



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #280 - April, 2020

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Hello again everyone! We begin Month 2 of the "Stay Home!" Time Period (an Approximate Time Period of "Who Knows?") with a double door boxcar "moving up" from Z Scale to N Scale, and continue with, among other things, a virtual two pack of Heritage Center Flows, an actual April Fool's two pack that hits close to UMTRR HQ, and a whole bunch of pre-order packs. Off we go...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



023 00 410, \$26.40.

Reporting Marks: B&O 294201.

40 Foot Steel Boxcar, 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, or 1967 (service date on car), to mid-1970s. This car has a lowered underframe and body mounted couplers.

The following is mostly reprinted from the coverage of the Z Scale release of this car in the February 2020 UMTRR.

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 bohrs.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 this car 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 Official Railway Equipment Register (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 023 body style which uses two six eight foot doors for a 16 foot opening. So the prototype lettering left of the door looks even more squeezed in 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.



034 00 440, \$26.90.

Reporting Marks: PRR 88260.

50 Foot Steel Boxcar, Double Youngstown Doors, Pennsylvania Railroad.

Brown with white lettering including reporting marks on left and plain keystone herald on right. Yellow "Cushioned Car"

right of doors. Approximate Time Period: 1962 (general build date) or 1963 (build date on this car), into the 1970s. This car has a lowered underframe and body mounted couplers.

Even though I have all three of the PRR Color Guides, the bingo for this X56 class boxcar won't be found there according to "Rob's Pennsy Page" (prr.railfan.net). Instead, MTL went to **The Keystone**, the magazine of the PRR Historical and Technical Society, for this car, specifically, Volume 21, Number 2, Page 38. **The Keystone** shouldn't be confused with **The Keystone Modeler**, the PRRH&TS free online e-zine which focuses on, well, modeling the Pennsy.

However, we can get close to the road number MTL chose looking online. RRPictureArchives has about the left half of PRR 88269, nine numbers away, as found in June 1965. On that same site is a scan of PRR 88358 as it emerged from the Samuel Rea Shops in Hollidaysburg, Pennsylvania; a photo included in the company's 1962 Annual Report. Between the two images we can see that MTL correctly reproduced the paint scheme for this car. As a final example, there's PRR 88383 from sometime in the 1960s, over on the Fallen Flags site.

Though this car is "dated" January 1963, production of the X56 class began in 1962. The ORER for July 1963 shows the series PRR 88251 to 88500, described as "Box, Steel, Cushion Underframe" with an end note calling out "DF Loading Devices with three rows of perforated wall angles." The inside length of these cars was 50 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 10 inches, outside length 55 feet 3 inches, extreme height 15 feet 1 inch, and capacity 4860 cubic feet or 140,000 pounds. There is a "door thing" as the cars had

an 8+7 foot arrangement versus the two eight foot doors on the MTL 034 body style. All 250 cars in the series were present at the time.

The “strictly speaking” ATP is probably not that long, given running board removal. Ignoring that detail, though, these boxcars lasted in PRR paint through the Penn Central merger and into Conrail: the April 1976 ORER showed a total of 145 X56’s in Pennsy paint, more than half of the original series! A few cars received Penn Central paint but more were repainted for Conrail, for example 213416, which kept its PC road number, found on the website of the Conrail Historical Society. Though the running boards were long gone, the PRR-painted cars lasted at least to the April 1984 Equipment Register. And there’s a photo of PRR 88299 from the series, remarkably in its original paint but with at least one replacement door, from October 1994, also on the CRHS site (via conrailphotos.thecrhs.org).



054 00 260, \$29.95.

Reporting Marks: ICG 978688.

54 Foot Bulkhead Flat Car, Illinois Central Gulf.

Orange with black lettering including reporting marks in center. White on black

double COTS panel at far right. White simulated reflective dots at points along bottom of side. Simulated aluminum rod load included. Approximate Time Period: 1982 (build date) to, strictly speaking, no later than 2006 for this specific car, or into the late decade of the 2010s otherwise.

The bingo for this car comes up on RailcarPhotos.com. The car was found in December 2006 carrying, guess what, a load similar to what Micro-Trains has included with the car. The white dots also on the model are accompanied by conspicuity stripes, so there is a “strictly speaking” ATP in effect here. It’s noted with the photo that the 978688 was among the group ICG 978650 to 978749 built by Portec in the later part of 1980. The prototype car is longer than the MTL 054 body style by about 12 scale feet however the general arrangement of the car is about the same. There’s a fair amount of rust on the flat car and on the inside of the bulkheads, as well as what looks like some paint patching along the sides.

It’s noted with the photo that the 978688 was among the group ICG 978650 to 978749 built by Portec in the later part of 1980. However, I don’t see that series in the April 1981 ORER, while it is present in the April 1984 Register, so I will concur with MTL’s car copy that these cars were built in 1982. The series is split into main groups 978650 to 978674, 978675 to 978699 and 978700 to 978749, which differ only by capacity: 183, 184 or 185 thousand pounds. The key dimensions are all the same: inside length 66 feet, inside width 9 feet, outside length 77 feet, and extreme height 14 feet 10 inches. The total car count is right at 100.

Given the 2006 bingo photo, I jumped to the ORER for January of that year. Illinois Central Gulf had reverted to its original Illinois Central name by this time. The total car count was 58 across the same three main sets of flat cars. In the January 2011 Register, there were 48 cars with ICG reporting marks, but there were also more than twenty cars restenciled to IC

reporting marks or perhaps repainted entirely. But that change from ICG back to IC wasn't yet done as of the January 2018 ORER, with 44 cars still in their as delivered reporting marks. I'm not ready to declare a "To Present" Approximate Time Period, but it's certainly possible.



065 00 036, \$29.95

Reporting Marks: GATX 4584.

39 Foot Single Dome Tank Car, Roma Wine.

#3 in the "Grape to Glass" Series (Pre-orders taken September 2019). Aluminum with black underframe and handrail. Red "Roma Wine" with black outline across

car. Black lettering including reporting marks on left and company locations across side. Black end lettering. Approximate Time Period: 1940 through at least that decade (a guess) but no later than 1959.

Another Grape to Glass Car, another guess on the Approximate Time Period. Well, at least I guessed right that Roma Wine would be among the companies included in this series. What I could not have guessed is that old time radio fans are interested in this brand, as it was a major sponsor of several dramas during the 1940s including "Suspense." By that time, the company, founded before 1915, the year it was sold to the Cella brothers, was already a subsidiary of Schenley Industries, one of the "Big Four" companies which dominated liquor sales. "Roma, America's Largest Selling Wine!" was a tag line during the radio broadcasts. In the 1950s the company introduced a dripless bottle in which it sold some of its many wine varieties. The company was sold to Guild Wineries and Distilleries at the end of 1970.

Thanks to Tangent Scale Models, we have both a bingo photo and a confirmation of 1940 as the start date for the ATP for this car. The prototype was a General American Tank Car 8,000 gallon design; in other words, smaller than the MTL 065 body style which is of a 10,000 gallon car. GATX 4584 and 4588 are shown in the prototype image, as part of a train in an undated photo at an unknown location. But hey, we've got a match! We'll take it.

The ORER for April 1943 shows the GATX 4584 as part of a 92 car series numbered 4500 to 4599, of insulated tank cars with 80,000 pounds capacity. That group stood at 67 cars in the April 1952 Register, but with the 4584 and 11 other cars called out as a AAR Designation TLI ("lined with material other than glass"). The 4584 was out of the GATX registration sometime between the January 1955 and January 1959 Equipment Registers, marking a nominal end of the ATP. That doesn't mean the car was painted for Roma Wine the entire time.

What eventually happened to the company? It gets a little murkier after the 1970 sale to Guild. There was a property tax lawsuit which followed, charging that the improved properties of the former Roma Wine operation were being underreported. In the present day, one of the barns used by Roma Wine (and Scatena Brothers before that, which has also appeared on Kadec Micro-Trains cars) is now part of the Holdredge Winery. That structure's history goes back into the late 1800s!



094 00 621 and 094 00 622, \$30.90 each.

Reporting Marks: SSW 70429 and 70094.

Three Bay Center Flow Covered Hoppers with Trough Hatches, St. Louis Southwestern (Cotton Belt) Heritage Scheme.

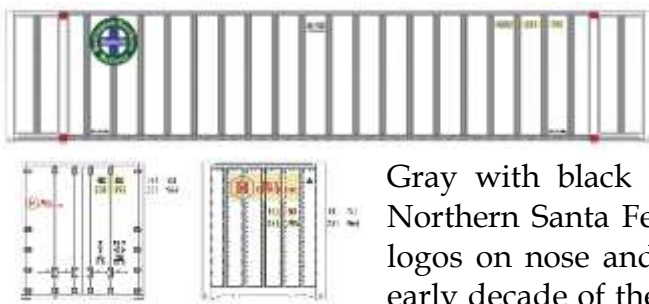
Gray with black reporting marks in Union Pacific typestyle on left. Blue and white Cotton Belt herald on right. White horizontal conspicuity stripes at points along bottom of side. Approximate Time Period: at least 2007, plus or minus.

Ignoring the “tagging” (which can’t be reproduced anyway under the Cotton Belt parent Union Pacific’s model train licensing agreement), the 70094 and 70429 have been painted in this “legacy” scheme since at least 2007. I’ve got bingos for both cars on RRPictureArchives from that year. Then I have the 70094 in 2011 and 2012 and the 70429 in 2014, although in all cases conspicuity stripes have been added which would shorten the “strictly speaking” ATP, giving the “plus or minus” which I usually reserve for Weathered/Graffiti cars.

These cars are legacy Cotton Belt as well as wearing the “let’s protect the trademark,” oops, I mean “heritage” scheme. The series SSW 70000 to 70499, the road’s H-100-38 class, was built in 1979 by American Car and Foundry and carried the large “Cotton Belt” roadname in the center of the side. (Micro-Trains did this paint scheme as its first 94000/094 Center Flow body style release, back in May 1994, predating the UMTRR, but it has road number 78732, not part of this prototype series.) The cars’ capacity was 4650 cubic feet, matching the MTL model.

According to Lee Gautreaux’s “Railgoat” page, some of these cars were part of the Golden West Service sale/leaseback roster. When that arrangement ended, the Golden West cars would have come back to the Southern Pacific/ SSW/ Union Pacific fold. Images online suggest to me that most of these cars got Union Pacific heralds, with or without the “Building America” slogan, instead of the Cotton Belt “ginsaw” monogram.

The ORER for January 2018 says nothing about paint schemes, of course, but does show that of the original 500 cars, there were a total of 312 still in service.



468 00 171 and 468 00 172, \$17.95 each.

Reporting Marks: HUBU 281795 and 281964. 48 Foot Containers, Burlington Northern Santa Fe/Hub Group.

Gray with black lettering. Green, blue and white Burlington Northern Santa Fe herald on sides. Red and white Hub Group logos on nose and tail. Approximate Time Period: late 1990s to early decade of the 2000s. Micro-Trains has announced that these

would be available mid-month and should be at MTL dealers as you read this, however they are also not on dealer standing orders. MTL artwork is preliminary; actual product may vary.

For me, tracing the “history” of containers is like trying to draw a family tree of Tribbles. (Look it up, kids.) We know that the ATP of this box can’t be any earlier than 1995 since that’s when the Burlington Northern Santa Fe was formed. It’s likely to begin around then since the green and blue circle cross was the first official herald of what became simply “BNSF” (don’t get me started...) in 2005, at which point the circle cross officially gave way to the “Wedge” or “Swoosh.” The other company is the Hub Group, which was founded in 1971 in Hinsdale, Illinois and went public in 1996. We’ve seen that firm before on several MTL containers.

I have a bingo from 2005 for the second container in this virtual two-pack, HUBU 281964. It’s atop another BNSF/Hub container in single well car DTTX 56109. Meanwhile, over on Matts Intermodal (direct URL www.matts-place.com/intermodal/part3/images/hubu281795.jpg) there is the other container, mounted on a chassis at a loading bay. That photo is undated. Both boxes have a green triangle at the top right hand corner of the nose, indicating manufacture by Hyundai.

Speaking of BNSF, on its official website there is a “digital flipthrough” history which can be viewed with either Adobe Flash or basic HTML. Check it out at www.bnsf.com/about-bnsf/our-railroad/overview/index.html .

N SCALE NEW RELEASE PASSENGER CARS:



160 00 030, \$29.95

Reporting Marks: CB&Q 4500.

**Heavyweight Single Window
Coach, Burlington (Chicago,
Burlington and Quincy).**

Pullman green with black roof, underframe and six-wheel trucks. Gold lettering including Burlington roadname in center of letterboard and reporting marks at bottom center. Approximate Time Period: 1950s (based on paint scheme) into the 1960s.

We turn to Page 18 of the **CB&Q Color Guide to Freight and Passenger Equipment** for the bingo on this 64 seat coach. It dates to 1916, the product of American Car and Foundry and one of fifteen numbered 4500 to 4514. However, the “ribbon lettering” paint scheme is from the early 1950s so that’s the start of our Approximate Time Period. I didn’t need to count prototype windows as it’s noted in the **Color Guide** that they had eighteen per side. That’s four less than the MTL 160 body style. I guess I’m learning that single window coaches aren’t as “standard” as I thought. (If you’re looking for a closer match in window quantities, try the CB&Q series 6100 to 6116 which have 23 per side.) The 4500 was photographed in Denver in 1963; by June 1966, it was out of revenue service and in company service as a bunk car numbered 251176. Other cars in this group, the Burlington’s Class PC-6, lasted farther into the 1960s with two finishing their long period of operation in suburban service.

The Official Register of Passenger Train Equipment (ORPTE) for January 1953 has a larger group of cars, CB&Q 4500 to 4527, split into two groups, one of 10 cars and the other of 8 cars. The first subset had Electro-Mechanical Air Conditioning, while the second had an ice system for cooling. The 4500 was in the first group. The ice-cooled cars had a lower mileage rate (17.5 vs. 19.1 cents) and per diem charge (\$29.95 vs. \$35.15). The few dimensions given were the same across both subsets: 64 seats, 70 foot inside length, 79 feet 9 inches length over the buffers.



160 00 130, \$32.90

Road Number: 1948 (will be "NYC 1948" in website listings).

Heavyweight Single Window Coach, New York Central.

Two-tone gray with black roof, underframe and four-wheel trucks. White lettering including roadname in center of letterboard and road number at bottom center. Approximate Time Period: around 1953 scheme) into at least the late 1960s.

A quote from the Canada Southern website's "Heavyweight Cars" section of the "Notes on NYC Passenger Car Painting" page: "After March 6, 1953; Cars equipped with air conditioning and some headend cars repainted into the post 1948 two-tone grey scheme - same colors and lettering as the lightweight cars, except roof and underframe is F-1 car cement (black)." Simple enough for a start to the ATP.

The NYC Color Guide to Freight and Passenger Equipment Volume Two includes the bingo photo of the 1948 on Page 14. This car was originally NYC 2137, built by Standard Steel Company, part of NYC Lot 906. It was renumbered to 1948 in October 1950. Noted photographer Henry Maywald caught it in two-tone gray in 1962 in commuter service. The prototype car and the MTL 160 body style appear to be an almost exact match; that makes sense since the model is based on New York Central practice. When the car was renumbered it retained its original windows and doors, which also aligns with the Micro-Trains car.

N SCALE REPRINTS: No releases this month.

N SCALE MULTI-PACKS:



993 02 040, \$49.95

Reporting Marks: NCO 81495 and NCY 81167. New York Central Boxcar Two Pack of 50 Foot Steel Boxcars with Single Youngstown Doors.

Both cars are brown with white lettering including reporting marks on left and white on black oval "New York Central System" herald on right. The 81495 (Catalog 031 51 540) has black ends; the 81167 (Catalog 031 52 550) has brown ends. Approximate Time Period: 1955

(build date) into the 1960s as painted. These cars have a lowered underframe and body mounted couplers.

Had this April Fool happened now, it would be filed under the “You Had One Job!” category. Mis-stenciling probably happens a lot more than we believe, but it’s probably caught and fixed quickly. The difference here noted by MTL is that these two cars stayed on the rails with these mistakes for years. Also – and I can confirm this personally since this two-pack is right here next to me as I write this – both sides of the car are mis-stenciled. (Given my attraction to the “Central,” was there any doubt that I would add this pair to my accumulation?) This leads me to the question of whether I want to dig through my stash of CDS Dry Transfers and “correct” one side of the car for a little variety. For that matter, since most of the work is already done, I could get another two-pack, find those dry transfers, and correct and re-number these cars and then weather them to represent how they would have looked in 1963. And need I mention what would next happen if I did that? Yep, a Weathered Release from MTL ...

Well, since I put that out there, I might as well discuss the overall prototype series from which these cars were selected. That’s the New York Central’s Lot 851-B, constructed in January 1955 by the Central’s Despatch Shops Incorporated in East Rochester, New York (as previously noted, not far from UMTRR HQ). The cars were numbered 81000 to 81499. The ORER for January 1958 is the first one I have after these entered the roster. Their description was “Automobile, Box, Steel” with AAR Designation XML. The inside length was 50 feet 6 inches, inside width 9 feet 1 inch, inside height 10 feet 6 inches, outside length 51 feet 11 inches, extreme height 15 feet even, door opening 7 feet 9 inches, and capacity 4835 cubic feet or 110,000 pounds. These cars had nailable steel flooring, according to end note “HHH” (and if you think that’s bad, the last end note in that registration was “JJJJJ”!) Checking to see how many survived to the Penn Central, I’ve got the October 1969 Equipment Register. The set was broken up into the 81000 to 81299 group with 170 cars, the 81300 to 81399 group with 32 cars, and the 81400 to 81499 group with another 53 cars. Let’s see, add 5, carry the one... that’s 255 cars total. Only three of these cars survived to Conrail and the April 1976 ORER.

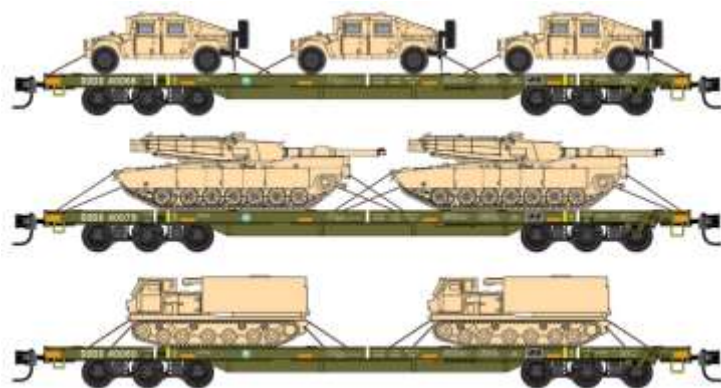
But that’s not the point of this April Fool. The **NYC Color Guide to Freight and Passenger Equipment Volume Two** includes bingos on both boo-boos on Page 46. It’s noted, and shown in the almost-three-quarter view of “NYO” 81495, that these cars had what have become known as “Despatch Ends” – fabricated in the car shops and not quite like the Pullman-Standard ends on the MTL 031 body style. According to the Canada Southern website, these also had a “DSI Roof.” I can’t get a good look at that in either photo, but suffice to say it was also different from the Pullman-Standard offering.

The 84195 was found with a badly faded paint scheme... in 1964, nine years after being incorrectly stenciled. (The amount of wear and rust certainly lends credence to my idea of “fixing” another copy of one of these cars.) But that’s only second place in this two-horse race, as the “NCY” 81167 was found painted as such in 1969! That’s not only fourteen years later, it’s on the second owner, Penn Central! Gee, guys, don’t you think you would have noticed something when you put the Car-Trak (ACI) label on the side right next to these wrong reporting marks?

In addition to the above, **Runner Pack #164 (993 00 164, \$119.95)**, of four Burlington Northern Santa Fe well cars (BN restencil) is expected to be available mid-month and should be at MTL dealers as you read this. UMTRR pre-order coverage was in the November 2019 issue. The individual catalog and road numbers are: 135 51 020, 203005; 135 52 020, 203011; 135 53 020, 203015; and 135 54 020, 203016. These are the third through sixth releases for this item.



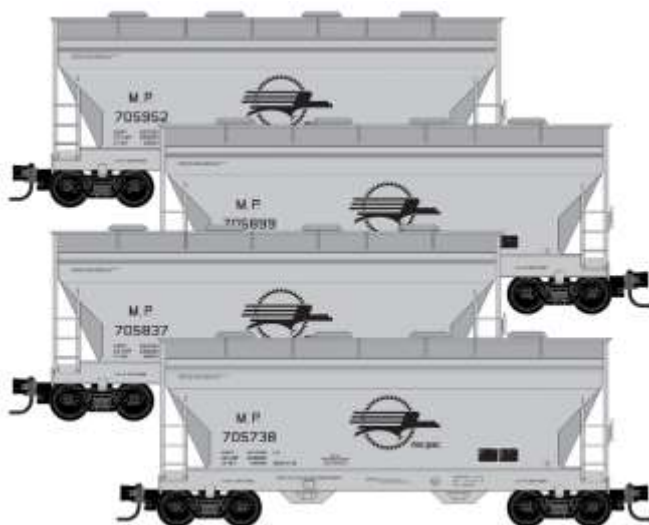
Also, the **Montana Rail Link Tie Loader Three Pack (993 02 030, \$99.95)** should be available mid-month as well. UMTRR pre-order coverage was in the October 2019 issue. There are two body styles each with a different paint scheme in this set. The individual catalog and road numbers are: 105 51 576, 40004; 105 52 576, 40008; 105 53 586, 100503. This is the first and second release for the 576 catalog number (with BN paint exposed) and the first release of the 586 catalog number (freshly painted).



Finally, the **Olive Drab DODX Three Packs with Military Vehicles (993 01 811 and 993 01 812, \$139.95 each)** were initially scheduled to be available mid-this month. As of around April 17, the MTL website indicated that the set without reflective stripes – a.k.a. conspicuity stripes (993 01 012) would be released in May instead. I think this is a “stay tuned” with respect to the set with reflective stripes also. The road

numbers, as previously announced, are the same in both sets: 40066, 40079 and 40080. Catalog numbers have been posted, namely 137 5x 024, but I don’t yet know which is which in terms of stripes or no stripes.

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 April 30.



Scheduled Delivery September 2020:

993 00 170, \$99.95

Reporting Marks: MP 705738, 705837, 705899, 705952.

Runner Pack #169, quantity four of 2 Bay Center Flow Covered Hoppers, Missouri Pacific.

Gray with mostly black lettering including reporting marks on left and "Eagle/Buzzsaw" herald in center. White on black COTS panel on right. Approximate Time Period: 1981 (build date on cars) into the decade of the 2010s. Previous Release: As Catalog 92030, Road Number 705735,

December 1993. Catalog numbers (in the 092 series) and reporting marks will be confirmed upon release. MTL artwork is preliminary and actual product may vary.

The previous run of this car from back in 1993 (quick shot from my accumulation at right) looks an awful lot like the MTL artwork. The road number 705735 just precedes that of the first of the four cars in this forthcoming Runner Pack as well. Alas, the UMTRR was still some time in the future when this first run was released, so there is no opportunity to copy and paste.



But there was also no **Missouri Pacific Color Guide to Freight and Passenger Car Equipment** then either; it was published in 2004. Page 87 of that book includes a photo of MP 705952, a bingo to the fourth road number of this upcoming quartet. It was among the set of five hundred Center Flows built by American Car and Foundry in 1981. The car was found in October 1984 and the first thing I noticed was how gray the trucks were. Runners (well, it is a Runner Pack) might consider weathering the trucks to almost the same color as the car itself. The inside of the wheels is almost the same shade, too.

The ORER for April 1984 shows the entire series MP 705500 to 705999 in full force at 500 cars. These were rated at 2980 cubic feet, a completely nitpicking ten cubic feet off the MTL 092 body style which is modeled after the ACF 2970 cubic foot car. The inside length was listed at 34 feet 9 inches, outside length 41 feet 11 inches, extreme height 15 feet 1 inch, and weight capacity 200,000 pounds.

While, for the record, there remained 388 of the original 500 cars in the MP series in the January 2018 Union Pacific registration, the question is how long they stayed in this as-delivered paint scheme, adding conspicuity stripes sometime after 2005, of course. The answer is, quite a while. Based on a search on RailcarPhotos.com, not statistically significant but good enough for these purposes, there were plenty of cars repainted to the UP "We Will Deliver" scheme. However, as late as 2017 the "Eagle/Buzzsaw" was still on cars, or perhaps I should say the

ghost of that herald as it faded very badly over time. (Can you say, “Weathered Release?”) The “winner” among the cars is probably MP 705907, photographed in September 2017. The original herald appears in ghosted white against a mostly rust-colored side, **and** there’s a faded UP shield herald on the top right to boot.



Scheduled Delivery October 2020:
993 00 819, \$219.95

Reporting Marks: BNSF 409113, 409115, 409116, 409118, 409121, 409122, 409124, and 409125.

Eight Pack #19, quantity eight 2 Bay Center Flow Covered Hoppers, BNSF Railway.

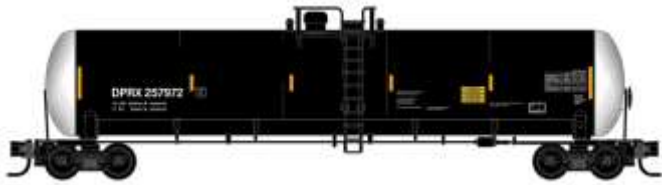
Mineral red with mostly white lettering including reporting marks on left and “Wedge”

herald on right. White on black COTS panel on right. Orange vertical conspicuity stripes at points along bottom of side. Approximate Time Period: No earlier than 2005 (given conspicuity stripes) to present, but see text. Previous Releases: None (though there have been other BNSF cars of this type, not with this paint scheme). Catalog numbers (in the 092 series) and reporting marks will be confirmed upon release. MTL artwork is preliminary and actual product may vary.

Methinks the machines in a certain factory in Talent, Oregon are going to be churning out a whole lot of two bay center flows in the coming months, what with this eight pack and the MP four pack discussed just above. Presuming sufficient pre-orders, those machines will easily pump out thousands of shells, underframes, hatches and end rails. And that’s not counting that MTL often issues a single car of the same body style at or around the same time as a Runner or Eight Pack Release.

Ah, but there is a bit of a “see text” here, the gravity of which I will leave to the reader. These cars were built in 1998 by American Railcar Industries, the successor to American Car and Foundry. The “ACF Center Flow” is still visible on some cars I found online in the previous BNSF—wait, *Burlington Northern Santa Fe*, that’s better—paint with circle cross herald. However, while the look of these cars is about the same as the MTL 092 body style, they are a fair bit longer at 39 feet 1 inch inside length; and larger, at 3425 cubic feet capacity. It also looks like they have a combination of trough hatches and round hatches. I’m not quite sure how to describe this, so have a look on RailcarPhotos at BNSF 409068 to see what I mean. I am not aware of any readily available model of this hatch arrangement in any scale.

The January 2018 ORER shows 340 of the 350 possible cars in the series, so “to present” is good for the ATP as long as the cars were repainted to the most recent “Wedge” scheme from the as-delivered circle cross decoration. The outside length of these cars is 43 feet 9 inches, extreme height 15 feet 6 inches, and gross rail weight (car plus lading) 263,000 pounds.



Scheduled Delivery September 2020:

993 00 821 and 993 00 822, \$269.95 each.

Reporting Marks: DPRX 257972, 257988, 258006, 258020, 258154, 258182, 258804, and 258806 (First Set); DPRX 257799, 257845,

257983, 257997, 258023, 258187, 258553, and 258715 (Second Set).

Eight Packs #21 and #22, quantity eight each of 54 Foot General Service Tank Cars, DPRX.

Black with white ends. Mostly white lettering including reporting marks on left and tank qualification stencil on right. White on black COTS panel on right. Black on yellow emergency information stencil right of center. Yellow horizontal conspicuity stripes at points along middle of side. Black end markings (presumed from prototype photos). Approximate Time Period: 2014 to present. Previous Releases: None. Catalog numbers (in the 110 series) and reporting marks will be confirmed upon release. MTL example artwork is preliminary and actual product may vary.

Remember the story of Deep-Rock Petroleum I told last month with the release of the single dome tank car? Well, the saga ended for our purposes when Kerr-McGee took over the company in 1955. Suffice to say, a lot happened corporate-wise since then which I didn't cover, namely because there really wasn't any information to be found. So I can neither confirm nor deny that these cars are "Deep-Rock" as MTL calls them in its pre-order information. Notice my cop-out in simply referring to them as "DPRX" above. For what it's worth, the registrant for these reporting marks is called out as "PBF Holding Company, Inc." in the January 2018 ORER. Its parent, PBF Energy "is one of the largest independent petroleum refiners and suppliers of unbranded transportation fuels, heating oil, petrochemical feedstocks, lubricants and other petroleum products in the United States," according to their website. Which could make it a corporate successor to Deep-Rock... or not. I give up.

Anyway, the tank cars which MTL is planning to offer in two eight-packs are based on a relatively recent prototype. Series DPRX 257017 to 258316 was built by Trinity Rail over several time periods in 2014 and 2015. That covers six of the eight cars in each set. RRPictureArchives has bingo photos on the 258154 and 258182 from the first eight-pack and the 258187 from the second eight-pack, plus road numbers all around the ones Micro-Trains selected. Most of the photos I looked at show clean cars. They also have "1267" placards which corresponds to crude oil. There is also at least one somewhat tagged car that falls within the MTL set of road numbers, DPRX 257812, with a "3257" placard meaning it's carrying something molten, a "miscellaneous dangerous good."

Going back to the ORER for January 2018, there are two groups of cars. DPRX 257107 to 258118 is shown with 1100 cars of type T107 and DPRX 259119 to 260016 is shown with 1000 cars of type T109. T107s carry 25 to 27 thousand gallons each which T109s hold over 32,000 gallons. Other than the gross rail weight of 263,000 pounds, there is no other dimensional data to review. It looks like the paperwork is handled by a subsidiary of the cars' builder Trinity Rail.

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 April 15.*



025 44 569, \$29.95

Reporting Marks: RBOX 38461.

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

#4 in the "Year in Railbox 2020" series, "RIP RBOX." Base car is yellow with black door and with mostly black lettering including later version Railbox name and reporting marks on left and. Black, red and blue later small version "Next Load/ Any Road" logo on right. White on black double COTS panel on far right (obscured on one side). Featured side

of the car has extensive graffiti across bottom third of car with "RIP RBOX 38461" tombstone on door. Opposite side of the car has multicolored graffiti on left and right bottom of side. Approximate Time Period: after 2011 but before June 2017 (using both sides of the car). This car has a lowered underframe and body mounted couplers.

At the time I typed this, Micro-Trains hadn't selected a "title" for this car, so I took the liberty of giving it the "RIP RBOX" name. You could also go with "Grave Robbers" which is way over on the left end, in black. Our Graffiti Special Correspondent David Grothe outdid himself this time, getting shots of the full featured side, closeups of left and right, a full shot of the opposite side, **and** images of both ends, all in June 2017 in Denver, Colorado and all posted to the website RRPictureArchives.net. Believe it or not, the end of the car that doesn't have the brake wheel also has graffiti... I wouldn't expect MTL to reproduce this. However, David also notes this: "MTL's version is a little different as they modeled the car before the patchwork of repainting the reporting marks. Nice touch!" So the ATP actually ends sometime before David took his photos. There is a shot of one side of the 38461 grabbed in 2011, which does not have the graffiti on either side of the Micro-Trains model. So "sometime after 2011 but before June 2017" would be my rather wimpy ATP this time.

RBOX 38461 is part of the prototype's class XFF20, series 37750 to 38749 built by FMC as their Lot 18025 from April to November 1980 and June 1981. The MTL 025 body style (and 510 body style in Z Scale) is based on the FMC 5077 cubic foot boxcar, while this is a larger 5277 cubic foot car. As of January 2018 there were 531 cars remaining from the original thousand built.



125 44 140, \$32.90

Reporting Marks: FEC 18073.

Ortner Rapid Discharge Hoppers, Florida East Coast.

Base car is brown with white lettering including reporting marks on left. White on black COTS panel at lower right (obscured by graffiti on one side). Yellow vertical conspicuity stripes at points along car. Featured side of the car has large "GARS" in center in spring colors with green "plants" across bottom of side and white "Happy Easter" at far left. Other side of the car has

white scrawl graffiti. No weathering. Approximate Time Period: around 2014 to present for base car. Previous Releases: None.

This is the latest in the string of Florida East Coast Ortner Cars produced by Micro-Trains... and certainly it's the simplest paint scheme. That large "FEC" is long gone here, and even the car color is muted, unless you count the Eastertime graffiti that is. Over on Fallen Flags there are a number of photos of these cars all taken in January 2011, most of which have been redone from red and white to the "dip" brown with reporting marks only. None of these are in the 18000 series, however. But we get the idea: the ATP could have started around then.

But that's for the general paint scheme, not the car. It turns out that there is only one ORER in which I see FEC cars in the 18000s: the October 2014 issue, which has the series 18000 to 18048 and the series 18049 to 18106 with a total of 107 cars. That's a full complement of road numbers. The dimensions given are identical: 43 foot 10 inch outside length, 12 foot 10 inch extreme height, capacity 2300 cubic feet and gross rail weight 263,000 pounds.

And then... there is **no listing at all** for the Florida East Coast in the January 2018 ORER. What? Did over 4500 cars in the FEC roster in 2014 simply vanish? Or was there not seen a need to list them in print anymore? Or did something get lost on the way to the ORER people? The only car in the usual go-to photo lists in the 18000s is a March 2016 image of FEC 18043.

I wish I could locate the exact photo again on RRPictureArchives with this information: some of the Ortner hoppers were sold off to Greenbrier, only to return later. I don't know if the 18000s were among those cars. I do know from photos of this body style that the plain lettered versions co-existed with the cars that sported the large "FEC." With an application of Rule #1 ("It's your railroad") you could certainly operate this car with the others which have been issued previously by Micro-Trains.



993 05 670, \$119.95.

Reporting Marks: MRL 21028, 21104, 21184 and 21236.

Montana Rail Link Weathered Four Pack.

Consists of four 50 foot exterior post boxcars with single Superior type doors. Each base car is blue with mostly white lettering including reporting marks on left. Red and white roadname ("Montana") in red on left; yellow conspicuity stripes at points along bottom of side and white on black COTS panel at bottom right (sometimes covered by conspicuity stripe or graffiti). First three cars have repainted white Washington Companies logo on blue patch panel on right; fourth car (the 21236) has original MRL logo.

Each car has various amounts of weathering,

rust effects and graffiti. Approximate Time Period: in general, 2005 and to present given conspicuity stripes; more specifically, 2011, plus or minus, for the 21028, 22184 and 22136, and 2009, plus or minus, for the 21104. Previous Releases (unweathered): Road Number 20030, March 2002; Road Number 20029, August 2011; (weathered) Road Number 21052, January 2015. Individual catalog numbers are 025 5x 620. Note: The official MTL image of the four cars shown above is cut off on the right.

Micro-Trains follows up its single release of a Weathered Car (at right), in a tone I dubbed "yecch green" given the accurately depicted weathering, with this quartet of boxcars from the same prototype series. The first Register in the accumulation in



which I see these is April 1995, which has the series MRL 21001 to 21250 in two subsets differentiated by the description and a 1000 pound difference in capacity. The key dimensions were: inside length, 50 feet 6 inches, inside height, 10 feet 11 inches, outside length, 58 feet 8 inches, extreme height, 15 feet 5 inches, door opening 10 feet, and capacity 5257 cubic feet and either 192,000 or 191,000 pounds. Of the group, the main series of 127 cars was listed as "Box, Steel, Nailable Steel Floor, 15 inch Travel (Paper) and a subset of 119 more cars, including the 21052, was listed as just "Box, Steel." Both sets had AAR Designation XP and AAR Car Type Code A402 ("specially equipped, designed, and/or structurally suitable for a specific commodity loading"). These dimensions in the mean that the 025 body style is not a match to the actual cars. Jumping to the January 2011 ORER, 246 cars remain in service collected into the longer description and just three are merely "Box, Steel." As of the January 2018 ORER, 235 total cars are in the roster and the word "Paper" is added to the description. So we know what "specific commodity" that might be. A general "To Present" ATP applies.

RRPictureArchives.net has a bingo on the 21028 with the "light bulb bee" was caught in January 2011. It's noted that this car is the former MRL 14767, previously Southern Railway

14767 and before that RBOX 14767... which almost makes this an honorary "Year in Railbox" car. We bounce to RailcarPhotos.com for MTL 21104, caught in July 2009. It also started as a Railbox car, but here's more from the caption: The MRL series 21001-21250 is from SOU series 14000-14999, originally from RBOX series 14000-14999 built by Pullman-Standard, Lot 9794, class XPF10, built January to March 1975. These were rebuilt by Livingston Rebuild Center, also part of the Washington Companies which owns Montana Rail Link, in 1993. They made these uncushioned 70-ton Plate B cars into cushioned 100-ton Plate C cars, raising the roof four inches and adding 15 inch end-of-car cushioning and new sliding doors. The 21184 with "DUMP" declared on the door was found in May 2011 and it's on RRPictureArchives. Finally, the 21236 is on RailcarPhotos as of August 2008, though not with the same graffiti. I note this image because it shows very well the extra height added to the sides, all above the original car's top chord and side posts. By May 2011 the graffiti MTL reproduced was on this car; that photo is on RRPictureArchives.



N SCALE SPECIAL EDITION RELEASES:

Car #12 in the **Thomas Kinkadee Painter of Light Series** has been released (102 00 812, \$31.95). UMTRR coverage was in the December 2018 issue.

This release features the 2003 work "The Old Fishin' Hole." View a larger version of this painting along with notes on it at <https://thomaskinkade.com/art/the-old-fishin-hole/>. This work was the first in Kinkadee's "Childhood Memories" series of paintings, although Kinkadee admitted to using creative license to place a covered bridge in the Sierras!



And a delay: the companion powered FT-A diesel locomotive for this series (997 01 808, \$124.95) has been postponed due to issues obtaining the chassis. MTL is now projecting a release in late summer for this power for the Kinkadee Train. Given that

there are plenty of additional Kinkadee works from which to draw (pun not intended), I wonder whether there will be any more releases in this Micro-Trains series at some point in the future. I guess it all depends on licensing arrangements.

There are no Special Edition pre-orders this month.

Z SCALE NEW RELEASES: The Chesapeake and Ohio Cameo Car #3 and two other new items which had been planned for the month "will not release this month due to unforeseen production delays" – a direct quote from the April Micro-News.

Z SCALE REPRINTS: No releases this month.

Z SCALE SINGLE RELEASE PREORDERS: Similar to the x-post boxcars announced back in January, the pre-order window for the seven cabooses announced last month was supposed to have closed... well, last month... but these cars are once again mentioned on the MTL website and in the Micro-News, and you can still “add to cart” online at MTL. The seven are as follows; complete coverage was last month’s UMTRR.



Targeted Delivery August/September 2020:
535 00 420, \$32.95
Reporting Marks: CSXT 903180.
30 Foot Steel Center Cupola Caboose, CSX Transportation.



Targeted Delivery August/September 2020:
535 00 430, \$24.80.
Reporting Marks: ATSF 1735.
30 Foot Steel Center Cupola Caboose, Santa Fe (AT&SF).



Targeted Delivery August/September 2020:
535 00 440, \$29.95.
Reporting Marks: NS 555006.
30 Foot Steel Center Cupola Caboose, Norfolk Southern.



Targeted Delivery August/September 2020:
535 00 450, \$29.95.
Road Number: X66 (will be “GN X66” in website listings).
30 Foot Steel Center Cupola Caboose, Great Northern.



Targeted Delivery August/September 2020:
535 00 460, \$29.95.
Road Number: 90020 (will be “C&O 90020” in website listings).
30 Foot Steel Center Cupola Caboose, Chesapeake and Ohio.



Targeted Delivery August/September 2020:
535 00 470, \$32.95.
Reporting Marks: NP 10401.
30 Foot Steel Center Cupola Caboose, Northern Pacific.



Targeted Delivery August/September 2020:
535 00 480, \$29.95.
Reporting Marks: UP 25411.
30 Foot Steel Center Cupola Caboose, Union Pacific.

Z SCALE MULTI-PACKS: **Runner Pack #109** (994 00 109, \$84.95) of four Rio Grande (D&RGW) boxcars is now available. UMTRR pre-order coverage was in the November 2019 issue. The individual catalog and road numbers are: 500 51 700, 68257; 500 52 700, 68261; 500 53 700, 68285; 500 54 700, 68324.

There are no pre-order announcements this month.

Z SCALE SPECIAL EDITIONS: 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 April 15.*



510 45 220, \$29.95

Reporting Marks: RBOX 38461.

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

#4 in the "Year in Railbox 2020" series, "RIP RBOX." Base car is yellow with black door and with mostly black lettering including later version Railbox name and reporting marks on left and. Black, red and blue later small version "Next Load/ Any Road" logo on right. White on black double COTS panel on far right (obscured on one side). Featured side of

the car has extensive graffiti across bottom third of car with "RIP RBOX 38461" tombstone on door. Opposite side of the car has multicolored graffiti on left and right bottom of side. Approximate Time Period: after 2011 but before June 2017 (using both sides of the car).

Please see the coverage of the N Scale release (025 44 569) above.



994 05 250, \$59.95

Reporting Marks: MRL 21028 and 21104.

Montana Rail Link Weathered Two Pack.

Consists of two 50 foot exterior post boxcars with single Superior type doors. Each base car is blue with mostly white lettering including reporting marks on left. Red and white roadname ("Montana") in red on left; yellow conspicuity stripes at points along bottom of side and white on black COTS panel at bottom right (sometimes covered by conspicuity stripe or graffiti). First three

cars have repainted white Washington Companies logo on blue patch panel on right; fourth car (the 21236) has original MRL logo. Each car has various amounts of weathering, rust effects and graffiti. Approximate Time Period: in general, 2005 and to present given conspicuity stripes; more specifically, 2011, plus or minus, for the 21028 and 2009, plus or minus, for the 21104. Previous Releases (unweathered): Road Number 20030, August 2006. Individual catalog numbers are 510 5x 130.

Please see the coverage of the N Scale Four Pack above (993 05 670). The first two cars in that pack are the same road numbers as the two in this Z Scale release.

MTL ANNOUNCEMENTS: Not specifically a Micro-Trains announcement, but definitely impacting them, is the cancellation of the National N Scale Convention that was to take place in Nashville in late June. This is the first time that the NNSC and its predecessor N Scale Collector's Convention have been annulled since the annual event began back in 1993. (Meanwhile, the 2020 NMRA Convention in St. Louis in July was also cancelled, and that's the first time that's ever happened as well, including during World War II.)

DISCONTINUED ALERT: The Do It Yourself Bye-Bye Board starts with — and this is absolutely no surprise to me at all — the TTX/Norfolk Southern "Phoenix" Weathered Auto Rack from last month (111 44 370). I probably should have just added the Dreaded "D" to the listing of this car in the 2020 Release Table straight away. However, also Outta Here from last month is the "Alien Abduction" Railbox boxcar (025 45 010), the Deep Rock tank car (065 00 026), the first number of the ADM Airslide (098 00 101), the Santa Fe autorack (111 00 360) and the Nacionales de Mexico Heavyweight Five Pack (993 01 990) — didn't see that coming! From February, the NdeM gondola has emptied out (083 00 130) as has Runner Pack #162 of three Procor tank cars (993 00 162) and the Norfolk and Western Weathered boxcar (102 44 040). The Year in Railbox 2020 "Sci-Fi" boxcar from January (025 44 568) has left the building. No 2020 Z Scale releases were sold out since last check.

Moving backward to 2019 and N Scale items, the first number of the Genesee and Wyoming 40 foot boxcar is outta here (073 00 201, December), as is the first number of the Union Pacific covered hopper (096 00 191, July). The Frisco steel caboose has highballed out (100 00 420,

March). The Norfolk Southern 60 foot boxcar is gone (102 00 071, February). The DODX Cascade Green Six Pack is sold out (993 00 611, May). In Z Scale, the Northern Pacific Passenger Car Four Pack has left the station (994 01 250, December).

2018's entire output of N Scale stock cars has now left the corral with the departure of single release of the Wabash version (035 00 270, September) and Runner Pack #141 of four Missouri Pacific cars (993 00 141, July). The Weathered Great Northern Three Pack of Center Flows is gone (092 44 170, April). So are the Norfolk and Western caboose (100 00 410, December) and the first number of the Southern Pacific well car (135 00 131, September). The Z Scale Railbox Eight Pack has left the building (994 00 811, November).

Wrapping up the DIY BBB this time are two Z Scale items: the first number of the Southern Pacific yellow-lettered covered hopper (531 00 271, December 2017) and the first reprint number of the Union Pacific F7B Diesel (980 02 011, December 2016). Although not discontinued, the MTL website shows all pre-packaged Z Scale train sets as "Temporarily Unavailable," with the exception of 2017's Husky Hauler Christmas Train Set.

INCREMENTAL INFORMATION DEPARTMENT: Not specific to any of the Grape to Glass Series releases, but to railroad transportation of wine in general, is an article in the April 2020 issue of the e-zine **Running Extra**. "Wine, A Traffic Generator For Your Railroad" includes some prototype photos and tips on modeling wineries. There are everything from barrels in gondolas to six-dome tank cars.

I'm up to the May 1956 issue of **Model Railroader** in my chronological perusal of all of their issues on their DVD collection. Page 33 of that issue has an "on location" photo from the Walt Disney film "The Great Locomotive Chase," based on the actual event during the American Civil War. The photo shows a "Western and Atlantic" 4-4-0 steam locomotive plus what looks a lot like the Micro-Trains "Conductor Car"... three of them, in fact. The photo isn't sharp enough to read the reporting marks; pity, we could have had a bingo there, or three. Also in that magazine is mention of a British book titled **Modeling in OOO Gauge**. "What makes [the] book particularly engrossing is the kind of work [done] in the ultraminiature 2 mm scale." That's 2 millimeters to the foot, which would make standard gauge track in the range of 9 millimeters wide... sound familiar?

The "Pres-to-logs" double sheathed boxcar (example at right) has been run three different times by Kadee Micro-Trains. Over on the Steam Era Freight Cars List on groups.io, Bob Chapparo cited a circa 1930 photo of the prototype car number 426 found within the "Potlatch Historical Society Collection": www.lib.uidaho.edu/digital/phs/items/phs1369.html Potlatch made "Pres-to-logs" so that makes sense. The Kadee and MTL road numbers are 426, 424 and 425, released in 1978, 1995 and 2000 respectively under Catalog Number 42060 / 042 00 060. A discussion ensued as to whether these cars actually operated outside Potlatch facilities.



OOPS PATROL: The “Phoenix” Weathered Autorack carries Catalog Number 111 44 360, not 370. The third of the four tank cars in Runner Pack #161 is Southern Pacific 58499, not 58799. The two Z Scale CSX Transportation gondolas (522 00 24x) **were** reprints, not new releases; the first run was a direct to weathering car done in March 2015 (522 44 240).

SPECIAL RUN NEWS: The Chesapeake and Ohio Historical Society has commissioned Micro-Trains to produce the post-war version of the C&O’s “name train” The George Washington. This exclusive set will include seven cars: mail-baggage, baggage, paired-window coach, 10-1-2 and 12-1 sleepers, diner, and 3-2 observation, all painted in the appropriate colors for the version of The George Washington from the late 1940s to the early 1950s. See the C&OHS website at chessieshop.com for more information and pricing.

FINALLY, STAY SAFE: Until next month, and do the best you can!

Cheers,
George

[Legalese: You’ve received this because you’ve requested a UMTRR e-mail subscription. If there’s been some mistake, please let me know via e-mail at umtrr@irwinsjournal.com, including “UMTRR” in the subject line. You may also reply to this e-mail, but PLEASE delete attachments and other text first. All information contained herein is supplied “as is” and no warranties are express or implied. Trademarks are the property of their respective owners and are used for product identification only. Images of releases provided through courtesy of Micro-Trains Line, Inc. The Federal Trade Commission considers this effort to be an “endorsement.” I assume readers can make up their own minds. **The UMTRR is copyrighted and all reprinting, reposting and other transmission is expressly prohibited, except for “Fair Use” quotes, unless prior permission has been obtained from me.]**