



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #278 – February, 2020

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Hello again everyone! Well, it's been a long time coming, but the new N Scale passenger car body style is here. This is a sufficiently big story that we're going to change the usual order of these bytes to lead with it... and off we go...

N SCALE NEW RELEASE PASSENGER CARS:



160 00 110, \$29.95

Road Number: 2347 (will be "NYC 2347" in website listings).

Heavyweight Single Window Coach, New York Central.

Pullman Green with black roof, underframe and trucks (four-wheel trucks). Imitation gold lettering including roadname top center and road number at bottom center. Approximate Time Period: early 1940s into the 1960s.

I think it's safe to say that this is one of the most eagerly anticipated body styles to come from the folks in Talent. I don't know who is more excited about getting it to market – N Scalers or Micro-Trains itself. The production logistics of this car, chiefly the ability to reproduce the very narrow spacing between the single windows, was, to put it mildly, non-trivial. I don't remember when this car was initially announced, but it was discussed back in 2016 on one of the major discussion boards.

The 2347 was part of the series 2314 to 2353 with forty cars. The Canada Southern website includes an undated photo in glorious black and white of sister car 2316. If this series wasn't the prototype on which this car was based, it's awfully close: the doors, windows (twenty-two of them per side!), trucks and underframe of the side we can see all match up. The 78 foot cars were built by American Car and Foundry in 1926 under the Central's Lot 997, and initially carried road numbers 1453 to 1492. I don't have a date for the renumbering, however I do see on the Canada Southern website that these received air conditioning in 1936 or 1937. The small "C" on the coach, directly below the road number, indicated air conditioning. This letter was added starting around 1939. I'll keep the "into the 1960s" ATP while noting that Canada

Southern has this group existing through 1965, with “many cars converted to MOW service or rider cars.”

I have a bingo for the 2347, also undated and also in black and white, with no location although it's at the very end of a platform track... somewhere. There's a two-tone gray lightweight coach partially visible on the track behind it. The four-wheel trucks, tooled for this body style by Micro-Trains, are under the real 2347 as well.



160 00 360, \$32.90

Road Number: 1301 (will be “PRR 1301” in website listings).

Heavyweight Single Window Coach, Pennsylvania Railroad.

Tuscan Red with black roof, underframe and trucks. Yellow road number at bottom center. Red and white keystone heralds between first and second windows on left and right. Approximate Time Period: 1964 into the late 1960s.

The second release for this new body style comes in a paint scheme of the NYC's arch-rival, the Pennsylvania Railroad... although the two were already in merger discussions by the time this “spartan scheme” was introduced.

It's noted on Page 19 of the **PRR Color Guide to Freight and Passenger Equipment** (Volume One) that the 1301 was among a small group of coaches purchased from the Norfolk and Western. There's a bingo photo as of August 1964; not the greatest quality but it will have to do. The windows at each end are a bit smaller on the prototype car than on the MTL car, and the trucks and underbody details are different. The location of the photo isn't known however it is noted in the **Color Guide** that these cars were frequently used on the PRR's Harrisburg to Buffalo service. Not always, though, as George Elwood's Fallen Flags site has a May 1965 photo of sister car 1300 in Chicago.

Let's stick with that Harrisburg to Buffalo service for a moment. The Official Guide of the Railways for April 1966 is the first one I have chronologically after the date of the bingo photo. At the time, there were two trains in each direction. To Buffalo there was the “Northern Express” and the “Buffalo Day Express” and out of Buffalo were the “Southern Express” and the “Baltimore Day Express.” The train numbers originated and terminated in Washington, DC. I suspect there was some rearranging of consists at Harrisburg along with holding the trains for connection with service out of New York City (although I have no idea why New Yorkers wouldn't take the much shorter New York Central routing to get to Buffalo, other than for the purpose of railfanning, that is). So I'll look here at the Harrisburg to Buffalo sections

only. The “Northern Express” left Harrisburg at a pretty inconvenient 11:35 PM and took until 8:15AM the next day to travel the 312 miles to Buffalo Central Terminal. Intermediate stops included Sunbury, Williamsport, Renovo, and Olean. The “Buffalo Day Express” left Harrisburg at 11:25AM and reached Buffalo at 8:15PM, except on Sunday when it made better time and arrived at 7:35PM. Going the other way, the “Southern Express” left Buffalo at 8PM and arrived at Harrisburg in time to meet the milkman at 4:20AM the next day. The “Baltimore Day Express” departed Buffalo at 9AM on weekdays, 10:30AM on Saturday and 9:30AM on Sunday, and reached Harrisburg at 5:43, 6:40 and 5:40 PM respectively. Amazingly, this route survived into the Penn Central but was discontinued upon Day One of Amtrak service.

And now, we return you to the regularly scheduled order of this column. We’ve got the first in a new series, the caboose in the Painter of Light Series, and a pair of brightly colored appliance boxcars in a pair of scales. And there is also a pair of a pair of flat cars in a surprise release. Read on...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



023 00 361 and 023 00 362, \$29.95 each.

Reporting Marks: UP 519086 and 519120.

40 Foot Steel Boxcar, Double Youngstown Doors, Union Pacific.

Yellow sides, aluminum roof, ends, side sills, truck frames and couplers. Black reporting marks right of door. Red, white and blue shield herald on left. Multi-color “Automated RAILway” herald on right. Yellow on red routing panel lower left of door. Approximate Time Period: about 1962 (the 519120) or about 1967 (the 519086) into the 1970s. These cars have lowered underframes and body mounted couplers.

When these cars were built in 1947, part of the Union Pacific’s A-50-19 class, they absolutely were not wearing this paint scheme. The “Automated RAILway” wasn’t introduced until 1963. The routing panel, which reads, “Appliance Loading / When Empty Return to EL Ry. Marion Ohio” doesn’t change that start to the ATP as far as I know.

The book **Union Pacific Freight Cars 1936-1951** by Terry Metcalf provides more information on this class of cars. Five hundred, numbered 176000 to 175499, were built for the UP by American Car and Foundry during the latter part of 1947. If you’re counting rivets, there are plenty of them, “a combination of Alternating Rivets and Alternate Center Riveting” – whatever that means. These cars first wore all yellow lettering with the “Serves All The West” slogan, then transitioned to the “Be Specific Ship Union Pacific” slogan and a large roadname

that barely fit to the left of the doors. Those doors covered a clear opening of 14 feet, so we do have a “door thing” as the MTL 023 body style has two eight foot doors.

The two road numbers MTL selected clearly don’t align with the 176000s that these cars carried. Union Pacific had a habit of renumbering cars when there were changes to them, such as, say, special equipment was installed. This will also help with the Approximate Time Period.

Which is a bit interesting. In the January 1962 ORER there is a series of XML boxcars with an end note indicating the installation of 15 Belt DF-2 loaders. But this group is numbered from 519120 to 519138, not including the other car in Micro-Trains’ virtual two-pack, 519086. That road number doesn’t appear in the UP registration. The first Equipment Register in which I pick up that number is January 1967, as part of a different group, UP 519081 to 519092. That set of cars had 16 Belt Transco Loaders. It’s all inside the car anyway, so no worries. The key dimensions for both groups of cars are the same: inside length 40 feet 6 inches, inside width 9 feet 6 inches, inside height 10 feet 7 inches, outside length 47 feet 6 inches (given a cushion underframe) extreme height 15 feet 1 inch, capacity 4086 cubic feet or 100,000 pounds. Note that a cushion underframe isn’t the same as “Cushioned Load.” That’s what the internal loaders are for. There is one interesting statistic: the door opening is shown as only nine feet wide. But there are still double doors on these cars, right? It’s not that one door could be welded shut as that would yield only a seven foot wide opening, or a bit less. We’ll have to leave that as a mystery.

A bingo on a quite filthy UP 519120 can be found on RailcarPhotos.com. There is aluminum paint under there somewhere on the roof, ends and side sills. The yellow is covered with grime as well – can you say “Weathered Release” on this car at some point? More importantly, the photo, from March 1977, shows the paint scheme as depicted by MTL with a bit of restenciling and the addition of an ACI Label right under the “Automated RAILway” box. The running board is also in place. There’s a short ladder on the left end of the car where MTL uses grab irons. A non-bingo, of sister car UP 519090 as of December 1978, lacks that running board and also has larger reporting marks though the base paint scheme is the same. This is another data point for our ATP, probably ending it in the 1970s given running board removal.



062 00 080, \$26.90

Reporting Marks: ATSF 169627.

50 Foot Composite Side Gondola, Drop Ends, Santa Fe (AT&SF).

Brown (including truck frames) with white lettering including reporting marks on left and simulated reflective rectangles along

bottom of side. Multicolor ACI Label right of center. Yellow on black U-1 wheel inspection “dot” and white on black double COTS panel on far right. Simulated scrap load included. Approximate Time Period: late 1960s (given ACI Label), or 1973 (rebuild date given by MTL) or strictly speaking, 1978 given U-1 “dot,” to early 1980s.

The bingo for this car is on Page 78 of the **ATSF Color Guide to Freight and Passenger Equipment**. The 169627 was found in Allentown, Pennsylvania in 1981. This is rather remarkable for a gondola of this design, a “war emergency” type which was constructed with wood sides behind a steel frame. This saved valuable steel for the war effort, and certainly worked just fine although it wasn’t as resilient as an all-steel car. The cars that stayed in service typically had their wood sides replaced with steel sides, as in this case. That’s a delta to the MTL 062 body style, which does represent the mostly “wood” composite sides. But the seams in the model are not the easiest thing to pick out when reduced to 1:160 proportion. (In fact, they are not easy to pick out on the “actual view” image of the car from the MTL website as displayed on my 32 inch monitor!) More noticeable is that the lower part of the frame isn’t exposed all the way to the ends of the car, instead stopping before the trucks. That’s a little hard to explain, so head over to RRPictureArchives for a shot of similar car ATSF 169882 as of November 1977 to see what I mean.

Pullman-Standard was tapped to construct the series ATSF 169500 to 169699 in 1943. The railroad placed these into its class GA-61. The entire class was of 400 cars numbered from 169500 to 169899. While way before the start of the ATP for this car, I won’t resist a look at the ORER for January 1945, which turns out to be a good idea as we’ll see shortly. And here’s a fun fact: the cars are described as “Coal, Mill Type, Drop Ends, Wood Floor” even though they had the AAR Designation GB which corresponds to a general service gondola.

These cars had an inside width of 9 feet 1¼ inches, less than typical given the use of wood for the sides. Meanwhile, the inside length was 52 feet 6 inches, inside height 3 feet 6 inches, outside length 55 feet 2¾ inches, extreme height 7 feet 4 3/8 inches, and capacity 1673 cubic feet or 140,000 pounds. There is no mention made of the composite sides in this listing. By the July 1950 ORER, the cars were called “Gondolas” but that and a reduction from 400 to 368 cars were the only changes. In the January 1955 Equipment Register, the series was down to 315 cars.

In the next ORER I have in the Research Accumulation, from January 1958, the description finally reads the way I think it should have all along: “Gondola, Wood, Mill Type, Solid Bottom, Drop Ends, Wood Floor” with 315 cars remaining. I believe it was already unusual to find “war emergency” gondolas still retaining wood sides as of fifteen years following their construction – by then, most composite cars had been rebuilt if they were not just plain retired. However, by the next year, January 1959, all of these cars had been refitted with nailable steel floors. An important data point here, though, is that the inside width remains at 9 foot 1 inch, the fractional inch having been rounded off by this point in many ORER listings.

Why is that inside width important? Because in the January 1962 Equipment Register, it changes from 9 feet 1 inch to 9 feet 5 inches. That difference could be accounted for by the switch of composite for all steel sides. I think, or perhaps I should say speculate, that the car sides were changed no later than between 1959 and 1961, although I actually think it was a fair bit earlier than that and the ORER information had not been updated. For example, an official railroad engineering drawing posted on the website of the Santa Fe Railway Modeling and Historical Society carries a revision date in 1957 and the use of steel sides.

More evidence of why one cannot always trust the Official Railway Equipment Register: the October 1969, October 1972 and July 1974 ORERs **still** list these cars as “Gondola, Wood...”. The car count stood at 145, 113 and 104, respectively, in each Equipment Register. MTL’s car copy includes that the car was rebuilt in 1973, and both model and prototype carry a January 1973 service date.

Given the bingo photo date, a stop at the April 1981 ORER shows a car count of just 32. Even though the description was changed to note “fixed lift out ends” instead of the previous drop ends, that description still includes “wood.” Contrary to the photo of the actual car, of course. Only four of these cars remained as of the April 1984 Equipment Register. Eventually the Santa Fe “recycled” this number series, giving it to their class GA-222 gondolas which were much larger and unequivocally all steel construction.



065 00 016, \$29.95

Reporting Marks: GATX 66719.

39 Foot Single Dome Tank Car, Gibson Wine Company.

#1 in the “Grape to Glass” Series (Pre-orders taken September 2019). Aluminum with black underframe, trucks and details. Black lettering

including reporting marks on left. “Gibson Wine Co.” in yellow with red shadowing across center of car. Multicolored depiction of a pheasant on right. Approximate Time Period: at least the 1950s (a guess, see text).

Micro-Trains notes that Gibson Wine Company “continues to operate to this day,” unlike many companies featured on freight cars. The company has a thumbnail history on its website (URL gibsonwinecompany.com), which includes a photo of two other tank cars. (They look black but could just be extremely dirty.) It was founded in 1939, six years after Prohibition was repealed, as the Sanger Wine Association. Sanger purchased Gibson Wine in 1961 and changed its name to Gibson Wine Company in 1974.

The most interesting thing I find about the company is its choice of a pheasant. “The late Bob Gibson, who was founder and principal owner of Gibson Wine Company, for many years was a renowned bird fancier and maintained the largest privately owned collection of rare and exotic birds in the United States.” The pheasant illustration is from a rare portfolio of authentic drawings of birds.

And that’s the easy part, folks. While there’s no question that the paint scheme on tank cars is as authentic as the pheasant drawing on which that part of the decoration is based, nailing down an ATP is a challenge. The only date on the MTL car is the build date, way over to the right of the pheasant; it looks like March 1923. In its car copy, Micro-Trains notes that the car was built by American Car and Foundry. It’s not in either of the AC&F books in the Research Accumulation. Sale of AC&F cars to General American (GATX) is unusual but not unheard of, however, these sales could have been second-hand in nature. Protocraft offers 1:48 scale decals with the same reporting marks as the MTL car. (They also have several photos of four-

compartment aka “four dome” tank cars which were also leased to Gibson by General American Tank Car.) And there have been models of this car done previously in at least N, HO and O Scales, although not all using the same base model and not all with the same road number.

And then, a bingo, hurray. An also quite dirty GATX 66719 was posted on the O Gauge Railroad Forum, but I could only fetch the photo without any context. Hey, but it’s something. I don’t think this is an exact match to the MTL 065 body style. I believe it’s closer to an 8000 gallon tank car than to the 10,000 gallon tank car that is the basis for the Micro-Trains car. I also believe that “Grape To Glass” Series accumulators will not be terribly concerned about this. Fortunately, I don’t think said accumulators will be concerned about the ATP either, which is good because none of the research I’ve done has provided anything definitive.

We do know from the rosters of other wine companies that shipped by rail, including Roma Wine and Chateau-Martin, that somehow the ban on “billboard” cars did not apply. Both of these firms used rail service and their own equipment in the 1950s and 1960s. A single dome Roma Wine tank car in HO carries a paint scheme dated at 1940 and later. (I would not be surprised to see this very car as a later “Grape to Glass” offering.) In the absence of other information, I’m going to cross my fingers and guess with “at least the 1950s” for the ATP.



066 00 100, \$29.95

Reporting Marks: SHPX 4553.

Three Dome (Three Compartment) Tank Car, Sherwood Refining Company.

Aluminum with black underframe, domes, trucks and details. Black lettering including reporting marks on left and large “Sherwood” in center inset with “Refining

Company.” White lettering on domes. Approximate Time Period: 1936 (build date given by MTL) into the 1940s (a guess).

This is actually the second tank car that Micro-Trains has lettered for this relatively small company. The first (at right) was Tank Car Series #4 released in January 2014 (065 00 760, SHPX 4129). In real life, that single dome car carried just 4021 gallons, while this three dome car carried 4500 gallons according to the



ORER for January 1940. The Shippers Car Line registration there includes a short series numbered 4548 to 4560 with no car count. An end note reads simply “compartment cars.” Well, at least we know they’re not single dome cars. The January 1953 ORER has 27 cars in the somewhat larger group ACFX 4541 to 4568; by that time gallonage capacity was no longer being published in the Equipment Register. The tankers are still around in the July 1963 ORER but I doubt that they were still painted for Sherwood. In fact, the ATP is once again a guess since ORERs don’t tell you how equipment was painted. And leases changed frequently. Add to that the fact that colorful paint schemes gave way to basic black over time (see: Texaco tank

cars, for example) and I think a 1940s cutoff will do for the Approximate Time Period. Feel free to invoke Rule #1 (“It’s your railroad”) as desired.

The only new data point I came across on the Sherwood Refining Company is that its founder and president, Harold Sherwood, passed away in September 1964 at the age of 73. That would put his birth in 1891 which fits with the founding of the company in 1920. When the first Sherwood car was released, I cited a sample letterhead denoting the 30th Anniversary of the Sherwood Refining Company as of 1950, and its location of Englewood, New Jersey, with refineries in Karns City and Warren, Pennsylvania. Page 37 of the book **Western Pennsylvania’s Oil Heritage** (an Arcadia Book, but on Google Books) includes an image of a Sherwood Refining postcard (!) from the 1940s, with caption “White mineral oils, petrolatum and their derivatives are the principal products of this modern and growing refinery... it provides regular employment for about 60 persons. Main offices are in Englewood, New Jersey and products are sold throughout the world.” This book also has a number of railroad-related photos including passenger stations in the vicinity. Business registrations existed for Sherwood Refining Company in at least four states. Searching on the phrase “Sherwood Refining + bought” turned up several snippets referencing the purchase of Sherwood by the Continental Oil Company, also known as Conoco, in 1956.



083 00 130, \$26.90.

Reporting Marks: NdeM 80001.

40 Foot Drop Bottom Gondola, Ferrocarriles Nacionales de Mexico (National Railways of Mexico).

Black with white lettering including reporting marks on left. Black “Cementos Anahuac S.A.” on yellow diamond right of center. Simulated pipe load included. Approximate Time Period: strictly speaking, 1975 to no later than 1977. This car is a “Special Offering / Regional Railroad” limited release per Micro-Trains and is not on dealer standing orders. Micro-Trains’ car copy from the “Dealer Media Kit” reads: “This drop-bottom gondola was built in May 1935 for the National Railroad of Mexico. Serviced in June 1975, it was used for shipping mining commodities and loose bulk aggregate.”

Let’s start with what’s in the yellow diamond, and torment the spell-checker as well: Cementos Anahuac S.A. was a Mexico City-area producer of, well, cement. (That part translates pretty easily.) It was acquired in 1989 by the now very large company CEMEX, which is a dominant player in the vertically integrated cement and concrete industry worldwide. (I don’t think of cement and concrete as being “vertically integrated” but there you go.) The simulated pipe load is, naturally, simulated concrete. Did you know that different countries prefer different shades of gray for cement? The things you learn when reading research papers online.

The gondola has a “Const.” date in 1935. That’s probably not the start of the ATP, but let’s look in the ORER for January 1940 just the same. The cars NdeM 80000 to 80199 accounted for 195 of a total of 423 “Gondola, Dump” cars on the roster. The inside length was 38 feet 4 inches, inside width 9 feet 2 inches, inside height 4 feet, outside length 38 feet 5 inches, extreme height 8 feet 5 inches, and capacity 1401 cubic feet or 100,000 pounds. I’m a bit skeptical about the

outside length being only 1 inch more than the inside length. The cars had an AAR Designation of GRA, corresponding to “An Open Top Car, having fixed sides and ends and level bottom with one or more hoppers dumping outside of rails.” The MTL 083 body style has doors that enable dumping inside the rails so probably a delta to the prototype, however without a bingo photo--which I did not find-- I don’t know how different the real car was. That pipe load isn’t going to be dumped out of the car in either direction, of course.

Since the car also has a service date of June 1975, I’ll jump to the April 1976 ORER. Eighty cars remained as of that date with the same dimensional data as in the January 1940 Equipment Register – including the just one inch greater outside length. While that same car count of 80 is in the October 1976 ORER, the entire series is gone no later than the January 1978 issue. That’s quite the short “strictly speaking” ATP, and probably explains why I didn’t find any photos in the usual go-to places.



110 00 471 and 110 00 472, \$33.90 each.

Reporting Marks: NdeM 54272 and 54298.

54 Foot General Service Tank Cars, Ferrocarriles Nacionales de Mexico (National Railways of Mexico).

White with black lettering including “NdeM” herald and reporting marks on left, NdeM eagle herald left of center, and “Unir Servir” slogan and “Hecho en Mexico” logo on right. White on black double COTS panel on far right. Approximate Time Period: 1977 (build date given by MTL) to no later than

2001. This car is a “Special Offering / Regional Railroad” limited release per Micro-Trains and is not on dealer standing orders. Micro-Trains’ car copy from the “Dealer Media Kit” reads: “Built in August 1977, this DOT 111A100-class tank car was used exclusively for vegetable oil unit train service by the National Railroad of Mexico. With a 20,905-gallon capacity, it belonged to series 54200-54312.”

Well, we had a bit of a dry spell there with bingo photos, but thanks to RailcarPhotos.com, we’re back on the right track – pun intended. NdeM 54272, this first car in this virtual two-pack, was photographed just two months after it was built in August 1977... and there’s already spillage in the center. We know it’s vegetable oil... or at least it had better be since the car is “Exclusivo Aceite Vegetal.” The cars were built in Mexico by Constructora Nacional de Carros de Ferrocarril (CNCF). There’s general alignment between the prototype cars and the MTL 110 body style, with some detail differences.

The January 1978 Equipment Register doesn’t yet show this series, but the July 1980 ORER does, with the full complement of 113 cars. The NdeM was a bit unusual among North American railroads in that it had a large number of tank cars – 1886 at the time. Many of them were designated for fuel oil, but over 600 were not.

The National Railways of Mexico, which had been nationalized in 1909, was returned to the private sector starting in 1998. Some of the routes went the Kansas City Southern de Mexico and others were spun off into Ferrosur, but the majority of the former NdeM became Ferromex, which eventually merged Ferrosur. The net of this is that the former NdeM equipment was first restenciled "FXE" and then repainted. The ORER for April 1995 had the group of tank cars with which we're concerned at 71 cars, and the total tank car roster down to 826. By the January 2000 that was down to 54, and it looks like five others had been transferred to Ferromex. Interestingly, these two companies had separate Equipment Register listings at the time. The first page of the January 2002 ORER has among "Changes this Issue" the elimination of the registration for Ferrocarriles Nacionales de Mexico and all of its reporting marks including NdeM. And there we have the effective the end of the ATP.



111 00 350, \$54.90.

Reporting Marks: ETTX 803332.

89 Foot Enclosed Autorack, TTX/Norfolk Southern.

Flat car is yellow with black lettering, white reporting marks on black panel on left and red 2008 version TTX logo on black panel on right. Racking is yellow with white roof, yellow and white ends, and aluminum panels. Norfolk Southern "speed lettering" herald and roadname on third panel from left. Approximate Time Period: no earlier than 2008 (based on red TTX logo) to present.

Alright, so it's confirmed to not be a good month for bingo photos when I cannot come across one for a contemporary auto rack such as this one. The usual go-to sites, plus others, did not result in a match for ETTX 803332, although I did find photos of other autoracks a few road numbers away in either direction, and they did have Norfolk Southern racking. (The reporting marks on the model are NS 32549, visible at the left end.)

The ORER for January 2018 has the usual information: the group ETTX 803304 to 803367 had 44 cars in the main series plus five more in two subsets. Good enough for "the present." The inside length was 89 feet 4 inches, outside length 93 feet 8 inches, extreme height 19 feet, and gross rail weight 179,000 pounds.

And that's about it. A web search finds citations to the Micro-Trains model itself, veering off to non-railroad items before reaching even the bottom of the first page. I have no doubt that MTL has the prototype photo for this specific car, even though I don't. Moving right along...



180 00 110, \$27.95

Road Number: 520164 (will be "SOU 520164" in website listings).

50 Foot Steel Boxcar, Single 10 Foot Door, No Running Board, Short Ladders, Southern Railway.

Brown with white lettering including large roadname with green dot inside the "O" in "SOUTHERN", smaller "Gives A Green Light To Innovations" and large "Southern Serves The South" on right. Very small "C of G" at top right corner, indicating assignment to the Central of Georgia Railroad. Multicolor ACI Label to right of "The South" lettering. White on black double COTS panel at bottom right. Simulated interior load included. Approximate Time Period: early 1970s (1973 repaint date) to late 1980s. This car has a lowered underframe and body mounted couplers.

Page 46 of the **Southern Railway Color Guide to Freight and Passenger Equipment** has the story, and the bingo, for this car. "In 1956 Pullman-Standard delivered 500 of these boxcars to the Central of Georgia as their number series 1500 to 1999. They would be sent to the Southern proper and renumbered to the 520100 to 520599 series." The bingo photo is from September 1974 and the November 1973 repaint date is apparent. And yes, MTL has done the car in its as-delivered Central of Georgia paint scheme, twice in fact (Catalog 31280, Road Number 1570 in September 1997 and Road Number 1572 in September 2000). The more recent run is pictured at right.



The Central of Georgia officially became a subsidiary of the Southern in June 1963. (If things at the Interstate Commerce Commission had been different, the CofG might have gone into the Frisco instead.) As what occurred with the 520164, the company's equipment was gradually assimilated into the Southern's roster, with a very small "C of G" placed somewhere. (Close-up of that detail on the MTL car at right.) Today the company exists only on paper, as part of the Norfolk Southern.



The ORER for July 1974 shows the 520100 to 520599 series with a total of 336 cars, seven of which had "interior stowing devices." The inside length was 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 54 feet 7 inches, extreme height 15 feet, door opening 9 feet, and capacity 4849 cubic feet or 110,000 pounds. Sharp-eyed readers have already noted a "door thing" in that the ten foot door on the MTL 180 body style is a foot wider than the prototype. By the way, there remained 122 Central of Georgia cars in the 1500 to 1999 series at the time. (The MTL models of those cars have an eight foot door, a foot too narrow... but on average, we're OK, right?)

Strictly speaking, starting in March 1978 or later this car should have a U-1 wheel inspection "dot" as required by the Federal Railroad Administration. They're easy enough to add; somewhere near the COTS panel should be fine. The ORER for April 1981 showed a total of 390 cars in the Southern Railway series. If you're keeping score, just four of the CofG cars remained. The group, all painted for the Southern, stood at 102 cars in October 1986, but just a single car was left under the Norfolk Southern registration of October 1991.

N SCALE REPRINTS: No releases this month.

N SCALE MULTI-PACKS: We begin with a couple of surprises which are coming mid-month and should be at MTL dealers as you read this...



993 05 640, \$59.95.

Reporting Marks: UP 58318 and SP 560037.

Union Pacific/Southern Pacific Cracking Tower Two Pack.

Consists of two 045 series 50 foot fishbelly side flat cars plus a cracking tower load which spans both flat cars (assembly and painting required). The UP flat car is yellow with black lettering including reporting marks on left, and red "Cushioned Load / Union Pacific" in center. The Southern Pacific flat car is brown (including trucks and couplers) with white lettering including reporting marks on left. Approximate Time Period: 1966 (build date) through the decade of the 2000s for the UP car and no earlier than 1956 to the early 1980s for the SP car. MTL artwork is preliminary; actual product may vary (but we'll see it soon enough).

Previous Releases of the UP flat car: single releases with Catalog Number 45070, Road Number 58290, April 1977; Road Number 58315, June 1991; Road Number 58527, December 1998; and 58522, November 2000; then Eight Pack #5 (993 00 805) with road numbers 58461, 58482, 58484, 58516, 58529, 58530, 58535, 58538, May 2014, then the three-pack with farm equipment, road numbers 58299, 58388 and 58425, August 2019. Previous Releases for the SP flat car: Eight Pack #8 (994 00 808), August 2008, with Road Numbers 562907, 562971, 563012, 563123, 563496, 563528, 563639, and 563725. Individual catalog and road numbers are: 045 51 072, UP 58318 and 045 52 451, SP 560037. These are the sixteenth and ninth releases of these cars respectively. This set did not have pre-orders.

Both of these flat cars have been released before... in quantity. The Union Pacific car follows a prototype built in 1966. The January 1967 ORER has 226 cars in the series 58290 to 58589. As of the April 1970 Register there were 166 in the series 58290 to 58539. Then there are 153 in April 1981's ORER, 98 left in 1991, 35 in 1996, and 32 in January 2000; just seven remained as of January 2002, two of which hung on through at least October 2007 which is where I stopped looking. These cars had an outside length of 57 feet 11 inches, a hint of the cushioned underframe on this car. There were just a few other dimensional data points of note: "inside length" 53 feet 6 inches, extreme height 5 feet 3 inches (probably over the brake wheel) and capacity of 154,000 pounds. Previously run road number 58527, on Page 51 of the **Union Pacific Color Guide to Passenger and Freight Equipment** (Volume One), a builder's photo. We note that it had an end brake wheel whereas the MTL 045 body style has a side mount brake wheel; but the yellow draft gear is right on.

The SP car has "only" eight previously released road numbers. However, this ninth release is not in the same series as the first eight... which means no copy and paste from that Eight Pack

coverage. This car, SP 560037, belonged to the SP's flat car class F-70-2, built in 1941 as the series SP 79700 to 79824 and renumbered starting in 1956 to the group SP 560001 to 560124. The "Railgoat" Lee Gautreaux (www.railgoat.railfan.net) notes that these cars "featured fishbelly side sills, 16 stake pockets, Columbia Steel trucks, poling pockets, overhanging wood decks and riveted construction." There's an article on these cars in the November-December 1976 issue of **Western Prototype Modeler** magazine – not in the Research Accumulation.

The ORER for January 1958 has 34 cars in the 560001 to 560124 group and 90 in the 79700 to 79824 set, so renumbering took some time. I'll pause for the dimensions: inside length 53 feet 6 inches, outside length 54 feet 2 inches, extreme height 3 feet 6 inches, capacity 140,000 pounds. That last figure fits with the SP's classification system: the "70" in "F-70-2" references a 70 ton capacity car, or 140,000 pounds. By the January 1964 Register there were just eight cars left to be renumbered. However, the series to which they went has grown to 560001 to 560423 with 324 cars. That larger group had shrunk to 153 cars as of the April 1975 ORER and was down to 55 cars in the July 1980 Register. Only two cars were left in the April 1984 ORER. The net of all of these lookups is to confirm that the SP and UP flat cars could appear together to haul the cracking tower, at least from 1966 to the early 1980s based on the overlapping ATPs.

I wouldn't exactly call this a bingo, but RRPictureArchives has a 2008 photo of SP 560104 from the same series... being used as a taxiway bridge at the Albany, Oregon airport! I hasten to add that this is a municipal field, not somewhere you're going to land a commercial flight. Its longest runway... well, actually, its **only** runway... is a bit over 3000 feet.



993 05 650, \$59.95.

Reporting Marks: C&O 216714 and 216809.

Chesapeake and Ohio Cracking Tower Two Pack.

Consists of two 045 series 50 foot fishbelly side flat cars plus a cracking tower load which spans both flat cars (assembly and painting required). Both flat cars are black with white lettering including reporting marks on left and small "C&O For Progress" herald in center. Approximate Time Period: 1957 (based on lettering) into the 1980s. Previous Release: Road Number 216508, April 2009. Individual catalog and road numbers are: 045 51 360, 216714 and 045 52 360, 216809. These are the second and third releases for this item. MTL artwork is preliminary; actual product may vary.

Since I've only got the MTL artwork for this two pack for now, I thought I'd go back to the official image of the first run of this car (at right) for a bit better look.

The **C&O Color Guide to Freight and Passenger**

Equipment, Page 69, shows a 1975 photo of sister car 216614 specially equipped for auto frames. These are former Pere Marquette cars, originally the group 16500 to 16849. The C&O



added a leading “2” to the road number when they were moved to the C&O roster following the 1947 merger of the PM into the C&O. A spotting feature delta between the model and the prototype is the brake wheel: it’s staff mounted and on the end of the car on the real one, versus side mounted on the Micro-Trains model.

Though originally built in 1942 and 1944 for the PM, the use of Futura Bold and of course C&O reporting marks takes us to the late 1950s for the start of the ATP. The January 1959 ORER shows 194 flat cars still lettered for the Pere Marquette and 153 cars relettered for the Chesapeake and Ohio. The cars had these dimensions: inside length 53 feet 6 inches, inside width 10 feet 6 inches, outside length 54 feet 3 inches, extreme height 4 feet 11 inches, capacity 140,000 pounds. The January 1967 ORER shows three flat cars lettered for the Pere Marquette, twenty years after the merger. A total of 222 flats were lettered C&O, with 136 in the main series, another 151 called out as handling auto frames, 34 more equipped to handle tractors--including the 216508-- and one more “equipped with a multi-level loader for overseas terminal.” The note about the 216508 carrying tractors was still there in the ORER for April 1975 and 31 cars in the series had that equipment, while 95 were set up for auto frames, 30 for lumber and two for aluminum. Oh, and there were still 93 plain old flat cars in the group. That’s a total of (reaching for calculator) 220 cars. There were still 101 cars in service in the April 1981 ORER including the 216508 carrying tractors. Just 26 cars were listed in the April 1984 Register, and four hung on all the way to the July 1987 ORER.

*In addition to the above, **Runner Pack #162 (993 00 162, \$104.95)**, of three Procor 54 foot general service tank cars, is now available. UMTRR coverage was in the September 2019 issue. The individual catalog and road numbers are: 110 51 460, 40463; 110 52 460, 40469; and 110 53 460, 40470. These are the first through third releases for this item.*



Also, the **Canadian National Expo Two Pack (993 01 960, \$69.95)** of 50 Foot Steel Boxcar, Single 10 Foot Door, No Running Board, Short Ladders, is expected to be available mid-month and should be at MTL dealers as you read this. UMTRR coverage was in the September 2019 issue. The individual catalog and road numbers are: 180 51 120, CNIS 417093 and 180 52 130, CNIS 417225. These are the first releases for each car. Both cars have lowered underframes and body mounted couplers.



Also due mid-month is the **OTDX Two Pack (993 01 970, \$59.95)** of 50 Foot Composite Side Gondolas with Fixed Ends. UMTRR coverage was in the October 2019 issue. The individual catalog and road numbers are: 063 51 030, 1115 and 063 52 040, 1116.



And finally for pre-ordered items, there is the Amtrak **Weathered MOW Four-Pack (993 02 010, \$114.95)**. This is also coming mid-month. This set consists of two 105 series 50 foot gondolas with fixed ends: 105 51 760, 13263 and 105 52 760, 13274, along with two 125 series Ortner Rapid Discharge Hoppers: 125 53 081, 11508 and 125 54 082, 11524. This is the first and second release for the gondolas and the fifth and sixth for the Ortner hoppers.



*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 **February 29**.*



Scheduled Delivery July 2020:

993 00 168, \$94.95

Reporting Marks: PRR 374256, 374779, 374801, 374876.

Runner Pack #168, quantity four of 50 Foot Steel Gondolas, Fishbelly Sides, Drop Ends, Pennsylvania Railroad.

Brown (the PRR's "Freight Car Color") with white lettering including reporting marks on left and plain keystone on right. Simulated spool loads included with each car. Approximate Time Period: no earlier

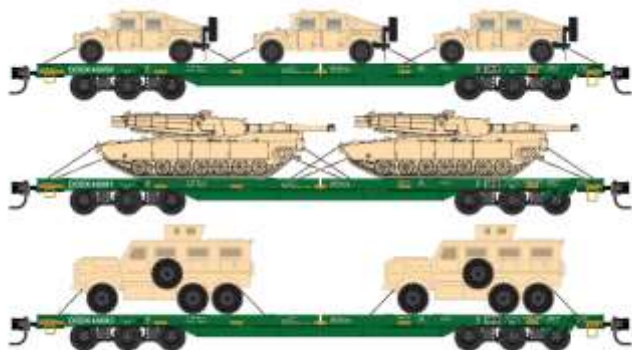
than 1961 (based on paint scheme) or 1962 (based on paint date on cars) through the decade of the 1970s. Previous Releases: None. Catalog numbers (in the 046 series) and reporting marks will be confirmed upon release. MTL artwork is preliminary and actual product may vary.

The PRR class G31a gondola were in two series according to "Rob's Pennsy Page" but we'll focus on the 373950 to 375749 group which has the road numbers MTL announced for this Runner Pack (the other set was numbered 612000 to 614999). These 1800 cars were all built by Pullman-Standard in 1951 and 1952. They had fourteen panels, drop ends and wooden floors, the latter denoted by the "W" in a circle to the left of the plain keystone lettering. The bingo

photo for the 374256 is on Page 81 of the **PRR Color Guide to Freight and Passenger Equipment Volume 3**. This image was captured sometime after July 1962, the repaint date on the car. This isn't long after the "Plain Keystone" scheme on the car was introduced, defining the start of the ATP for this set. The gondola is carrying a load of Anaconda Copper reels – and so we know where the folks in Talent got the idea for the loads that will come with these models. It appears that these cars had a side mounted brake, but via a lever not a typical brake wheel as on the MTL 046 body style.

Rob's Pennsy Page calls out car counts for this series based on ORERs: April 1952, 1049; October 1953, 1799; October 1958, 1796; October 1963, 1793; and April 1968, 1389; that last lower figure being the result of rebuilds of some G31a cars into other G31 classes. From there it was on to the Penn Central, with a total of 1108 cars in the April 1970 Register. The key dimensions were: inside length 52 feet 6 inches, inside width 9 feet 6 inches, inside height 3 feet 3 inches, outside length 57 feet 3 inches, extreme height 7 feet, and capacity a mix of the original 140,000 pounds and 154,000 pounds and 1646 cubic feet.

As of the first appearance of Conrail in the April 1976 ORER, the rebuilt G31k class had become the main series with 259 cars, with 131 G31a cars making it to their third owner. Eight of the G31a cars survived to be listed in the July 1980 Equipment Register, but I think I'll end the ATP with the decade of the 1970s.



Scheduled Release May 2020:

993 01 613, \$134.95 each.

Reporting Marks: DODX 40058, 40081, and 40083.

Cascade Green DODX Flat Car Three-Pack with Military Vehicles.

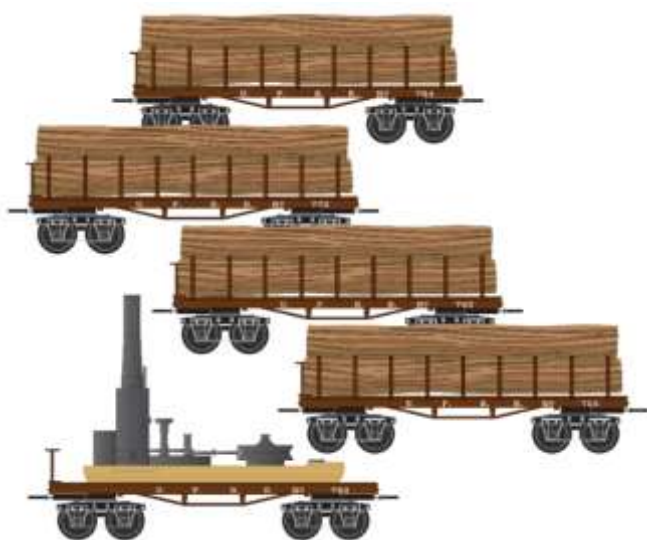
Consists of three 137 series DODX Heavy Duty Flat Cars. Each car is cascade green with white lettering including reporting marks on left. White on black double COTS panel on right. Orange conspicuity stripes.

This set also includes unpainted unassembled kits for three Humvee vehicles, two M1 Abrams tanks, and two armored personnel carriers, along with tie-down hardware. Approximate Time Period: 2005 (given conspicuity stripes) to present. Previous Releases: Road Number 40059 as part of the "Mixed Three Pack," November 2018, the "Cascade Green Three Pack with Road Numbers 40017, 40034 and 40043, December 2018; then road numbers 40000 and 40009 in the "Cascade Green Six Pack," May 2019 (the other four cars had slightly different schemes). MTL artwork is preliminary; actual product may vary (though I doubt it). These will be the seventh through ninth releases for this item.

Hmm, I just went back to the history of these cars last month, and we're back to cars with conspicuity stripes after having a choice last month, so perhaps there's not that much to add here... other than to say the MTL clearly has a hit on its hands here. Remember when the original announcement of these cars resulted in the question of whether there would be enough

pre-orders to move this body style into production? I guess we have an answer to that question. Anyway, this trio, like all of the other DODX cars produced thus far, lands in the series 40000 to 40100, and at the rate things are progressing, MTL will have run every road number in that group before too much longer.

As for bingo photos, we have the 40058 as of 2008, 2010 and 2016 on RRPictureArchives, though I will point out that the 2008 photo shows the car in more of the olive green than the cascade green. The 40081 is represented in four images from 2008, 2011 and 2015, each time with different cargo. And yes, you can mix loads, as per the second 2011 image which has the car carrying an M1 Abrams Tank and an M113 armored personnel carrier, not the same model as what MTL is providing, however. There's just one shot of the 40083, as of 2016 in the Nevada desert, with two different model tanks atop it.



Scheduled Release July 2020:

993 02 070, \$119.95

Reporting Marks: UP 755, 762, 775, 784, and 793.

Civil War Era Union Pacific Log Car Five Pack.

Scheduled to consist of five 1535 series flat cars with stakes, reporting marks UP 755, 762, 775, and 784; and one 153 series flat car without stakes, reporting marks UP 793. All cars are brown with white lettering including reporting marks across side. Four log cars will come with a simulated log load and one (the 793) will come with a steam donkey load. This set has link and pin couplers.

Approximate Time Period: 1860s and 1870s at least. MTL artwork is preliminary and actual product may vary.

I came across an interesting bit of paperwork while starting my research on this latest Civil War Era set: the 1873 patent issued to Eli Janney for his "Improvement of Car Couplings." That design, of what we now call the knuckle coupler, is still in use in more advanced forms today, but the general principle is still the same. It's noted on the "Central Pacific Railroad Photographic History Museum" website (cprh.org) that the Union Pacific and Central Pacific both used "standard" link and pin couplers in the 1860s and 1870s, although author Dick Dawson points out that couplers of the time, regardless of type, were not "standard" at all.

I did get what I needed, though, the ATP for this set of flat cars, with an "at least" tacked on as not all couplers would have been replaced with the Janney type overnight. In fact, the Janney coupler wasn't selected officially until 1887 and automatic couplers weren't made mandatory until President Benjamin Harrison signed the Safety Appliance Act on March 3, 1893.

What became the Official Railway Equipment Register didn't exist until June 1885. Union Pacific did roster 89 flat cars numbered from 701 to 949, odd numbers only, in "Secrist's Hand-Book and Railway Equipment and Mileage Guide" for that date. How long were they? Did they have link and pin couplers? Were they painted brown with white lettering? We won't know from that source.

However, we do have one John B. Silvis. From 1870 to 1882, he was the occupant and user of the "Union Pacific Photograph Car," a converted caboose complete with facilities for making and selling pictures along the UP right of way. Silvis also captured views along the railroad itself. Very few originals survive, but one image taken in Wasatch, Utah shows four flat cars, at least two of which are carrying wood to the point of excess. See cpr.org/Museum/Silvis/ for this shot. It's not clear to me whether these are UP or Central Pacific cars, but it certainly gives us a flavor for how cars of this type were used. This also dispels my doubt about whether the Union Pacific, which did not travel through many heavily forested areas, would be carrying logs. Of course they would be... inbound, George.

As for the Steam Donkey load that will also accompany this quintet of flat cars, we check in with the Wikipedians: "[It is] the common nickname for a steam-powered winch, or logging engine, widely used in past logging operations, though not limited to logging. They were also found in the mining, maritime, and nearly any other industry that needed a powered winch." Steam donkeys originated on ships, where they were used to raise sails and lift cargo, among other things. This could have been an inbound load as well.

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 after February 14.*



025 44 568, \$29.95

Reporting Marks: RBOX 34338.

50 Foot Steel Exterior Post Boxcar, Single Door, Railbox.

#2 in the "Year in Railbox 2020" series. Base car is yellow with black door and with mostly black lettering including later version Railbox name and reporting marks on left and "The nationwide boxcar pool" on right. Black, red and blue later version "Next Load/Any Road" logo on right. White on black double COTS panel on far right.

Yellow horizontal conspicuity stripes at points along sides. Featured side of the car has multicolored graffiti covering nearly all of the side. Opposite side of the car has graffiti at multiple points. Roof (not shown) is weathered with rust effects. Approximate Time Period: 2014 and 2015, plus or minus (using the featured side of the car). This car has a lowered underframe and body mounted couplers.

Our Graffiti Special Correspondent David Grothe reports that “The Railbox car for February is from the same artists as January’s release, Pawn and ALB. But, February’s car also includes Texer.” David also supplied two Flickr citations for the featured side of the car, both taken in 2014. Add to that, from RRPictureArchives, a shot of the featured side from 2015 and a shot of the opposite side as of 2018. That last shot confirms that the graffiti treatment Micro-Trains did on this release aligns with both sides of the real car.

Like the 37227 last month, RBOX 34338 belongs to the group 30000 to 37749, which had a total of 3560 cars in the January 2018 ORER. TTX combined several groups into this large series. The specific group into which the 34338 falls is RBOX 34100 to 34999, built by Pacific Car and Foundry as their Lot 2973 during February through April 1979, the TTX Class XCF20. The roof is a bit different than the MTL 025 body style; the prototype has x-panels all the way to the ends of the car while the model, based on the FMC 5077 cubic foot car, has one blank panel at each end of the roof.

You’ll notice that I stopped automatically referring to the featured side of the car as the “A” side. There is a technical definition of the “A” and “B” sides with respect to brake wheel placement, and it’s entirely possible that the “big” “artwork” is on the “B” side of the car. In its image filenames this month MTL does refer to the side covered with graffiti as the “B” side. So we’ll just call the “featured” side, well, the “featured” side. The “plus or minus” ATP will remain based on that side of the car.



051 44 020, \$32.90

Road Number: 5345 (will be “SAL 5345” in website listings).

34 Foot Wood Caboose, Straight Side Cupola, Seaboard (Seaboard Air Line).

Red with black roof (including cupola roof). Red end rails, yellow side grab irons. White lettering including roadname, round “Through the Heart of the South” herald and road number below cupola, safety slogan “Long Chances Shorten Lives” on left of one side and on right of the other side. Simulated window glass installed. Moderate weathering and wood wear effects. Approximate Time Period: 1953 to late 1960s. Previous Releases (unweathered): A three pack with Road

Numbers 5212, 5216 and 5228, Catalog Number 51022, October 1989; then Road Number 5458, Catalog Number 051 00 020, May 2005.

Besides being a Weathered Release, this Seaboard caboose is also a “not a reprint” given the roof and hardware colors. I’ve got the 2005 release’s official image at right for comparison purposes.



The prototype for the previous release, SAL 5458, is preserved at the North Carolina Transportation Museum in Spencer, North Carolina. (This was the site of several famous photo shoots, including the gathering of all of the Norfolk Southern's Heritage Unit Locomotives.) A 1995 version of the museum's webpage included some general information about the Seaboard's caboose fleet. Most notable is the listing of safety slogans, which were introduced in December 1953 and were usually – but not always – keyed to the last digit of the car number. Excuse the all capital letters here, but that's the way they were painted on the car:

- 0 - A MAN ALERT IS SELDOM HURT
- 1 - TAKE A TIP BE SAFE THIS TRIP
- 2 - LOOK AROUND GETTING DOWN
- 3 - TIGHT GRIP SAFE TRIP
- 4 - WATCH FOR SLACK SAVE A SMACK
- 5 - LONG CHANCES SHORTEN LIVES
- 6 - TAKING CHANCES TAKES LIVES
- 7 - A MAN WITH REST IS AT HIS BEST
- 8 - HOLD TIGHT 'TIL FOOTING'S RIGHT
- 9 - RULES OBEYED LIVES SAVED

The 5345 does follow the expected pattern. Other waycars (as the SAL called them) did not, as illustrated in the **Seaboard Air Line Color Guide to Freight and Passenger Equipment**.

These cabooses were fairly old when slogans were added, but still in relatively good shape. There were two possible explanations for this: first, the waycars were assigned to specific conductors, who took "pride in ownership" if you will; and second, the SAL was in receivership from 1930 to 1946 and had to take care of what they owned since they couldn't afford much new equipment. (The first steel cabooses didn't arrive until 1949. They had an unusual window arrangement aligning with bunk beds.) In particular, the 5345 was constructed in 1924 by Magor, part of the group numbered 5239 to 5263. Since I'm in the **Color Guide**, I'll cover the other cars MTL has offered as well. The 5458 was also part of the group noted above. The prototypes for the three-pack, 5212, 5216 and 5228 were in the group SAL 5211 to 5238 built by Magor in 1923. There's a bingo for the 5212 as of November 1963 on Page 103 of the **Color Guide**. Overall, there are differences between model and prototype; the Seaboard's "typical" design doesn't perfectly align with the Union Pacific/Southern Pacific Harriman "standard" design that is the basis for the MTL 051 body style.

Many of the wooden waycars survived all the way into the Seaboard Coast Line merger of 1967, and some a bit beyond as well. After their service lives, several were preserved and displayed into at least the decade of the 2000s. Sister car 5341 was found in Lake Wales, Florida with the lettering "Restored 2000." Meanwhile, Page 104 of the **Color Guide** shows another sister car, Seaboard 5250, with about the same type and amount of weathering that's on the Micro-Trains model, though not in the same places.



102 44 040, \$33.95.

Reporting Marks: NW 605010.

60 Foot Excess Height Double Door Boxcar, Rivet Sides, Norfolk and Western.

Black with mostly white lettering including large runtogether "NW"

and reporting marks on left, and small roadname to right of door. Black reporting marks on white band at top of ends. White on black single COTS panel on right. Several black on yellow warning sideboards on car side. Moderate to heavy weathering including rusting effects. Approximate Time Period: 1973 (build date) to early decade of the 2010s. Previous Release (Unweathered): Catalog Number 102040, Road Number 605000, July 1998.

Back in 1998 when the first release of this car was issued, I complained that the description of this short series of eleven cars was the longest I had yet transcribed out of the ORER: "Box, Steel, End of Car Cushioning, Double Plug Doors, Centered Heavy Duty Steel Floors, Fixed End Wood Bulkheads, Portable Rack with Rack Retainers on Floor in Doorways (Auto Parts)." That was in the April 1976 Register. The car I reviewed then was NW 605000, the first of the eleven cars, and this Weathered Release is from the other end of the set, 605010. This was the N&W's class B-131, built by Greenville Steel Car Company.

I can go from the 1973 build date all the way to April 2008 thanks to the bingo photo on RailcarPhotos. Given its dedication to automobile parts service, it's not surprising that the car had never been repainted. It's showing its age, and MTL has duplicated those effects quite well from the photograph. While I give the ATP as starting from the build date, the more likely time to run this car in this condition is more like the decade of the 2000s. Comparing model to prototype, I don't see any obvious deltas.

The Norfolk Southern listing in the October 2007 shows that eight of the original eleven cars remained in service at the time. The dimensions were: inside length 60 feet 9 inches, inside width 9 feet 2 inches, inside height 12 feet 9 inches, outside length 67 feet 4 inches, extreme height 17 feet, door opening 16 feet, and capacity 7100 cubic feet (with one exception at 7103 cubic feet). The gross rail weight was 263,000 pounds. The information accompanying the photo online gives the light weight of the car as 92,000 pounds. That's a heavy car!

By the January 2011 ORER only three cars were left but the 605010 was one of those three. They all came off the roster between the October 2014 and January 2018 Registers.



102 44 200, \$34.95.

Reporting Marks: MWCX 500254.

60 Foot Excess Height Double Door Boxcar, Rivet Sides, Midwest Railcar Corporation.

Base car is blue. White reporting marks near top of side on light blue patch panel. Second light blue patch panel on left and large patch panel on right. Small Midwest Rail logo at top right. One side of car has multicolor "Giraffe" graffiti at bottom right. The other side has continuous graffiti

across the bottom. Approximate Time Period: 2014, plus or minus. Previous Releases: None.

Midwest Railcar Corporation "was founded in 1998 by current President and CEO Richard Murphy as a company specializing in leasing, management and brokerage of commercial freight railcars to shippers, railroads as well as other third party users." This is according to its website (midwestrailcar.com) which also notes that the company was sold to Marubeni Corporation in November 2006. "Since that time, Midwest Railcar Corporation has grown to become a premier railcar leasing and management company. Currently Midwest Railcar Corporation handles a railcar fleet of approximately 20,000 railcars while providing a wide range of car types and railcar management solutions tailored to each customer's specific needs." The company's website also has photos of multiple types of rolling stock. Need I note that none of them look like the Weathered Release? Yeah, those are painted up a lot more neatly. Midwest's use of Italic reporting marks does seem to be a spotting feature. Having said reporting marks up high on the car, making them harder (but not impossible!) to cover is also not a bad idea.

From the patching, it's easy to see that MWCX 500254 came from somewhere else. If you guessed the Grand Trunk Western, bonus points. The originating railroad, though, was the Santa Fe, which built this car as part of its BX-172 series in 1974. Of the original 100 cars numbered ATSF 600500 to 600599, 76 cars went to the GTW as their series 384500 to 384576. There are differences between the prototype and the MTL 102 body style, for example the use of short ladders instead of grab irons on the sides, and diagonal seams left and right of the doors. The degree to which this makes this offering a "stand in" is something I'll leave to the reader. It would probably be easier to look at the original Santa Fe series for comparison.

Now here's something interesting: four bingo photos of this car between RailcarPhotos and RRPictureArchives, ranging in date from 2009 to 2014, none of which have the "Giraffe" graffiti. It's Graffiti Special Correspondent David Grothe to the rescue here: he found the Giraffe left of the door on sister car MWCX 500249. Two photos David found on Flickr are from 2009. However, the 500245 **did** have the I'm Not Sure What This Is graffiti on the opposite side of the car—shown in the second image above-- which matches an 2014 image on

RailcarPhotos. (Misshapen penguins, maybe?) So my “plus or minus” ATP goes to 2014 and I guess MTL just liked the “Giraffe” enough to migrate it over from a different prototype car.



103 44 150, \$34.95.

Reporting Marks: NYC 223092.

60 Foot Excess Height Double Door Boxcar, Waffle Sides, CSX Transportation/NYC, ex-Conrail.

Base car is brown with white lettering including large Conrail on left and large “wheel on rail” herald on right. NYC reporting marks on patch panel on left. One of two doors painted gray-green. Light to moderate weathering including on roof (not shown). Multicolor graffiti on bottom

of both sides of car. Approximate Time Period: 2015, plus or minus. Previous Releases: None.

I really wish that CSX Transportation had chosen a different route (pun intended) for designating the rolling stock that they acquired in the split of Conrail between itself and Norfolk Southern. There have been any number of innocent postings online wondering how a New York Central freight car could have lasted this long after the Penn Central merger of 1968. The short answer is, “they didn’t!”

As part of the logistics of the division of Conrail equipment, two limited liability companies were created: Pennsylvania Lines, which went to Norfolk Southern, and New York Central Lines, which went to CSX. Conrail’s locomotives which were conveyed to NS received PRR reporting marks, while locomotives moved to CSXT were just restenciled CSXT. Somewhat of a reverse move was done for rolling stock: the equipment going to NS stayed in CR reporting marks, while the equipment going to CSXT was restenciled... yes, NYC. Even after repainting into the new owner’s blue and yellow, former Conrail cars kept the NYC reporting marks. We don’t have to go too far for an example: Micro-Trains’ own Catalog Number 103 00 120, released in July 2016 (at right).



And so we have the bingo from August 2015 for NYC 223092, previously CR 223092, on RailcarPhotos. The side of the car we see there has the two tags, the left of which is what I think “Caver” and the right of which is illegible to me. Completely illegible to me is the other side of the car, also caught in 2015 and posted to RRPictureArchives. The prototype series, CR 223011 to 223122, the road’s class B63A, then NYC with the same numbers, was built by Berwick Forge and Fabricating in 1977. This waffle side car has some slight differences versus the MTL 103 body style, the first of which I noticed was the shape of the side sill. The CSXT/NYC boxcar pictured above is from the same prototype series, and shows what the car looked like with a better, newer coat of paint... but the same confusing reporting marks from decades before.



993 05 630, \$54.95

Reporting Marks: SAL 24754 and 25099.

Seaboard Air Line Weathered Two Pack.

Consists of two 40 Foot Steel Boxcars with Single Youngstown Door. The 24754 (Catalog Number 020 51 641) is brown with white lettering including large "Seaboard" and reporting marks on left, and red and white round "Serves the Heart of the South" herald on right. The 25099 (Catalog Number 020 52 616) is aluminum with red lettering including large "Seaboard" and reporting marks on left, and red and black round "Serves the Heart of the South" herald on right. Both cars have multicolor ACI Labels

on right. Approximate Time Period: 1964 (based on paint scheme) or late 1960s (based on ACI Label) into the 1970s. Previous Releases: For the brown car, a three pack with Road Numbers 24828, 24827 and 24883 (Catalog Number 20640, individual cars 20640), December 1992. For the aluminum car, Road Number 25196, Catalog Number 20616, October 2002.

After getting skunked on bingos earlier in these bytes, I have a two-for-one special on Page 45 of the **Seaboard Air Line Color Guide to Freight and Passenger Equipment**. Both cars modeled by Micro-Trains appear on this page: the 24754 as of May 1970 and the 25099 as of February 1974. And right in between the two is a shot of SAL 24942 in its "as delivered" "Route of the Silver Comet" scheme, also done by Micro-Trains as its Catalog Number 20660 in April 1996 (Road Number 24863).

Both the 24754 and 25099 are PS-1 boxcars with eight foot doors (yes, a "door thing") but the 25099 had a little extra work done on it. Quoting the **Color Guide**: "This particular car was modified with an insulated roof and was assigned at one time to handle beer out of Hillsboro, Florida. While beer does not have to be refrigerated, it is sensitive to extreme variations in temperature, which explains the modification and the paint scheme." The Seaboard used special paint schemes to denote cars with "various fixtures." Meanwhile, the 24754 is the basic model of the Pullman Standard PS-1. Both cars were painted in the 1964 "Railroad Roman" roadname version of the paint scheme, which was introduced just a year after the "Billboard" roadname version of the paint scheme which had a heavier sans-serif "Seaboard" (in all caps).

We need to do two-for-one ORER lookups here as the 24754 came from the series 24500 to 24999 built in 1951, and the 25099 was in the series 25000 to 25499 constructed in 1952. Well, actually, it's not a two-for-one, as the January 1964 ORER shows a large series SAL 24500 to 25899. The main series had 1220 cars at the time, and then there were six subsets, called out in end notes KK, HH, C, F, K and W, in that order. We'll go with Note C only, since that was the set of 50 cars with the insulated roof, including the 25099. The capacity was reduced from the usual 3876 cubic feet to 3743 cubic feet with the loss of four inches of inside height. The other key dimensions were the same: inside length 40 feet 6 inches, inside width 9 feet 2 inches,

outside length 41 feet 10 inches, extreme height 15 feet, door opening 8 feet and weight capacity 100,000 pounds. In the January 1967 Equipment Register, the main series stood at 1177 cars and those with the insulated roof numbered 47.

Then the ORER usefulness comes almost to a complete halt. The October 1969 issue has the Seaboard Coast Line and its infamous (to me, anyway) "Renumbering Scheme for Existing ACL, SAL and C&WC Freight Equipment." (The C&WC was the Charleston and Western Carolina.) In short, to change a Seaboard car to a Seaboard Coast Line car, drop an "8" in front of the five-digit road number and flip the reporting marks from SAL to SCL. So SAL 25474 became SCL 825474 and SAL 25099 became SCL 825099. That would all be fine except that the SCL decided to drop all car counts from the predecessor railroad listings. So unlike, say, the Penn Central's movement of cars from the Pennsylvania and New York Central, we really don't know how many cars were restenciled when. (And I do mean restenciled, as a non-trivial quantity of cars had only the reporting marks changed and the rest of the predecessor paint scheme left intact.) The only way to tell that a car is truly gone from the Seaboard roster is when the SAL entry in the Equipment Register is completely gone. The SCL side of the registration is misleading since, for example it shows all 47 insulated boxcars as of October 1969 when we know the Color Guide includes Seaboard 25099 as of 1974! I throw up my hands in frustration...

So the net of it is that the ATP is an "into the 1970s" for both cars. Running board removal would have taken place sometime during the decade, along with, we presume, the restencil to SCL 8-something. When exactly this happened we might never know.



N SCALE SPECIAL EDITION RELEASES: The companion caboose to the **Thomas Kinkadee Painter of Light Series** has been released (100 00 450, \$35.90). UMTRR coverage was in the September 2019 issue.

There are no Special Edition pre-order announcements this month.

Z SCALE NEW RELEASES:



501 00 291 and 501 00 292, \$26.40 each.

Reporting Marks: B&O 294201 and 294212. 40 Foot Steel Boxcars, Double Youngstown Doors, Baltimore and Ohio.

Brown with white lettering including large "B&O" and reporting marks on left, and "Baltimore and Ohio Sentinel Service Reliability" on right. Approximate Time Period: around 1963 to mid-1970s.

The compendium of Baltimore and Ohio lettering schemes would be rather difficult to decipher here at UMTRR HQ without a document available on the Baltimore and

Ohio Railroad Historical Society website (URL bohrrs.org). This one pager illustrates the lettering arrangements from the 1920s to the 1960s. The "Sentinel Service Dependability" scheme featured on this virtual two-pack dates from late 1957 to 1962. It's roughly contemporaneous with the "Time Saver Service" lettering on brown boxcars.

From there, let's go to the bingo photo for the first of these two cars, on Page 66 of the **B&O Color Guide to Freight and Passenger Equipment**. The photo of B&O 294201 was taken in May 1970. This car is in the B&O's Class M-59p, one of many derivatives of the M-59 class. There were 900 cars built by Bethlehem Steel and Pressed Steel Car Company in 1946 and 1947. The 294201 was one of 37 of these cars converted out of the M-59 group. The "SEL-17" left of the door refers to Sparton "SEL" loaders with 17 belts. During the conversion the left hand door was "immobilized." "One wonders about the logic in building cars with dual doors, then making one useless," **Color Guide** author Craig Bossler wrote.

The ORER for July 1963 is the first in my Research Accumulation to show these two cars (the January 1962 Register I also have does not), in the small group B&O 294200 to 294219. An end note for this group calls out the Sparton 17-belt loaders. Dimensions for these 20 cars include these: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 41 feet 10 inches, extreme height 15 feet 1 inch, capacity 3898 cubic feet or 100,000 pounds, and door opening 14 feet. There are two items of interest with that last dimension: first, either the left door was unsealed or someone didn't tell the ORER folks; and second, there's a "door thing" versus the MTL 501 body style which uses two six foot doors for a 12 foot opening. No wonder the prototype lettering left of the door looks even more squeezed in than it appears on the Micro-Trains car.

The bingo photo is from 1970, so next stop is the April 1970 Equipment Register, where 16 of the 20 cars remain. Just three are left as of the April 1976 ORER, one of which has apparently lost its loaders. Between that and running board removal, mid-1970s seems like as good a place as any to call the end of the Approximate Time Period.



501 00 301 and 501 00 302, \$29.95 each.

Reporting Marks: UP 519086 and 519120.

40 Foot Steel Boxcar, Double Youngstown Doors, Union Pacific.

Yellow sides, aluminum roof, ends, side sills, truck frames and couplers. Black reporting marks right of door. Red, white and blue shield herald on left. Multi-color "Automated RAILway" herald on right. Yellow on red routing panel lower left of door. Approximate Time Period: about 1962 (the 519120) or about 1967 (the 519086) into the 1970s.

Please see the coverage of the N Scale releases above (023 00 36x). Note that the MTL Z Scale 501 body style has a total 12 foot door opening while the N Scale MTL 023 body style has a total 16 foot door opening... but the prototype had a 14 foot door opening.



*In addition to the above, Car #1 in the **Chessie Cameo Car Series (505 00 421, \$34.95)** is now available. UMTRR coverage was in the October 2019 issue. This is the only car of the six on which both sides of the car were painted identically. Stay tuned for Car #2...*

Z SCALE SINGLE RELEASE PREORDER UPDATE: Now I covered the five announced pre-order cars in last month's bytes, however I thought I'd mention that the February Micro-News now refers to these as "Possible" Releases for June and July 2020. The pre-order window was to close on January 31 according to the January Micro-News and the January Dealer Media Pack. I didn't see any official reference to a pre-order extension, but as of "press time" a deposit on a pre-order could still be made via the MTL website. I guess we'll find out in June and July whether there was sufficient interest in these cars. To recap, they are...



510 00 471 and 510 00 472, \$24.90 each.

Reporting Marks: CNW 162065 and 162414.

50 Foot Exterior Post Boxcar, Single Door, Chicago and North Western.



510 00 481 and 510 00 482, \$27.60 each.

Reporting Marks: NW 57571 and 57870.

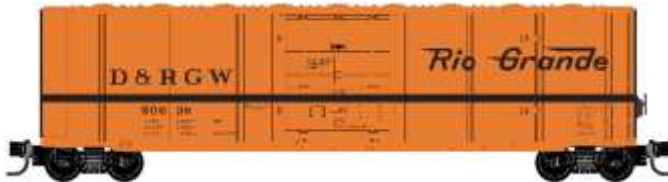
50 Foot Exterior Post Boxcar, Single Door, Norfolk and Western.



511 00 271 and 510 00 272, \$29.90 each.
Reporting Marks: ATSF 521583 and 521585.
50 Foot Exterior Post Boxcar, Plug Door, Santa Fe (AT&SF).



511 00 281 and 510 00 282, \$25.80 each.
Reporting Marks: NYC 48260 and 48264.
50 Foot Exterior Post Boxcar, Plug Door, New York Central.



511 00 291 and 510 00 292, \$29.90 each
Reporting Marks: D&RGW 50638 and 50641.
50 Foot Exterior Post Boxcar, Plug Door, Rio Grande (Denver & Rio Grande Western).

Z SCALE REPRINTS: No releases this month.

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

Z SCALE SPECIAL EDITIONS: No releases 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 February 14.*



510 44 229, \$29.95

Reporting Marks: RBOX 34338.

50 Foot Steel Exterior Post Boxcar, Single Door, Railbox.

#2 in the "Year in Railbox 2020" series. #2 in the "Year in Railbox 2020" series. Base car is yellow with black door and with mostly black lettering including later version Railbox name and reporting marks on left and "The nationwide boxcar pool" on right. Black, red and blue later version "Next Load/Any Road" logo on right. White on black double



COTS panel on far right. Yellow horizontal conspicuity stripes at points along sides. Featured side of the car has multicolored graffiti covering nearly all of the side. Opposite side of the car has graffiti at multiple points. Roof (not shown) is weathered with rust effects. Approximate Time Period: 2014 and 2015, plus or minus (using the featured side of the car). This car has a lowered underframe and body mounted couplers.

Please see the coverage of the N Scale release (025 44 568) above.

MTL ANNOUNCEMENTS: None this month.

DISCONTINUED ALERT: Let's lead off with the sellouts from last month: the Z Scale Union Pacific Tie Loader Three Pack (994 01 260) is gone. The N Scale Northern Pacific Heavyweight Passenger Five Pack has departed (993 01 950). Both the Year in Railbox 2020 boxcar (025 44 019) and the Weathered SP&S Gondola Two Pack are outta here—no surprise on the first to me, quite a surprise for the second. Mildly surprising are the sellout of the BNSF x-post boxcar (027 00 440) and Runner Pack #161 of four Illinois Central Gulf gondolas (993 00 161). And not at all surprising is the outage of the Southern Pacific/TTX autorack (111 00 310).

Meanwhile, I did make things a little easier for myself last month with respect to the Do It Yourself Bye-Bye Board by noting that between 2006 and 2010 there are only two items still in stock: the N Scale Liberty Railroad Train Set (993 21 030, July 2006) and the Z Scale Southern Pacific baggage car (553 00 075, November 2009). And they are still in stock. Someone buy them out already...

That brings us to 2011. I'd previously reported all items from that year sold out... oops... there are three Z Scale F7s still available: Amtrak (980 01 180), Rock Island black and red (980 01 210) and Burlington (CB&Q) gray (980 01 220). Ditto for 2012, with three other Z Scale F7s still available: a Western Maryland A unit (980 01 230), Rock Island A unit (980 01 240) and a Santa Fe B unit (980 02 070). Now on to 2013 for more of the same: all N Scale releases are gone, and just a few more Z Scale F7 locomotives remain. The two oldest N Scale items not called the Liberty Railroad Train Set are from 2014: the Southern Pacific and Canadian Pacific heavyweight diners (146 00 070 and 080 respectively). The oldest Z Scale item not a locomotive has sold out: the NYMX Weathered Mechanical Refrigerator (548 44 030, December) and that's the only other goner from 2014.

Over to 2015 and staying with Z Scale, the second number of the Western Pacific silver and orange F7B unit is outta here (980 02 422, September), and the Ringling Brothers "Legends" Two Pack of flat cars with containers has flown away (524 00 140, January). In N Scale, the two remaining Christmas Car "Blanks," A and C, now both have the "D" (101 00 802 A and C, both December).

From 2016's N Scale items, the first number of the Southern Pacific 89 Foot Flat Car has rolled away (071 00 561, September), as has the first number of the CSXT Airslide Covered Hopper (098 00 031, November). All four Christmas Car Blanks are gone (101 00 803A, B, C, D, November) as is the Postcard Series #8 "Rooftop Delivery" (101 00 818). Fold the tent on the first and third numbers of the Ringling Brothers Circus Flat Car (139 00 021 and 023, December). The Canadian National RPO (140 00 150, June) has left the station as has the Canadian National Heavyweight Diner (146 00 150, July). Among the Z Scale items, the second number of the Rio Grande 40 Foot Boxcar has left the building (500 00 902, August), as has the second number of the Northern Pacific 50 Foot Boxcar with huge NP (505 00 352, October). Incentive Per Diem Boxcar #2 for the Helena Southwestern has left the building (510 00 310, March), and so has IPD #5 for the Sabine River and Northern (510 00 340, June), #7 for the

Georgia Ports Authority/Savannah State Docks (510 00 360, August), and #8 for the Lake Erie, Franklin and Clarion (510 00 370, September). Both numbers of the Milwaukee Road tank car have drained (530 00 43x, January) and so has the eight pack of NATX tank cars (994 00 810, May).

On to 2017 and N Scale releases that are sold out: the Louisville and Nashville 50 Foot Double Door and End Door boxcar (078 00 140, January); the Baltimore and Ohio Covered Hopper (096 00 160, December), the first number of the Union Pacific Covered Hopper (098 00 051, March), and the CSX Transportation Bay Window Caboose Two Pack (130 00 210, August). Z Scale outs include the first number of the Maine Central 40 Foot Boxcar (500 00 921, January), the second number of the Southern Pacific 40 Foot Boxcar (500 00 992, August), both numbers of the Rock Island 40 Foot Boxcar (503 00 18x, December), the second number of the Pennsylvania Railroad 50 Foot Boxcar (505 00 362, June), and Runner Pack #101 of four Conrail Gondolas (994 00 101, March).

The N Scale sold out parade for 2018 starts with the Reading Railroad Weathered Boxcar Two Pack (020 44 167, August). The N Scale Norfolk and Western Troop Sleeper has marched off (116 00 070, March), as have Union Pacific Poster Series Troop Kitchens #6 and #7 (118 00 160 and 170, July and August respectively). The Grand Trunk Western 50 Foot Boxcar is gone (182 00 090, November). Runner Pack #145 of four Union Pacific 50 Foot Boxcars is discontinued (993 00 145, August). Among SW1500s, both undecorated versions (986 00 001 and 986 00 002, January) and both numbers of the Southern Railway version (986 00 12x, August) have rolled away. And the Penn Central Heavyweight Five Pack (993 01 750, November) appears to be gone again – it kept going on and off the MTL website. The Z Scale sellouts from 2018 come in pairs: both numbers of the Pennsylvania Railroad tank car (530 00 48x, April), both numbers of the Missouri Pacific PS-2 Covered Hopper (531 00 28x, March), and both numbers of the Norfolk Southern SD40-2 (970 01 21x, September).

Finally, we head to the DIY BBB for 2019 which is rather extensive. In N Scale, the Maine Central 40 Foot Boxcar has left the building (020 00 117, December) as has the New York Central Century Green 40 Foot Boxcar (020 00 207, February). The second number of the CSXT x-post boxcar is ex-available (025 00 118, March). (Is “ex-available” a word?) Three door-and-a-half single sheathed boxcars have been unloaded, all from February: the Union Pacific reprint (041 00 011) and the Soo Line and Western Pacific initial releases (041 00 040 and 050). The Crazy Water Crystals wood refrigerator car is emptied out (047 00 800, March). So is the Stokely’s Farm to Table Car #4 (049 00 830, May). The yellow and black CP Rail boxcar is gone (073 00 520, August), as are both numbers of the Union Pacific Center Flow with SP reporting marks (094 00 60x, December). If you had Car #8 in the Painter of Light series as the first to sell out, you win (102 00 808, November). I guess there really is something about a “Holiday Gathering.” Speaking of which, both versions of the 2019 Holiday Car are gone (102 00 820 and 825, October) and so is the Christmas Graffiti Center Flow (094 44 150, November). The second number of the Santa Fe/SFLC Well Car was unloaded (135 00 142, March). The Pennsylvania Railroad Paired Window Coach with double keystones has left the station (146 00 320, November). Finishing the N Scale outs list for 2019 are Runner Pack #160 of four New York Central “Pacemaker” Boxcars (993 00 160, December), DODX COFC Three Pack #1 (993

01 900, October) and the Nn3 Log Car Four Pack (994 00 953, May). Among Z Scale items, the first number of the New York Central boxcar (500 00 056, February), the weathered Rock Island boxcar (503 44 180, July), both numbers of the Santa Fe "The Chief" 50 Foot Boxcar (505 00 41x, September), the "Raven" Railbox weathered/graffiti boxcar (510 44 017, February) the first number of the CSXT x-post boxcar (510 00 431, March), the first number of the Pennsylvania Railroad flat car with load (525 00 171, May), the second number of the Union Pacific tank car (530 00 392, August), the first number of the Burlington Northern PS-2 covered hopper (531 00 311, December), both Santa Fe SD40-2s (970 01 09x, January), the second number of the Southern Pacific SD40-2 (970 01 252, March), Runner Pack 107 of four Santa Fe "Shock Control" boxcars (994 00 107, January) and the TTX Well Car Weathered Eight Pack (994 00 812, September) are all gone.

INCREMENTAL INFORMATION DEPARTMENT: Not sure whether this is Incremental or an Oops, but there was one other previous release of the CSXT ex-Family Lines Center Flow that was also in last month's Weathered Three Pack. CSXT 248057 was hiding in the Southeast Weathered Four Pack, Catalog 993 05 020, released in November 2009. The catalog number for that car was 099 44 290.

OOPS PATROL: Well, as long as I'm on that N Scale CSXT ex-Family Lines Center Flow Three-Pack (993 05 610), "Y" is not the end of the Approximate Time Period for it! It's actually "to as late as the present" based on ORER data. The Catalog Number and price on the Swift Refrigerator Weathered 16-Pack are 993 01 925 and **\$399.95** respectively, not what I copy/pasted from the Clean 16-Pack. Error of Omission Department: The individual catalog and road numbers for the N Scale SP&S Weathered Two-Pack (993 05 620) are 083 51 130 (Road Number 22902) and 083 52 130 (Road Number 22907).

FINALLY, ADDITIONS COMING TO THE BODY STYLE TABLE: The 2020 Product Guide had some interesting revelations for this byte slinger with respect to body styles. The newest one, of course, is obvious: the long-awaited Heavyweight Single Window Coach 160 body style. But hidden in a Multi-Pack release is another one: a Civil War Era Flat Car with Stakes, called out separately as the 1535 body style (or, if MTL were still using the old catalog system, the 153500s). The folks from Talent also have some other specific body style series for items like the circus wagons that I've not added to the table on the UMTRR Website. That will be fixed with the next update. In the meantime, until next month, do the best you can!

Cheers, George

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