



OIrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report

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Hello again everyone! National Model Railroading Month is well underway as these bytes are being written. I hope you're taking some time with that! Meanwhile, we have this advisory: all but one of the regular run single freight cars released in October, including the CSX Family Tree entry, have already been sold out and discontinued. Is this a matter of supply or demand.. or both? We'll never know for sure. How long will the November cars remain in stock? We don't know that either, but we do know what they are, so let's take a look...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



058 00 005, \$28.95.

Reporting Marks: NRCC 2951.

36 Foot Wood Double Sheathed Refrigerator Car with Truss Rod Underframe, Northern Refrigerator Car Company/Pet Milk.

White sides, brown ends and roof, black underframe and details. Large black "Northern Refrigerator Car Co." and road

number on left. Blue "Pet Milk" with red shadow, split by red "Evaporated Unsweetened," on right. Black lettering on sides otherwise. White lettering on ends. Approximate Time Period: 1927 (based on service date on car) into the 1930s.

How does a well-known Fallen Flag railroad fit into the history of a condensed milk company? Read on...

Before the advent of refrigeration, milk was available only locally. One alternative was evaporated milk, which was shelf-stable and didn't spoil for months. Evaporated milk, also called condensed milk, is made by removing up to sixty percent of the water from whole milk, sometimes adding sugar and pasteurizing the result. The product, then as now, is shipped in relatively small cans.

What was initially called the Helvetia Milk Condensing Company was founded in 1885 by John Baptist Meÿenberg in Highland, Illinois (not far from Saint Louis, Missouri). Helvetia female national personification of Switzerland, which makes sense since Meÿenberg had previously worked for a milk condensing company in Switzerland. He didn't invent condensed milk, but he did develop the process and machinery needed to produce it without sugar. When the Swiss company passed on it, he emigrated to America, patented his ideas, and got to work. Things went well until the steam boiler needed to heat milk to 120 degrees

Celsius (248 degrees Fahrenheit) exploded. Meÿenberg was pushed out of Helvetia but no worries as he went on to develop Carnation Evaporated Milk. Meanwhile, Helvetia's "Our PET" brand was trademarked in 1895. I'd really like to know how the company came up with "Our PET" and then just "Pet" as a brand name but didn't find anything about that.

Condensed milk figured significantly in the diets of troops during the Spanish-American War and again in World War I, spreading the concept to families of returned soldiers. In 1923 the company assumed its brand name, becoming Pet Milk Company. During the Great Depression, condensed milk continued to be popular, helped along by economical recipes using Pet Milk.

Consumption of canned milk peaked in the 1950s; by then home refrigeration was ubiquitous and so the market, well, mostly evaporated. (Sorry, couldn't resist.) Pet Milk saw this coming and diversified by buying into other food products including Whitman's Chocolates, Downyflake Waffles, Schrafft's Candies, and Old El Paso Mexican food products. In 1966 it merged with, of all things, the Huffman Refrigerator Company, and changed its name to Pet Incorporated. Here's the railroad part: In 1978 it was purchased by IC Industries, the principal unit of which was the Illinois Central Gulf Railroad – and there's our well known Fallen Flag. IC Industries was formed to enable the railroad to diversify, which worked so well that in 1988, IC Industries divested itself of the railroad, which was again named Illinois Central, and renamed itself Whitman Corporation. In 1990, the corporate merry-go-round began for Pet when it was spun out of Whitman. From there it went from Pillsbury to General Mills to International Multifoods to J.M. Smucker. As of December 2015, Pet Milk was part of Eagle Foods, which holds several legacy brands including one-time competitor Eagle Milk which was made by Borden.

Page 95 of the book **Billboard Refrigerator Cars** provides the bingo photo for this car. It's noted that this was in fact an older 36 foot truss rod refrigerator car "in the 2800 to 2999 series that had been refurbished for Pet Milk service." What's not clear from that quote is whether the 2951 was just one, or one of a few cars, from that group that was assigned to Pet Milk, or whether it was the entire 2800 to 2999 series that was refurbished for that purpose. I'll guess that it was one of a few cars, not the whole series. I'll also guess that Pet Milk only needed protection against extreme temperatures, for which the insulation in these refrigerator cars did just fine.

The Official Railway Equipment Register (ORER) for April 1928 shows the Northern Refrigerator Car Company series 2800 to 2999. The inside length was 29 feet 5 inches, outside length 36 feet even, extreme height 14 feet 4 inches, door opening 4 feet wide by 6 feet high, and lading capacity 45,000 pounds accompanied by up to 8500 pounds of ice. There were 98 cars in the series at the time. But that car count was down to 38 as of the February 1931 ORER and 16 in July 1935. I'll take one more guess here, and that is that the Pet Milk car did not last until the end of the Billboard Refrigerator Era.



065 00 226, \$29.95.

Reporting Marks: WJMcCSRCo 25 (will be "WJMC 25" in UMTRR website listings).

39 Foot Tank Car, The W. J. McCahan Sugar Refining Company.

Car #9 in the "Sweet Liquid Series" (Pre-order announcement last September). Black

with white lettering including reporting marks on left and company name and location across car. Arch bar trucks. Approximate Time Period: decade of the 1920s (1920 build date on car).

First I'll note, including to myself, that the catalog number for this car is a bit out of sequence. It's 065 00 **226** while last month's Sweet Liquid Series car was 065 00 **206**. Where is 065 00 **216**? I don't know. Perhaps this was meant to be Car #10 and was moved up to Car #9, given that MTL could have painted a whole bunch of tank cars black at once... economies of scale, you know. The Z Scale version "skips" a catalog number as well.

A website called "Social Networks and Archival Context" (snaccooperative.org) has this: "The W.J. McCahan Sugar Refinery of Philadelphia was founded in 1892. In 1920, the company was purchased by members of the Czarnikow-Rionda Company. The company was reorganized under the title, W.J. McCahan Sugar Refining and Molasses Company. The president of McCahan for most of the 1920s and 1930s was Manuel Enrique Rionda, nephew of Manuel Rionda y Polledo and president of Czarnikow-Rionda. In 1944 the firm was sold to the American Sugar Refining Company and renamed the Philadelphia Refining Company." That quote is from the correspondence files of the executive vice president of the W.J. McCahan Sugar Refining and Molasses Company.

There is also a biography of founder William J. McCahan on the website of his final resting place, Mount Moriah Historic Cemetery and Arboretum (at the URL friendsofmountmoriahcemetery.org/about/notable-burials/william-j-mccahan-sugar-refiner/). While he initially built cabinetry, the sugar business made him his fortune. The Philadelphia facility on the waterfront "was upgraded to process all the steps in the refining of sugar except the growing and harvesting of the cane (and even that step was supplied through a close commercial relationship with a Cuban company). McCahan also incorporated the original wholesale grocery division into the sugar company, thus making the company into a fully integrated enterprise. Most of the supplies and raw materials were shipped in and finished products were shipped out to customers all over the U.S. east of the Missouri River from the piers on the Delaware River. The number of employees grew from 40 to 400, and the W. J. McCahan & Co. became a nationwide competitor."

McCahan used the brand name "Sunny Cane Sugar" and published at least two recipe books describing "unusual ways in which Sunny Cane Sugar may be employed in cooking ordinary meats and vegetables, also in preparing desserts, icings, and candies, etc." I found an image online (at right). If you have a Kadée Micro-Trains Domino boxcar (42020) you'll note the words "Sunny Cane" on it.



The book **Tank Cars: American Car and Foundry Company, 1865-1955** has a photo of an AC&F-built tank car which was painted for the same company, but it's not from the same series. Instead, it's WJMX 33, one of five constructed in July 1937. The full company name is in the same position as on the MTL car, but the reporting marks are the updated four character type as opposed to "W.J.McC.S.R.Co." which seems a bit over the top from our modern perspective. No wonder standard reporting marks were adopted! So how about car number 25? To the ORERs we go... but they are not helpful. The first one in which I pick up the W.J. McCahan Sugar Refining and Molasses Company is January 1940, where only the later set of cars numbered 31 to 35 appear. This does not mean that the car MTL modeled didn't exist. It could mean that the car modeled simply wasn't listed in the ORERs. I suppose the best we might do is the end of arch bar truck use, which was in 1941; but that presumes that this car was used in interchange service. I'm going to go with the decade of the 1920s... as a guess.

[Note: If you're looking for the CSX Transportation/Western Maryland patch Center Flow, Catalog Number 092 44 490, which would be here if following the usual catalog number sequence I go by, it's in the Weathered Releases section.]



108 00 431 and 108 00 432, \$30.90 each.

Reporting Marks: CSXT 801409 and 801416. Three Bay Open Hoppers, CSX Transportation.

Black with mostly yellow lettering including large reporting marks on left and CSX logo on right. White on black double COTS panel below "C" in CSX on right. Each car includes a yellow "hopper topper" cover with decals to be added by the modeler. Approximate Time Period: 1989 (service date given by MTL) through the 1990s with hopper topper and into the decade of the

2000s at least without hopper topper.

I can't believe I'm striking out on bingo photos for this virtual two-pack. I have cars in the general number sequence with hopper toppers, and other cars in the road number area without hopper toppers, but not these two particular cars with covers. Oh, well, "free and worth at least that much." Broken record alert: Micro-Trains uses reference photos for all of their regular releases, so there's no question that these two hoppers did have toppers, at least once during their Approximate Time Period.

Anyway, let's start with the ORER for July 1989, closest in the Research Accumulation to the service date for these cars provided by MTL in its car copy – and also the first ORER in which I see cars with CSXT reporting marks. At that time there are only 17 cars in the series CSXT 801401 to 801457. They are listed as 100 ton 3418 cubic foot capacity cars, with an outside length of 48 feet 9 inches. They are also shown with AAR Designation HT, which is typical for these cars. However, there is a group of 100 ton 4318 cubic foot cars just below this row in the

ORER which have AAR Designation HTR, the “R” standing for “Roof.” These road numbers start with 801461 and end with 820536, but they are a subset of 21 cars in the much larger group 801460 to 802768 which had 477 cars at the time. Those HTR-designated hoppers are probably the ones with the hopper toppers, but they are removable so in theory they could be used on any hopper on which they fit. The addition of the roof increases the cubic foot capacity by 900 according to the ORER entry.

As we know from previous hopper topper releases (Conrail, February; Chessie System/B&O, June 2018), these roofs weren’t as effective as was hoped. It seems reasonable to presume that the experiment was over by the end of the 1990s. The April 1999 Equipment Register shows just three HTR type hoppers in service while the series from which MTL drew these cars has been consolidated with others to form CSXT 800328 to 801271 with 136 cars. I suppose that since the toppers can be removed, I should continue lookups until the set is gone. That would be during the decade of the 2010s. However, conspicuity stripes would be needed to take this pair of cars out that far.



180 00 350, \$28.45.

Reporting Marks: CR 161921.

50 Foot Steel Boxcar, Single Superior Door, No Running Board, Short Side Ladders, Conrail.

Brown with mostly white lettering including large roadname and reporting marks on left and large “wheel on rail” herald on right. Yellow stripe on door. White on black double COTS panel and yellow on black U-1 wheel inspection “dot” on far right. Approximate Time Period: 1978 (paint date per photo evidence) to early 1980s. This item has a lowered underframe and body mounted couplers.

With help from the magnifying glass, I can see the Conrail class code 968B and the former reporting marks EL 205816; the latter is up in the top right hand corner and is sufficiently small to hope I am reading it right, even with help. I didn’t recall any Erie Lackawanna cars ever having a road number that high. I was almost right: the April 1975 ORER showed no cars in the 200000s at all, but a few covered hoppers and flat cars in the 400000s, likely for company service. Yet the stenciling does match the bingo photo of the 161921 on Page 50 of the **Conrail Color Guide to Freight Equipment Volume 1**. The class 968B actually belonged to the New York Central, not the EL, but that is what it says on the actual car! While I’m here, I’ll note that the left end of the side has grab irons, not a short ladder, a minor nitpick. I can’t see the brake wheel end, but other cars of this type did have a lowered brake wheel so I believe we’re good there. The yellow stripe on the Superior door simulates a bar that’s been attached to the prototype’s door; perhaps this is what the “push here” instructions mean. The paint scheme including the “maximum” herald was one of the better ones; the **Color Guide** has other examples of cars in the same group that were, let us say, more casually lettered, including with former Penn Central stencils. (A bit of a trick there since there is no “O” in “Penn Central” but there is one in “Conrail.”)

The ORER for July 1980 has a large series CR 161000 to 162446, with a small number of cars, 74 in the main series and 112 more in five subsets. One of these subsets was of the Pennsylvania Railroad's X58c boxcars, which had exterior posts, and so much for consistency there. The vital statistics for the main series, which I presume includes the 161921, were as follows: inside length 50 feet 7 inches, inside width 9 feet 2 inches, inside height 10 feet 5 inches, outside length 54 feet 7 inches, extreme height 14 feet 11 inches, door opening 10 feet, and capacity 4877 cubic feet or 110,000 pounds.

Plain, unequipped "legacy" boxcars were not exactly favored by Conrail management, and we see this in the series as it was listed in the April 1984 Equipment Register: just three cars left with 4877 cubic feet, none of which were the 161921. The majority of what remained in the group at that time were not marked as such but were almost certainly the PRR's X58c cars. I'd not expected this model to have much of an Approximate Time Period, and it looks like that's correct.



180 00 510, \$29.95.

Reporting Marks: WP 4000.

50 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Western Pacific.

Brown with orange roadname on left, feather depiction on right, and "DF" on placard on

door. Yellow lettering including reporting marks on left and slogan "Rides Like A Feather" on right. Multicolor ACI Label below feather on right. Black on yellow sideboard left of door "When empty return to Pennsylvania R.R. Fort Wayne Indiana." Approximate Time Period: late 1960s given ACI Label, or 1970 based on service date on car, to no later than 1985 in revenue service (as late as 1997 in existence, however, see text). This item has a lowered underframe and body mounted couplers.

I'm going to start with something a bit unusual here. MTL pulled an Oops when this car first hit their website: a copy and paste of the Chessie System boxcar information below. (Gee, I thought I had an exclusive on copy and paste boo-boos!) So here's the car copy for this release in case you haven't seen it: "This single-door boxcar was built in the 1950s and later renumbered into the 3997-4006 series. These cars were destined for auto parts shipping in the Mid-west and featured a cushioned underframe and Evans DF Loaders. Western Pacific was a Class 1 Railroad formed in 1903 in order to offer another rail option to the established Utah routes of the Southern Pacific. WP was acquired in 1982 by Union Pacific Railroad."

Let's continue from there. As Micro-Trains hints, this release is the continuation of a story, which began with the set of cars numbered 3011 to 3050, built by Pullman-Standard in 1955 and decorated with the orange and silver "whole car feather" scheme. That version has been done by MTL (Catalog Number 31290/031 00 290, February 1998 and January 2006, the latter shown above). We'll go to Page 27 of the **Western**



Pacific Color Guide to Freight and Passenger Equipment for more: “All of the 3011-series cars were eventually renumbered... ultimately to 36101 to 36140 as their loaders were removed, although there were never 40 cars in those later series. One reason is that ten cars were renumbered to 3997 to 4006 and assigned to auto parts loading. Car 4000 displays the mineral red, yellow and orange “Rides Like A Feather” scheme that some of these cars were repainted into.” There’s a bingo photo of a rather tired looking WP 4000 as it appeared in this paint scheme as of October 1997. The sideboard indicating return to the Pennsylvania Railroad for assigned service was still present at the time, even though the PRR had been gone for nearly three decades. The photo reveals that the eight foot door was not changed, so we have a “door thing” as the 180 body style has a ten foot door. The “DF” on the placard aligns between the model and the real car. By the way, to prove that when renumbered at least one car kept the original “feather” scheme there is a photo of WP 4004 in that paint on Page 125 of the book **Western Pacific Locomotives and Cars** (Volume One) – but it looks quite filthy.

A backtrack through the ORER pile should tell us if the service date on the car of 1970 is early enough for the start of the ATP. The answer: maybe. WP 4000 entered the roster between the January 1964 and January 1967 Equipment Registers. More correctly, WP 3997 to 4000 are in service. These were the key dimensions: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 6 inches, outside length 56 feet 1 inch, extreme height 15 feet 1 inch, door opening 8 feet, and capacity 4975 cubic feet or 100,000 pounds. Both the loader and “special cushioning protection device” are cited in end notes. What we don’t know is whether the running board had been removed. Actually, we don’t know if that was true in 1970, either.

Jumping to the April 1997 ORER given the bingo photo date, we find that WP 4000 is not listed in the Union Pacific entry. That means it was caught in company service, or perhaps simply out of service. And that had been true for at least the previous twelve years! The last ORER in which I saw an entry for WP 4000 was April 1985, and even that was for just one car in the “group” 4000 to 4003. So no wonder the sideboard indicating return to the Pennsylvania Railroad was not painted over. The car wasn’t going anywhere anyway.



181 00 200, \$30.95.

Reporting Marks: C&O 22824.

50 Foot Steel Boxcar, Plug Door, No Running Board, Short Side Ladders, Chesapeake and Ohio/Chessie System.

Yellow with blue ends. Mostly blue lettering including Chessie System roadname and

reporting marks on left and “Ches-C” herald on right. White on black double COTS panel on right. Approximate Time Period: mid-1970s to late 1980s. This item has a lowered underframe and body mounted couplers.

Does this car look familiar? It might, as a car in this same paint scheme but just one road number away was part of the C&O Weathered Two Pack released last September (that is, fourteen months ago, during The Year That Shall Still Not Be Named). That weathered car, C&O 22823 (at right) carried catalog number 181 52 120, and why this “clean” one carries 181 00 200, indicating that it’s a brand new release, is a question that I suppose I won’t pursue! Mostly because I don’t see any differences other than weathering... which doesn’t mean that none exist.



Even so, I can quote my previous coverage. The ORER for April 1975 has the series C&O 22650 to 22849 broken into 99 cars with pallets (“considered part of car,” i.e. “don’t help yourself to them”) and 92 without pallets, for a total of 191 cars out of a possible 200. The dimensions are the same: inside length 50 feet 1 inch, inside width 9 feet 3 inches, inside height 9 feet 10 inches, outside length 57 feet 10 inches, extreme height 15 feet 1 inch, door opening 10 feet 6 inches, and capacity 4593 cubic feet or 135,000 pounds. The description, in keeping with common practice, is “Refrigerator, Steel, Cushion Underframe, Plug Doors, 50K” with AAR Designation RBL. The cushion underframe leads to the couplers being visibly farther outboard than on the MTL 181 body style. I’ve had several people mention to me that this would be a nice addition to the car’s design, but for now that detail is left to the modeler.

Ten years later in the April 1985 ORER, references to pallets had been removed and the total car count stood at 179. Ten years after that in the April 1995 Equipment Register, only three cars remained under the CSXT listing. Two of these had a “heater harness.” I can’t tell whether the 22824 was among the trio that were still in revenue service at that time.

If you’d like to see what this car might have looked like before going to Chessie, check Fallen Flags for sister car C&O 22678. I did not locate a bingo for this specific car, but there is a match to the previous Weathered Release on RRPictureArchives. In addition, Page 55 of the **Chessie System Color Guide to Freight Equipment** has shots of C&O 22650 and 22806 from the same group of prototype cars.

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

N SCALE REPRINTS: No releases this month.

N SCALE MULTI-PACKS: Although announced for delivery last month, **Runner Pack #183 (993 00 183, \$109.95)** of four Santa Fe Steel Ice Refrigerator Cars with Preco Fan, was updated to release this month. There's an official photo as evidence (at right). UMTRR coverage was in the June 2021 issue. The individual catalog and road numbers are: 059 51 536, 20541; 059 52 536, 20657; 059 53 536, 20708; 059 54 536, 20721. These are the fifth through eighth numbers for this item (counting weathered versions). There are no delivery updates for any other multi-packs, including the **Illinois Central Heavyweight Five Pack #2 (993 01 791, \$149.95)**, which was previously rescheduled for November delivery.

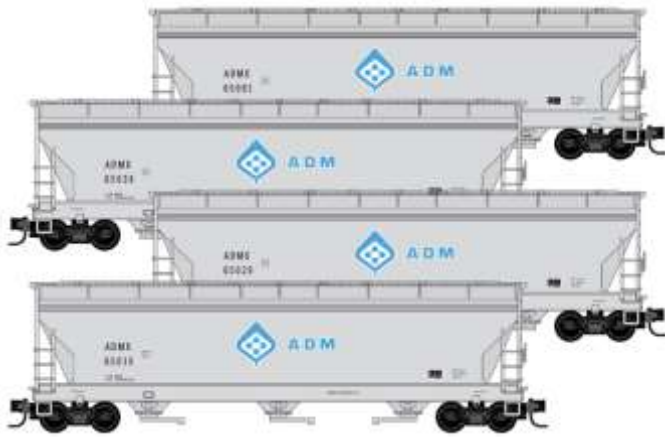


However, there is a different kind of update to the **Gulf, Mobile and Ohio Heavyweight Five-Pack (993 01 792, \$159.95, target release February 2022)**. Specifically, the "Enclosed Observation" (a diner in disguise) originally announced has been replaced with an Observation Car. The Railway Post Office and three Paired-Window Coaches remain in the set.



The revised artwork (above) shows GM&O Road Number 3. It's green with black roof, underframe and six-wheel trucks, and yellow lettering including roadname in letterboard and road number at left and right. No luck on an exact bingo, but I can tell you that other observation cars for the road were painted this way. There were a few images online of GM&O Number 50, a business car, and there's also a February 1971 photo of the 50 on Page 87 of the IC/GM&O Color Guide to Freight and Passenger Equipment. Further, there's a March 1971 shot of GM&O number 1 on that same page. It's also in green and yellow. It had been around for a while, being initially built as a wood (!) car in 1898 (!) for predecessor railroad Mobile and Ohio. The net of this admittedly incomplete data is that the substituted car should be contemporaneous with the other four cars in the set. I'd provided an Approximate Time Period for the set of after 1947 to 1969 back in September and I think that ATP is still more or less good with this change.

*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 **November 30**.*



Targeted Release April 2022:

993 00 186, \$129.95.

Reporting Marks: ADMX 65015, 65029, 65039, and 65081.

Runner Pack #186, Quantity four of MTL 094 Series Three Bay Center Flow Covered Hoppers with Trough Hatches, Archer-Daniels-Midland (ADM).

Gray with black lettering including reporting marks on left. Blue and white “molecule” trademark in center. White on black double COTS panel on right.

Approximate Time Period: 1980 (build date) to around 2010, or add conspicuity stripes to go as late as the present. Previous Releases: None. MTL artwork is preliminary; actual product may vary.

I’ve noted before that versions of ADM’s “Molecule” logo have been around since 1962, which would be a fair bit before these cars were outshopped. And so much for using the paint scheme to determine the start of the Approximate Time Period. The end is easier, if somewhat arbitrary: there are no conspicuity stripes on the cars so strictly speaking it wouldn’t be much past 2005. Add them and you’re probably good to go for a few more years after that.

The bingo photo for ADMX 65039, the third car in this forthcoming four-pack, seems to bear this out. It was taken in September 2007 and posted to RailcarPhotos.com. There are no conspicuity stripes and there’s relatively little weathering or, ahem, additional decoration, either. The gray does look a bit faded. There are a number of vertical lines in the middle two-thirds of the side, which look like scratches to me. From a bingo photo for ADMX 65081, also on RailcarPhotos, we learn that the cars were part of the series 65001 to 65100, built by American Car and Foundry in 1980. The image was captured in July 2016 and by then and this car had both horizontal conspicuity stripes along the bottom of the car, and spray painted something or other.

The “few more years” without stripes becomes “a few more than a few more years” on ADMX 65015, found in images from October 2010 and June 2013 on RRPictureArchives.net. The second photo shows the car sides with a bit of rust. Rounding out the foursome, the same site has two shots of ADMX 65029, from December 2011 and April 2015 respectively. Some time between those two finds, horizontal conspicuity stripes were added.

The ORER for April 1981 has the series ADMX 65001 to 65100 with all 100 cars, with these dimensions: inside length 49 feet 9 inches, outside length 51 feet 11 inches, extreme height 15 feet 6 inches, and capacity 4650 cubic feet or 197,000 pounds. The MTL 094 body style represents a 4650 cubic foot car, so we should be generally good on the prototype to model comparison. I jumped to last October’s Equipment Register, which shows 17 cars remaining of the original 100. I’ll hedge to “as late as the present” here, minding those conspicuity stripes.

N SCALE WEATHERED RELEASES: For 11 months which began last issue, this section will have coverage of the CSX Family Tree Series as well as the usual mid-month releases.



092 44 490, \$31.95.

Reporting Marks: CSXT 226699.

Two Bay Center Flow Covered Hopper, CSX Transportation.

#2 in the CSX Family Tree Series (pre-orders taken June 2021). Base car is gray with black lettering including Western Maryland speed lettering roadname across car. Black CSXT reporting marks partially on patch panel on left. Light to moderate and heavy rust effects on top of sides. Approximate Time Period: at least 2006 to 2009.

“Hard to believe this is still in this condition” reads the caption to this August 2006 bingo photo of the car, the former Western Maryland 604977. Well, if you ignore the “ROME” graffiti on the side. (MTL did.) That image and photos extending out to November 2009 are on RRPictureArchives. A shot from January 2008 shows the car from track level looking up, and reveals that the COTS panels are on the diagonal bracing at the end of the car, not on the sides. I wouldn’t expect that to be reproduced; I’m not sure how I would squeeze a decal in there either! We also see that the Western Maryland car class was C-19. These were 2970 cubic foot cars, matching the MTL 092 body style on that attribute.

That brings us to Page 47 of the **Western Maryland Color Guide to Freight and Passenger Equipment**, which has an as-delivered shot of WM 604692 as of May 1970, the year it was built by American Car and Foundry. This was in the series 604950 to 604999. It’s noted that these cars were “purchased primarily for cement service from Lehigh Portland Cement Company at Union Bridge, Maryland.” I suspect that the very high number series by Western Maryland standards – six digit road numbers! – facilitated the move directly into Chessie System’s roster. Indeed, also on Page 47 there’s a shot of sister car 604999 with the Ches-C... which has been given an “aftermarket” eyes, nose and mouth!

The Approximate Time Period for this car as produced by Micro-Trains is an “at least” defined by the range of the photos I found online. Less strictly speaking, the CSXT series 226673 to 226720, the group into which these former WM Center Flows were placed, shows up all the way back in the April 1989 ORER, the first in the Research Accumulation in which the CSXT reporting marks appear. No “to present” here however, as just two remained in the January 2018 Equipment Register and they’re gone after that.

And now, for the usual content that appears in this section: *The following was announced on the Micro-Trains website on November 16.*



094 44 171, \$35.90.

Reporting Marks: NDYX 815382.

Three Bay Center Flow Covered Hopper, NDYX ex-The Rock (Rock Island).

Base color is blue with mostly black lettering. Large black and white "R" from "The Rock" paint scheme on right. Restenciled reporting marks on patch panels on left. Orange vertical conspicuity stripes at six points along side. Weathering and fading effects including rust across car. Black graffiti "Turkey," using the stylized "R," on "A" side of car. Approximate Time Period: no

earlier than 2005 given conspicuity stripes into the decade of the 2010s, but see text. Previous Releases: as Catalog Number 94170, ROCK 800056, July 2000; then Catalog Number 094 44 170, NYDX 815480, September 2016, "Monster #3".

Here's the "see text" part right up front: It's not just former Incentive Per Diem boxcars that have their reporting marks changed on a regular basis, without the original paint scheme being changed. We have a case in point right here, as evidenced by the description of this series from RailcarPhotos.com: "NDYX series 815200-815499 (broken), from RUSX series 800200-800499 and 4976-5000, from SSW series 800200-800499, originally from ROCK series 800200-800449 built by American Car & Foundry, Lot 11-01373, Apr-May 1978. Some cars from this group temporarily remarked to other lessee reporting marks (CBRY/ICE/IMRL, etc.) while on lease. The 815200-815499 series is inclusive for First Union-owned cars, some cars from series remarked to SMW, NOKL, NDYX, and FURX reporting marks." Yeah, that's a mouthful. While I did not find a bingo photo for the 815382, other images date to the decades of the 2000s and the 2010s. When exactly this particular car wore NDYX reporting marks would be sheer guesswork, or a fair amount of ORER lookup work, even if a bingo photo gave us a "plus or minus" ATP. So I'm calling it wide this time, and of course feel free to invoke Rule #1 ("It's your railroad"). The "Monster #3" car (at right) had a bingo photo on RailcarPhotos from 2016.



Based on the precarious financial position of The Rock at that time, I suspect that these were leased cars which were quickly recaptured by the lessor when The Rock shut down in 1980. These cars are CF4600 models, which is a little bit different than the CF4650 cars that are the basis for the MTL 094 body style. At least one of these cars carried the "Route Rock" phrase instead of "The Rock" on the left.

The ORER for October 2014, First Union Rail entry, shows NDYX 815382 among 101 cars in a large group 810028 to 815516 which is a mix of different cubic capacity Center Flows. (Among the jobs I would not want: freight car fleet manager.) More recent ORERs show less data, so we only have the outside length of 57 feet 11 inches, extreme height of 15 feet and Gross Rail Weight of 263,000 pounds of what I usually transcribe. In last October's Equipment Register the car count was a total of 68, so a "to present" Approximate Time Period is at least theoretically possible.



993 05 980, \$124.95.

Reporting Marks: CSXT 130279, 141037, 141156, and 141742.

CSX Transportation Weathered Boxcar Four Pack.

Consists of four 025 series 50 Foot Exterior Post Boxcars with Single Doors (door type varies, see below). Each car is blue with yellow lettering including reporting marks on left and CSX roadname on right, and orange horizontal conspicuity stripes at points along bottom of car. Each car has various

amounts of fading and weathering including rust effects. "B" side of the 130279 has restenciled reporting marks. "A" side of the 141742 has badly faded "ghosted" lettering. These cars have lowered underframes and body mounted couplers. Approximate Time Period: in general, after 2005 given conspicuity stripes to as late as the present; see below for more specifics on each car. Individual Catalog Numbers are: 025 44 550, 130279; 025 45 550, 141037; 025 46 550, 141156; and 025 47 550, 141742. Previous Releases: Road Number 141001, March 1996; Road Number 141053, April 1996; Road Number 141072, May 1996; and Road Number 141085, June 1996, all as the "Runner Series" of cars; then Runner Pack #68 (993 00 068) with Road Numbers 141004, 141052, 141073, and 141088, September 2012.

Since I still have last October's ORER on my desk from the "Turkey Rock" Center Flow above, I'll start there. The series 141000 to 141999 still has a total of 437 cars, so "to present" seems reasonable for three of the four cars in this pack. The 130279 is good too, as the series 129700 to 130699 contains 525 cars. I'll note that there is a mix of capacities across both groups, and that when a cargo is specified, it's paper. Good thing it doesn't matter much what the outside of these cars looks like when carrying a cargo that's quite vulnerable to damage.

From there, we'll go to bingo photos, all on RRPictureArchives. All four of these cars were part of the selloff of former Railbox cars that were caught in the same squeeze that impacted most Incentive Per Diem boxcars. The 130279, formerly SBD 10579 and RBOX 10579, was rolling through West Trenton, New Jersey on a former Reading Railroad line in September 2013. CSX 141037 was ex-SBD 141037, before that, C&O 400037, and started as RBOX 12381. It had a Superior type door when photographed in February 2008. The 141073 had the same number with Seaboard System's short-lived SBD reporting marks, was C&O 400079 and RBOX

12423 when built in 1975. Images of the car from May 2006, July 2007 and September 2011 are available. And finally, CSXT 141008, complete with rusty roof, was spotted in October 2010. It was previously SBD 141008, C&O 400008 and RBOX 12352, in that reverse order.

N SCALE SPECIAL EDITION RELEASES: The first three cars in the **Constellation Zodiac**



Series are slated to arrive mid-month: **Scorpius (102 00 210)**, **Sagittarius (102 00 211)**, and **Capricornus (102 00 212)**. MSRP for each of the cars is \$38.95. They are in lighted versions only. The magnetic “wand” needed to turn on these lights is sold separately (Catalog 499 45 910, \$7.95).

If you’re keeping score, the constellation Scorpio... I mean, Scorpius (I’ve never heard it called that) is placed in the Southern Celestial Hemisphere and is in about the center of the Milky Way. Its brightest star is Antares, a red supergiant that’s 550 light years away. (At Warp 9, that would take about... never mind.) Scorpius was among the first constellations known, since about 5000 years ago.

Sagittarius is “next door” to Scorpius, to the east, astronomically speaking. Its organization looks like a stick figure holding a bow and arrow, that arrow pointing at the heart of the “scorpion” in Scorpius. But there’s also a “teapot” that can be picked out in this constellation’s pattern, and the “steam” from that pot is the Milky Way. Sagittarius can be seen in some but not all of the Northern Hemisphere, and it passes directly overhead in parts of the Southern Hemisphere.

Continuing east astronomically, we have the “sea goat” Capricornus. It’s the smallest constellation among the twelve associated with the Zodiac. The brightest star in that set is only 39 light years away but it’s still quite faint, compared with that big red guy Antares. Even so, you can see Capricornus with the naked eye if you know where to look. The easiest way to find it is among brighter stars in Pegasus, Sagittarius and Aquarius. If you’re in a light-polluted area, never mind.



Also, the **Coast Guard Train Set (993 21 360, \$214.95)** (at left) is scheduled to be available mid-month. UMTRR coverage was in the July 2021 issue. The individual catalog and road numbers are: 987 51 693, FT-A Powered Diesel, Road Number 1790; 045 52 550, 50 Foot Flat Car with Fishbelly Sides, USCG 3526; 065 53 276, 39 Foot Tank Car, USCG 435; 074 54 170, 40 Foot Plug Door Boxcar, No Running Board, Full Side Ladders, USCG 3381; and 100 55 550, 36 Foot Steel Caboose, USCG 84.

The **Christmas Around The World Train Set (993 21 370, \$229.95)** is now available. I'll repeat the individual catalog numbers for this set: 987 01 694, FT-A Powered Diesel, Road Number 2021; 101 52 740, USA/France boxcar; 101 53 740, Australia/Egypt boxcar; 101 54 740, Brazil/Russia boxcar; 100 55 540, Happy New Year caboose. Here are the official product images of the loco, caboose, and both sides of the three modified boxcars.



*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 **November 30**.*

Targeted Delivery May 2022: Military Valor Award Cars, \$31.95 each.

Scheduled to consist of seven modified forty foot Hy-Cube boxcars. Each car's base color will be black, with varying color bands and stripes depending on the car. The general lettering design differs by side of car. The "A" side will have "Military Valor Award" plus the award name on left and the branch of service with its seal on the door. Set inside the car will be a raised relief depiction of the specific award (not an actual award replica). The "B" side will have a description of the award, its inception date and number of recipients to date on left, the branch of service and a representation of the corresponding service ribbon in center, and a rendition of the award on right. This side of the car will not have a door. MTL artwork is preliminary; actual product may vary.

Well, now **this** is an ambitious set, all targeted for delivery next May. Let's have a look...

101 00 760,
U.S. Army
Medal of Honor.



101 00 761,
U.S. Air
Force
Medal of Honor.



101 00 762,
U.S. Navy
Medal of Honor.



101 00 763,
U.S.
Marine
Corps
Medal of Honor.



101 00 764,
U.S. Coast
Guard
Medal of Honor.



Quoting from the official U.S. Army website, “The Medal of Honor is the nation's highest medal for valor in combat that can be awarded to members of the armed forces. The medal was first authorized in 1861 for Sailors and Marines, and the following year for Soldiers as well. Since then, more than 3,400 Medals of Honor have been awarded to members of all (Department of Defense) services and the Coast Guard. Medals of Honor are awarded sparingly and are bestowed only to the bravest of the brave; and that courage must be well documented.” All five of the Medals of Honor can be traced back to this initial authorization, though as you can see from the preliminary artwork, there are three versions of the design.

From the United States Navy website we have a physical description of the award for the Navy, Marines, and Coast Guard: “The design of our highest military decoration is rooted in the Civil War. The central motif is an allegory in which Columbia, in the form of the goddess Minerva uses the shield of the republic to put down the figure of Discord, plainly a reference to the unfolding split in our nation. The design is encircled by 34 stars, representing the states of the Union at the time of the outbreak of the Civil War. The Navy and Marine Corps' Medal of Honor is our country's oldest continuously awarded decoration, even though its appearance and award criteria has changed since it was created for enlisted men by Secretary of the Navy Gideon Welles on 16 December 1861. Legislation in 1915 made naval officers eligible for the award.” A longer narrative is at www.history.navy.mil/content/history/nhmc/browse-by-topic/heritage/awards/decorations/medal-of-honor/moh-history-essay.html.

The current version of the Medal of Honor for the Air Force was approved in 1965. The first Medal of Honor received by an airman was awarded to Captain Edward V. Rickenbacker for aerial combat in 1918. Members of the Air Force and its predecessor organizations have earned four Medals of Honor in World War I, 38 in World War II, 4 in the Korean Conflict and 14 in the Vietnam War. Two more were presented by special acts of Congress.

On May 15, 1862, Corporal John F. Mackie became the first Marine to receive the Medal of Honor. Mackie received the medal for his bravery when the USS Galena was attacked during the Civil War. Although the ship encountered heavy gunfire, Mackie fearlessly maintained defenses even when men around him were killed or wounded. There's a video about Corporal Mackie: www.marines.mil/News/Marines-TV/video/525059/?dvpTag=Medal%20of%20Honor.

The Coast Guard Medal of Honor has been presented only once. Signaller First Class Douglas Munro earned the decoration in September 1942 at Guadalcanal in the Solomon Islands. He was awarded it posthumously for heroism while leading a group of Higgins boats to evacuate a Marine battalion trapped by a larger Japanese force at Point Cruz. The evacuation was successful, with Munro using his own boat both for evacuation and to draw enemy fire from other boats.

The first Army Medal of Honor recipient participated in an event with which you might already be familiar! From the Army's website: “In April 1862, [Army Private Jacob] Parrot and nearly two-dozen other volunteers were given orders to go deep into enemy territory and destroy bridges and railroad tracks between Chattanooga, Tennessee, and Atlanta. Once they reached the Atlanta area, the Union soldiers hopped on a train heading north. When the train

stopped at Big Shanty, Georgia, the passengers and crew got off for breakfast, but the raiders stayed on and began their covert mission by uncoupling the engine, fuel car and three boxcars and steaming out of the station. The raiders gained a little bit of distance and were able to damage a few bridges, but it wasn't long before Confederate soldiers got a hold of another train and were hot on their trail. The Union soldiers uncoupled more of the stolen cars to slow their pursuers, but the move was to little effect. Eventually, the train ran out of fuel near the Georgia-Tennessee border, and all of the Union soldiers tried to get away on foot. They were all captured, including Parrott.” That’s right... the first Army Medal of Honor recipient led The Great Locomotive Chase!

Earlier this month, former Presidents George W. Bush, Bill Clinton and Barack Obama teamed up in a video supporting the establishment of a National Museum for Medal of Honor Museum and Education Center. George H.W. Bush signed into law in 1990 the observance of a National Medal of Honor Day on March 25 of each year.

101 00
765,
Silver
Star.



The Silver Star, or Silver Star Medal, began as the Citation Star which was established in 1918 during World War I. It was redesignated the Silver Star in 1932, incorporating the original silver citation star in its design. It is the third highest honor given within the United States Armed Forces. The Army calls it the Silver Star while the other branches and the Department of Defense refer to it as the Silver Star Medal. The Wikipedians reference a Department of Defense manual for this description: The Silver Star Medal is awarded for gallantry, so long as the action does not justify the award of one of the next higher valor awards: the Distinguished Service Cross, the Navy Cross, the Air Force Cross, or the Coast Guard Cross. The gallantry displayed must have taken place while in action against an enemy of the United States, while engaged in military operations involving conflict with an opposing foreign force, or while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party.”

Unlike the Medal of Honor, strict records have not been kept with respect to the number of Silver Stars award. It’s estimated that between 100 and 150 thousand Silver Stars have been presented. More than one Silver Star can be awarded to any given person; for example, General Douglas MacArthur received seven during his service in World War I. Colonel David Hackworth, who served in Korea and Vietnam, has ten Silver Stars, believed to be the largest number awarded to one individual.

101 00
766,
Purple
Heart.



Officially, the Purple Heart is the successor to the Badge of Military Merit, an award established by George Washington in August 1782. Only non-commissioned officers and privates were eligible. This is thought to be the first time in modern history that military awards had been presented to common soldiers. Records indicate only three received it, and after the Revolution it was not used. In 1927, there was a movement to bring back the Badge of Military Merit, but instead a new medal featuring the profile of George Washington with a Purple Heart background was introduced on the bicentennial of Washington's birth. At the time, posthumous awards were not authorized, but military that had been wounded in previous conflicts and were still alive applied for it... and that included the American Civil War. There have been several changes to the requirements of the Purple Heart. Wikipedia has the current definition as, "Being wounded or killed in any action against an enemy of the United States or as a result of an act of any such enemy or opposing armed forces." Again, records are not as well kept as one might think, and it's estimated that between one and one-half and two million people have been given a Purple Heart.

Z SCALE NEW RELEASES:



530 00 580, \$29.95.

Reporting Marks: WJMC SR Co 25 (will be "WJMC 25" in UMTRR website listings).
39 Foot Tank Car, The W. J. McCahan Sugar Refining Company.

Car #9 in the "Sweet Liquid Series" (Pre-order announcement last September). Black with white lettering including reporting

marks on left and company name and location across car. Arch bar trucks. Approximate Time Period: decade of the 1920s (1920 build date on car).

Please see the commentary on the N Scale release above (065 00 226).

In addition to the above, Micro-Trains projected mid-month availability of two virtual two packs of 61 foot bulkhead flat cars which were announced for pre-orders in April and were covered in that issue of the UMTRR. Interestingly, the mid-month "MTL E-Line" showed a different pair released than what was originally announced... and with official photos instead of the artwork that was used in the initial announcement and the Micro-News! The MTL website was updated with this, well, update, as well. We're going with the revision here...



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

Reporting Marks: TTPX 806212 and 806217. 61 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.



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.

The initial lineup of November releases included 527 00 191 and 527 00 192, \$24.90 each, TTJX 80529 and 80597, TTX (Tuscan Red Logo), instead of the Canadian Pacific cars. It's not too risky to presume this pair will be released later.

Z SCALE MULTI-PACKS: The **Amtrak Passenger Car Four Pack (994 01 270, \$124.95)**



previously targeted for this last month was rescheduled for mid this-month and should be at MTL dealers as you read this. The individual catalog and road numbers are as follows:

- 553 51 051 and 553 52 051, Streamlined Baggage Cars, 1804 (with "Vermont" artwork) and 1006.
- 552 53 051, Streamlined Coach, 8602.
- 550 54 051, Streamlined Sleeper, 2234 "Star Scene."

*In addition, 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 **November 30**.*

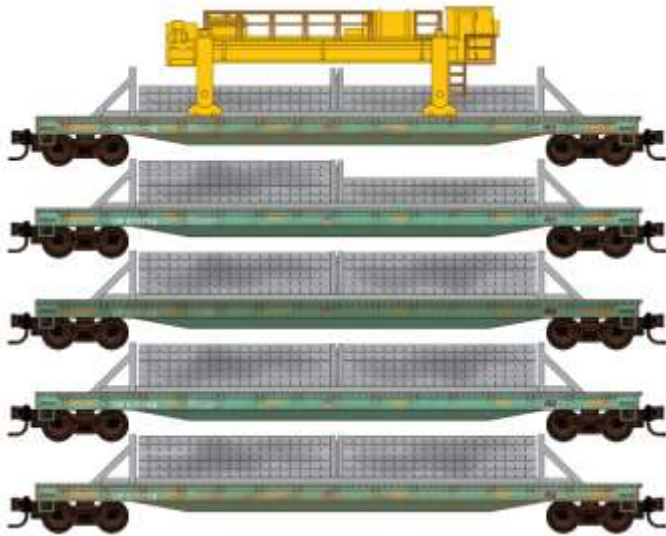
Projected Delivery April 2022:

994 02 271, \$154.95.

Reporting Marks: UP 915706, 915754, 915763, 915768, 915769.

Union Pacific MOW Concrete Tie Loader Five Pack.

Consists of five MTL 527 series 60 Foot Flat Cars. Each car is green with white lettering including reporting marks on left. Small red, white and blue UP Shield herald in center. White on black double COTS panel on right. Yellow horizontal conspicuity stripes at points along cars. Light to moderate weathering. Directly from Micro-Trains is the load description: "Tie Loader and load supports and loads are a multi-media kit containing 3D printed, resin and laser cut parts. Load will need painting and some assembly." Approximate Time Period: no earlier than 2005 (given conspicuity stripes) to present. Previous Releases: None. Preliminary MTL artwork shown; actual product may vary.



I cannot simply copy and paste from the N Scale version of this set (pre-orders in February, released in July) as there are different road numbers for the Z Scale version—and the body style differs as well. All of the road numbers for the N Scale set were in the 951600s while these will be in the 951700s. No worries, though, as there are bingo photos on all five cars on RRPictureArchives. The 951706 was found most recently in April 2019, 915714 in July 2011, 915763 in November 2005, 915768 in November 2007 and again just last month (!), and 915769 in January 2007 and June 2013. These shots were taken around the UP system and show both loaded and unloaded cars. The braces that keep the concrete ties in place remain with unloaded cars, as seen in several photos. The cars have end brake wheels and are closer to the 61 foot length of the Z Scale 527 body style. The sides are sufficiently low to the ground that if there's a fishbelly underframe it can't be viewed.

As I noted when pre-orders were announced for the N Scale set, I did come across a February 2014 video of Union Pacific train 4226 West which consisted exclusively of flat cars loaded with concrete ties. The clip is at www.youtube.com/watch?v=qL0b8RNYWbE. There is also this: www.youtube.com/watch?v=cW8NwJwzEWI, a twelve minute video which shows actual tie unloading. The unloader, built by HARSCO and looking quite like the MTL rendering, traveled the length of the train and brought one set of ties at a time into position for a crane to work with. That crane grabbed and dropped three ties at a time trackside. A diesel pushed the entire train along to enable the placement of ties along the track.

Z SCALE WEATHERED RELEASES/ Z SCALE SPECIAL EDITIONS:

No releases this month.

MTL ANNOUNCEMENTS: The Sheriff Humvee Two Pack (499 45 956, \$34.95) is now available. Pre-orders were taken in May.



DISCONTINUED ALERT: I already noted at the top of the column that all but one of the regular run single freight cars released in October have already hit the bye-bye board. That list consists of: the Ontario Northland boxcar (025 00 206), the Santa Fe/SFRD wood refrigerator (049 00 910), the Southern Pacific depressed center flat car (109 00 093), the Rio Grande boxcar virtual two pack (181 00 16x), and the TTX "On Track For A Cure" TBOX boxcar (123 00 060). Interestingly, though, the Weathered Releases remain available as I type this. Also outta here from this year are the Erie Lackawanna flat car with load (045 00 540, August), both numbers of the Norfolk and Western open hopper (108 00 42x, June), and the Chicago and North Western "Georgetown University" Sleeper (142 00 430, August). No Z Scale items from this year were sold out since last time.

Backing up to last year and staying with Z Scale, Chesapeake and Ohio Boxcar Cameo #2 (505 00 422, March) has left the building, as have both numbers of the Rio Grande x-post boxcar (511 00 29x, July). In N Scale, the Chesapeake and Ohio Cracking Tower Flat Car Two Pack (993 05 650, February) is gone, and that's the last multi-pack from last year that had remained in stock. There were no discontinued items from 2019 in N Scale. In Z Scale from 2019, both numbers of the Norfolk and Western "NW" boxcar (500 00 06x, July) and the first number of the Santa Fe "Chief" boxcar (505 00 411, September) have sold out. 2018 saw no new Dreaded "D" marks. From 2017, the Z Scale Great Northern "Circus Car #5" has left town (501 00 250, June). From 2016, the N Scale Canadian National Horse Car has run off (149 00 150, October). From 2015, the N Scale Erie Railroad baggage car has left the station (147 00 140, April), and it's about time since that body style is based on an Erie prototype! From 2014, the Canadian Pacific diner (146 00 080, December) has sold out, the last N Scale item from that year to be discontinued.

INCREMENTAL INFORMATION DEPARTMENT: I'm glad I didn't say a whole lot about the color of last month's Santa Fe wood refrigerator car (049 00 910). Now that I've seen the real thing, it looks more like a gold color than the paler yellow that it seemed to be to me from the official MTL photo. As such it's closer to the more orange that was typical of SFRD wood refrigerator cars. Meanwhile, long time UMTRR Gang Member Claus Schlund has more on this car, start quote:

"As you already mentioned, this is a class RR-W reefer. I know of two images of another class RR-W reefer, car SFRD 13190, they are available online in the Barriger collection:

www.flickr.com/photos/barrigerlibrary/39446368272/
www.flickr.com/photos/barrigerlibrary/39452583391/

"The car (both model and prototype) is equipped with ventilator hoods. They may in fact be Bohn hoods (Bohn being the manufacturer) but I'm not 100 percent certain of this. Generally these hoods were removed from cars by the 1930s, so the hoods may have just barely made it into the time of the paint scheme.

"As far as I know, this is the first time that a reefer with ventilator hoods has ever been offered in N scale.

"You wrote: 'Between 1910 and 1929, sides [were] painted Santa Fe reefer yellow/orange, mineral brown ends and roof. Underbody and brake equipment, door toe kick, hinges, corner straps, and truck side frames coated with black car cement. Beginning in 1930 and subsequent repaints, sides as well as ends were Santa Fe reefer yellow/orange.' The above indicates to me that those modeling an earlier time period (earlier than the 1930s) could easily mask the car sides, and then airbrush the car ends and roof to mineral brown to back date the car. That is what I plan to do for my 1929 era - and the ventilator hoods would be spot on during that time period.

"Lastly, in terms of a match to the MTL body style, I am not an SFRD expert, but I have some recollection that SFRD reefers had door dimensions that were different from everyone else's. See the following post from the Steam Era Freight Car email list by the late Richard Hendrickson, I would tend to trust what he wrote as accurate...

...the 5 foot door width was adopted by SFRD because it made it easier to load and unload the cars. Four foot wide doors required more careful maneuvering with a loaded hand dolly. Most Santa Fe shippers preferred the wider doors. In fact, agents reported that many shippers used to scream bloody murder if they were supplied with foreign road reefers (MDT, ART, FGEX, etc.) for loading, as they found the SFRD cars easier to load and also had all of their dunnage pre-cut to fit SFRD cars."

On the forthcoming ATSF Wing Carrier Flat Car With Wing And Engine Loads set, Steven Purvis has this: "I wanted to add a small bit of information on the B-29 bomber wing flat car set. While it is true that B-29 production ended in 1946; production of the B-50 ran until 1956. While the B-50 was a much improved version of the B-29, the wing was virtually identical (especially at 1/160). They went on to build 370 of them. While I am sure the number of final assembly plants was reduced, likely the wings still needed to be transported by rail. This might extend the ATP another 10 years!"

Thanks, Claus and Steven. As always, Incremental Information is welcome from any Gang Member who has any. Just send it along to the usual place.

OOPS PATROL: Fat fingers foil me again: Last month's Ontario Northland x-post boxcar has the catalog number 025 00 **206**, not 025 00 **216**. And the virtual two pack of Rio Grande double door boxcars starts with **182**, not **181**: they are 182 00 161 and 162. The second car in the Virginian Weathered Hopper Two Pack is catalog number **056 52 200**, not 105 52 390. You can

see from where I copy/pasted that (the September B&O gondola two pack). For a little variety, an omission: the individual catalog and road numbers for the SP/Golden West Center Flow Weathered Two Pack are 094 51 730, SP 496071 and 094 52 730, SP 496304.

ANOTHER RAVE REVIEW: The December 2021 issue of Model Railroader has a rave review of what we call TBOX cars at UMTRR HQ. Here's the bottom line "fair use" quote: "Micro-Trains has always produced fine N scale models, but the company upped its game on the NSC 60-foot high-cube double-plug-door boxcar. The body-mounted couplers with blackened metal trip pins, metal wheels, and etched-metal crossover platforms are all welcome additions on this modern-era car. The full-size cars transport a variety of commodities and can be found on railroads throughout North America. This is a must-have freight car for a contemporary N scale layout." Nice double play after the positive writeup on the Conrail/Reading Weathered Two Pack in Railroad Model Craftsman. I will offer one correction to the MR review: the TBOX cars will negotiate 9 ¾ inch radius curves. How do you suppose I know that? It ain't pretty, but it works!

25 YEAR LOOKBACK SPECIAL #11: 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."

Next November marks the Fiftieth (!) Anniversary of the first Kadee Micro-Trains freight car releases. Of course, the UMTRR was not yet around... and neither was the Internet for that matter! So a lookback on the November 1972 cars isn't really appropriate.

However, I can take a sideways look: in November 2014, the first run of the "1972 Series" of cars was a reprint and update of the first car issued by catalog number. (And once again, I am not counting the undecorated or dimensional data cars!) At right is Catalog Number 20018 / 20010, a forty foot boxcar with Superior type door, painted for the Grand Trunk Western. It, along with boxcars for the Rock Island, Union Pacific and Southern Pacific, were the first four decorated cars from the folks in... well, at that time it was Medford, Oregon, not Talent.



Ian Cranstone (via www.nakina.net, his "Canadian Freight Cars" site) confirms that these cars were built by Pullman-Standard in 1957 and he has them appearing in ORERs through July 1998. While I believe that most if not all of these cars would have been repainted into the "large GT" paint scheme that came along with the "wet noodle" of its parent railroad Canadian National (for example GTW 516741 on RRPictureArchives.net), we learn from George Elwood's Fallen Flags site that at least one car from the original 300, GTW 516708, survived in its as-delivered paint scheme as long as January 1977. That's more than four years after the original run of this car was released as what I call "Car One" from Kadee Micro-Trains.

FINALLY, LOOKBACK NUMBER 13? I realized during the slinging of these bytes that I'd left out a lookback... but I already knew what December's choice is, which means that I already had twelve. So I'll guess I'll bend the rules, which I kind of am anyway, because this bonus lookback, if you will, focuses on a Special Run series... or two, which began prior to the start of the UMTRR. And hey, it does fit with November being National Model Railroad Month.

Starting in 1992, the National Model Railroad Association selected a number of well-known model railroads of the past to honor in its Heritage Series. The first of these was perhaps the best known individual's model railroad of all, John Allen's "Gorre and Daphetid." Its immense and what I would call theatrical setting almost eclipsed the innovations that went into its construction, not the least of which was scenery to the floor. The G&D still influences modelers today. Another car honored Frank Ellison's "Delta Lines," the first well-known model railroad to bring prototype-like operation to the forefront.

The series went on from there, and branched out with a "Living Legends" series, the first of which commemorated the Canandaigua Southern of the Dean of Layout Planners, John Armstrong. I had the honor of seeing the CS and attending one of Armstrong's last presentations before his passing, and the insert label of my copy of the "Living Legends" car is autographed by him. Micro-Trains produced in N and Z Scales all but one of the Heritage Series and Living Legends cars, so there's no question of a fit with these bytes. This set of cars has an honored place in my accumulation.

Until next time, when we wrap up Year 25 of this enterprise, do the best you can!

Cheers,
George

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