive graffiti across lower third of both sides of car (shown) in

Halloween themes. “A” side has spray-painted reporting marks over the graffiti. Approximate Time Period: see text. Previous Releases: Unweathered, Road Number 721981, June 2013, then the Burlington Northern Santa Fe Graffiti Two Pack with Road Numbers 721981 (again) and 712981, April 2016.

An online search to validate the 2005 introduction of the “swoosh” herald led to an interesting find: my own “back issue” of the UMTRR for April 2016! Well, at least now I know it’s findable on Google. (And on the UMTRR Website also, of course.) The series BNSF 712961 to 713095 is a former ATSF set of boxcars, Class Bx-180, numbered 501799 to 501899. These were built by Berwick Forge and Fabricating in 1976 as their lot 33000 and are within Plate E dimensions, in other words, larger than the MTL 511 body style’s prototype.

For what it’s worth, the ORER for January 2011 shows a total of 116 cars in service for BNSF. The cars have these key dimensions: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 11 feet, outside length 58 feet, extreme height 15 feet 9 inches, door opening 10 feet 6 inches, capacity 5194 cubic feet, and gross rail weight 263,000 pounds. I can update that count, well, downward, to 90 cars in the October 2014 Equipment Register. The ATP is a “see text” in the sense that the original decoration was on autoracks (see the N Scale item above) and on two different ones for that matter.



540 44 170, \$33.90

Reporting Marks: Obscured (CRLE xxxx).

70 Foot Well Car, Coe Rail.

Base car is brown with white lettering which is mostly obscured by graffiti. Extensive Halloween-

themed graffiti across both sides of car. Approximate Time Period: see text. Previous Releases (unweathered): Road Numbers 5533 and 5535, June 2017. Note: It’s possible that either of the previously released road numbers could have been utilized for this Weathered Release.

Please see the coverage of the N Scale Release above (135 44 040).

Z SCALE MULTI-PACKS: There are no pre-order announcements this month. The **Pennsylvania Railroad Four Pack of Lightweight Sleepers (994 00 102, \$119.95)** has been released. UMTRR coverage was in the February 2017 edition. The individual catalog numbers and car names are as follows: 550 51 060, Conestoga Rapids; 550 52 060, Clearfield Rapids; 550 53 060, Wills Rapids; 550 54 060, Sangamon Rapids.



Z SCALE PRE-ORDER UPDATE: I didn't know where else to put this, but I did want to pass along the news that all but three of the SD40-2 pre-order minimum quantities were met. The three roadnames which were cancelled due to lack of interest were GATX (970 01 24x), Chesapeake and Ohio (970 01 27x) and Conrail (970 01 28x).

Z SCALE SPECIAL EDITION RELEASES: There are no pre-order announcements this month. The **Husky Holiday Hauler Christmas Train Set (994 21 080, \$239.95)** is expected to be available mid-month and should be at Micro-Trains dealers as you read this. UMTRR coverage was in the June 2017 issue. The individual items in the set are as follows:



- 980 51 059, F7A Powered Diesel Locomotive, Road Number 2017.
- 540 52 029 and 540 53 039, 70 Foot Well Cars, No Reporting Marks.
- 535 54 099, Steel Center Cupola Caboose, Reporting Marks HHH 2017.

MTL ANNOUNCEMENTS: While making the coal loads for the N Scale B&O Composite Hopper reprint this month, MTL kept the production line going and so we have a Three-Pack of them available as well (499 43 941, \$13.95).



INCREMENTAL INFORMATION DEPARTMENT: Paul Graf notes that the N Scale Evans "Kid Glove" plug door boxcar issued last month (032 00 500) was pictured in a past issue of **The Railroad Press** – not in the UMTRR Research Accumulation. A "Car Corner" item has the EELX 60003 as of August 1962, so freshly painted that the couplers and extended draft gear are still blue! One data point from the caption is that Evans sold off its rolling stock to Itel in 1987.

OOPS PATROL: August was not a good month for getting catalog numbers right! The N Scale Weathered Southern Pacific Hopper Two-Pack carries Catalog Number 056 44 **341**, not **431**.

The BNSF Airslide Covered Hoppers (Buffer Cars) in the CTCX 16-Unit Set are 098 xx 045, not 094 5x 045. The "Animal Graffiti" Boxcar Three-Pack is 993 **05** 430, not 993 **01** 430.

And how about a misspelling to go with the misnumbering? Kevin Tomb writes: "I wanted to pass to you that 'Langely' is actually 'Langley' when you are talking about the 89 Foot TOFC Flat Car, NASA Railroad section of your report. Langley Air Force Base shares the runway with Langley Research Center. I couldn't resist." No worries there. Thanks, Kevin.

DISCONTINUED ALERT: First, it's not really a discontinued item, but it is a sellout: MTL is already out of the first batch of metal wheels announced last month. More are coming! Meanwhile, there was no bye-bye board listed in the September Micro-News, so there is nothing to pass along in terms of what has left the building. I can tell you that the August Weathered Releases are not yet outta here. And that I've kept my streak of using the three clichés alive...

AND THAT WRAPS UP ISSUE 249. Hmm, another milestone next month? Well, until then, do the best you can...

Cheers,
George

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