

Hello again everyone! Well, as expected, the folks behind the red and yellow sign continued their practice of having a Black Friday Online Special. For each \$100 spent on the MTL website over the weekend following (American) Thanksgiving, a special Weathered Release could be selected. We'll get to the rundown of the ten cars available – five N Scale and five Z Scale – after we cover the usual news and views for the month. That includes the announcement about cars celebrating the Painter of Light... complete with lights. Off we go...

### **N SCALE NEW RELEASE FREIGHT EQUIPMENT:**



**022 00 210, \$24.80.**

**Reporting Marks: GN 18337.**

**40 Foot Steel Boxcar, Combination Plug and Youngstown Sliding Door, Great Northern.**

Glacier green with red lettering including reporting marks on left and slanted roadname on right. Red, white and black side-facing goat herald and cartoon "waving

goat" on left above reporting marks. Small white rectangular simulated reflective panels along bottom of side. Red end markings. Approximate Time Period: 1960 (based on paint scheme or 1962 (based on service date on car) into the 1970s, but see text.

The first new release on the 22000/022 body style since 2012 leads off this month. Glacier green was introduced as the Great Northern's color for boxcars in 1960, which gives us the general start of the Approximate Time Period. The service date on the car is September 1962 (that "F" stands for Fargo, North Dakota), narrowing things down a bit more.

Let's go over to the Official Railway Equipment Register (ORER) for July 1963 to understand my "see text" caveat. The GN series 18000 to 18499 would include road number 18337, however, that series is of single door cars only, not combination door cars. From there I checked the Four Ways West book **Great Northern Equipment Color Pictorial Volume One**. On Page 60 of that book the five series of combination door boxcars the GN owned are listed. There were a couple of small rebuilds, a set of 501 cars from American Car and Foundry, and 750 more built by the GN itself. However, the highest numbered car is 13499. So... could it be that the road number should have been 13337 and not 18337? Or maybe 13387?

Actually, no. Micro-Trains does in fact have photo evidence of the 18337, in the Glacier Green scheme it used, regardless of what the ORER might say. A couple of possible explanations for this car being bang in the middle of a series to which it doesn't belong are: this car was a

replacement for one heavily damaged or destroyed in a wreck, and this was an experiment to see if a combination door would work.

So what to do about these ORER lookups? Returning to the July 1963 ORER, the series 13000 to 13499 had 498 cars, described as “Box, All Steel, Staggered Doors” with these key dimensions: inside length 40 feet 6 inches, inside height 10 feet 6 inches, outside length 42 feet, extreme height 15 feet, door opening 12 feet 3 inches, and capacity 3975 cubic feet or 100,000 pounds. An end note adds, “Cars in series... have one 6 foot plug door and one 6 foot sliding door each side of car.” The same five series of cars listed in the **Great Northern Equipment Color Pictorial Volume One** are in the end note in the ORER. It’s perhaps safe to assume that the 18337 followed the same dimensions, more or less. So the “see text” is more of a note from me that I can’t do much for an ATP rather than I can’t do much to explain the road number.

Photo evidence shows running board removal on these cars, along with repainting into Big Sky Blue, as early as 1967 when the BSB paint scheme was introduced. Some of the cars were not repainted and did have running boards removed. For example, on RRPictureArchives.net we have a 1977 photo of a GN car in vermillion red. And its road number... is 13337. Hmm. Maybe that wasn’t the road number intended! Anyway, the point is that the ATP could be relatively short given that running board removal, even though these GN cars lasted into the Burlington Northern merger. The April 1970 ORER which is the first with the BN shows 486 of the original 500 cars in the 13000 to 13499 series brought into that successor. Ten years later in the July 1980 Equipment Register there were still 360 cars. However, by October 1986 just five cars remained, which is where I stopped looking.



024 00 410, \$26.80.

**Reporting Marks: CP 122936.**

**40 Foot Steel Boxcar, Youngstown Sliding Door, No Running Board, Short Ladders, CP Rail.**

Action red with black and white “multimark” and white roadname and reporting marks. Yellow stylized wheat stalk next to multimarks. Black dimensional

data below reporting marks. Double COTS panel and yellow on black U-1 wheel inspection “dot” right of door. Note that this car has the multimarks on opposite ends of the car (see my “Fun With Multimarks” page on the UMTRR Website for more on this). Approximate Time Period: 1973, or strictly speaking 1978, given U-1 “dot,” to no later than 1991.

Let me take what hopefully is a “fair use” quote from Richard Yaremko’s softcover **Canadian Rail Car Pictorial Volume One: 40 Foot Canadian Pacific Boxcars**, Page 21: “Paring down of the six foot door boxcar fleet actually began in the early 1970’s when certain cars were renumbered into a six digit series ranging from 108000 to 125610. They were now dedicated to grain service and would be used on those branch lines that could not take the weight of the new covered hoppers being bought... for high capacity bulk grain shipments. For the railroads, it was cheaper to rebuild a few boxcars than upgrade miles of track on money losing

branch lines they were mandated to keep operating.” The Canadian Government was talked into financing some of this work nonetheless, and so we have the “wheat sheaf” symbol and the words “Repaired with Financial Contribution from the Government of Canada” in all caps and in both English and French.

The ORER for January 1978 is close enough to the “strictly speaking” start of the ATP given the U-1 wheel inspection “dot.” The large group Richard Yaremko mentioned is split into several series in the CP Rail registration; we’ll focus on the set CP 115520 to 125610 which includes the 122936... and 4954 other boxcars! The inside length was 40 feet 6 inches, inside height 10 feet 6 inches, outside length 44 feet 4 inches, extreme height 15 feet 1 inch, door opening 6 feet, and capacity 3900 cubic feet or 129,000 pounds. Ian Cranstone, on his “Canadian Freight Cars” site ([www.nakina.net](http://www.nakina.net)), notes that all of the cars in the group – which he divides into multiple subsets – were gone by 1991. I’ll further note that the ORER for July 1989 showed just a handful of cars left by then.

All we need is a bingo photo, a.k.a. an exact match to the car, and we’re set. There is just that on the Canadian Freight Railcar Gallery ([canadianfreightcargallery.ca](http://canadianfreightcargallery.ca)) as of 1980 in Alberta, Canada. The car was originally built in 1940 and as such wouldn’t be in precise alignment with the MTL 024 body style (which is – broken record advisory – based on the Pullman-Standard PS-1 boxcar). While the cars which made up this series were selected from various lots made by various builders, there’s a fair chance that the 122936 was constructed by Canadian Car and Foundry. I’ll hasten to add that boxcars not painted in the Action Red of CP Rail were also refurbished and given the “wheat sheaf,” for example CP 122960, still in boxcar red with stepped roadname, no running board, and full ladders. (If you’re keeping score, the closest match would be the MTL 073 body style... hint, hint, folks in Talent, Oregon...)



058 00 430, \$29.95

**Reporting Marks: HJHCo. 466.**

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

Fourth release in the Heinz Yellow Series (pre-orders taken April 2018). Yellow sides, brown roof and ends, black underframe and

details. Arch bar trucks. Red lettering outlined in white including “Heinz” on left, large “57” in center (including on door) and “Varieties” on right. Reporting Marks and road number at bottom right. White end markings. Approximate Time Period: Decade of the 1900s into the 1920s.

One year ago, the “57” appeared on “Brown” Series car #4 (at right), and here it is again on “Yellow” Series #4. Coincidence? Maybe, maybe not. I believe that the shades of red and white are exactly the same on both cars, and it’s just an illusion – to me, at least – that the red appears darker on the brown car than on the yellow one.



Anyway, I noted last December that a circa 1980 Heinz booklet available in the online archives of the University of Michigan delineated the 57 Varieties... except that it was already more like 70 Varieties. Remember this chart?

1 Baked Beans with Pork and Tomato Sauce	30 Pickled Walnuts
2 Baked Pork and Beans without Tomato Sauce, Boston Style	31 Queen Olives
3 Baked Beans in Tomato Sauce without Pork (Vegetarian)	32 Manzanilla Olives
4 Baked Red Kidney Beans	33 Stuffed Olives
5 Cream of Tomato Soup	34 Pure Olive Oil
6 Cream of Pea Soup	35 Tomato Ketchup
7 Cream of Celery Soup	36 Tomato Chutney
8 Mince Meat	37 Chili Sauce
9 Plum Pudding	38 Tomato Relish (Oyster Cocktail)
10 Cooked Sauer Kraut with Pork	39 Mushroom Ketchup
11 Peanut Butter	40 Walnut Ketchup
12 Spaghetti (A L'Italianne)	41 Mustard Ketchup
13 Fruit Preserves (Nine Versions)	42 Mustard Dressing
14 Fruit Jellies (Five Versions)	43 Pepper Sauce
15 Apple Butter	44 Mandalay Sauce
16 Peach Butter	45 Worcestershire Sauce
17 Plum Butter	46 Prepared Mustard
18 Grapefruit Marmalade	47 Powdered Mustard
19 Euchred Figs	48 India Relish
20 Cranberry Sauce	49 East Indian Chutney
21 Preserved Sweet Gherkins	50 Evaporated Horseradish
22 Preserved Sweet Mixed Pickles	51 Sweet Red Peppers (Spanish Pimientos)
23 Sour Gherkin Pickles	52 Pure Malt Vinegar
24 Sour Mixed Pickles	53 Pure Cider Vinegar
25 Chow Chow Pickle	54 White Pickling and Table Vinegar
26 Dill Pickles	55 Spiced Salad Vinegar
27 Euchred Pickle (Mixed and Gherkins)	56 Dill Vinegar
28 Pickled Onions (Sweet and Sour)	57 Tarragon Vinegar
29 Stuffed Mangoes	

A question I did not attempt to answer in December 2017 is, “How many of these Varieties are left?” I believe, though, that while “not many” is an adequate response, “It depends” may be more realistic: do we mean in the United States, in Canada, or in Europe? Certainly Malt Vinegar and Tomato Ketchup remain from the 57, or 70, and baked beans are made in England and exported to the USA and Canada. In fact, Heinz UK appears to have more of the original list still in production than Heinz here in “the States.” There may be a different 57 Varieties now, but I am far too lazy to count. I do know that KraftHeinz made a big push of Heinz Mayonnaise here in the last few months, in an effort to crowbar out some grocery store shelf space from Hellman’s / Best Foods, which is in the Unilever camp. (My taste test still pending.)

The Clover House folks have this car, albeit with road number 420, in dry transfers. They give the date as circa 1911, which would be a little later than the Approximate Time Period I’ve been providing. Rule #1 (It’s Your Railroad) applies here, of course. I think that exact time periods



given the variety (pun not intended) of paint schemes used on Heinz cars are simply not possible to determine.



**100 00 410, \$29.95**

**Reporting Marks: NW 562747.**

**36 Foot Steel Caboose, Offset Cupola, Norfolk and Western.**

Red with black underframe and yellow side grab irons. White lettering including run-together "NW" below cupola and road number at bottom center. White on black double panel COTS and yellow on black U-1

Wheel Inspection "dot" at end opposite cupola. Approximate Time Period: 1970s, strictly speaking, 1978 given U-1 "dot" to late 1980s.

An online search for the reporting marks of this caboose quickly leads over to the website of the Norfolk and Western Historical Society. N&W (or NW, I suppose) 562747 was part of the railroad's C-17 class of cabooses. These were originally built by the Wabash, which went into the N&W in 1964. The N&WHS has a number of drawings of the car going back to circa 1937. And there are photos galore as well, including three bingos. Unfortunately, these images were taken of a white-lined, that is, retired, 562747 as of May 1984 in Frankfort, Indiana on the former Nickel Plate Road. This is a bit sooner than with MTL's car copy stating that the cars were out of service by the late 1980s, however that could apply to the entire class, not the 562747. For example, the next car in the series, NW 562748, was still rolling along in 1987 and wasn't white-lined until that year.

Ah, but Micro-Trains couldn't do the 562748... because it **already has**, in the previous N&W "hamburger" herald scheme of 1964, as Catalog 100170 in September 2002 (at right). Besides the update in the paint scheme to the 1971 "run-together" NW version (have you guessed by now it is among my least favorites?) this release also has windows.

Both do have too many of them, however, as a delta between the prototype and the MTL 100 body style. The cupola shape is a bit different as well and has a rounded roof.



**111 00 290, \$49.95**

**Reporting Marks: ETTX 705838.**

**Enclosed Autorack, TTX/Ferromex.**

Flat car is gray with white reporting marks on black panel on left and red TTX logo on right. Racking is gray

with red bands across bottom of side including aluminum panels and roof; white on red Ferromex / Grupo Mexico logo on top of third panel from left and black racking reporting marks on left (FXE 311047). Orange horizontal conspicuity stripes across bottom of flat car. Approximate Time Period: for this specific car, 2015 to present.



I've seen this car go by in solid autorack trains along the CSX mainline not far from UMTRR HQ, and find it a pleasant interruption to the solid yellow 89 foot cars that make up the bulk of these consists. I've also wondered whether or when MTL would do this car. Based on the online reaction to this announcement it appears that more than a few N Scalers have wondered the same thing! Despite its MSRP, it's probably not going to last very long at the factory... you've been cautioned.

David Grothe pointed out the bingo photo for this car on RRPictureArchives.net. Taken in November 2015, the car looks nearly new... and does not yet have the all-too-typical "additional decoration" that is on most rolling stock. (I still don't get how these can be at rest long enough to be completely covered in graffiti, particularly since they're supposed to be kept secure when loaded and not in transit.)

At some point I suppose I'm going to need to determine the exact prototype for the MTL 111 body style. Chances are that there are different builders for the flat car and the racking atop it... just to add to the... er, fun of researching this topic. For now, I'll note that there are some difference in the ends, roof and even the anti-vandalism panels between this prototype and model, but one needs to look rather hard to find them.



**469 00 131 and 468 00 132, \$16.95 each.**

**Reporting Marks: CPPU 234014 and 234088.**

**53 Foot Rib Side Containers, Canadian Pacific.**

Both containers are red with white accents at lift points. White lettering with large "CP" on sides. Black on yellow warning placards on sides and tail. Approximate Time Period: no earlier than 2012



(based on paint scheme) to present. Only the 131 release is shown here.

Well, I guess you can't miss that CP on this 53 foot container. I'm not quite as confident in a good ATP for this paint scheme. The more or less present day Canadian Pacific Railway scheme was introduced in 1997, after the 53 foot container was introduced in 1989. According to an official history of the CP's logos on their website, the Great Big Initials were adopted in 2012. I suppose we'll have to go with that though we can't say for sure when they first appeared on a container. You'll note that there's no "Golden Beaver" herald on this box. That logo was dropped around 2007, but re-appeared in a modified form in 2017. I doubt we'll see it consistently on any containers, but never say never.

We're definitely good on the "to present" part, with a photo of container CPPU from July 2018, one of several Big CP boxes on that site. There's also a shot of CP 234256 on the Canadian 53 Foot Containers Page ( [www.matts-place.com/intermodal/part4/48foot.htm](http://www.matts-place.com/intermodal/part4/48foot.htm) ) of Matt's Place.

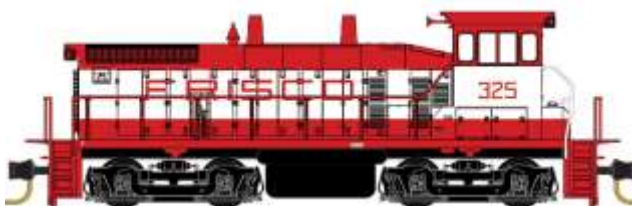
If you think 53 foot containers aren't quite big enough, consider this: last year, CP and Canadian Tire introduced a **sixty** foot container. At the time, they were only regulated for Alberta and Ontario, and you certainly won't see these brutes "South of the Border" anytime soon. But the efficiency afforded by these boxes—a 13 percent larger payload by volume—made the change worthwhile. That's just not a lot of tires, as Canadians (and I) know, the firm has a number of different retail ventures including Mark's and SportChek. I'm sure my readers up north have some "Canadian Tire Money" in their desk drawers...



*In addition to the above items, the **Southern Pacific Impact Boxcar (031 00 490, \$59.95)** was initially scheduled to be available mid-month. However, the MTL website now shows delivery in December. Pre-orders for*

this were taken in in May 2018, which is when I covered this in the UMTRR. I'll add the actual product photos to the UMTRR Website when they become available. I personally saw one of these at a local train show earlier this month, so I know they're out!

And the **Frisco (St. Louis-San Francisco) SW1500 Locomotives (986 00 141, Road Number 325 and 986 01 142, Road Number 351, \$194.95 each)** are expected to be available mid-month. UMTRR coverage was in the January 2017 issue (Part 2).



Also out is the **Ambulance Wagon Two-Pack (470 00 299, \$39.95)**. UMTRR coverage was in the July 2018 UMTRR. The MTL images hadn't yet been updated. By the way, if you haven't seen these wagons in person... they are small!

## N SCALE NEW RELEASE PASSENGER CARS:



**142 00 320, \$34.90**

**Road Number: 1347 (will be "NP 1347" in website listings).**

**Heavyweight 12-1 Sleeper, Northern Pacific.**

Two-tone green with white stripes, black roof, ends and underframe. White lettering including roadname in center of letterboard and road number at bottom left and right. Red, black and white monad herald (without roadname) at bottom center. Approximate Time Period: no earlier than 1952 to the early 1960s.

I'd wondered whether we'd start seeing additional NP releases after the paired-window coach debuted last month. We have the answer. But we don't have a bingo in the **NP Color Guide to Freight and Passenger Equipment**, so we'll need to look a little harder.

Well, not much harder. On RRPictureArchives is a bingo for the 1347. The late Jerry LaBoda, who created the Passenger Car Photo Index, had this image in his collection. It's captioned as a rebuild from Pullman Plan 2410F. According to Tom Madden's "Pullman Project," this car was initially built in August 1917, named "Rillton" and assigned to the Pennsylvania Railroad. In 1939 it went to the "TC" as its 2308, then renumbered to TC 3095. I can't come up with any other meaning for "TC" than Tennessee Central, however the Official Register of Passenger Train Equipment (ORPTE) for January 1943 doesn't show either 2308 or 3095 in that railroad's roster. At any rate, it's noted in the Pullman Project that the car went to the Northern Pacific in 1953 and was painted in two-tone green. It's not yet in the ORPTE for January 1953, so we're out of luck there.

So back to the bingo photo. There's one word I left out of the description thus far: coach. That might have been the conversion which took place before conveyance of the car to the Tennessee Central, but I don't know. Even so, the window arrangement of the MTL 142 body style is pretty close to the real NP 1347. The photo is undated but I think the Approximate Time Period I gave last month for the paired window coach will work.



**142 00 330, \$34.90**

**Car Name: "Litchfield" (will be "SOU 2476" in website listings).**

**Heavyweight 12-1 Sleeper, Southern Railway.**

Pullman green with black roof, ends and underframe. Gold lettering including roadname in center of letterboard, "Pullman" top left and right, and car name at bottom center. Approximate Time Period: 1954 to 1961.

Beginning with the Pullman Project this time, we find that the "Litchfield" was built to Plan 2410 in May 1924. In April 1954 it was painted in the "CED4464B" scheme, which translates to "Exterior painting and lettering SOU system conventional cars." That could be the beginning of our ATP here. It was withdrawn from lease in July 1961.

The ORPTE for March, 1943 doesn't have a list of the individual car names, but the one for January 1953 does. The "Litchfield" is in a long set of cars in an end note, "Individual names of sleepers having inside length of 73 feet 10 inches and seating capacity of 26."

Page 27 of the Southern Railway Color Guide to Freight and Passenger Equipment has some additional information accompanying the bingo photo. The car was one of 26 of these type sleepers originally built for the Great Northern's "Oriental Limited." It was leased to the Southern by Pullman starting in 1948 and was scrapped when the lease ended in 1961. There's also a road number, 2476, to go with the car name. From the photo, which was taken in July 1960, it looks like we've got a good match between the prototype and the MTL 145 body style.



The image was captured far from the Southern's rails, in Colorado Springs, Colorado. The "Litchfield" was in service for the every-four-years Boy Scout Jamboree.

**N SCALE REPRINTS:** Two this month, including a "golden oldie"...



**022 00 051, \$29.95.**

**Reporting Marks: UP 110594.**

**40 Foot Steel Boxcar, Combination Plug and Youngstown Sliding Door, Union Pacific.**

Yellow sides, aluminum roof, ends, side sills, trucks (but not wheels) and extended draft gear couplers. Large red, white and blue

shield herald on left. Multicolor "Automated Rail Way" insignia on right. Black lettering including reporting marks right of door. Approximate Time Period: 1964 (build date) into the 1970s. Previous Release: Road Number 110525, March 1989, as Catalog Number 22050.

The UMTRR wasn't even a gleam in my eye when the first run of this car dropped nearly thirty years ago. However, I do have the previous run in the Accumulation, and here's a photo of it. The change to aluminum trucks and couplers for this second run is probably enough to qualify it as a "not a reprint." In addition, this time the trucks



have extended draft gear. This makes sense given the paint scheme which UP utilized to designate cushion underframe cars, which did have extended draft gear. (If you're going to body mount couplers, do make sure they're a bit outboard of the body to simulate this.) Perhaps that's why MTL chose to end the Catalog Number with the digit 1 instead of the digit 0 this time. (I will blow up that theory with the next reprint.)

It's unusual for the second road number of a release to have a bingo photo, but Page 27 of the **UP Color Guide to Freight and Passenger Equipment** (Volume One) has just that. The 110594 looks like it's just emerged from the shops in November 1964. From what I can see – which really doesn't include the roof – there appear to be only minor quibbles between the prototype and the MTL 022 body style. What I could not discern from the photo was whether this car had welded or riveted sides. This sent me over to George Elwood's "Fallen Flags" site, where there's a photo in glorious black and white of sister car UP 110525 – which also happens to be the first road number MTL did, meaning a double bingo! From that shot I can see that the car does have riveted sides and a diagonal row of rivets to the right of the sliding door, but not to the left of the plug door.

This car was part of the UP's class B-50-11. There were previous combination door cars, for example the UP class BC-50-8, in "Be Specific" paint in both white (done by MTL) and yellow (not yet done by MTL) as also posted on Fallen Flags. And there's the BC-50-10s, a pair of

which were offered by MTL in June 2016. But I digress, so let's hit the ORER for January 1967. There we find the series UP 110525 to 110824, of 299 cars with these dimensions: inside length 40 feet 4 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 45 feet 9 inches, extreme height 15 feet 1 inch, door opening 12 feet 3 inches, and capacity 3927 cubic feet or 100,000 pounds. An end note describes the combination door arrangement including that the plug door is 6 feet 3 inches wide—so there is a “door thing” here, however, it's a lot harder to notice with plug door than sliding doors, and I didn't catch this from the proto photos. A second end note indicates side wall lading anchors.

In the October 1972 ORER, 288 cars remain in the series, however at this point you'd already need to start thinking about running board removal. The January 1978 Register shows 259 cars still in service. That's down to 58 in the April 1984 ORER, by which time the running boards would almost certainly have been gone. For the record, the series is down to 14 cars in the July 1987 Register, but one of them made it all the way to the January 2000 ORER.



**028 00 131, \$20.95**

**Road Number: 564275 (will be “PRR 564275” in website listings).**

**40 Foot Wood Single Sheathed Boxcar, Single Door, Horizontal Brake Staff, Pennsylvania Railroad.**

Light brown (the PRR's “Iron Sesqui-oxide”) with white lettering including

roadname and road number on left and circle keystone herald on right. Approximate Time Period: 1930s. Previous Releases: Road Number 564274, November 1992; Road Number 564279, June 2002.

At right is the official MTL image of the previous release of this car from 2002. The actual car, which is in my accumulation, is the same shade of “iron sesqui-oxide” as this latest reprint—in other words, the image at right looks darker than it really is. It's the first run of the car that's a fair amount darker brown. So as of now, I think this is not a “not a reprint” which means my explanation of the “1” in the catalog number for the above UP boxcar reprint doesn't hold water...



Anyway, the Pennsy, which was, let us say, quite fond of using its own designs for freight cars, actually did have USRA cars on its roster. Case in point is the X-26 car reprinted this month by MTL; it is based on the United States Railway Administration plans. (The USRA are the people who brought you nationalization of the rail system during World War I.) There were 9,900 of these cars built for the Pennsy; once again, a single class of car on the PRR outnumbers the entire rosters of most other railroads.

Rob's Pennsy Page is once again a terrific prototype reference for the data on the X26 (direct URL: [pr.railfan.net/freight/classpage.html?class=X26](http://pr.railfan.net/freight/classpage.html?class=X26) ). The official PRR drawing shows a 44 foot 7 ½ inch "coupled length," a 42 foot 8½ inch length counting the roofwalk overhangs, and a 42 foot 1½ inch length over the striking plates. Inside height is 9 feet 6 inches and extreme height is 14 feet ¾ inch. That's with the vertical brake wheel... oops, the MTL 028 series has a horizontal brake wheel.

And now it's time to correct a sixteen-year-old Oops. While these cars were built in the 1910s and 1920s, the Pennsy's Circle Keystone herald was not introduced until 1930. Before that, they carried only the roadname and road number on left. (For an example of this, try Shorpy: [www.shorpy.com/node/5510?size=\\_original#caption](http://www.shorpy.com/node/5510?size=_original#caption) .) Furthermore, in the mid-1930s, large numbers of the X26 fleet were fitted with steel doors (several types) and Hutchins roofs. That substantially narrows down the "1910s to 1950s" ATP that I gave back in 2002 to more like just the 1930s, and more like the 1930 to 1935 or 1936 timeframe.

Although it's before the 1930 Circle Keystone date, the ORER for April 1928 shows the series 564270 to 566090 to be of 1814 cars of PRR Class X26, AAR Classification XM, description "Box, Steel Frame." There's two more X26 groups, numbered 596001 to 596450 and from 598438 to 598453, adding 411 more cars. And there are other X26s scattered through the 500000 series of the PRR. There were a lot of them, but still outnumbered by the X29 series which was more than 10,000 strong.

Many X26 cars were further rebuilt to have all steel sides and became X-26c's. Perhaps because of this, the X26s in total remained a large group on the Pennsy through the 1960s, but the "original" X26 single sheathed cars were pretty much gone by 1954. There's a more complete description of the X26 cars and particularly the X26c's in the August 1992 issue of **Rail Model Journal**.

#### **N SCALE MULTI-PACKS: Runner Pack**

**#149** (993 00 149, \$99.95), four Union Pacific Centerbeam Flat Cars, is expected to be available mid-month and should be at MTL dealers as you read this. This pack was originally scheduled to be released in January. UMTRR coverage was in the August 2018 issue. The individual catalog numbers and road numbers for these items are as follows: 053 51 030, 217017; 053 52 030, 217020; 053 53 030, 217021; 053 54 030, 217024. These are the third through sixth road numbers for this car. Incidentally, this is also the fifth different Runner Pack on the MTL 053 body style: the first four were for Trailer Train (#72), Burlington Northern (#79), BNSF (#115) and CSX (#130). This release also means that Runner Pack #148, four Santa Fe "Shock Control" boxcars, has been delayed.





Also, the DODX 'Cascade Green' Three-Pack (993 01 620, \$109.95) is expected to be available mid-month and should be at MTL dealers as you read this. UMTRR coverage was in the July 2017 issue (part of the overall coverage of this body style). These cars have six-wheel trucks. Each car comes with an M1 Abrams Tank load, unassembled and unpainted (decals included). The individual catalog and road numbers are as follows: 137 51 010, 40017 (shown above); 137 52 010, 40034; and 137 53 010, 40043.



*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 December 31.*



**Scheduled Delivery May 2019:**

**993 00 153, \$79.95.**

**Reporting Marks: GN 24640, 24652, 24763 and 24874.**

**Runner Pack #153, Quantity Four of 40 Foot Double Sheathed Single Door Boxcars, Great Northern.**

Brown with white lettering including roadname and reporting marks on left. Black and white "See America First/Glacier National Park" side-facing goat herald on right. Black fishbelly underframe; Andrews trucks. Approximate Time Period: no earlier than 1941 (based on paint scheme) into the 1950s. Previous Releases: As Catalog Number 42191/42080, Road Number 6209, March 1975 and Road Number 6200, July 1975; then as Catalog Number 42080, Road Number 6203, June 1990 and Road Number 24872, July 2001. Individual catalog numbers (expected to be 042 5x 080) will be confirmed upon release. Technically, these will be the fifth through eighth releases for this car, but the first three cars had an earlier GN herald, making the fourth and these Runner Pack cars "not a reprint" versions.

Getting the transition dates of the various round Great Northern heralds right turns out to be a non-trivial task. The "front-facing" goat was introduced in 1923, replacing a slanted roadname in a square. Then it gets interesting: the side-facing goat was first seen in 1936, but **only** on Great Northern paperwork (like its 1940 Annual Report), not on freight cars. The road's FT diesels purchased in 1941 had a version as part of the famous "Empire Builder"



scheme. In the same year, the herald on this forthcoming Runner Pack, and the previous release of this car in 2001, switched to what MTL depicts: a side facing goat with "See America First/Glacier National Park." That lasted until 1948, when the much more familiar "Great Northern Railway" wording in a larger typestyle replaced it.

When this roadname went from its third to fourth road number from MTL, the series changed to the 24000s from the original 6200s. (Including that legitimately rare issuance, Road Number 6209 from March 1975.) I commented back in 2001 that this switch could have been to get into a more correct match to the MTL 042 body style. Looking at the January 1940 ORER, there's a series of "Box, Steel Underframe" cars numbered 3000 to 7999, of 3,531 cars of 40 foot interior length, and a series of "Box, Steel Underframe" cars numbered 23494 to 25993, of 2,447 cars of 40 foot 6 inch interior length. That second group was of 42 feet 2 inches outside length, 9 feet inside height and 14 feet extreme outside height, and 80,000 pounds and 3,098 cubic feet capacity, with a 6 foot door opening. The original series with the 6200's had an outside length 41 feet 5 inches, inside height only 7 foot 9 inches, and extreme height of 15 feet 1 inch, perhaps due to a vertical brake wheel, and only a 5 foot 5 inch door opening.

By January 1959, the series was down to the numbers 23494 to 24993, and 347 cars, still respectable; but keep in mind that the Glacier Park words around the circle had been replaced by the roadname by this point. The January 1964 Register showed just 18 cars remaining in the group that had started in the thousands. That's where I stopped looking.

### **N SCALE WEATHERED/GRAFFITI RELEASES:**

In addition to the below items, the **QUAX "Salvage" Flat Cars** with loads were scheduled to be released mid-month and should be at MTL dealers as you read this. UMTRR coverage was in the July 2018 issue. **071 00 570**, **QUAX 261102**, includes a "wrecked" CTCX tank car; **071 00 580**, **QUAX 281102**, includes a "wrecked" Railbox x-post boxcar. Both cars have an MSRP of \$74.95 each.



*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 after December 13.*



025 44 017, \$28.95

**Reporting Marks: RBOX 34384.**

**50 Foot Exterior Post Boxcar, Single Youngstown Door, Railbox.**

Car #12 in the "A Year of Railbox" series. Base car is yellow with black door and aluminum roof. Black lettering including reporting marks (with patched road number) and large "Railbox" name on left. Large red, blue and black "Next Load/Any Road" symbol and slogan on right. A side has depiction of a battleship across entire

side. B side has extensive fading graffiti both sides of door. Approximate Time Period: 2011, plus or minus (using the A or "featured" side of the car). Previous Releases: A six-pack (Catalog Number 25012) with Road Numbers 17715, 17723, 17771, 17783 and 17792, February 1981; then Road Number 17787, December 2004 (this car with an aluminum roof); then "A Year of Railbox" #6, #7, and #9, June, July and September 2018.

Between Graffiti Special Correspondent David Grothe and I, I think we have this one figured out. David found the featured side of the car on Flickr and noted that it's by MERS – note the stylized M, E, R and S on each of the four large guns. As of February 2011, RBOX 34384 had this full, ahem, treatment. In another Flickr image uploaded in May 2015, the reporting marks had been restored in white; I suspect this was not actually done by Railbox or its parent TTX.

Then it gets interesting. The "B" side of the car was apparently not graffitied until later – perhaps much later. Over on RRPictureArchives there are three images of the car. The first two are of both sides of the 34384 as of March 2007. (Considering that the car appears to be in a train stopped on a main line, I am not going to ask how both sides of this car were shot!) The third image is from December 2017 and shows the "B" side as done by Micro-Trains. This consists of "LIES" left of the door, and I have no idea what right of the door.

But wait, there's more! Both sides of the car have, up in the top left hand corner, a "smiley face." David studied these carefully. "On one side of the car it looks centered between the ribs but on the other side of the car it is more off center to the right in my opinion." The "smiley face" isn't on the "Battleship" side of the MTL model, however, and yes, that is a nitpick you just read.

The day MTL commemorates here is Pearl Harbor Day, December 7, 1941, "a day that will live in infamy." The United States' entry into World War II was precipitated by the Japanese attack on Pearl Harbor at Honolulu, Hawaii on that date. My mother's family sent four sons to the war, and only three returned. (Stanley was laid to rest in England; my parents visited the gravesite.) My favorite uncle saw action in the Pacific Theatre. I'm sure many of you also have personal connections to the war. It's been 77 years since Pearl Harbor day, though, and most veterans of the conflict have passed away now. The US Department of Veterans estimates that

of the 16 million people who served, around 497 thousand were still alive as of September 30 of this year. Micro-Trains has marked this event with its “Battleship Row” releases, so it’s not surprising that Pearl Harbor Day would wrap up the Year in Railbox... for 2018. (Is that a hint of things to come? No, it’s a very much unconfirmed rumor...)



093 44 390, \$33.90

**Reporting Marks: SMNX 955.**

**Three Bay Center Flow Covered Hopper, Round Hatches, Solvay Minerals.**

Base car is gray with black lettering including reporting marks on left and large blue “TL” device in center. Both sides have considerable fading. “A” side of car has multi-color graffiti “Choo-Chooooo” along bottom of side. Approximate Time Period: 2014, plus or minus. Previous Release (unweathered): Road Number 472, July 2004.

The site RRPictureArchives.net has seven pages of cars assigned to Solvay Minerals, including a bingo photo for the “A” or featured side of this release. What could be more appropriate than “choo choo” on a freight car? Well, I suppose I could think of a few things. Anyway, this is a 4650 Plate C car, which should align well with the MTL 093 body style. I note that the Micro-Trains version is missing conspicuity stripes, which are definitely present on the real SMNX 945.

The ORER for October 2014 shows the series SMNX 900 to 955 with all 56 possible cars. It’s among 2263 total covered hoppers registered to Solvay Chemicals, of which 1,111 are 4650 cubic foot center flows with 286,000 pounds Gross Rail Weight and 54 feet 5 inches or 54 feet 7 inches outside length. That’s pretty consistent!

Since this car was last run back in 2004, I thought I’d reprint some of the information I found about the company at that time. Solvay Chemicals, formerly Solvay Minerals, is a subsidiary of Solvay S.A. a corporation founded in Belgium in 1863 by Ernest Solvay. Solvay and his brother developed a new process for the industrial production of sodium carbonate, also known as soda ash; a commodity that could very well be carried by the covered hopper modeled this month by MTL. Demand for soda ash grew rapidly in industrializing Europe, and so within 20 years Solvay had grown significantly. Solvay expanded into other derivative chemicals, first sodium bicarbonate and caustic soda, then chlorine and hydrogen peroxide. The company also expanded geographically, for example there was a United States plant in Syracuse starting in the 1880s. From chemicals came plastics, including the now ubiquitous PVC, or polyvinyl chloride, and polyethylenes. Solvay has also expanded into life sciences with a series of pharmaceutical acquisitions.

Founder Ernest Solvay channeled his energies into other interests besides business. According to a webpage then on the official Solvay website (you can guess the URL), “Ernest Solvay was also a man of progressive social ideals, which he implemented within his factories. He established before legal obligations a social security system, pensions for the workers in 1878, an 8-hour workday in 1897, and paid vacations in 1913. After becoming wealthy, he looked to society at large, and founded several scientific, philanthropic, and charitable foundations, including the Institutes of Physiology (1895) and of Sociology (1901), as well as the prestigious School of Business (1903) which still bears his name... His overriding passion for science was again expressed in 1911 when he organized a meeting in Brussels of most of the famous physicists and chemists of the time. Participants included Marie Curie, Albert Einstein, Max Planck, Ernest Rutherford, Raymond Poincaré and the Duke Louis de Broglie. This was the birth of the Solvay international physics council, which has met 20 times between 1911 and 1991, assembling some of the most brilliant scientists in the world.” A check of the site for this commentary revealed a complete redesign with a large emphasis on sustainability.



**094 44 093, \$33.90**

**Reporting Marks: SOO 113795.**

**Three Bay Center Flow Covered Hopper, Trough Hatches, CP Rail/Soo Line.**

Base car is gray with black lettering including reporting marks on left, red “CP Rail” at top left, and simulated red and yellow reflective stripe along bottom of sides. Light to moderate weathering and multicolor graffiti on both sides, including cartoon depiction of a man thinking about trains on “A” or featured side. Approximate Time Period:

2011, plus or minus, based on the featured side of the car. Previous Releases: Unweathered, Road Number 116960, October 1997, then Eight Pack #3, September 2013 with Road Numbers 115655, 116273, 116491, 116804, 116952, 116966, 116998 and 117047; then Weathered Release 094 44 090, December 2013 with road number partially obscured; then Weathered Two-Pack 094 44 092 with Road Numbers 116982 and 116723, October 2016.

We know from RRPictureArchives that as of 2007, this car wasn’t yet “decorated.” No worries, though, as David Grothe has us covered: “I found a bingo on Flickr dated 2011 for the side of the car with the train and blue and green graffiti. The white puffs of steam from the locomotive spell out Sluto on the prototype but the letters aren’t as clear on the MTL model. The blue and green graffiti was done by Hbak, a popular graffiti artist I have photographed many times.” David wasn’t able to match the reverse side of the car with any photos, however; that may have been “borrowed” from another car, or just made up.

The ORER for January 2011 shows lots of Soo Line center flows; this particular one belongs to the group 113650 to 113795. At 4850 cubic feet, it’s a bit larger than the MTL 094 body style. According to RailcarPhotos.com, these cars were built in 1995 by National Steel Car in



Hamilton, Ontario. That would make this group a different design than the American Car and Foundry CF4650 that's the prototype for the Micro-Trains car.

**In addition to the above,** the following items were made available only via Micro-Trains' online "Black Friday Special" during the period November 21-26. For each \$100 spent on the website, customers could select one of these cars:



**995 02 040, 33 Foot Two Bay Open Hopper, Offset Side, Flat Ends, Conrail.** Road Number 404138 is the same as the unweathered release (055 00 530, August 2018).



**995 02 041, 50 Foot Double Door Boxcar with End Doors, Grand Trunk Western.** Road Number 591590 is the same as the unweathered release (078 00 160, May 2017).



**995 02 042, 3 Bay 100 Ton Open Hopper, BNSF.** Road Number 615587 is the same as the unweathered release (108 00 372, December 2017); I suppose it's possible that the other unweathered release (108 00 371, Road Number 615546) was also used.



**995 02 043, Heavyweight Horse Car, New Haven.** Road Number 3841 is the same as the unweathered release (149 00 100, April 2017).



**995 02 044, Heavyweight Horse Car, Milwaukee Road.** No road number, same as the unweathered release (149 00 120, May 2017).

All of the coverage of the original unweathered releases is available through the back issues posted to the UMTRR Website.

## N SCALE SPECIAL EDITION RELEASES:



Car #11 in the Union Pacific World War II Poster Series (118 00 210, \$25.95) has been released. Reporting Marks for this Troop Sleeper are USAX 19421. UMTRR coverage was in the September

2017 issue. At right is the poster on which the car artwork is based.



The companion **FT-A Diesel Locomotive** for the Poster Series has also been released (997 00 805, \$109.95). Pre-orders for this item were taken in July 2018. Reporting marks are USAX 1941. The real UP was one of the few Class I railroads that didn't purchase FT's, but Rule #1 (It's Your Railroad) applies 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 December 31.*



**Expected Delivery Starting March 2019:**  
**Catalog Numbers TBD (102 series), \$39.95 with interior light, \$31.95 without light.**

**Thomas Kinkadee Painter of Light Series.**

Each car will be black with an inset depiction of a Thomas Kinkadee painting. White "Thomas Kinkadee/Painter of Light" lettering on left. Gold insignia, painting name and year on right. (Note that this positions may be reversed on the opposite side of the car.)

We've seen passenger cars with wand-actuated lighting (aka, "Easy Peasy") but this is the first time that N Scale freight cars will be equipped with that feature. It's appropriate for an artist who was well known as the "Painter of Light." The pre-order information on the MTL website strongly suggests the 102 body style as the canvas, if you will, for these releases. If that's the case, I speculate that we'll see a modified shell for these cars, similar to the changes made by the folks in Oregon to the 101 body style Hy-Cube boxcar for special editions like the Postcard Series and the Civil War Series.

Thomas Kinkadee (1959-2012) might not be the most critically celebrated painter of all time, but he was certainly one of the more prolific artists—and one of the most widely distributed. His company estimates that one in five homes has a Kinkadee work. With this series of twelve cars, plus an expected locomotive and caboose, Micro-Trains hopes to increase that number.

Kinkade, a native Californian, was spotted and mentored early on. In 1980 he and a friend toured the United States, resulting in a best-selling book, **The Artist's Guide to Sketching**. That got the attention of Ralph Bakshi Studios, where Kinkade worked on background art. From there it was on to painting full time. His style included glowing highlights and pastel colors, and a bit of surrealness and idealism as well. It's noted in the Wikipedia entry for Kinkade that he "believed he gained his inspiration from his religious beliefs and that his work was intended to contain a larger moral dimension. He also said that his goal as an artist was to touch people of all faiths and to bring a sense of peace into their lives through the images he created." This quote appears to be from the official Kinkade Studios website which has a short biography of the artist.

Even excluding the paintings that depict copyrighted material (i.e. Disney), or were commissioned for special events or charities, there appears to be no shortage of material from which Micro-Trains can choose. The Thomas Kinkade Studios—which, by the way, still produces material in the Kinkaid style painted by other artists—is surely available to help MTL pick if necessary, as they appear to have a well-run licensing program. As one example, Kincaid did a cottage scene for each of his four daughters. We'll look briefly at each painting as it's released on one of the expected twelve cars.

In fact, this isn't the first time Thomas Kinkade paintings have been licensed for model railroad equipment. I noticed a Lionel O Gauge boxcar at a recent train show and there's been a passenger train set from them as well.

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



**518 00 660, \$29.95**

**Reporting Marks: HJHCo. 466.**

**40 Foot Wood Double Sheathed Refrigerator, Heinz.**

Fourth release in the Heinz Yellow Series (pre-orders taken April 2018). Yellow sides, brown roof and ends, black underframe and details. Arch bar trucks. Red lettering

outlined in white including "Heinz" on left, large "57" in center (including on door) and "Varieties" on right. Reporting Marks and road number at bottom right. White end markings. Approximate Time Period: Decade of the 1900s into the 1920s.

Please see the coverage of the N Scale Release above (058 00 430), with the caveat that the Z Scale release is on a 40 foot car while the N Scale run is on a 36 foot car.



**518 00 691 and 518 00 692, \$26.95 each.**  
**Reporting Marks: OPPX 8024 and 8025**  
**40 Foot Wood Double Sheathed**  
**Refrigerator, Oppenheimer Casing**  
**Company.**

Green with brown ends, roof and door sill.  
 Black lettering including company name and reporting marks on left, "Sausage Casings" on right above and below red and black company logo "OCC." Black door hardware. White reporting marks on ends.  
 Equipped with Arch Bar trucks.  
 Approximate Time Period: 1920s and 1930s, but see text.

If you don't know what sausage casings were made from in the "old days," you might not want to know, and I think I'll skip those, ahem, gruesome details. My maternal grandmother made her own kielbasa, and used casings for that purpose, though I doubt that they came from the subject of this particular reprint. Today many casings are manufactured, not, let's say, harvested, though it's still possible to make sausage the old fashioned way.

While there's a personally told history of S. Oppenheimer and Company online, it's noted in that memoir by the last family member who ran that firm that Oppenheimer Casing Company was an unrelated enterprise, though founded by the son of Sigmund, the "S" in "S. Oppenheimer." Seems like there might have been some interesting family intrigue there. Like S. Oppenheimer, the Oppenheimer Casing Company had a significant presence in both the United States (Chicago, as noted on the car, and New York) and New Zealand, where high quality casings could be sourced. Australia was also a large exporter of casings. In fact, as MTL reports in its car copy, the company is now based in Australia and goes well beyond its additional products. It's noted on their website ( [www.oppenheimer.com.au](http://www.oppenheimer.com.au) ) I couldn't quite pinpoint when the Oppenheimer Casing Company was founded but references to it go back at least as far as the decade of the 1910s. The Australian company states that its heritage dates back to 1870.

The ORER isn't much help here. There is no listing for Oppenheimer Casing in the April 1928 edition or the July 1935 edition, but there is a small "block" on Page 979 of the February 1931 Register. Just two refrigerator cars, MCB Designation RA, are called out, and they have road numbers 8000 and 8001. The few dimensions given: inside length 34 feet 6 inches, width 8 feet 4 inches, and height 7 feet 3 inches, with 60,000 pounds or 1805 cubic foot capacity, and an ice bunker of 6500 pounds capacity of crushed ice. MTL notes in its car copy that these cars were built by Mather and it's noted in the ORER that bills for repairs should go there. The "Great Decals!" site has just an image of the decal it offers for OPPX 8001, and the lettering matches the Micro-Trains car. Art Griffin, proprietor of Great Decals! utilizes original photos for his decal development (but alas, no longer provides these photos online) and gives "circa 1920s-



1930s” for what we’d call the Approximate Time Period around here. That’s what I would have guessed.



520 00 241 and 520 00 242, \$27.60 each

**Reporting Marks: CNW 14303 and 14307.**

**40 Foot Despatch Stock Cars, Chicago and North Western.**

Yellow and green sides, green ends and roof. Yellow roadname on green placard at top left. Yellow reporting marks on green placard at center left. Yellow dimensional data along bottom of side. Approximate Time Period: 1954 to the late 1960s.

[Below is the reprint of the N Scale coverage of this release from last month.]

Way in the back of the **C&NW Color Guide to Freight and Passenger Equipment Volume Two**, on Page 127 of 128 in fact, is the bingo photo for the first of this virtual two-pack. It’s among several shots of some of the more colorful stock cars to ride American rails. According to the **Color Guide**, some of two series of the North Western’s boxcars, the 54000 to 59998 and 70400 to 70996 groups (even numbers) were rebuilt to stock cars in 1954 and 1955. Ownership of some of these cars was retained by the C&NW, others were sold to and leased back from International Railway Car and still more, including the group 14300 to 14498 went to United States Railway Equipment.

Contrasting prototype to model... well, yes, the MTL 035 series is based on a New York Central prototype. (Cue broken record.) The signature roadname letterboard is a spotting feature, but otherwise the car is basically a stand in. The trusses go in the opposite direction on the real C&NW cars and the ends are different as well. According to information I have, Andrews Trucks lasted in revenue service into the 1950s so we’re okay there.

The Official Railway Equipment Register (ORER) for January 1955 shows the North Western rostering a total of 2030 stock cars. Among these was the series 14201 to 14999, odd numbers only. The dimensional data was as follows: inside length 40 feet 4 inches, inside width 8 feet 4 inches, inside height 8 feet 1 inch, outside length 42 feet 1 inch, extreme height 13 feet 3 inches, door opening 6 feet, and capacity 2853 cubic feet or 100,000 pounds. We know from the photo of the real 14303 that these were single deck only cars – it said so right in the dimensional data. All 400 possible cars were in the series at that time. By the January 1967 ORER, that count was all the way down to 59 among a total that had dropped to 622 overall – indicative of the huge decline in livestock traffic from the 1950s to the 1960s. In the April 1970 Register, the series with which we’re concerned had just two cars remaining.

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

**Z SCALE MULTI-PACKS:** No releases or pre-order announcements this month.

**Z SCALE WEATHERED 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 after December 13.*



**510 44 016, \$28.95**

**Reporting Marks: RBOX 34384.**

**50 Foot Exterior Post Boxcar, Single Youngstown Door, Railbox.**

Car #12 in the "A Year of Railbox" series. Base car is yellow with black door and aluminum roof. Black lettering including reporting marks (with patched road number) and large "Railbox" name on left. Large red, blue and black "Next Load/Any Road" symbol and slogan on right. A side has depiction of a battleship across entire

side. B side has extensive fading graffiti both sides of door. Approximate Time Period: 2011, plus or minus (using the A or "featured" side of the car). Previous Releases: Road Number 17834, Mar 1985 (Marklin Couplers) and March 1987 (Magne-Matic Couplers); Road Number 17700, September 1988 (both coupler types), then Runner Pack #1 with Road Numbers 17728, 17746, 17785 and 17818, January 2009, then Weathered Releases 510 44 011 and 012, May 2010 (multiple road numbers), then "A Year of Railbox" #6, #7, and #9, June, July, and September 2018.

Please see the coverage of the N Scale release above (025 44 017).

**In addition to the above,** the following items were made available only via Micro-Trains' online "Black Friday Special" during the period November 21-26. For each \$100 spent on the website, customers could select one of these cars:



**995 02 045, 40 Foot Steel Double Door Boxcar, Great Northern.** Road Number 3345 is the same as the unweathered release (501 00 240, May 2017).



**995 02 046, 40 Foot Steel Single Door Boxcar, No Running Board, Rock Island.** Road Number 47440 is the same as the unweathered release (503 00 182, December 2017); it's possible that the other unweathered release (503 00 181, Road Number 47414) was also used.



**995 02 047, 50 Foot Steel Double Door Boxcar, New York Central.** Road Number 71818 is the same as the unweathered release (506 00 352, November 2017); it's possible that the other unweathered release (503 00 351, Road Number 71790) was also used.



**995 02 048, 50 Foot Steel Double Door Boxcar, Canadian National.** Road Number 598035 is the same as the unweathered release (506 00 371, July 2018); it's possible that the other unweathered release (503 00 372, Road Number 598412) was also used.



**995 02 049, 50 Foot Steel Exterior Post Boxcar, Single Door, Sabine River and Northern.** Road Number 5159 is the same as the unweathered release (510 00 340, June 2016).

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

**MTL ANNOUNCEMENTS:** None this month.



#### **INCREMENTAL INFORMATION DEPARTMENT:**

Curious about that the other side of the N Scale Reading Weathered Two-Pack (020 44 167, August) looks like? So was I. The official image is at left and the shot of the "B" sides is below. Feel free to rearrange those doors as well...





**DISCONTINUED ALERT:** To close out the Do It Yourself Discontinued Alert for this cycle, we'll finish up the Z Scale releases from the past two years. But first, I'll note that in N Scale, nearly all of the SW1500 diesels are on the Bye-Bye Board, with only the two Southern Railway, the three Southern Pacific, and the two Undecorated versions not sporting that dreaded "Contact Dealer" banner. Also in N Scale, the weathered Railbox/CSXT restenciled boxcar from last month (025 44 126) has left the building.

Now, to the task at hand, the 2017 Z Scale releases which are outta here. That list begins with the second number of the B&O "Timesaver" "Comet Scheme" boxcar (500 00 037, September). From there we jump to the second number of the Burlington (CB&Q) boxcar (503 00 152, March), and both numbers of the Western Pacific 50 foot boxcar with "Feather River Route" herald (507 00 66x, September). Incentive Per Diem car #12, for the Port Huron and Detroit, has left port (510 00 400, January). Both numbers of the Canadian National wood refrigerator have split (518 00 41x, February). So have the "Old Frothingslosh" refrigerator (518 00 430, April (Fool)) and the Cudahy Refrigerator Car #1 (Old Dutch / Puritan) (518 00 440, August). The 2017 Christmas Car is gone (548 00 090, October) as is the first number of the Pacific Fruit Express mechanical refrigerator car (548 00 101, October). The Linde Liquified Gas Four-Pack of boxcars is out of air (994 01 180, May). The Burlington Northern Passenger Car Four-Pack has left the station (994 01 170, March). The Weathered Pan Am/Boston & Maine x-post boxcar has cleared out (510 44 110, March) and the Coe Rail "Halloween" Weathered/Graffiti well car is gone (540 44 170, September). The Rio Grande and Western Pacific Weathered Train Sets are sold out (994 05 150, March; 994 05 170, April); however, I'm also seeing that the New York Central Weathered Train Set, which I had previously marked with the Dreaded "D", is **not** sold out. Where's the delete key... No, wait, it's shown as Discontinued under "Train Sets" but not under "Weathered." Where's the undo key... Finally for 2017, the Pennsylvania Railroad F7B Diesel has sold out.

On to 1:220 for 2018... I'll start with locomotives, which is easy as only the first number of the Canadian Pacific SD40-2 (970 01 231, September) and the VIA F7A (980 01 450, July) have been discontinued. The Amtrak sleeper and Baltimore and Ohio coach Runner Packs have left the station (994 00 104, January and 994 00 106, May). So has the Kansas City Southern Passenger Four-Pack (994 01 200, January), and the first VIA Passenger Four-Pack (994 01 210, July). The business cars have been popular, with the versions for the Kansas City Southern (556 00 010, February), Pennsylvania (556 00 020, April), and Southern Pacific (556 00 040, March) all gone.

Among Weathered and/or Graffiti items, there is "Year of Railbox" #6 (World Oceans Day, 510 44 013, June); the TTX well car (540 44 010, January); the Western Fruit Express mechanical refrigerator (548 44 040, September); the Pacific Fruit Express mechanical refrigerator (548 44 100, April); and the Southern Pacific Two-Pack (boxcar and hopper, 994 05 200, October). And finally there are two single freight cars: the Heinz 'Brown' Series #6 for Sweet Mixed Pickles (518 00 550, June) and the Heinz 'Yellow' Series #2 for Tomato Ketchup (518 00 640, October).

There, George, that wasn't so bad, was it? Now to figure out a process going forward!



**OOPS PATROL:** A few older oopses already noted above... nothing I or anyone else noted from last issue.

**FINALLY, HAPPY HOLIDAYS!** Whatever you celebrate, have a wonderful, happy and safe time doing so. Until next year, do the best you can!

Cheers,  
George

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