



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains® Release Report Issue #293 – May, 2021**

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Hello again everyone! Let's get right to the news and views this month... **but be sure to check the end of these bytes for a Special Announcement** with respect to the 25<sup>th</sup> Year of this humble enterprise.

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



**021 00 610, \$25.80.**

**Reporting Marks: PRR 19492.**

**40 Foot Steel Boxcar, Plug Door, Pennsylvania Railroad.**

Brown with mostly white lettering including roadname and reporting marks on left.

Black and white shadow keystone on right.

Yellow "Insulated / PC" on door. Multicolor ACI Label at bottom right. Approximate Time Period: 1960 (build year), or strictly speaking, late 1960s given ACI Label, to late 1970s. This car has a lowered underframe and body mounted couplers.

Page 88 of the **PRR Color Guide to Freight and Passenger Equipment** gives us the bingo for this car. It was part of the PRR Class X54A; a lower case "a" would be more correct but "X54A" is what's painted on the car. That class consisted of 100 cars, numbered 19400 to 19499, which followed the X54 class of 400 cars numbered 19000 to 19399. These were the last forty foot boxcars built by the Pennsy and among the last cars to receive the "shadow keystone" paint scheme. Since they were insulated, they carried AAR Designation RBL and were technically "refrigerator cars." There are two deltas versus the prototype: first, the real car had riveted, not welded, sides; and second, the sills on the prototype are completely straight, rather unusual on a car of this type, and a fixable detail if one is so inclined. The X54 and X54A were the last forty foot boxcars built by the PRR, and given the insulation they are technically refrigerator cars with AAR Class "RBL." These cars were assigned to Campbell Soup.

The January 1964 ORER shows the series 19400 to 19499, though RBLs still described as "Box, Steel," with these dimensions: inside length 40 feet, inside width 9 feet 3 inches, inside height 9 feet 7 inches, outside length 41 feet 11 inches, extreme height 15 feet 1 inch, door opening 8 feet 2 inches wide by 8 feet 10 inches high, capacity 95,000 pounds or 3545 cubic feet. In April 1970 under the Penn Central registration, there were 98 cars, but in the July 1974 book there were just 34. In that 1974 registration it's noted that the cars were equipped for application of heaters, and only three cars were called out for assigned service. Twenty nine of the cars made it into Conrail and the April 1976 Equipment Register, however, just one remained in the July 1980 ORER.

At right is the first time that PRR 19492 was run by Micro-Trains: in Z Scale, part of a virtual two-pack which also had PRR 19440 (Catalog 502 00 26x, January 2009). MTL did a third car, PRR 19444, as part of Z Scale Runner Pack #42 in June 2012. So there's still a bit of catching up to do in N Scale.



065 00 156, \$29.95.

**Reporting Marks: GATX 64057.**

**39 Foot Tank Car, Flo-Sweet Liquid Sugar.**

Car #3 in the "Sweet Liquid Series" (Pre-order announcement last September). Gray with black tank bottom, underframe, trucks and details. Red on white "Flo-Sweet" banner logo, black "Liquid Sugar" on



yellow block, and black reporting marks on left. Black company name and location "Refined Syrups & Sugars, Inc. / Yonkers, New York" on right. White dimensional data on black section of tank. Black lettering on ends. Approximate Time Period: 1968, plus or minus.

"Industrially speaking, Chico has the right idea," announced a print advertisement for Refined Syrups and Sugars in 1945. While I doubt that the accompanying illustration would be allowed today, the ad copy was less, ahem, stereotypical... most of it, anyway, which began with "Chico knows a quick way to get sugar from the raw cane to the consumer. He just curls his tongue around a piece of sugar cane stalk, extracts the liquid and presto! His sweet tooth is satisfied." Similarly, Flo-Sweet Liquid Sugar made it "simple for food manufacturers to get sugar into their products and to the consumer. Naturally, many difficult problems had to be overcome before this simple idea became a reality." The ad provides an example of a candy plant which saved over \$35,000 per year (over \$500,000 in 2021 dollars) and increased capacity by ten percent, and exhorted the reader to send for a Work Book on how to use Flo-Sweet, "to be released soon."

By 1947, this Work Book was available, and Chico was supplanted by a "Young Man in a Jam" — a four-year old reaching for a jar of jam from atop a kitchen counter. "It's bad to be a manufacturer of jam (or any other food) in a sugar jam." Not possible with liquid sugar! Or so they say. The Flo-Sweet trademark wasn't the same then as it is on the tank car, which helps at least a little with an Approximate Time Period.

I didn't find much else on the Refined Syrups and Sugars Company of Yonkers, New York, the makers of Flo-Sweet. There was an insurance liability case, and a New York Times item from September 1956 about a possible merger with Corn Products Company, later CPC International. It looks like that transaction occurred as I found a book called "This Is Liquid Sugar" originally published in 1955 by Refined Syrups and Sugars but assigned in 1965 to Corn Products Company. And Flo-Sweet was listed as a trademark of Corn Products as well. None of this explains why Yelp is currently looking for reviews of Refined Syrups & Sugars, at the

original Yonkers, New York address! For the record, that address presently corresponds to a residential, not industrial, area.

And also for the record, Yonkers is not “Upstate New York” being that it’s on the border with The Bronx! (Yes, I am a little sensitive about this. I’m looking at you, certain New York City residents... although you probably don’t read these bytes anyway.)

The bingo photo for this car is on RRPictureArchives.net. The image appears to be the scan of a photo; since it is dated February 1968 it certainly isn’t a digital original. It also would be after the purchase of the company by Corn Products Company. I’m going with a “plus or minus” ATP here, since I don’t know whether the Refined Syrups and Sugars name had been retained by Corn Products or whether painters had simply not caught up with the tank car yet to change the name on it. I also know that since the car was leased from General American, it isn’t likely that we can determine how long it was in the depicted paint scheme. Broken record alert: ORERs have nothing for us on that.

The January 1967 Equipment Register shows that GATX 64057 was part of the group 64000 to 64999... which is a mess. There were 123 cars in the “main series” with 140,000 pounds capacity and AAR Designation TMI. “Exceptions” numbered a total of 622 across five subsets. The 64057 was among 234 cars which had the AAR Designation TLI, which were insulated and lined with a material other than glass.



073 00 290, \$25.80.

**Reporting Marks: B&O 464874.**

**40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Full Ladders, Baltimore and Ohio.**

Brown with black ends. White lettering including reporting marks on left and small

Capitol Dome herald on right. Multicolor ACI Label at far right; yellow “Keep off Roof / No Running Board” warning at bottom right. Approximate Time Period: 1968, or 1969 (based on service date on car), into the 1970s.

I frequently lament the use of “spartan” lettering on contemporary freight cars, but it’s hard to get much more spartan than this late 1960s scheme either. OK, there are the black ends, but the lettering certainly follows a minimalist principle more than it doesn’t. The 1920s version of the B&O lettering on boxcars consisted of only the reporting marks and roadname, for that matter... but I digress...

The late Craig T. Bossler wrote on Page 76 of the **B&O Color Guide to Freight and Passenger Equipment**, “Looking at B&O 464874, one might have no idea it is a second hand car. Part of series 464700 to 464899 (new system class B-6), it is of Pittsburgh and Lake Erie ancestry from their series 30000 to 35899.” These cars went to the B&O after being rebuilt by the A.A. Morrison Company in 1968. Interestingly, the rebuild didn’t include widening the door opening from six feet, but did apparently include running board removal. The prototype was

built in 1941 by Pressed Steel Car Company, well before the first PS-1 that is the basis for the MTL 073 body style. One difference is, well, rivets to count instead of weld seams, although they are not easily seen even on the prototype photo. That bingo photo for this car is on that same Page 76 of the **Color Guide**. The ACI Label was likely applied when the car was painted for the B&O.

The ORER for October 1969 shows the full complement of 200 cars in the 464700 to 464899 group. The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet, outside length 44 feet 3 inches, extreme height 14 feet 4 inches, door opening 6 feet, and capacity 3715 cubic feet or 110,000 pounds. As of July 1980, the car count was all the way down to a single car, and so much for a relatively short Approximate Time Period.



**073 00 540, \$24.80.**

**Reporting Marks: GM&O 53002.**

**40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Full End Ladders, Gulf, Mobile and Ohio.**

Red with white lettering including arched roadname and reporting marks on left and “winged” herald on right. Approximate Time Period: mid-1960s (1968 service date on car) to late 1970s.

The commentary for this car begins... in July 2019? Yes, it does... and here’s an belated introduction of a body style variation that I completely missed back then. I had wondered why the British Columbia Railway boxcar (at right) had a catalog number, 073 00 510, that was so far away from the previous release.



That’s because it differed from the previous 73/073 cars, with full end ladders but **shortened** side ladders. Contrast with the Baltimore and Ohio boxcar released this month, reviewed above, which has full ladders on both sides and ends. I’ve already updated the Body Style Table on the UMTRR Website, and hereby declare an almost two-year-old Oops on myself. Well, it is kind of a subtle difference... If you’re keeping score, the other two cars with this distinction so far are the single release yellow CP Rail car (073 00 520, September 2019) and Runner Pack #158 with four red CP Rail cars (993 00 158, October 2019, individual cars 073 5x 530).

Now back to the car at hand. This is somewhat of an update of the 24240 release from October 1993 and January 2001 (the latter at right), however it’s in a different prototype number series so I don’t get to reprint myself. (Also, note that the 24000 / 024 series has short ladders on both sides and ends.)





The 53002 is from the GM&O series 52500 to 53099. It's a rework of a car originally built for the Alton (Chicago and Alton) in 1945 by American Car and Foundry. The cars kept their Alton road numbers when the GM&O merged the Alton on May 31, 1947. The "FRA" in the service stencil refers to the road's Frascati Shops in Mobile, Alabama. The service date of May 1968 is probably not too long after the GM&O started using red as a boxcar color, but I couldn't find an exact date for this.

I did find the bingo photo for the 53002 in the **IC/GM&O Color Guide to Freight and Passenger Equipment**, Page 94. And sure enough, it has shortened side ladders and a full length end ladder, the latter needed to reach the brake wheel which is still at the full height position. No running board, though. This car is painted so brightly that I cannot tell whether the sides are welded or riveted, but if I had to guess, I'd say they're welded. Since the original build pre-dates the debut of the PS-1 type of boxcar, there are probably some quibbles between it and the 0735 series body style, but overall, it looks like a good match.

Back to the January 1969 ORER. At that time, the series GM&O 52014 to 53099, larger than what's called out in the **Color Guide**, had 286 cars in it. The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 6 inches, outside length 44 feet 2 inches, extreme height 15 feet, door opening 6 feet, and capacity 2991 cubic feet or 100,000 pounds.

The first Equipment Register I have after the GM&O and Illinois Central merged to form the Illinois Central Gulf in August 1972 is – not bad! – October 1972. (In fact, the front cover is marked in ink, "ICG-Page 459," which makes me think this came from a friend of my father who lived near us and actually worked for the ICG, in the sales department if I recall correctly.) The car count of this series was down to 87 by that time. Only 18 remained as of April 1976, and just six in January 1978 which is where I stopped looking. Given these cars' age at the time, I doubt that any were repainted into ICG colors.

## **N SCALE NEW RELEASE PASSENGER CARS:**



**144 00 420, \$29.95.**

**Road Number: 1536 (will be "UP 1536" in website listings).  
Heavyweight 3-2 Observation Car, Union Pacific.**

Pullman Green with black roof, ends, and underframe including six wheel trucks. Gold lettering including roadname across letterboard at top, car name "El Dorado" at bottom center, and road number at bottom left and bottom right. Approximate Time Period: 1957 and later as painted, see text.

Well, this is a challenge: an undated prototype photo of this car, in glorious black and white, posted on Northeast Rails and linked via the late Jerry Laboda's Passenger Car Photo Index. The lettering looks good, although the window arrangement isn't the same as the 144 body

style. Laboda's caption has this car as a tavern-lounge observation, and formerly wearing road number 1556.

Don Strack's "Utah Rails" site has the UP series 1550 to 1557 – that includes the previous number 1556 – built by Pullman in 1927 and in service from then until 1943, with the note "To Lounge in 1941." Then it gets a bit murky: "Seidel shows UP 1556 as being renumbered to Club Lounge 1536 in 1948; equipment record shows UP 1536 as blank after being wrecked in 1928." The reference to "Seidel" is to the publication **Union Pacific Passenger Equipment, Wooden to Present Day**, for which, inexplicably, an online search fails.

The Official Register of Passenger Car Equipment for January 1953 does list a "Club-Lounge, Steel" with Road Number 1556, seating 42 and with length over the buffers of 82 feet 11 inches. But by this point the UP was painting its passenger equipment in the familiar Armour Yellow scheme. How long would that car been in service in Pullman Green? That's a question that needs Incremental Information.

And Incremental Information we **have**, courtesy of Henry Nipper who got in touch directly with Dave Seidel, the author of **Union Pacific Passenger Equipment, Wooden to Present Day**. The book was privately published which explains the online search returning no results. Seidel had this to say in reply, start quote:

"You guys would pick the one odd ball car on the roster. The car has a twisted history: It was built in 1924 as UP 1536 observation lounge. When on the SP the car was wrecked on July 29, 1928; the result of the settlement between the UP and the SP was that the SP bought it. The SP then took it to the shops and rebuilt it becoming SP 2902 in 1929.

"The SP retired the car in 1956 and was sold to the Pacific Coast Chapter in 1957 which marked it 'Union Pacific' and numbered it '1536' and added the name 'El Dorado.' The group used it on a number of excursions over the years and that car now is located at the California Railroad Museum on its excursion operations. The photo of the car that Henry posted [the one I reference above] was when it was used in PCC excursion service. This was new information after the book was published, attached in a PDF of that group of cars."

After the car entered the roster of the Sacramento Southern, the tourist train operation of the California State Railroad Museum in Sacramento, it was repainted into SP two-tone gray colors and lettered for the tourist line in SP-style lettering. It's entirely possible that I've been on that very car as I do recall riding that tourist line at least once, and possibly with one or both of the kids. Flickr has a photo of how it looked: [www.flickr.com/photos/jacksnell707/5298399179](http://www.flickr.com/photos/jacksnell707/5298399179). The Sacramento Southern has been in operation nearly forty years at this writing, and still offers its fifty-minute round trip with COVID-19 protocols. Check the official site for more: [www.californiarailroad.museum/visit/excursion-train-rides](http://www.californiarailroad.museum/visit/excursion-train-rides). I don't have the date when the car went from the PCS to the museum, so feel free to apply Rule #1 ("It's your railroad").



144 00 840, \$33.90.

Road Number: 15 (will be "C&O 15" in website listings). Heavyweight Modernized 3-2 Observation Car, Chesapeake & Ohio.

Yellow, dark blue and gray sides. Dark blue roof, ends, and underframe including six wheel trucks. Dark blue lettering including roadname in center of letterboard at top and road number at bottom left and bottom right in gray band. Small "C&O for Progress" herald at one end (see text). Approximate Time Period: no earlier than 1950, or strictly speaking, 1954, to at least 1959 based on photo evidence.

We find this car as it appeared in July, 1959 on Page 18 of the **Chesapeake and Ohio Color Guide to Freight and Passenger Equipment**. It was built by Pullman in 1926 for a private company and was bought the Pere Marquette as their #1 in 1939. After the C&O officially merged the Pere Marquette in 1947, the car became C&O's #15. It wouldn't have received the tri-color paint scheme that year, since that was adopted in 1950, while the version of the C&O herald on the car was used starting in 1954. I can explain more easily than with previous releases where that herald is on this car: on each side, it's on the end that doesn't have the observation platform.

The side of the car we can see in the bingo photo in the **Color Guide** is the same as the side we can see in the MTL image. The window arrangement is different, which is not really surprising considering that business cars differed considerably from each other even on the same railroad. What is something I've not seen often is a loading door replacing the farthest left window. That would be an interesting modification project.

And speaking of modifications, Number 15 got a big one between the date of the bingo photo in the **Color Guide** and 1969; namely, the gray banded metal was replaced with what we call "corrugated" stainless steel. (There's probably a better term for this.) That would, for me, anyway, end the Approximate Time Period before 1969, as would the removal of the roadname from the letterboard, but exactly when did that change occur? Now that's a good question to which I don't have the answer. Photos of #15 appear on RRPictureArchives in a date range from 1969 to 2006. Within that sequence chronologically, though, is a shot of the car with the Chessie System "Ches-C" herald replacing the previous C&O herald. That image is dated 1979 and it's on the Fallen Flags site. This makes me wonder whether the car was sold and became a piece of functional "private varnish." I didn't come up with any specific information on this, however.

## N SCALE REPRINTS:



**108 00 123 and 108 00 124, \$26.90 each.**

**Reporting Marks: ATSF 179658 and 179697. Three Bay Open Hoppers, Santa Fe (AT&SF).**

Mineral red (including truck frames but not wheels or couplers) with mostly white lettering including reporting marks on left and large Cooper Black roadname in center. White on black double COTS panel and multicolor ACI Label on right. Simulated copper ore load included. Approximate Time Period: December 1976 (build date) to as late as the present. Previous Releases:

Catalog Numbers 108120.1 and 108120.2, Road Numbers 179655 and 179482, August 2003; then Catalog Number 108 00 120, Road Number 179551, June 2011.

We've got a technical Not A Reprint with this virtual two pack. The MTL practice of adding ACI Labels to cars where appropriate is one change from the first release (at right) which was also a virtual two-pack.



There's also a change in the COTS panel between these reprints and both the first two cars and the June 2011 rerun (at right). This time, the entire double panel is white on black. Nitpicky, I know, but true! Have I mentioned that this time the couplers aren't brown, whereas they were on the June 2011 release?



Okay, I can now mostly reprint myself from previous coverage. The number series for these cars align with the Santa Fe's GA-195 class, according to a summary of Folio 211 of the Santa Fe Historical and Modeling Society, which I located from several sources on the net. One somewhat unusual detail is that these are referred to as "three cross hoppers."

This detail carries over into the ORER entry for January 1978, which describes this group of cars as "Hopper, Cross." The AAR classification is HT and as MTL reports, the series of 400 cars was numbered from 179300 to 179699. The inside length was 45 feet 1 inch, outside length 48 feet 9 inches, extreme height 12 feet 2 inches, and capacity 3420 cubic feet or 200,000 pounds, which you'd expect with 100 ton Barber trucks. There were 353 cars in January 1985, and 350 in October 1991, where several subseries start; also the description changes to "Hopper, Steel, Axle Spacing 5 feet 10 inches, Truck Centers 36 feet 2 inches."



There's a drop down to 242 cars in October 1996, and another one to 215 cars under new owner Burlington Northern Santa Fe in January 2000, but there are still 199 pieces in January 2002 with the original numbers. Updating from there, the car count was 182 in January 2006 under BNSF, then 149 in January 2011. Is there a theoretical chance to make it to "the present"? Well, the car count was 71 in the January 2018 ORER, and 65 in last October's Equipment Register, but we'd need to see if any remained in the original paint scheme modeled by Micro-Trains.

On that point, Fallen Flags has an April 2012 shot of ATSF 179305 in that as-delivered decoration, with a fair amount of, ahem, additional paint, and conspicuity stripes. I can push that to July 2016 through RailcarPhotos.com, which has a shot of ATSF 179439, but with the caption that it's pictured in Maintenance of Way tie service. Hey, that would be an interesting load. No, wait, make that October 2017, when ATSF 179454 was caught. How about August 2018, although with restenciled reporting marks on the "class car" (the first in the series) ATSF 179300, on RRPictureArchives? I think we get the idea: "as late as the present" is possible.



111 00 091, \$56.90.

Road Number: 159009 (will be "SOU 159009" in website listings).

Enclosed Auto Rack, Southern Railway.

Green with aluminum panels. Mostly white lettering including roadname, slogan and road number on green panels left of center on racking. Approximate Time Period: 1977 (build date) to mid-1980s. Previous Release: Catalog Number 111090, Road Number 159036, December 2006.

Back in 2006 when this car was first run, the first thing that caught my eye was the bright green, quite unusual for autoracks, and the second was the large "AA" in the top left corner of the rack. I went directly to my Southern Railway Special Correspondent, Joe Shaw. I'll mostly reprint what he found then as it still applies.

"Page 87 of the **Southern Railway Color Guide to Freight and Passenger Equipment** has a picture of brand new Southern 159128 in the exact same paint scheme, taken at Atlanta, Georgia in August 1977. The **Southern Railway Diagram Books** list March to September 1977 build dates for the flat cars, and adds that the end doors were built by Portec. For most other series of enclosed racks, the equipment diagrams state Ford or GM services, but not for this group. Both sources concur on the series being 159000 to 159200, an odd total of 201 cars."

"The model's lettering looks to match the photo, except for a couple of details: the Pullman-Standard builder's logo and the ACI label are omitted by MTL, but both can be added using Microscale decals for those that care. The P-S logo should be just right of the existing detail lettering under the center panel, and the ACI label goes on the green upright just to the right of the center panel, centered vertically in the middle of the second row of panels from the bottom (in line with the road number)." That's still true of this reprint, but I'll add that by

1977, the ACI Label had already been found to be less than optimal for its intended use in tracking equipment.

“The prototype flat car is a low-deck type with the angled cutouts in the side sills over the wheels. There is also a minor ‘door thing’ - the end doors are of the ‘Tri-Fold’ variety rather than the ‘Radial’ style on the MTL car.” Joe provided an example of a Tri-Fold style end door, the fourth photo at [www.krunk.org/~joeshaw/pics/sou/autorack/](http://www.krunk.org/~joeshaw/pics/sou/autorack/) . The doors on the Southern 159000-159200 are different; their tops angle to match the arched roofline. As noted with the photo in the **Color Guide**, the rack itself was made by Paragon, a major manufacturer of this equipment at the time.

Joe further noted that the previous page of the **Color Guide** has a photo of Southern 50406 in the more usual Southern freight car red/brown but with the same basic lettering scheme. Instead of the AA marks, it had a white square with a dark script F, like the F in the current Ford logo. That didn’t explain the “AA” designation, but with this reprint, MTL states in its car copy that it was assigned to General Motors in Roseland, Georgia, in the Greater Atlanta area.

Now to the ORERs. The series SOU 152000 to 152200 stood at 199 cars in April 1981. The key dimensions were: inside length 89 feet 4 inches, outside length 93 feet 10 inches, extreme height 19 feet, capacity 105,000 pounds. They were described as “Flat, Tri-Level, Auto Enclosed” with AAR Code V492 and exceeding the Plate F clearance limits. There was a drop of just one car to 198 total in January 1985, and there were 193 on October 1986, but the whole series is gone by July 1987. Perhaps this was a renumbering, or perhaps a transfer out to Trailer Train, which managed lots of these cars, but I can’t be sure.

There are two photos on Fallen Flags of other Southern autoracks in this green scheme, though not from the same prototype series. A somewhat washed out black and white photo of Southern 159221 with AGS sub-lettering (Alabama Great Southern) is there, as is a shot of Southern 159295 in color showing how that green may have turned blackish over time. Both photos are from late 1985, and incidentally, both show the replacement of the “Tri-Fold” doors with the more familiar “clamshell” types that align with the MTL 111 body style. Neither of these cars has an "AA" or anything else in the corner although the 159221 looks like it might have a paint-out where a code used to be. Meanwhile, SOU 159093, which is from the prototype series, is shown in an image sporting brown paint with just a single panel sized roadname in plain white and full reporting marks on the flat car. Finally in my look online, there’s Southern 159403 on RailcarPhotos.com, also not from the same prototype series but in the same bright green... well, what was bright green at one time.

**N SCALE MULTI-PACKS:** Four multi-packs have all been called for mid-month release and should be at MTL dealers as you read this. Here they are:

**Runner Pack #177 (993 00 177, \$119.95)** is of four **Union Pacific Center Partition Flat Cars**. UMTRR coverage was in last November's issue. The individual catalog and road numbers are: 053 51 710, 260204; 053 52 710, 260209; 053 53 710, 260214; 053 54 710, 260215. These are the fifth through eighth road numbers for this release.



**The Canadian National Three Pack of TBOX cars (993 01 870, \$119.95).** UMTRR coverage was in the April 2019 issue. The individual catalog and road numbers are: 123 51 040, 795166; 123 52 040, 795194; 123 53 040, 795297. These are the first through third road numbers for this release.

**The New Haven Five Pack of Heavyweight Passenger Cars (992 02 110, \$139.95).** UMTRR coverage was in last June's issue. The individual catalog and road numbers are as follows: Railway Post Office, 140 51 380, 3278; Four Single Window Coaches - 160 52 380, 7929; 160 53 380, 7932; 160 54 380, 7936; 160 55 380, 7939. These is the first number for the RPO and the second through fifth number for the single window coaches.



The Civil War Era Southern Pacific Four Pack (992 02 160, \$89.95). UMTRR coverage was in last December's issue. The individual catalog and road numbers are as follows: 151 52 270, 7602; 151 52 270, 7686; 151 53 280, 9212; 153 54 130, 1669.



*In addition to the above, 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.*



**Targeted Release October 2021:**

**993 00 182, \$99.95.**

**Reporting Marks: BN 64306A, 64306C, 64306B.**

**Runner Pack #182, Quantity three of MTL 135 Series 70 Foot Well Cars, Burlington Northern.**

Red with mostly blue lettering including reporting marks on the "A" and "B" cars and "48" at far left of each car. Blue BN herald on right of each car. White on black single COTS panel on far right of "B" car. White simulated reflective blocks at five points along side of each car. Approximate Time Period: 1993 (build date) into the decade of the 2000s. These will be the first to third numbers for this car, which hasn't been previously released. MTL artwork is preliminary; actual product may vary.

Yes, there have been BN and BNSF cars in this general decoration in both N and Z Scales, but no, not in this specific version in N Scale and not in this prototype number series either... and so much for reprinting myself.

BN 64306 was among a 100 car series of three-unit drawbar-connected well cars built by Gunderson in 1993. Right off the bat we have a delta, then: the A and C units would be connected by drawbars, not couplers, and the same would be the case between the C and B units. (It's been suggested to me that MTL's Civil War Era link and pin couplers could work as drawbars, but you'd need MTL 1015 or 905 coupler boxes to hold them. If anyone tries this, let us know!) The sequence is A, C, B if looking from one side of the trio and B, C, A if looking from the other side. The **Burlington Northern Color Guide to Freight and Passenger Equipment**, Page 93, has a shot of the "C" unit, that is, the middle of the three-piece set, and the one that doesn't have reporting marks. It was either brand new or close to it in August 1993 when its photo was taken and was already carrying two 48 foot containers. The blue, red



and white BN logo was used on intermodal equipment including some of its containers; in fact, one of those, BNAU 287718, is in the lower position of the well with another container atop it.

The ORER for October 1993 is just a bit too early to show these cars, so I need to go to the next one chronologically in the Research Accumulation, April 1995. I don't know why this group of 100 is split into two sets with the same dimensional data, but they are: BN 64228 to 64267 with 59 cars and BN 64228 to 64327 with another 37 cars. By cars I do mean "Flat, 3 Unit Drawbar Connected, Double Stack Pack" as per the ORER description. The inside length was 48 feet, that's for each well, with the outside length of 218 feet across all three units. The capacity of the three-unit set was 491,000 pounds. Divided by three, that's a not-round number 167,666.667 pounds per unit. Hmm.

Anyway, these three-unit sets were in just one series in the Burlington Northern Santa Fe listing for January 2000, and the group BN 64228 to 64327 contained 85 cars. By October 2004 the car count was down to just 12, there were 10 in January 2006 and five in October 2007. There were still four in the January 2011 book, much to my surprise; I thought they'd have been restenciled to BNSF reporting marks by then. I don't know what the successor BNSF series was.



**Targeted Release October 2021:**

**993 02 190, \$57.95.**

**Reporting Marks: CBIX 1515 and GARE 60129.**

**Dog Food Refrigerator Two-Pack.**

Scheduled to consist of two 049 series 40 foot wood double sheathed refrigerator cars with fishbelly underframes and vertical brake staffs.

First car, CBIX 1515, is white with brown ends and roof and black hardware. Red "Ken-L-Ration" and mostly black lettering otherwise including reporting marks on left. White and red arrow "Quality Made It Famous" on right above reporting marks. Second car, GARE 60129, is orange with brown roof and ends and black hardware. Red and black "Doggie Dinner" trademark and mostly black lettering otherwise including company name and reporting marks on right. Approximate Time Period: 1931 and later for the CBIX 1515 and 1934 and later for the GARE 60129, but no later for either than the end of the Billboard Refrigerator Era. MTL artwork is preliminary; actual product may vary. This will be the first release for both cars.

Micro-Trains honors "Man's Best Friend" ...

Oh, wait, this just in: my cats are staring at me.

Sorry, Shadow and Branson. I'm sure that the folks in Talent would do cat food cars if there were any cat food cars to do. Can I get you some treats? Some bacon, maybe? Is there anything else I can do for you? (Dogs have owners, cats have staff. No, I didn't make that up.)

OK, where was I? Oh, yes, October being “Adopt a Dog Month,” MTL is marking the occasion with this pair of Billboard Refrigerator Cars. I can’t say that I know that they could do more than two. I can say that the book **Billboard Refrigerator Cars** has the prototype photos for both cars. Page 70 includes the CBIX 1515, one of fifty cars leased by North American Car to the then makers of Ken-L-Ration, Chappel Brothers of Rockford, Illinois. The cars were built by American Car and Foundry. The 1515, and possibly the others, were built in 1927, and was equipped with a new roof in December 1931 when it was assigned to this service. Meanwhile, on Page 132 we find GARE 60129. “It’s not clear why (or whether) dog food had to be refrigerated, but [General American Transportation Company] leased cars such as GARE 61029 to the Simpson Products division of the London Packing Company.” The lease date of July, 1934 was less than a month before the Interstate Commerce Commission’s ruling banning Billboard Refrigerators went into effect. Bad timing, perhaps? The unusual lettering of the company’s location in Terre Haute, Indiana is spot on with the builder’s photo. Did they have something against Capital E’s in Terre Haute? The phrase “Contains No Horse Meat” over on the left side of the car had them...

According to online sources, neither brand of dog food is actively marketed today. Ken-L-Ration was the first canned dog food in the United States, and unlike Doggie Dinner, it actually was government inspected horse meat, at least at the outset when introduced in 1922. Chappel Brothers was purchased in 1942, just in time for tin for cans to be rationed by the Government for wartime used. The switch was made to dry dog food and the Ken-L-Ration brand continued. A commercial jingle for the brand was cited as being from the 1950s, but I remember it and so its Approximate Time Period must be longer than that: *“My dog’s faster than your dog / My dog’s bigger than yours / My dog’s better cause he gets Ken-L Ration / My dog’s better than yours.”* It was written by Tom Paxton, noted folk song writer and performer. The Ken-L-Ration brand was sold to Heinz in 1995, and is, according to the Wikipedians, now the property of Grupo Pilar S.A., an Argentinian pet food company.

I am much more familiar with model Doggie Dinner freight cars than I am Ken-L-Ration, mostly because Varney and then Life-Like produced this same paint scheme on their 36 foot refrigerator car in HO Scale. (The prototype is a forty foot car as shown in the **Billboard Refrigerator Car** book.) But a search on the term “Doggie Dinner” results in the question, “Do you mean ‘Doggie Diner’?” No, actually, I do mean Doggie **Dinner**... but no go. And there was nothing useful on Simpson Products or the Loudon Packing Company of Terre Haute either. How about that, zero for three. Not exactly optimal there. I think it’s safe to conclude that Doggie Dinner is a brand of the relatively distant past in terms of pet food. It certainly lives on in the model railroading world; the Varney/Life-Like car being just one example of this, of which there were probably thousands of copies made.

Oh, and my comment to Branson and Shadow about cat food cars? Well, sorry, felines and feline fanciers, but cat food lagged well behind dog food in the timeline of pet products. There couldn’t have been billboard refrigerator cars for cat food because it didn’t yet exist!

**N SCALE WEATHERED RELEASES:** *The following was announced on the Micro-Trains website on May 15.*



**993 05 840, \$62.95.**

**Reporting Marks: PC 172608 and 267116.**

**Penn Central Weathered Four Pack.**

Consists of two 50 Foot Steel Boxcars, Double Doors, No Running Board, Short Side Ladders, Penn Central. Base color of both cars is green (the PC's "Deepwater Green") with white lettering including roadname and reporting marks on left and large herald on right. First car (Catalog Number 182 51 140, PC 172608) has roadname on two lines

and herald higher than the center point of side. Second car (Catalog Number 182 52 150, PC 267116) has roadname in a single line and herald at about the center point of side. Both cars have moderate to heavy weathering, rust effects and simulated replacement doors. First car has some restenciled dimensional data on left, multicolor ACI Label, white on black single COTS panel and yellow on black U-1 wheel inspection "dot" all below herald. Second car has multicolor ACI Label below herald, and U-1 "dot" and white on black double COTS panel at far right. Approximate Time Period: Early 1970s or strictly speaking, no earlier than 1978 given U-1 "dot," to early 1980s. Previous Releases: None (both cars).

The rust is so bad, and so badly placed, on the first car in this two pack that I had a hard time reading its road number from the official Micro-Trains image. Fortunately, we have a bingo on what does turn out to be PC 172608, found in that rough shape modeled by MTL as of July 1989. (On the other hand, there's a New York Central boxcar coupled to it which has lost nearly all of its large herald.) The short ladders and lowered brake wheel line up with the MTL 182 body style, however there is a "door thing" as the prototype had a 7+8 foot double door combination versus the model which has two eight foot doors. The side we can see in the proto photo is the same side we can see in the MTL image, complete in both cases with a rather rusty brown replacement door.

Within the Research Accumulation is the July 1989 ORER, that is, the same month as the date of the bingo photo. And it must be that the car was photographed while in a dead line, waiting to be scrapped, as there is no match to PC 172608 in that July 1989 Register. So now what do I do for the Approximate Time Period? Answer: Work backwards. And it's a good thing that I have a bunch of 1980s ORERs. The latest one that could include this 172608 is April 1984, which has all of two cars in the group PC 172500 to 172649. That duo is gone from the January 1985 Register. Although it's doubtful that the car looked this bad, I did jump back to the start of Conrail in the April 1976 ORER, where the car count for PC 172500 to 172649 was a more respectable 61 cars. While I'm here, these are the key dimensions: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 54 feet 4 inches, extreme height 15 feet 1 inch, door opening 15 feet, and capacity 4929 cubic feet or 110,000

pounds. That may have been the peak quantity for the series as there were 60 listed in the April 1975 Register and only 24 in the October 1972 ORER. I don't know what numbers these cars carried prior to being repainted for the PC.

I did find a much cleaner example from the same series on the Canadian Freight Car Gallery site. PC 172526 was a former New York Central car, photographed in June 1969. At the time, this car had its running board and full ladders intact. The position of the herald and the roadname and reporting marks were reversed, with the PC logo on the left which allowed for the roadname to fit on one line on the right. This image also shows that the PC was consistently inconsistent with its lettering choices.

And we see just that with the second car of the pair, PC 267116 which illustrated rather easily that one could not fit the standard size roadname in one line to the left of the set of double doors! Someone didn't read the instructions about either splitting the roadname or placing it over on the right... or someone didn't write any instructions. Anyway, since I still had the October 1972 ORER open, I found the series PC 267100 to 267137, which was described as "Box, Steel, Transco 7-SL Belts" with AAR Designation XL. There were 13 cars with 110,000 pounds capacity and another three with 100,000 pounds capacity. Otherwise the dimensions were the same: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 54 feet 4 inches, extreme height 15 feet 1 inch, door opening 15 feet (another "door thing" here) and capacity 4929 cubic feet. As of Conrail in April 1976 the car count was 15, down one from October 1972. Strictly speaking, none of this counts yet since there is a U-1 wheel inspection "dot" on the car and those weren't introduced until 1978. By the January 1978 ORER there were just 11 cars in the PC series. In April 1981 that was down to five, and they're gone by April 1984. We wind up in a roundabout way to a generally common Approximate Time Period for these two cars. I didn't find a bingo on the 267116 or any of the cars in that small group either, but I had fun looking.



993 05 850, \$124.95.

**Reporting Marks: D&RGW 60901, 60938, 63749 and 63765.**

**Rio Grande Weathered Four Pack.**

First two cars (Catalog Numbers 181 51 170 and 181 52 170, Road Numbers 60901 and 60938) are 50 Foot Steel Boxcars, Double Doors; second two cars (Catalog Numbers 182 53 130 and 182 54 130, Road Numbers 63749 and 63765), No Running Board, Short Side Ladders 50 Foot Steel Boxcars, Double Doors, No Running Board, Short Side Ladders. Base for all four cars: orange and

aluminum sides with black border stripe, black ends and aluminum roof; black lettering including large reporting marks on left and speed lettering roadname on right. Each car has some combination of multicolor ACI Label, white on black COTS panel and yellow on black U-1 wheel inspection "dot" on right. Third car (the 63749) has a simulated repainted



replacement door. Each car has moderate to heavy weathering and rust effects and may have yellow patch panels. Approximate Time Period: First two cars, 1965 (build date) or strictly speaking, after 1978 given U-1 "dot" to no later than 1985; second two cars, 1963 (build date) or strictly speaking, after 1978 given U-1 "dot" to early decade of the 2000s. Previous Releases: None, although this paint scheme has been done on other MTL body styles.

Let's start with a look in the **Rio Grande Color Guide to Freight and Passenger Equipment** for some basic information. The two plug door boxcars, 60901 and 60938, were among a 100 car order numbered 60900 to 60999 built by General American in 1965. Like many plug door cars, they carried an AAR Designation for a refrigerator car, RBL. A photo of D&RGW 60927 taken in 1985, on Page 51 of the Color Guide, shows the car generally aligns with the MTL 181 body style, however on this car the brake wheel stayed in the high position when the running board was removed. Meanwhile, the two double door cars, 63749 and 63765, were part of the group 63700 to 63799 built by American Car and Foundry in 1963. These cars had cushion underframes; most also had Spartan Easy Loaders (the "SEL" barely visible under the roadname on the 63749) and were assigned to copper bullion service. A few had DF loaders and carried automobile transmissions. They all had that pesky 7+8 double door configuration that results in a "door thing" versus the MTL 182 body style. Both sets of cars were delivered in the "two-tone" scheme that the Micro-Trains cars carry.

Since the cars as modeled also have the U-1 "dot" we can skip right to the ORER for January 1978, a little early for the wheel inspection program which began on March 31, 1978, but close enough. There were 94 out of the original 100 plug door cars in service at the time. They were described as "Refrigerator, Double Bulkheads, Side Fillers" and had these key dimensions: inside length 50 feet 1 inch, inside width 9 feet 3 inches, inside height 9 feet 10 inches, outside length 57 feet 9 inches, extreme height 15 feet 1 inch, door opening 10 feet and capacity 4370 cubic feet or 136,000 pounds. The double door car count totaled 88 cars, of which 82 had belt rails. Their vital statistics were: inside length 50 feet 6 inches, inside width 9 feet 2 inches for those with belt rails and 9 feet 4 inches for those without, inside height 10 feet 6 inches, outside length 58 feet 1 inch, extreme height 15 feet 1 inch, door opening 15 feet, and capacity 4928 or 4952 cubic feet or 140,000 pounds.

The plug door cars lasted longer than the double door cars. By the April 1982 Equipment Register the double door car count was a total of 38, which were all gone no later than the April 1985 ORER. That does not include a possible repurpose to company service, which was fairly frequent on the Rio Grande. In that same Register, though, there were 91 plug door cars in service. Of those, 60 remained in the April 1995 ORER and 11 lasted into the January 2000 Register, where they were listed under new owner Union Pacific. They were off the roster no later than the October 2004 ORER. Of course, the as-modeled state of these cars varied given the weathering and rust, so there's more of a fixed date "plus or minus" — but we'll leave that exercise to the reader, and remember Rule #1 ("It's your railroad") in this case as well.

We're four for four on bingo photos across three of my usual "go to" sites. The plug door boxcar D&RGW 60901 can be found on RailcarPhotos.com as of September 1991. In that shot the plug door is open, which is unusual. The U-1 "dot" also appears to be white, not yellow,

meaning defective wheels... or it's just faded from yellow unusually fast. That's captured on the Micro-Trains car. The other plug door car, D&RGW 60938, is over on RRPictureArchives, also as of September 1991. Double door boxcar D&RGW 63749 has two photos on the Fallen Flags site, the first taken in August 1973 and the second in October 1978; I'll speculate that the later photo was the guide for the Micro-Trains car. Finally, I noted above that Rio Grande equipment was frequently moved to company service, with the prefix "AX" added to the road number. That's exactly what happened to double door car 67365, which was found in August 2006 in a photo posted to RRPictureArchives. I should point out that in none of these photos can we see the position of the brake wheel. So I can't tell you whether it's been lowered or not.

**N SCALE SPECIAL EDITION RELEASES:** The Halley's Comet pair of cars in the "supplemental" **Solar System Series**, which were among the pre-orders covered in last October's UMTRR, are scheduled for release:



**Catalog 102 00 842, \$36.95** (at left) has the interior light.

**Catalog 102 02 842, \$27.95** (at right) does not have the interior light.



These catalog numbers are again out of sequence, but no worries, MTL won't leave anything out.

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



**530 00 500, \$29.95.**

**Reporting Marks: GATX 64057.**

**39 Foot Tank Car, Flo-Sweet Liquid Sugar.**

Car #3 in the "Sweet Liquid Series" (Pre-order announcement last September). Gray with black tank bottom, underframe, trucks and details.

Red on white "Flo-Sweet" banner logo, black

"Liquid Sugar" on yellow block, and black reporting marks on left. Black company name and location "Refined Syrups & Sugars, Inc. / Yonkers, New York" on right. White dimensional data on black section of tank. Black lettering on ends. Approximate Time Period: 1978, plus or minus.

Please see the commentary on the N Scale release above (065 00 156).

In addition to the above, the first three pair of two bay open hoppers, which were open for pre-orders through last November 30, are now available. These are as follows:



533 00 161 and 533 00 162, \$23.95 each.

**Reporting Marks:** GN 73632 and 73678.

**33 Foot Two Bay Hopper, Offset Sides, Great Northern.**

Brown with white lettering including reporting marks on left and slant serif style roadname in center. Black and white side-facing goat herald on right. Multicolor ACI Label below roadname left of center. Simulated coal load included. Approximate Time Period: after 1956, or strictly speaking, 1967, to early 1980s.



533 00 171 and 533 00 172, \$23.95 each.

**Reporting Marks:** SL-SF 90941 and 90950.

**33 Foot Two Bay Hopper, Offset Sides, Frisco (St. Louis-San Francisco).**

Dark brown with white lettering including reporting marks on left. Large black and white herald in center. Simulated coal load included. Approximate Time Period: 1949 (build date) or 1963 (service date) to early 1980s.



534 00 111 and 534 00 111, \$23.95 each.

**Road Numbers:** 139876 and 140231 (will be preceded with "PRR" in website listings).

**33 Foot Two Bay Hopper, Rib Sides, Pennsylvania Railroad.**

Dark brown (the PRR's "Freight Car Color") with white lettering including roadname and road number on left, circle keystone herald on right and "Coal Goes to War" insignia right of top center. Simulated coal load included. Approximate Time Period: 1942 (based on service date on car) through the rest of the 1940s.

**Z SCALE PRE-ORDERS REMAIN OPEN:** Remember how I said last month that MTL had changed the official pre-order window for Z Scale single releases from two months back to one? Well... check that. The pre-order window is back to two months, so there's another month to consider reserving some or all of these six pair of bulkhead flat cars, which I pre-reviewed last month. Pre-orders now close **May 31**:



***Targeted Release August/September 2021:***

**527 00 083 and 527 00 084, \$24.90 each.**

**Reporting Marks: TTPX 806212 and 806217.**

**60 Foot Bulkhead Flat Car, TTX (White on Black Logo).**

Yellow with white reporting marks on black panel on left and white on black TTX logo on right. Black lettering otherwise and three white simulated reflective rectangles at points along sides. White on black double COTS panel at far right. Approximate Time Period: 2001 (build date) to as late as the present. Previous Releases: Road Numbers 804610 and 804645, February 2011; Road Numbers 804605 and 804630, March 2016. MTL artwork is preliminary; actual product may vary. Only the 083 release is shown here for illustration purposes.



***Targeted Release August/September 2021:***

**527 00 191 and 527 00 192, \$24.90 each.**

**Reporting Marks: TTJX 80529 and 80597.**

**60 Foot Bulkhead Flat Car, TTX (Tuscan Red Logo).**

Yellow with white reporting marks on black panel on left and tuscan red post-2008 TTX logo on right. Black lettering otherwise. White on black double COTS panel at far right. Six varying length orange horizontal conspicuity stripes at points along side. Approximate Time Period: no earlier than 2008 to late decade of the 2010s. Previous Releases: None. MTL artwork is preliminary; actual product may vary. Only the 191 release is shown here for illustration purposes.



***Targeted Release August/September 2021:***

**527 00 201 and 527 00 202, \$24.90 each.**

**Reporting Marks: CP 304903 and 304907.**

**60 Foot Bulkhead Flat Car, Canadian Pacific.**

White with red CP Rail roadname left of center and black lettering including reporting marks in center. White on black double COTS panel right of center. Six yellow horizontal conspicuity stripes at points along side. Approximate Time Period: 1996, or strictly speaking, after 2005 given conspicuity stripes, to at least 2017. Previous Releases: None. MTL artwork is preliminary; actual product may vary. Only the 201 release is shown here for illustration purposes.



***Targeted Release August/September 2021:***

**527 00 211 and 527 00 212, \$24.90 each.**

**Reporting Marks: ICG 978688 and 978907.**

**60 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. Approximate Time Period: 1982 (build date) to, strictly speaking, no later than 2006 for this specific car, or as late as the present otherwise. Previous Releases: None. MTL artwork is preliminary; actual product may vary. Only the 211 release is shown here for illustration purposes.





**Targeted Release August/September 2021:**

**527 00 221 and 527 00 222, \$24.90 each.**

**Reporting Marks: NOKL 725254 and 725258.**

**60 Foot Bulkhead Flat Car, Northwest Oklahoma Railroad.**

Black with white lettering including reporting marks on left. White on black double COTS panel at far right. Seven horizontal conspicuity stripes at points along bottom of side. Approximate Time Period: 2010 (based on photo evidence) to present. Previous Releases: None. MTL artwork is preliminary; actual product may vary. Only the 221 release is shown here for illustration purposes.



**Targeted Release August/September 2021:**

**527 00 231 and 527 00 232, \$24.90 each.**

**Reporting Marks: UP 215731 and 215733.**

**60 Foot Bulkhead Flat Car, Union Pacific.**

Yellow with black reporting marks on left.

White on black double COTS panel at far right. Seven orange horizontal conspicuity stripes at points along bottom of side. Approximate Time Period: after 2005, given conspicuity stripes, to present. Previous Releases: None. MTL artwork is preliminary; actual product may vary. Only the 231 release is shown here for illustration purposes.

## **Z SCALE REPRINTS/MULTI-PACKS/WEATHERED RELEASES/SPECIAL EDITIONS:**

No releases or pre-orders in any of these categories this month.

**MTL ANNOUNCEMENTS:** I still don't where to put Humvee pre-order announcements... oh, well, this will do. Open for pre-orders through May 31 and projected to be available in September is Catalog Number 499 45 956, \$34.95, an N Scale Sheriff Humvee Two Pack. The MTL preliminary artwork is at right, actual product may vary. I'll quote directly from MTL here on the details: "[The] Interior window, shell and underframe will be assembled together, however the extra wheel, snorkel, light bars and etched-metal pieces will not come installed. The etched-metal pieces will come painted."



There are shipping updates from Micro-Trains as they continue to catch up on the multi-pack front: The Atlantic Coast Line Heavyweight Five Pack (993 02 080, \$149.95) is slated for mid-June. The TTX Version 2 paint scheme TBOX Three Pack (993 01 850, \$119.95) has a mid-July date. Two sets are placed in mid-August: the Union Pacific TBOX Three Pack (993 02 150, \$134.95) and the Illinois Central Heavyweight Five Pack #2 (993 01 791, \$149.95). Be sure to look at Incremental Information below, which I've been provided on that IC set.

**DISCONTINUED ALERT:** I was right about last month's N Scale Illinois Central Gulf Hy-Cube boxcar already having left the building in a hurry (101 00 150). Joining it are the Penn Central gondola (105 00 350), the Rio Grande and Frisco boxcars (181 00 150 and 181 00 180), the Weathered Ferromex Tank Car (110 44 530) and the Great Northern Boxcar Eight Pack (993 00 820), and the DODX Red Three Pack with Humvees (993 01 621). I'd bet the two multi-packs were made strictly to pre-order quantities. Continuing the Do It Yourself Bye-Bye Board for the rest of 2021, we have only the Weathered Burlington Hy-Cube Boxcar (101 44 140, March), and no Z Scale outs to tell you about.

Let's look at last year, then. Again, nothing is sold out in Z Scale. In N Scale, just the New York Central plug door boxcar is outta here (032 00 520, July). MTL is listing the DRPX Tank Car Eight Pack #2 as being **in** stock, so I've taken the Dreaded 'D' off those cars in last year's listing. Backing up to 2019, **all** six flat cars in the N Scale Ringling Brothers "Clown Billboard Series" have packed up and left town: 045 00 521 and 522 from May, 109 00 161 and 162 from June, and 139 00 261 and 262 from July. Also in N, the Zion Fig Bars refrigerator has been consumed (058 00 490, November). No 2019 Z Scale items have been discontinued since last check. Finally, from back in 2015, the N Scale Milwaukee Road Heavyweight Diner has been served (146 00 120, March). That closes out the DIY-BBB for this month... relatively light this time.

**INCREMENTAL INFORMATION DEPARTMENT:** While catching up with and fixing a few omissions on the UMTRR website, I came across this close resemblance to the Great Northern Eight Pack from last month. Catalog Numbers 023 00 311 and 312 with road numbers 38773 and 38780 were released back in November 2009 and have a similar paint scheme to the octet that MTL dropped in April – and has already sold out, as noted above.



Steve Fass checked in on last month's April Fool "OOTEN BEET" Center Flow (094 44 670): "Just looking at the RRPictureArchives photo, to me it looks like the second E in BEET is an altered L. Also the second O in OOTON has a smiley face in it, can't tell by the online photo but I bet the same person/people also changed the C. They also had to use a ladder or pickup truck bed to reach that high. Just my two cents."



With respect to the forthcoming Illinois Central Heavyweight Five Pack #2, Trainboard member "Tad" supplied a wealth of information to Micro-Trains, and has granted kind permission to share it here as well. It turns out that between the first and second packs there is a good match to the roster of the IC's Name Train "Louisiane," the railroad's Number 3 and 4. Like its more famous counterpart the City of New Orleans, this train ran the Chicago to New Orleans route. Actual consists of "The Louisiane" for May, October, and November of 1946, are at [condrenrails.com/MRP/Memphis-Passenger-Train-Consists.htm](http://condrenrails.com/MRP/Memphis-Passenger-Train-Consists.htm), and there's

individual car information via [www.illinois-central.net/RollingStock/IC 6-1952 PASS CAR DGMS.pdf](http://www.illinois-central.net/RollingStock/IC_6-1952_PASS_CAR_DGMS.pdf) . The car “Lake Quinalt” which is coming in the MTL Five-Pack was in that train’s roster, and the car “Lake Hiawatha” which is also slated to be in the set is a sister car, a Plan 3585/3585-A 10-1-2 Pullman. Tad also pointed out where in the document – which runs to 275 scanned pages! – Diner information could be found, and noted that 12-1 sleepers were also plentiful on the IC. Tad further recommended to me a web page of Illinois Central Passenger Equipment ( [www.icrr.net/passenger.htm](http://www.icrr.net/passenger.htm) ). The main page also links to data on other railroads on Mississippi.

Rick Will passes along this technical note in case anyone is reading these bytes via Amazon devices, start quote: “I have been dealing with problems viewing your UMTRR files for a couple of years though this was no fault on your end. Originally , I viewed your monthly mailings on my PC with no problems. When my PC start going down I decided not to replace it and started using a Amazon 7 inch tablet. This is where my problems started viewing the PDF files. Whether I opened it up in the email or downloaded it into my tablet the text would slightly run off the right side and would also roll over the images. I dealt with it and figured it was compatibility between the files and my tablet. I since upgraded to a new Amazon tablet being the newer 8 inch HD model. And what a difference that made. Though opening the file directly through the email gives the same results as what I got on my older 7 inch model, now downloading the file and viewing it is such a more pleasing experience. I can now view the UMTRR exactly how you intended it to look! I’m passing this info onto you in case others might be experiencing the same kind of compatibility problems as I had. I can't say for certain the newer 7 inch models do the same thing or correct the problem as my 8 inch model does? I would assume they use the same program and operating system minus the screen sizes and work exactly the same? But its sure great to view the UMTRR in the proper format!”

Thanks, Rick. My Kindle mostly gathers dust and I’ve never tried to read my own column on it, but it does not surprise me that there are incompatible readers out there with respect to both hardware and software. If you’re curious, I work in Microsoft Word to create the UMTRR and then save it as a PDF file directly; I don’t use Adobe because their PDF creator isn’t free.

**OOPS PATROL:** I botched the road numbers on last month’s for the **Great Northern Eight Pack** of 40 Foot Single Door Boxcars (993 00 820). The correct list is: 020 51 237, 44414; 020 52 237, 44416; 020 53 237, 44419; 020 54 237, 44422; 020 55 237, 44427; 020 56 237, 44429; 020 57 237, 44432; 020 58 237, 44439.

**25 YEAR LOOKBACK SPECIAL #5:** In honor of 25 years of the UMTRR, this year I’m going to take a brief look back at twelve of my personal favorite releases from the past quarter-century. There’s no particular rhyme or reason to these selections, other than “I liked it.”

This month we have a blast from my personal past, in a sense: the August 2002 reprint of the Illinois Central Gulf boxcar (Catalog 24070) which was originally run in March 1974. I'm cheating a little bit because the "I like it" car was the first run, but hey, Rule #1, right? The 2002 run had improved graphics from the original (Catalog Number 24298, Road Number 416108) and as such was technically a "Not A Reprint." But here's the reason for its inclusion here: the 1974 car, in its kit version (!) with Rapido couplers (!!!) was one of the first two Micro-Trains cars I ever owned. (The other one was the Delaware and Hudson 50 foot boxcar, Catalog Number 31463/31070, October 1974.) I was quite pleased to pick up the reprinted version of the ICG boxcar, as an example of what was State of the Art then... twenty years ago already! Should the folks behind the red and yellow sign elect to do another run of this car, it would be with their improved underframe and body-mounted couplers, another leap forward.



**FINALLY (SORT OF)... LOOK AT ALL THE BOXCARS:** This would normally be the last item in the column, but not this month... **see below.** I've mentioned here rather frequently that I'm mostly a lurker on the "Real Steam Era Freight Cars" group on groups.io (formerly on YahooGroups). This scholarly discussion has lately included a large number of photo citations, including from our own UMTRR Gang Member Claus Schlund, and from Bob Chapparo, who check all over the 'net for discussion-worthy images. Here's one I particularly liked: [collections.lib.uwm.edu/digital/collection/agsnorth/id/6508/rec/38](http://collections.lib.uwm.edu/digital/collection/agsnorth/id/6508/rec/38)

This image can be expanded to full-screen and also can be enlarged to the point of being able to read the dimensional data on several boxcars. And are there a lot of boxcars! But not just any one type, which for me is the fascinating part. There are multiple "body styles," if you like, and several paint schemes. Some of these have been represented by MTL releases and some are simply not (yet?) available in N Scale. But despite the fact that the scene is dominated by Canadian Pacific rolling stock—and why not, since the image was taken at their yard in Vancouver, British Columbia—there are different car heights, different construction methods, both steel and wood running boards, and even at least two CP paint schemes to be seen. Pretty interesting for an "ordinary" yard scene, if you ask me.

Until next time, do the best you can!

Cheers, George

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