



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #281 – May, 2020

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Hello again everyone! Boxcars Rule this month, with ten cars of various body styles hitting the tracks. If that's not enough, the latest round of Z Scale pre-order announcements are also all boxcars... seven of them, to be exact. Let's start our look behind the red and yellow sign...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



023 00 330, \$26.40.

Reporting Marks: PRR 67368.

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

Brown with white lettering including large reporting marks on left, and plain keystone herald on right. Multicolor ACI Label at far right. Approximate Time Period: early 1960s (1962 service date on car), or strictly speaking, after 1968 given ACI Label, to mid-1970s, but see text. This car has a lowered underframe and body mounted couplers.

You know that those in the business who offer widely available models of cars have made a compromise when you go to a scholarly page and find that the only close representations of a certain car type are resin kits! Such is the case with the Pennsylvania Railroad's X37B boxcar, as described on "Rob's Pennsy Page" (prrrailfan.net). The X37B was a double door version of the single door X37, built in 1940 and 1941, which is fine. However, the construction included one 7 foot wide door and one 5 foot 6 inch wide door, an X29 style lap panel roof, nine panel riveted sides, straight side sills, a wood running board, and six rung ladders with a grab iron replacing the seventh rung (noted that this may have been to clear high level passenger station platforms). It all adds up to a "see text" for this car... and any other model in the business for that matter with the previously noted resin kit exceptions (HO Scale, Funaro and Camerlengo or Sunshine, if you're curious). There are some interesting notes on Rob's Pennsy Page on how to kitbash plastic cars into something closer to this class. Not quite "buy kit, replace roof, ends, sides, doors, and underframe" but not far from that either.

Be that as it may, let's check the bingo photo for the PRR 67368, as found in September 1972 and preserved on Page 79 of the **PRR Color Guide to Freight and Passenger Equipment** (Volume One). The car is in its final paint scheme, the plain keystone with reporting marks only and no roadname. That scheme was introduced in the early 1960s. It's also been damaged and has been marked "Home For Repairs / Do Not Load" – lettering not on the MTL model.

Given the paint scheme, I started lookups in Official Railway Equipment Registers (ORERs) with the January 1962 edition. There we find the PRR 66900 to 67399, with 371 cars in the main series and four subsets of 82, 4, 23, and 10 additional cars each respectively, each called out in end notes as having racking or panels for hauling automobile parts in most cases... and one set for spools of rayon yarn on beams. The dimensions of all of these cars are the same: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 7 inches, outside length 41 feet 11 inches, extreme height 15 feet 3 inches, door opening 12 feet 6 inches, and capacity 3940 cubic feet or 100,000 pounds. The bingo photo in the **Color Guide** was from September 1972 so I went next to the Penn Central listing in the October 1972 ORER. Only 15 cars were left out of the original 500, not surprising given their original build date in 1940 or 1941.



023 00 420, \$26.40.

Reporting Marks: CP 291602.

40 Foot Steel Boxcar, Double Youngstown Doors, CP Rail.

Action red with white lettering including roadname and reporting marks on right. Black and white multimark on , and plain keystone herald on right. Multicolor ACI

Label and white on black double COTS panel at far right. Approximate Time Period: 1975 to 1989. This car has a lowered underframe and body mounted couplers.

First, let's answer the question that led to the "Fun With Multimarks" page on the UMTRR website. And the answer is, "No." More specifically, each side of the car is painted identically, with the multimark on the left and the roadname and reporting marks on the right.

OK, with that out of the way, let's turn to Ian Cranstone's "Canadian Freight Cars Page" (over at www.nakina.net) for more. The 291602 was part of the group CP 291500 to 291799, which appeared in ORERs from January 1975 to October 1989. In the comments, Ian has "x?" which implies to me that these cars previously populated a different Canadian Pacific series.

Turning to Page 49 of the **Canadian Pacific Color Guide to Freight and Passenger Equipment** (Volume One), we have a July 1981 image of sister car CP 291626. It's noted that the prototype had a 15 foot door opening while the MTL 023 body style has a pair of eight foot doors for a 16 foot span. Hold on to that though; we'll come back to it. There is another "door thing": the real car had end doors! However, this is not mentioned in the April 1976 ORER which I grabbed for a reference. That means either that this was so unusual, and outdated, that the Equipment Register didn't bother to mention it, or perhaps more likely, the end doors were permanently closed and therefore should not have been noted in the registration in the first place. While we're here, the key dimensions are as follows: inside length 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 44 feet 4 inches, extreme height 15 feet 1 inch, and capacity 3890 cubic feet or 122,000 pounds.

An undated photo of CP 291790, also from the same series, is on the Canadian Freight Railcar Gallery site (canadianfreightcargallery.ca). This car has the "B" end—the one without the

brake wheel—redone where there were clearly doors. So it seems that the ORER listing is correct with no mention of the end doors.

Finally, we have the bingo to the 291602, on Page 25 of **Canadian Rail Car Pictorial Volume One**. The boxcar is “fresh from its March 1975 refurbishing at Winnipeg’s Weston Shops,” reported author Richard Yaremko. It was originally built by Canadian Car and Foundry. “The [door] opening is listed at fifteen feet with two eight foot doors that overlap each side by six inches. Aha! So viewed with the doors closed, there is no side “door thing” here after all. “The ‘B’ end of the car is equipped with a set of Camel end doors.” OK, so that is a “door thing,” probably enough for a “see text.” Also from the photo we can see that the running board was removed, presumably as part of the refurbishing. Pulling that on the Micro-Trains car isn’t a difficult assignment. The 291602 kept its full height ladders where they can be seen in the image.



027 00 451 and 027 00 452, \$29.90 each
Reporting Marks: ATSF 521583 and 521585.
50 Foot Exterior Post Boxcars, Plug Door, Santa Fe (AT&SF).

Red with black ends. Mostly white lettering including reporting marks and large circle cross on left. Yellow and white “Super Shock Control – A Smoother Ride” on right. Black equipment list on yellow panel at top left. Multicolor ACI Label left of door. Four small black and white circle crosses along bottom of side. Approximate Time Period:

1969 into the 1970s as painted, strictly speaking, or into the 1990s otherwise. These cars have a lowered underframe and body mounted couplers.

If you read the entire UMTRR—you do, right?—you might have already noticed that these two cars match a January Z Scale pre-order announcement. So I’ll cheerfully reprint myself from that announcement here. The Santa Fe’s Bx-137 class of boxcars was built by the Santa Fe in its own shops in 1969 and 1970. The book **Santa Fe Freight Cars In Color: Volume One** has a bingo to the 521583 as of January 1970 on Page 102. Comparing photo to the MTL 027 body style, you’ll immediately notice diagonal ribs either side of the plug door on the actual car, which isn’t on the model. Images of sister cars on Fallen Flags, for example ATSF 521432 and 521517, show that the ends are not the same as on the MTL car either.

The ORER for October 1972 shows the ATSF series 521450 to 521924, AAR Designation XLI, described as “Box, Load Dividers, Side Wall Fillers, Insulated, Shock Control, Roller Bearing.” There were 441 cars in the group. They had an inside length of 50 feet 2 inches, inside width 9 feet 5 inches, inside height 10 feet even, outside length 57 feet 10 inches, extreme height 14 feet 6 inches, door opening 10 feet 6 inches wide by 9 feet 5 inches high, and capacity 4750 cubic feet or 140,000 pounds.

In the ORER of January 1978, there were 432 cars in service, however all but 27 of these cars had their side wall fillers removed. It appears, but I can't confirm, that when that removal occurred, the black on yellow panel at the top left of the car may have been painted over, since the cars in question no longer had some of the equipment indicated. The above noted 521924 posted on Fallen Flags has a photo date of July 1978, though, illustrating that at least one of these cars kept its original paint that long.

The number of cars in general dropped off from there. The October 1986 Equipment Register shows a total of 167 cars in the series, only one of which, ATSF 521712, is shown with side fillers. That would clearly end the "strictly speaking" ATP if the yellow panel was removed along with the side fillers. By then, the paint scheme was also being simplified by removing the yellow paint, yielding simply "Shock Control" no longer "Super." Eventually, these cars had just white reporting marks and dimensional data on a mineral brown carbody. Yawn... For the record, the series was down to just 22 cars in the October 1991 ORER – and they'd been reclassified to "Refrigerator." Just four were left in the April 1997 Register; I stopped looking there.



047 00 430, \$27.95.

Reporting Marks: ART 426.

40 Foot Wood Double Sheathed Refrigerator Car, Fishbelly Underframe, American Refrigerator Transit / Mexene.

Yellow sides, brown roof and ends, black hardware and bottom sill. Black lettering including large "Mexene" and reporting

marks on left. Multicolor depiction of a container of Mexene Chile Powder Seasoning at far left. Large multicolor "Walker's Austex Chile Con Carne and Tamales" panel on right. White end markings. Arch bar trucks. Approximate Time Period: 1933 (service date on car) through late 1930s.

Well, here's a hot one! Sorry, couldn't resist. I've lost count of how many Billboard Refrigerator Cars Micro-Trains has produced, however I do know that many of these cars advertise products that are no longer available. This typically results in a search for a dead brand, which is not always successful. I'm happy to say that this car is not one of those examples!

Mexene was introduced in 1906 by John Walker of the Walker Chili Company, who was looking to match the taste of chili made by cowboys. I guess his blend of chili peppers, cumin, oregano and garlic-- a "secret mix" according to the Mexene website – met expectations! It's still being made with the same recipe today by Teasdale Latin Foods. It's noted that Mexene has been endorsed by the Chili Appreciation Society International, which sponsors – you guessed it – chili cookoff competitions. In 2016 all fourteen championship chili dishes used Mexene.

American Refrigerator Transit was not as well-known or as prolific with billboard refrigerator cars as either Union Refrigerator or Northern Refrigerator. But they had a few... perhaps you could wash down your meal made with Mexene with a little bit of Crazy Water, who also leased ART cars, for example. (MTL last released the Crazy Water car in September 2015.) Surprisingly, this Mexene car is not pictured in the **Billboard Refrigerator Car** book. While I did not find a bingo otherwise, there should be one somewhere since this car has been modeled before in multiple scales, including N.

Listings for American Refrigerator Transit refrigerator cars numbered in the 400s appear sometime between the February 1931 and July 1935 issues of the Official Railway Equipment Register. That fits with the service date of October 1933 on the car. The series ART 400 to 750 was a mix of two sets which differed in the capacity of ice, 253 cubic feet or 137 cubic feet. There's little other dimensional data other than the outside length was 41 feet 4 inches and the lading capacity was 1821 cubic feet or 53,000 pounds for both sets. An end note declares that a number of cars including seventeen sets of cars that have other than ART reporting marks "are now assigned to and operating in the service of various shippers and should... be handled strictly on record rights and in home route so they can and will be returned to the loading points of the various shippers." One of those could have been Austin, Texas, the then home of Walker's Austex Chile Company. Today the maker of Mexene is located in Flower Mound, in the northern area of the Dallas-Fort Worth Metroplex.

Of course, the end of the Billboard Refrigerator Era which occurred in the late 1930s meant that this car would no longer be seen riding the rails. But purchasing Mexene Chili Powder today is "no problemo" - in fact, it's available in *fifty pound* food service bulk boxes!



049 00 890, \$29.95.

Reporting Marks: CDLX 307.

40 Foot Wood Double Sheathed Refrigerator Car, Vertical Brake Staff, California Dispatch Line / Bearcreek Vineyard Association.

#4 in the "Grape to Glass" Series (Pre-orders taken September 2019). Orange

sides, brown roof and ends, black hardware and side sills. Black lettering including reporting marks on left. White "Bearcreek Vineyard Assn. / Lodi, Cal." on right with multicolor "Bear Creek" trademark. White end markings. Approximate Time Period: 1934 (based on service date on car) or 1938 (based on repack date on car), plus or minus.

Remember in last month's "Incremental Information" I cited an article in the e-zine Running Extra April 2020 edition, on the subject of wine? I noted that there was a photo of a car that might be of value to us. And here it is... and, in fact, it's a bingo, in glorious black and white. CDLX 307 is shown in a straight-on side shot at an unknown location on an unspecified date, but it's definitely in a string of freight cars. It's noted by the article's author Patrick Bray that the car "appears to be an insulated wood reefer but appears to lack ice hatches and compartments."

In his article, Bray cites author, publisher and freight car scholar Anthony Thompson, whose “Modeling the SP” blog has further information about this car, and the same photo as well. The California Dispatch Line purchased 41 refrigerator cars from Pacific Fruit Express between 1933 and 1935. They were basically converted them to tank cars by adding six wooden tank to each car and removing the ice bulkheads for more space. Some cars had the hatches removed and some did not. The resulting series was CDLX 277 to 317, one of which was the Bear Creek Car. The same photo of CDLX 307 is also in the book **Pacific Fruit Express** which was co-authored by Thompson. The 307 has a repack date of 1938, but we don’t know how much longer it survived in that paint scheme due to the ban on billboard refrigerator cars.

According to Thompson, these cars were in the ORER as late as 1950. The April 1952 Equipment Register doesn’t show the 277 to 317 series (though there are plenty of other cars) so the ATP absolutely ends no later than that.

I’m going to be lazy here and claim a “fair use” copy of the company’s history from their website (bearcreekwinery.net): “Bear Creek Winery is located in Lodi, California and focuses on the production of Lodi wines. Founded in 1934 as a cooperative, it was acquired by the Kautz family in 1997. From grape supply to wine processing services, Bear Creek Winery is recognized as the preferred outsourcing partner for many of the world’s leading beverage alcohol companies and brand owners. Today, Bear Creek Winery has grown to become the 6th largest family-owned U.S. grape grower and winery operation.”



180 00 150, \$23.80.

Reporting Marks: SOU 900348.

50 Foot Steel Boxcar, Single 10 Foot Door, No Running Board, Short Ladders, Norfolk Southern (Company Service).

Gray with black lettering including “Horsehead” herald and reporting marks only on left. No dimensional data. White on black double COTS panel on far right. Approximate Time Period: 2006 to at least 2009 based on photo evidence, but probably later.

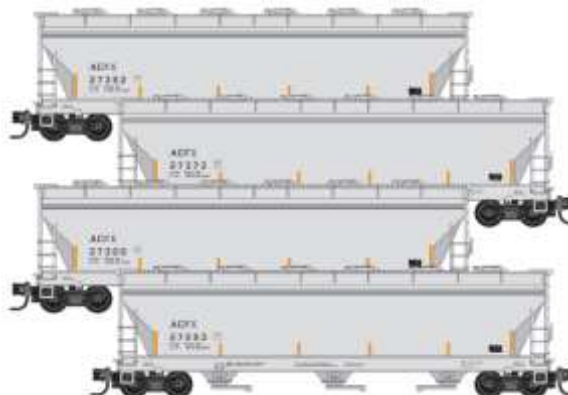
I would expect to find a bingo on this car, and I did, in the form of photos from September 2006 and 2009 on RRPictureArchives.net. The caption to the earlier of these photos tags it as a “new paint scheme.” It may be about as plain as you can get – well, at least there is a herald. Other NS company service cars don’t have a herald that large, or a herald at all. For example, see the line of plain gray boxcars starting with SOU 900346 also on RRPictureArchives. And I can also point out that at least these were repainted. Some cars were demoted to Maintenance of Way Service with road numbers in the 900000s, and kept their Southern Railway lettering otherwise.

RailcarPhotos.com has SOU 900349, just one number away, as of March 2019, definitely not repainted. There are two data points of interest. First, the original car series was SOU 35000 to 35199, built by Pullman-Standard in 1955. I think the 900349 came from that group as well. Second, the door is open in this shot, and behind it is a rollup door. That makes for an interesting detail which could be added to the Micro-Trains model.

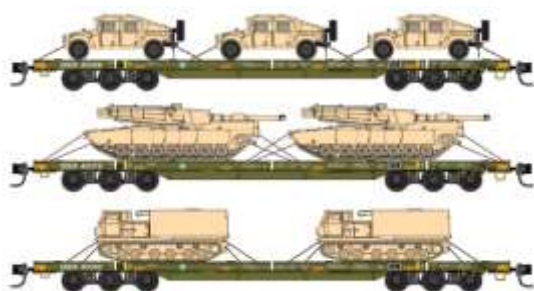
N SCALE NEW RELEASE PASSENGER CARS: No releases this month.

N SCALE REPRINTS: No releases this month.

N SCALE MULTI-PACKS: It appears that **Runner Pack #164 (993 00 164, \$119.95)**, of four Burlington Northern Santa Fe well cars (BN restencil) was delayed from mid-last month to this month. It 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.



Meanwhile, scheduled for mid-month release are Runner Packs #165 and #166 (**993 00 165** and **993 00 166** respectively, both **\$114.95 each**). Each of these sets are of ACFX Center Flow Covered Hoppers, with the 165 pack without Conspicuity Stripes (called “reflectors” by MTL) and the 166 pack with Conspicuity Stripes. The individual catalog and road numbers are as follows: Runner Pack 165 has 094 51 160, 27324; 094 52 160, 27333; 094 53 160, 27340; and 094 54 160, 27352. Runner Pack 166 has 094 51 165, 27293; 094 52 165, 27300; 094 53 165, 27373; and 094 54 165, 27382. These are the first through fourth releases for each; Micro-Trains is considering the “without” and “with” Conspicuity Stripes as separate catalog numbers.



I think I may have the release sequencing figured out for the two **Olive Drab DODX Three Packs with Military Vehicles (993 01 811 and 993 01 812, \$139.95 each)**. The 812 pack without “reflectors” — a.k.a. conspicuity stripes are shown as being available mid-May in the May Micro-News. But there is no mention of the 811 pack which does have conspicuity stripes so I am presuming that that first set **did** release in April.

In fact, it's already been sold out at the factory and discontinued. The road numbers, as

previously announced, are the same in both sets: 40066, 40079 and 40080. Catalog numbers have been posted and I now know which is which: 137 51 024 through 137 53 024 are with stripes... OK, reflectors... and 137 54 024 through 137 56 024 are without. Also, there was an Oops on my part last month as I gave the pack catalog numbers as ending in 011 and 012, not 811 and 812.

And finally, the **Great Northern Caboose Two Pack (993 02 060, \$69.95)** is scheduled to be available mid-month. UMTRR pre-order coverage was in the January 2020 issue. Individual catalog and road numbers are 051 51 340, X202 and 051 52 350, X242. These are the first releases for each car and have differing details from previous GN caboose releases.

Now, let's get to this month's pre-orders...

*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 **May 31**.*



Scheduled Delivery October 2020:

993 00 171, \$99.95

Reporting Marks: WP 52059, 52255, 52295, and 52469.

Runner Pack #117, quantity four of 40 Foot Wood Double Sheathed Refrigerator Cars, Pacific Fruit Express/Western Pacific.

Orange sides, brown ends, roof and side sills, black underframe and trucks. Black lettering including "Pacific Fruit Express" and reporting marks on left. Black and white Western Pacific square "Feather" herald on right. White end markings. Approximate

Time Period: 1929 to early 1950s. Previous Releases: As Catalog 47290, Road Number 52626, September 1987; then as Catalog 047 00 290, Road Number 52220, December 2008 (at right). MTL artwork is preliminary and actual product may vary, although I suspect it will be similar if not identical to the previous releases.

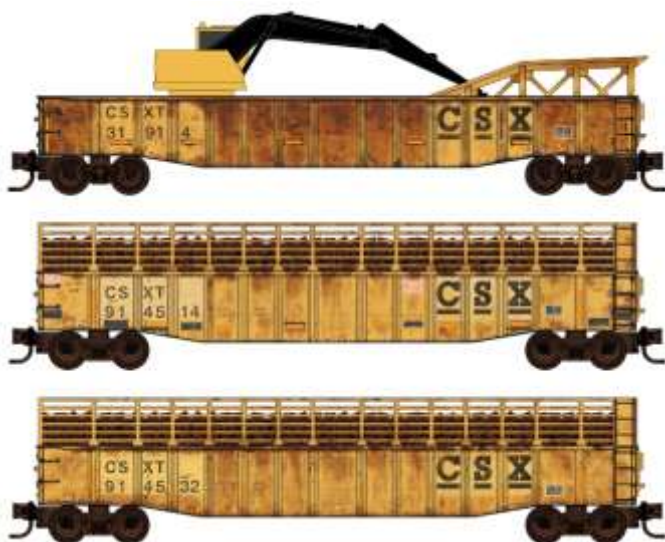


Announced in March 2013 and released in September 2013 was Z Scale Runner Pack #57 of four of these cars. Though they had different road numbers, the story remains the same. This quartet depicts the refrigerator cars of the junior partner in Pacific Fruit Express. The Southern Pacific and Union Pacific heralds far outnumbered the Western Pacific's on PFE cars, but the

WP still had the series 50001 to 52775 in the January 1940 ORER, in two groups slightly differing on several dimensions. While we're here, we'll try to combine the vital statistics check: inside length was just over 33 feet 2 inches, inside width around 8 feet 2 inches, inside height 7 feet (don't forget all that ice and insulation holding down those dimensions), outside length 41 feet 8 or 9 inches, extreme height either 14 feet 7 inches or 15 feet 2 inches, capacity for lading (not of ice) at 1918 or 1998 cubic feet or 70,000 pounds, and capacity for ice of at least 10,000 pounds depending on whether it was crushed, chunked or coarse. There were a total of 2682 cars across this series. An end note sorts out which cars were larger or smaller.

The book **Western Pacific Locomotives and Cars** (Volume 1) by Patrick C. Doran includes an undated photo of PFE 52405 which was built in 1924. The paint scheme MTL chose matches the car, down to the lines above and below the reporting marks. Garth Groff, posting on the "wplist" YahooGroup, noted that the WP actually owned the refrigerator cars, not the Pacific Fruit Express. That's because the WP planned to have its own independent "Western Refrigerator Express" at first before joining the PFE as a junior partner. The PFE maintained the cars on WP's behalf and so they have the typical PFE paint and lettering. That paint wasn't orange until around 1929; it was yellow before that. Starting around 1952, WP reconditioned 889 cars of its fleet for continued service and renumbered them into the series 55000-55899, ending the Approximate Time Period for this Runner Pack. Those were scrapped around 1960, except for some retained for company service. (Our friend and long-time UMTRR Gang Member George Hollwedel commissioned a special run three-pack of models of this later series, which does not include the lines above and below the reporting marks, back in 2006, NSC/NSE Reference Number 06-102.) The WP quit the PFE entirely in 1967, switching to Fruit Growers Express.

All of the WP/PFE refrigerator cars were wood sheathed and had wood ends and were clones of the PFE R-30-12 or R-30-13 design, later rebuilt to R-30-9 specifications. Dick Harley, also on "wplist," gave 1938 to 1940 as the rebuild period to cars with taller bodies, which might correspond with the rebuild date of April 1939 that MTL gave when the N Scale version of this car was reprinted in December 2008.



Scheduled Delivery October 2020:

993 02 100, \$109.95.

Reporting Marks: CSXT 31914, 914514 and 914532.

CSXT Gondola Tie Loader Three Pack.

Consists of three 105 series 50 foot 15 panel steel gondolas with fixed ends. Each car is yellow-orange with light to moderate weathering and mostly black lettering including reporting marks on left and CSX herald on right. White on black COTS panel at far right. Black patch panels and/or yellow conspicuity stripes along bottom of sides. Ties and tie loader as described below. Approximate Time Period: decades

of the 2000s and 2010s. Catalog and road numbers will be confirmed upon release. MTL artwork is preliminary; actual product may vary.

These set isn't the same as the previous Tie Loader Packs, and I don't just mean the roadname. The configuration of these gondolas differs from the UP, Conrail, CP and MRL sets in that there are extensions on the two cars that hold ties, plus there's a ramp in the gondola that also holds the crane.

I found the third car first: CSXT 914532 was previously CSXT 701610 and formerly B&O 366766. It was in New Market, New Jersey on the former Lehigh Valley main line in April 2015. That photo is on RRPictureArchives.net. Coupled to it is CSXT 914617, which is not the same exact size gondola as the 914532, although the extensions on the respective cars bring them to the same height. I'd expect that's so the tie loader can travel across the top of both gondolas with no worries. Part one of my "What base color is this?" question stems from this gondola looking more yellow than orange, although it's my understanding that CSXT maintenance of way equipment is painted orange. Well, maybe that's the way this car started.

There were three different images of CSXT 914514 on RRPictureArchives: the first taken in April 2007 in Brunswick, Maryland; the second in October 2010 in Cumberland, Maryland; and the third in June 2017 in Greenwich, Ohio. This car was CSXT 701755 previously and B&O 366960 before that. The crosstie extensions are the same concept as with the 914532 and match the MTL artwork. In all three shots, this car looks more orange than yellow, leading to part two of my question, "What base color is this?"

Finally, CSXT 31914 originally had the same road number with C&O reporting marks. It was built in 1953. It's a fair bit smaller than the other two prototype gondolas. It's also been modified with solid plain steel ends. Images of this car, also on RRPictureArchives, range from close-ups to longer shots and were taken between February 2007 and March 2019. A July 2015 shot appears to be the model for the MTL paint and weathering pattern. While the real car is less tall than the other two Micro-Trains will be making, I went as far as to measure the height of each gondola in the artwork to conclude that all three of the N Scale gondolas will be the same height.

I'll quote directly from the MTL website and Micro-News as to the equipment and lading in the set: "The tie loader is made of 3D printed and resin cast parts with an etched-metal claw and includes cab window decals. Loader parts come cleaned, unassembled and unpainted. Ramp will be laser-cut laser board, painted yellow and unassembled. Gondola side extensions will be laser board and decorated to match weathered gondola, but not installed. Two rail tie loads will be resin cast and decorated."

The final pre-order announcement for the month is not strictly rolling stock, but it is for rolling vehicles... so, close enough to place it here and not in the "MTL Announcements" section of these bytes.



Scheduled Delivery August 2020:

499 45 950, \$17.95 – Undecorated Humvee Two Pack.

499 45 951, \$24.95 – Tan Humvee Two Pack.

499 45 952, \$24.95 – Olive Drab Humvee Two Pack.

I almost committed an “oops” by calling the upcoming Tan and Olive Drab releases “assembled” – that’s not entirely true. The modeler will need to install the extra wheel, snorkel and etched-metal pieces. Those etched-metal pieces will be pre-painted the same color as the Humvees. I like the extra touch of pre-painted headlights. The unassembled and unpainted vehicles are, of course, just that.

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 May 13.*



025 45 011, \$29.95.

Reporting Marks: RBOX 38068.

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

#5 in the “Year in Railbox 2020” series, “National Day of the Slug.” Base car is yellow with black door and with mostly black lettering including original version Railbox name and reporting marks on left. Black, red and blue original large 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 full side multi-color graffiti (except on door). Opposite side of the car has multicolored graffiti on left and right bottom of side. Approximate Time Period: 2016 and 2017, plus or minus (using both sides of the car). This car has a lowered underframe and body mounted couplers.

Hey, I can read the “additional” lettering on the non-featured side of the car! Our Graffiti Special Correspondent David Grothe provided links to close-up images on Flickr, both taken in January 2017. Even without the thoughtfully provided captions, I could pick out “ESEF” and “5iver.” Well, that makes once. The other, featured, side of the car... well it’s anybody’s guess what that’s supposed to be! I’ll go with MTL’s tagging (pun intended) of this for “National Day of the Slug.” That side of the car was caught in Philadelphia in March 2016.

RBOX 38068, like last month's Year in Railbox 2020 entry, 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.



025 44 186, \$28.95.

Reporting Marks: SRN 2010.

50 Foot Steel Exterior Post Boxcar, Sabine River and Northern (ex-New Orleans Public Belt / NOPB). Base car is yellow with mostly black lettering including NOPB herald on left and roadname on right. White restenciled reporting marks on black patch panel on left. White on black double COTS panel and yellow on black U-1 wheel inspection "dot" at bottom right. Weathering, rusting and fading effects on car including roof. Featured side of the car

has graffiti caricature of a robot left of door. Approximate Time Period: 2011 to 2013, plus or minus. This car has a lowered underframe and body mounted couplers.

Along with two bingo photos of the featured side of the car on RRPictureArchives, there is this caption: "ex-HS 5232 exx-NOPB 3258 {now LRS 2010}." Let me translate: The car was first in the roster of the New Orleans Public Belt Railroad with road number 3258. It then moved to the Hartford and Slocumb (later called the HS Railway), a small Alabama shortline that probably couldn't hold all of the cars assigned its reporting marks! The car carried road number 5232. From there it went to the Sabine River and Northern, where it was captured in June 2011 and July 2013, the former with the "robot" and the latter with some scrawl graffiti on the opposite side of the car. The "plus or minus" ATP ends with the relettering and likely full repainting of the car into the reporting marks of the Laurinburg and Southern, a North Carolina shortline which apparently has "car storage" as its main "industry"! I found LRS 2010, the next lettering for the car MTL modeled, on the Fallen Flags website. It was repainted no later than May 2015... and probably earlier given the extensive tagging on the car at the time. So an ATP of 2011 to 2013 plus or minus it is for this Weathered Release.

In the ORER for January 2011, the entire registration for the Sabine River and Northern is mostly a collection of small groups and single cars with not much consideration to logical groupings by cubic foot capacity. For example, SRN 2010 is within a five car subset of 5144 cubic foot cars among a group of 5077 cubic foot cars numbered 2004 to 2083. These cars had an inside length of 50 feet 6 inches and a gross rail weight of 220,000 pounds. A little more detective work via RailcarPhotos shows that the original NOPB series, 3100 to 3299, was constructed by Pullman-Standard in 1978. The ends and roof don't match the MTL 025 body style. In addition, as was typical of former Incentive Per Diem rolling stock, these boxcars took differing routes from one railroad to the next. SRN 1839, for example, went from the New

Orleans Public Belt to the Quebec Central to the St. Lawrence and Atlantic before landing in the Sabine River and Northern accumulation.



993 05 680, \$89.95.

Reporting Marks: BN 456588, 458865, and 456438.

Burlington Northern Weathered Three Pack.

Consists of three 096 series PS-2 high side covered hoppers. Each car is BN Cascade Green with mostly white lettering which differs by car. All cars have yellow conspicuity stripes.

- BN 456588 (Catalog Number 099 52 090) has original lettering scheme of roadname and reporting marks on left and large BN herald on right. Some relettering including reporting marks on patch panels. Moderate to heavy weathering including on roof. "B" side of car has several items of graffiti.

- BN 458865 (Catalog Number 099 51 230) has BN herald and reporting marks on left, and some green patch panels. Moderate weathering including on roof and some single color scrawl graffiti on both sides.

- BN 456438 (Catalog Number 099 53 240) has "spartan scheme" reporting marks only on left and relettering on patch panels. Light to moderate weathering and rust effects on sides and heavy weathering on roof. No graffiti.

Approximate Time Period: In general, 2005 given conspicuity stripes to early decade of the 2010s. **Previous Releases:** for the 099 52 090 (BN 456588) only, Road Number 456559, March 2010 and Weathered/Graffiti release with Road Number 456554, August 2010 (099 44 090). The other two cars have not been previously released.

Three cars, three lettering schemes, and one headache for this byte-slinger. Namely, just what is the Approximate Time Period for each of these BN variations on the decoration theme? The conspicuity stripes do give me a convenient copout, of course, but that doesn't stop me from browsing through the **Burlington Northern Color Guide to Freight and Passenger Equipment**, checking photo captions for all rolling stock, not just covered hoppers. It turns out that the "logoless" or "spartan" scheme of reporting marks only was used starting around 1986. However, in an unusual reversion of sorts, the "logo over three lines" BN scheme returning the herald was introduced around 1991, yes, later than the "spartan" scheme. How about that. All three schemes co-existed; there were far too many BN cars to get to repainting all of them. And let's not forget that the BN went into the Burlington Northern Santa Fe in

September 1995. So as of the start of the mandate for conspicuity stripes, all three paint schemes were at least ten years out of date. That means these cars could be run with Burlington Northern Santa Fe counterparts as well as with each other. I'd go with the circle cross BNSF paint schemes here, though.

The ORER for January 2006 has BN 456588 in the series 456255 to 456642, a group of 107 cars with 4692 cubic foot capacity, trough hatches and gravity outlets. The 456438 also belonged to this group. According to RailcarPhotos, the original series span was 456250 to 456649. These cars were built by FMC-Gunderson during 1971 which would make them some of the then-new BN's early acquisitions.

In the same Register, BN 458865 was among 96 cars in the series numbered 458808 to 458999 which were also triple hoppers, mostly with 4700 cubic foot capacity. These cars were also built in 1971 by FMC-Gunderson, but were assigned to the Colorado and Southern in the series C&S 458000 to 458999. When relettered they apparently kept the same numbers. Incidentally to the folks in Talent, there is a shot of C&S 458828 on RailcarPhotos, wearing the "traditional" full roadname and herald scheme, and a fair amount of white load residue, as of May 1974.

Both groups were listed in the January 2011 Equipment Register. We don't quite make it to "The Present" though, as in the October 2014 ORER, the first series is not listed and the second series has just two cars remaining.

RailcarPhotos provides the bingo of BN 456438, as it appeared in May 2006 in the "spartan" scheme. Just as MTL depicts it, it does have patch panel paint but does not have graffiti. RailcarPhotos also has a match to the "logo over three lines" BN 458865 as of October 2011. MTL kept the "not terribly interesting" graffiti as shown in the bingo image. For BN 456588, we go to RRPictureArchives.net. The side with the rather macabre looking faces was photographed in September 2010 and the opposite side in April 2010. More strictly speaking, that would give us an ATP of "2010, plus or minus" although I suspect that the typical runner isn't going to stick to that. I wouldn't either.

N SCALE SPECIAL EDITION RELEASES: Car #1 in the **Solar System Series** has been released in both pre-ordered varieties. UMTRR coverage was in the December 2018 issue.

Catalog 102 00 830, \$36.95 (at right) has the interior light and magnetic wand activator.



Catalog 102 02 830, \$27.95 (at left) does not have the interior light.

There are no Special Edition pre-orders this month.



Z SCALE NEW RELEASES: Chesapeake and Ohio Cameo Car #3 (505 00 423, \$34.95) has been released. UMTRR pre-order coverage was in the October 2019 issue. There are no other single release cars this month.

Z SCALE REPRINTS, MULTI-PACKS and SPECIAL EDITIONS: No releases this month.

Z SCALE SINGLE RELEASE PREORDERS: *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 May 31.*



Expected Delivery October/November 2020:
 503 00 201 and 503 00 202, \$24.95 each
Reporting Marks: BN 161805 and 161816.
 40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Burlington Northern.

Green with white lettering including large roadname and reporting marks on left and large herald on right. Small white simulated reflective stripes along bottom sill. Approximate Time Period: early 1970s (1971 service date on car) to early 1980s. MTL artwork is preliminary; actual product may vary. Only the 201 release artwork is shown here.

Reach back – way back! – to Runner Pack #5 in N Scale, released in August 2007, and you’ll find the announced road numbers here align with the first two cars in that Runner Pack. My pre-order coverage was in the February 2007 UMTRR, but instead of starting there I’ll go to Page 6 of the **Burlington Northern Color Guide to Freight and Passenger Equipment** for a shot of BN 161118 from the same prototype series. That car, formerly from the CB&Q (Burlington) series 60000-60245 built in 1953, was found on the last day of July 1983. This car, unlike the MTL 503 body style, has riveted sides. Since there were only 246 possible cars in the CB&Q series, the BN had to have combined sets to make up the larger series BN 161000 to 161899. For examples, there were 40 foot boxcars in the group CB&Q 62500 to 63999. It’s noted in the **CB&Q Color Guide to Freight and Passenger Car Equipment** that the “Q” started removing running boards after the Association of American Railroads began to require that step in 1966. They also cut down the side ladders. So it’s possible that the BN shops didn’t need to make those changes when they repainted the cars from the Burlington’s Chinese Red to the BN’s Cascade Green.

I already know from previous lookups that the BN didn't have any repainted cars listed in the April 1970 ORER, so we'll go right to the July 1974 book and see what's there. Ah, here we are: series 161000 to 161899 is of a healthy 883 cars, with description just "Box" and AAR Class XM, just the basics. The inside length was 40 feet 6 inches, inside height 10 feet 6 inches, outside length 44 feet 3 inches, extreme height 14 feet 10 inches, door opening 6 feet and capacity 3898 cubic feet or 110,000 pounds. There were hundreds more other BN boxcars of 40 foot length already listed and based on the series numbering it looked like there were plans to paint more Great Northern, Burlington, Northern Pacific and Spokane, Portland and Seattle cars into Cascade Green. These cars remained a robust group into April 1981, with 784 cars, but took a very deep dive to just seven cars by January 1985. As of the July 1983 shot of the BN 161118 in the Color Guide, the car was rather beat up looking, with obvious door scrapes and rust. There were also a yellow U-1 "dot" and a double COTS panel below and to the right of the large BN herald.

I'll note two potential modifications from the MTL preliminary artwork to the actual cars. First, all of the BN boxcars of this type I've seen have the black on yellow "Keep Off Roof / No Running Board" warning at the bottom right of the car. Second, Runner Pack #5 (pictured at right) had boxcars with Superior, not Youngstown, doors, and it's possible that the prototype had them as well, depending on their origin.



Expected Delivery October/November 2020:
503 00 211 and 503 00 212, \$24.95 each
Reporting Marks: CN 428048 and 428129.
40 Foot Steel Boxcar, Single Youngstown
Door, No Running Board, Short Side
Ladders, Canadian National.

Brown with white lettering including roadname and reporting marks on left and large herald on right. Yellow "wheat sheaf" device left of door. White on black double COTS panel at lower right. Small white simulated reflective stripes along bottom sill. Approximate Time Period: no earlier than 1970, or strictly speaking 1980 given service date on car, to about 1997. MTL artwork is preliminary; actual product may vary. Only the 211 release artwork is shown here.

We already know from previous releases that the CN had light density branch lines for which 40 foot boxcars were required for grain service. Ian Cranstone's "Canadian Freight Cars" site series numbered from 427800 to 428441 and from 428000 to 428999, listed in ORERs from October 1980 to April 1998. These two groups totaled 1146 boxcars, from various builders that were previously numbered in the range 522500 to 538999 and originally built from 1948 to 1954. Since there are a variety of donor car series, I won't check the ORERs this time. In general, these were cars with a 40 foot 6 inch inside length, an inside height of either 10 feet even or 10 feet 6 inches, and six foot doors. These cars were not PS-1s, as they were built by three Canadian companies not by Pullman-Standard, so details will differ versus the MTL 503 body style.

According to the blog “Trackside Treasures,” “It was cheaper and easier for the railways to repair boxcars to use on lightweight branchlines than to upgrade the branchline infrastructure: roadbed, ties and rails to support heavier covered hopper cars.” It’s also stated that the wheat sheaf denoted government-sponsored rehabilitation of the boxcars. The small print below the “wheat sheaf” indicates this, in both English and French. While these forthcoming releases have the post-1960 “wet noodle” scheme, it didn’t matter what paint scheme they were in – for example, MTL has done an N Scale car of this type with the previous maple leaf herald (024 00 34x, July 2009). The fixup was expected to extend the service life by five years. To make the model cars more realistic, there could be some sort of weathering on most everything except the wheat sheaf logo and the consolidated stencils. Perhaps the reporting marks could be made to look as if they were cleaned up.

Photos of the general series online indicate that the cars had Superior or Youngstown type doors. In some cases, the ladders were still full height and the brake wheels were still at the top of the sides, although the running boards were gone. But CN 428170 on Page 11 of the **Canadian National Color Guide to Freight and Passenger Equipment Volume 2** shows cut down side ladders. And the bingo photo for CN 428048, on Page 19 of the softcover **Canadian Rail Car Pictorial Volume 2A**, also shows a car with half height ladders. So we have a mix of “some and some” here, and therefore no worries on that attribute of the Micro-Trains model.



Expected Delivery October/November 2020:

503 00 221 and 503 00 222, \$24.95 each

Reporting Marks: C&O 460029 and 460184.

40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Chesapeake and Ohio.

Brown white lettering including reporting marks on left and later version “C&O For Progress” herald on right. Multicolor ACI Label at lower right below herald. Approximate Time Period: late 1960s (1969 service date on car) to early 1980s. MTL artwork is preliminary; actual product may vary. Only the 221 release artwork is shown here.

The N Scale release of this car with road number 460101 leads me back to the February 2012 UMTRR for this coverage. “Freshly painted forty foot C&O boxcars in 1969 seem out of place,” wrote David H. Hickcox in Morning Sun’s **Chesapeake & Ohio Color Guide to Freight and Passenger Equipment**. “And indeed, [they] are.” Hickcox tells the rest of the story on Page 26 of the **Color Guide**: “The C&O had a severe shortage of boxcars, and leased some refurbished ones from the Chicago Freight Car Company. The reworked boxcars lost their roofwalks but kept the full ladders.” Illustrating the story is sister car C&O 460102. MTL doesn’t have a Z Scale car with full ladders – it’s the 073 body style in N Scale – so that’s a delta between model and prototype. The six foot doors are accurate, but the side sills aren’t. The paint shade of the MTL N Scale car is more brown than the image in the **Color Guide** implies it should be. Based on the preliminary artwork for the Z Scale versions, I think there’s been a change to the body color in a more “boxcar red” direction.

The ORER for April 1970 shows all 500 possible boxcars in the series 460000 to 460499, listed as your basic “Box, Steel” with AAR Designation XM. The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 44 feet 3 inches, extreme height 14 feet 10 inches, and capacity 3898 cubic feet or 110,000 pounds. The C&O also had listed groups numbered 460500 to 460799 and 460900 to 460999, with identical dimensions, for a total of 900 cars. That would probably allow for a Runner Pack or two!

As author Hickcox noted, the forty foot boxcar was rapidly running out of time, and by the April 1981 ORER these had just about as well, with just fourteen cars remaining of the original 900 across all of the 460000 groups. That’s where I stopped looking.



Expected Delivery October/November 2020:
503 00 231 and 503 00 232, \$24.95 each
Reporting Marks: PRR 605360 and 605369.
40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Pennsylvania Railroad.

Brown with mostly white lettering including roadname and reporting marks on left and shadow keystone herald on right. Multicolor ACI Label at lower right below herald. Black on yellow return instructions sideboard left of door. Approximate Time Period: late 1960s (1968 service date on car) to early 1980s. MTL artwork is preliminary; actual product may vary. Only the 231 release artwork is shown here.

Might you be thinking, as I was thinking, after seeing the “X29G” stencil on the artwork, “There’s no way this car is right for the Pennsy X29 boxcar!” And that would be correct. But in 1959, the PRR took 900 original X29s and put new bodies on them. Those new bodies look a lot more like the MTL 503 body style. These cars received road numbers 605350 to 606249. There were 898 of these cars in the October 1963 ORER and 879 in the April 1968 Equipment Register.

Rob’s Pennsy Page (prp.railfan.net) offers a top-side photo of PRR 605297 as found in Colton, California in April 1977 – yes, that’s during the Conrail era. The body is riveted and the bottom of the sides very much gives away the X29 heritage of the car. So no, it’s not a perfect match to the MTL model. The running board has been removed and the ladders cut down. Meanwhile, we’ve got a bingo photo for PRR 605360 on Page 53 of the **PRR Color Guide to Freight and Passenger Equipment Volume 3**. That photo is undated however the March 1968 (reproduced in the MTL artwork) pegs the image as being later than that.

I’ll go to the January 1967 ORER for the key dimensions: inside length 40 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 6 inches, outside length 44 feet 9 inches, extreme height 15 feet 2 inches, door opening 8 feet, and capacity 3970 cubic feet or 100,000 pounds, except for 137 cars with 110,000 pounds capacity. End notes indicate 74 cars with load restraining equipment and another 60 with DF loaders; there are 612 cars in the main series so it all adds up to 883 X29G boxcars. The car count in the October 1969 Register, under the Penn Central registration with PRR reporting marks, was 790. In April 1976, the first Conrail listing,

the car count for this PRR group was down to 237. Only eleven cars remained as of the July 1980 ORER and they were all off the roster no later than the April 1981 book. That's a pretty tight ATP ending there. Rob's Pennsy Page cites a photo of an X29G repainted to Penn Central 252455, however the July 1980 ORER shows just 32 X29G's in PC paint as well. Considering that the base X29 cars were built starting in 1924, that's still a pretty good run.



Expected Delivery October/November 2020:
503 00 241 and 503 00 242, \$25.95 each
Reporting Marks: SP 191473 and 191825.
40 Foot Steel Boxcar, Single Youngstown
Door, No Running Board, Short Side
Ladders, Southern Pacific.

Brown with white lettering including reporting marks on left and large roadname on right. Yellow diagonal stripe on door. Multicolor ACI Label at left of door. White dot and black on white double COTS panel at bottom right. Approximate Time Period: early to mid-1970s (1976 service date on car) to early 1980s. MTL artwork is preliminary; actual product may vary. Only the 241 release artwork is shown here.

Five photos of these "yellow stripe" boxcars from the specific SP series 191000 to 192174 are cited on Lee Gautreaux's "Railgoat" website (www.railgoat.railfan.net). The photo dates range from October 1974 to September 1980. This specific series maxed out at 1175 cars. "Some of the most asked-about box cars that the SP had," Gautreaux writes, "were its distinctive fleet of box cars with a large yellow diagonal stripe across the door. These cars were actually rebuilt from 1950s era 50 ton, 40 foot box cars with larger doors and beefed up side sills. The yellow stripe indicated that the car was assigned to lumber loading and when emptied should be returned [to] the Pacific Northwest." The series from which MTL selected these road numbers was just one of sixteen different sets numbered from 172000 to 192174.

The ORER for April 1974 shows 1110 cars in the group 191000 to 192174. The dimensions were as follows: inside length 40 feet 6 inches, inside width 9 feet 4 inches, inside height 9 feet 11 inches, outside length 44 feet 4 inches, extreme height 14 feet 6 inches, capacity 3763 cubic feet or 110,000 pounds, and door opening 10 feet 3 inches. Yes, that's a "door thing" of more than four actual feet versus the MTL 503 body style (though that's about an actual quarter-inch in Z Scale). One of the distinctions of these "yellow stripe" cars was the wider doors, which look almost out of place on a nominal forty-foot boxcar.

As of July 1980, the car count was down more than eighty percent from 1974, to 207 cars. Nine months later in the April 1981 ORER that was only 102. They were all gone no later than the April 1984 Equipment Register. And these two might have been gone sooner: notice the white dot over on the lower right by the COTS panel? If my guess is correct, that means the car failed the wheel inspection required starting in March 1978. Could be that instead of replacing the bad wheels, the Espee simply junked the entire car.



Expected Delivery October/November 2020:

503 00 250, \$26.95.

Reporting Marks: MP HERB-1.

40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Missouri Pacific "Herbie."

Brown with white lettering including reporting marks on left, eagle/buzzsaw herald at top right corner and HERBIE "Help Every Railroader Become Injury Exempt" acronym at right. Multicolor "HERBIE" with palm tree drawing on left. White on black COTS panel and yellow on black U-1 inspection "dot" at far bottom right. Approximate Time Period: 1979 to no later than 1983. MTL artwork is preliminary; actual product may vary.

The "Screaming Eagle" website hosted by Trainweb.org has a special page devoted to this specific car. The "Herbie" design was based on the winning entry in a 1979 safety poster contest. Missouri Pacific's management liked the concept so much that they commissioned a boxcar, MP 129685, on which to deploy it. Contest winner David Newborne personally painted the car with his design. It then travelled around the MP system. For example, it was found in July, 1980 in Riverdale, Illinois; the resulting image is on RRPictureArchives. There are several differences between the prototype and the MTL 503 body style, most noticeable being a wider door and full side ladders and end ladders on the actual car.

This was only the first of two different MP boxcars which wore the "HERBIE" scheme. A second car was painted no later than 1983 based on photo evidence, and received the red and white eagle/buzzsaw herald with the "screaming eagle" facing left instead of right.

Union Pacific merged the Missouri Pacific on January 1, 1997, but that wasn't the end of HERBIE. No later than 1998, the UP painted a third boxcar in a similar scheme, trading the MP's eagle/buzzsaw herald for the familiar Union Pacific shield. That car looks like a converted American Refrigerator Transit steel refrigerator car! The horizontal rivet seam across the center of the side is the spotting feature leading me to that conclusion. A shot of that car is on RRPictureArchives as well.

Z SCALE MULTI-PACKS and SPECIAL EDITIONS: There are 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 13.*



510 45 011, \$29.95.

Reporting Marks: RBOX 38068.

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

#5 in the "Year in Railbox 2020" series, "National Day of the Slug." Base car is yellow with black door and with mostly black lettering including original version Railbox name and reporting marks on left. Black, red and blue original large 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 full side multi-color graffiti (except on door). Opposite side of the car has multicolored graffiti on left and right bottom of side. Approximate Time Period: 2016 and 2017, plus or minus (using both sides of the car).

Please see the coverage of the N Scale release (025 45 011) above.

MTL ANNOUNCEMENTS: The N Scale 40 Foot Gondola Scrap Loads that were included with the SP&S Weathered Two Pack in January are now available separately. A pair of those has Catalog Number 499 45 907 with an MSRP of \$9.95.

DISCONTINUED ALERT: The Do It Yourself Bye-Bye Board is both a bit light and quite recent this time around. Nothing released in 2018 or before is sold out this month. So let's start with last year's N Scale outs, beginning with the second number of the Union Pacific PS-2 high side covered hopper (096 00 192, July 2019). The sun has set on Thomas Kinkade 'Painter of Light' Series Car #2, 'A Perfect Summer Day' (102 00 806, September). In Z Scale, both numbers of the TTX well car have left the building (540 00 01x, March 2019), as has the Railbox Weathered Two-Pack (994 05 240, December 2019). Meanwhile, the three TTX Fuselage Three-Packs (993 00 78x) released in March have been consistently shown as available for the past few months after being marked as sold out, so I've removed the Dreaded "D" from these items on my website listings.

Let's turn to this year. Already gone from last month is the Illinois Central Gulf bulkhead flat car (054 00 260), a bit of a surprise there; Runner Pack #164 of BNSF/BN Herald well cars (993 00 164) and the DODX three-pack with military vehicles and "reflectors" (993 00 811). From January the RF&P hopper is emptied out (055 00 560). The MWCX weathered boxcar is gone (102 00 200, February). The Southern Railway boxcar with load is unloaded (180 00 110, February). The Civil War Era US Military Railroad Armored Four Pack (993 01 980, March) has been dismissed. I suspect that set was run exactly to pre-order quantities and no more. The Z Scale Chesapeake and Ohio Cameo Car #1 is gone (505 00 421, February).

INCREMENTAL INFORMATION DEPARTMENT: Not yet appearing on the Bye-Bye Board, do it yourself or not, is the 2015 reprint of the Erie Western 89 foot flatcar (071 00 030). This car was built by American Car and Foundry. There's an extensive collection of photographs of AC&F equipment in the John Barriger library, which is being shared via Flickr. Posting has started up after a bit of a hiatus. but here is a shot of ERES 250050, in the same series of cars: www.flickr.com/photos/barrigerlibrary/49622676928/in/album-72157649155982802/. Will that incent a few folks to help clean out the MTL shelf? Meanwhile, don't say I didn't warn you if you get lost from that single citation. For example: how about a 36 foot Swift refrigerator: www.flickr.com/photos/barrigerlibrary/49589139373/in/album-72157649155982802/ . At this writing, there were over 4600 photos in the Barriger Library.

And speaking of photos in this collection... I'd cited an image of the Denver and Rio Grande (no "Western") mail/baggage car released in January (148 00 390). Here's a builder's photo: www.flickr.com/photos/barrigerlibrary/39620614391/in/album-72157649155982802/ .

There **is** apparently an official name for Car #4 in the Year in Railbox 2020 Series: "National Garlic Day." I guess the vampire on the car would then make sense. I still like my idea "RIP RBOX" better, but I suppose I'll change my website listings...

OOPS PATROL: A double oops? The N Scale B&O boxcar commentary, which I mostly copy/pasted from the February Z Scale virtual two-pack of the same car, included this howler: "there's a 'door thing' versus the MTL 023 body style which uses two six eight foot doors for a 16 foot opening..." What? That's two **six** foot doors.

FINALLY, STAY SAFE... While here in Western New York (OK, the "Finger Lakes Region"), we are taking some tentative reopening steps at this writing, things are still quite uncertain with regard to the COVID-19 pandemic. To be honest, I have some unimportant questions I have, like when can I get a haircut, and some more important ones, like will there be a second wave as occurred with the "Spanish Flu." There are estimates, projections and reports; if you have five people you're likely to get ten answers. Considering the immuno-compromised position that my wife is in (would you believe she had another surgery this month?) we know we need to stay safe. Hopefully you can as well, and maybe get in some train time as well.

Until next month, do the best you can.

Cheers, George

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