



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains<sup>®</sup> Release Report Issue #302 – February, 2022**

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Hello again everyone! Catching up is still in process at the red and yellow sign. For example, there's the N Scale Illinois Central Heavyweight Set Number Two, the Pennsylvania Railroad Mail Train, and three more Constellation cars. The reshuffling of dates has made the upkeep of the UMTRR Release Tables and "Year in Review" pages a bit more challenging. As information is updated by Micro-Trains, I have been revising the UMTRR site, though with cycle time delays of my own. Updates included mid-this month, while I was slinging these bytes! "Get me rewrite!" as newspaper reporters used to say.

Meanwhile, if you liked the Medford, Talent and Lakecreek Freelance Railroad announcements last month, particularly the refrigerator car, you'll be happy to see another pre-order this month. Micro-Trains also wraps up the Sweet Liquid Series, and for the first time, the offerings in N and Z Scale differ from each other. We've also got a bright orange hopper as part of a more modest regular run lineup than usual this time. Let's have a look...

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



**045 00 570, \$27.90.**

**Reporting Marks: B&O 9151.**

**50 Foot Flat Car, Fishbelly Sides, Baltimore and Ohio/Chessie System.**

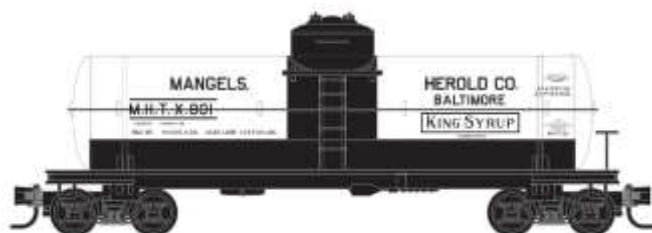
Blue with yellow lettering including reporting marks on left and Chessie System

roadname with "Ches-C" replacing the "C" in "Chessie" right of center. White on black COTS stencil and multicolor ACI Label left of center. Simulated vessel head load included. Approximate Time Period: 1973 (service date on car) to early 1990s.

Page 42 of the **Chessie System Color Guide to Freight Equipment** has the bingo, or exact match, to this car. The 9151 was found in 1976 in Bethlehem, Pennsylvania, carrying a cyclone load. It was relatively new as flat cars go, having been assembled from a kit at the Baltimore and Ohio's DuBois, Pennsylvania shops in 1956. This series of Class F-20 cars were numbered 9100 to 9229. Taking a detour to the **Baltimore and Ohio Color Guide to Freight and Passenger Equipment**, however, we have the set described as 9100 to 9241. The use of the "Ches-C" herald to replace the "C" in "Chessie" is prototypical; in fact, there are other photos of flat cars in the **Color Guide** showing the same protocol. The MTL lettering matches what's on the prototype, with the terribly nitpicky exception that the ACI Label is on a placard on the real car. A bit less nitpicky is that the real car didn't have a side mount brake wheel. Previously built B&O flat cars had ratchet brakes according to an article I found in **B&O Modeler**, Volume 3 Number 5 (September/October 2007).

The Official Railway Equipment Register (ORER) for July 1974 shows the series B&O 9100 to 9285, which, just to drive your faithful byte-slinger nuts, doesn't align with either of the number groups cited above. At any rate, there were 143 cars in the main series, plus another 15 with equipment added for special purposes. Let's stick to the main group's dimensions: inside length 53 feet 6 inches, outside length 56 feet 9 inches, extreme height 5 feet 3 inches, and capacity 140,000 pounds. The MTL 045 body style measured against shows the usual discrepancy of having too short of a body while being a bit too long overall. The ORER for October 1986 shows a car count of 52, of which 36 had capacity raised to 154,000 pounds. Five cars made it to the CSX Transportation entry in the October 1991 Equipment Register, but that's where I stopped looking.

MTL describes the included load – painting required! – as a “vessel head.” I had no idea what that was. Add the word “Pressure” to the description and you'll get the idea. There are several websites – some more legitimate than others, I hasten to add – that describe pressure vessels and their uses. One such pressure vessel with which you might be familiar is a tank car...



**065 00 236, \$29.95.**

**Reporting Marks: MHTX 801.**

**39 Foot Tank Car, Mangles, Herold Company.**

Car #12 and final release in the “Sweet Liquid Series” (Pre-order announcement September 2020). White with black tank bottom, dome,

and center of tank. Black lettering including reporting marks on left, company name across car and “King Syrup” logo on right. Approximate Time Period: 1926 (build date on car) to as late as the 1950s. MTL artwork shown; actual product may vary. MTL has announced that this item will be available mid-month.

And now, we answer a question that I have somehow managed to avoid for years: Just what is shoo-fly pie? Well, it's “a type of American pie made with molasses associated with Pennsylvania Dutch cuisine. Related to the Jenny Lind pie (a soft gingerbread pie), it may have originated among the Pennsylvania Dutch in the 1880s as molasses crumb cake. It was traditionally served not as a dessert pie, but as a breakfast food with hot coffee.” And thank you, Wikipedians. The connection to this car is the product advertised on it, King Syrup, which was used by many shoo-fly pie makers as a lighter substitute for molasses. (And if you're more of a purist, there was also King Po-T-Rik Molasses.) According to a 1976 recipe book, King Syrup was introduced in 1904 by the Mangles, Herold and Company, Baltimore, Maryland named on the tank car. That firm sold the rights to King Syrup to the Torbitt and Castleman Company of Buckner, Kentucky in 1986, and from there it bounced around, landing, among other places, in Fredonia, New York at what is probably the now-defunct Carriage House Companies, if the “server not found” error is any indication. Besides writing a blog in tribute to King Syrup, one Jerry Barr of Georgia formed a company to distribute the product, which at the time was owned by Ralcorp Holdings. But Ralcorp was bought by Treehouse Foods, another mostly private label food manufacturer, and that company's site doesn't say anything about King Syrup. Based on how many bottles of the stuff is available on a certain Internet

Auction Community, it's either still made today, or was widely hoarded before being discontinued. What's the shelf life of table syrup, anyway? I mean, if Baking Soda has an expiration date... And while I'm at it with questions, how is it that eBay "retired" all of the by-scale categories in Model Railroading, resulting in a mess when trying to search for 1:160 items, while "Pancake and Syrup Advertising" is **still a category**?

Let's have a look at the car itself now; it's not much of a look though. The closest thing I had to a bingo was a listing for a decal set for the same car, which matches the MTL artwork but has the company name and location and the straight line above the reporting marks in red, not black. It's entirely possible that there's a match in the Barriger Collection of photos on Flickr, but that consists of well over 400 pages of photos with no indexing. Broken record alert: MTL does not make prototype cars without having reference photos, so there **is** one somewhere.

That leads us to use the build date of March 1926 for a look into the ORERs. A small "box" listing on Page 973 of the April 1928 Equipment Register shows that Mangles, Herold Company, Incorporated had exactly two tank cars marked MHTX, numbered 801 and 802, each of 100,000 pounds capacity, but with a one gallon difference in capacity, 8094 and 8093 respectively. The MTL 065 body style represents a General American 10,000 gallon car, so the prototype was probably a little smaller than the model. By the January 1943 ORER, the capacity of both cars has been rounded off to 8000 gallons. Although we can't know how the cars were painted from ORER listings, we do know that they were in service for a while, as they are still shown as late as the January 1958 Register. Strictly speaking, the service data on the car would have changed over time, so the Approximate Time Period I'm providing is probably unreasonably wide... however, there is always Rule #1 ("It's Your Railroad").



**108 00 471, \$27.90.**

**Reporting Marks: L&N 193365.**

**100 Ton Three Bay Open Hopper,  
Louisville and Nashville.**

Orange with black lettering including large reporting marks on left. Multicolor ACI Label on far right. Simulated coal load

included. Approximate Time Period: 1971 (build date) to early 1980s as painted.

For a little variety, let's begin with an ORER lookup: the October 1972 edition, the first I have after the build date, shows the series L&N 193200 to 193399 of 194 cars with these dimensions: inside length 45 feet, outside length 48 feet 9 inches, extreme height 12 feet 4 inches, and capacity 3433 cubic feet or 200,000 pounds. The description is simply "Hopper, Steel" with AAR Designation HT.

How's this for a bingo: besides the photo of the 193365 on Page 96 of the **L&N Color Guide to Freight and Passenger Equipment Volume One**, the caption includes the information that "the design of these cars can be traced back to a hopper developed jointly by the C&O, N&W and the Pennsylvania Railroad around 1960." That seems to me to be the precise prototype for

the MTL 108 body style. Indeed, the thirteen ribs across the Micro-Trains car align with those on the real thing, and we've got a good "look and feel" match as well.

The orange color is certainly eye-catching, but rather impractical for coal cars. It's noted in the **Color Guide** that other hoppers delivered in orange were repainted into the more usual black in the early 1980s. I suspect that the same occurred with these cars. Three examples of this can be found on RRPictureArchives.net; all three road numbers 193212, 193217 and 193287 were black when found in 1992. Given that paint scheme change, I'll note that the ORER for April 1982 shows a car count of 174 for these series, and stop there.

[Note: If you're looking for the Seaboard Coast Line/Atlantic Coast Line boxcar, Catalog Number 180 44 320, which would be here if following the usual catalog number sequence I go by, it's in the Weathered Releases section.]



**180 00 361 and 108 00 362, \$30.95 each.**  
**Reporting Marks: UP 507406 and 507413.**  
**50 Foot Boxcars, Single Door, No Running Board, Short Ladders, Union Pacific.**  
Brown with yellow door. Mostly white lettering including large roadname and reporting marks on left, and "Ship and Travel the Automated Rail Way" slogan on right. Red, white and blue shield herald on far right. Black "DF" and red dot on door. These items have a lowered underframe and body mount couplers. Approximate Time Period: 1968 (rebuild date) to early 1980s.

It's the Return of the Red Dot! Ask four Union Pacific rolling stock students what that indicates, and you'll get five answers. Thoughts range from the marking of specific equipment to the marking of **not** having specific equipment. We'll let the experts sort that out, other than to note that one source has the ATP for the use of the Red Dot as being from 1966 to 1969.



which carried road numbers 507406 and 507405 respectively. And that means, yes, we have a duplicate road number here. Like this new virtual two-pack, the cars belonged to the prototype UP Class B-50-60.

We've seen this paint scheme before from Micro-Trains: Catalog 077 00 050, released in December 2005 (at left) and July 2010 (below),





When the 077 series car was first released in 2005, or shall I say the first 507406, I lamented the fact that I couldn't find an online photo, though I wasn't surprised since there were only seventeen cars in the prototype series. However, at the time I didn't own the **Union Pacific Color Guide to Freight and Passenger Equipment Volume One**. It's in the Research Accumulation now, and Page 39 of that book contains a photo of the MTL's first run road number 507406. It's noted that this car was a rebuild—done in 1968 as Micro-Trains indicates—and that it was also recapitalized at the time. That maneuver meant that the depreciation cycle could restart on the car, which was nice for the operating results versus having to expense the entire rebuild in the period in which it occurred. The company photo shows the car with shortened side ladders, a delta to the 077 model, but a match to this new pair. A further upgrade with the switch to the 180 body style is the use of the correct ten foot door—that's one "door thing" gone! And of course the lowered underframe and body mounted couplers are another change from the previously released 077 cars.

The series 507400 to 507416 was painted brown, or more correctly, "synthetic red," According to the RPI website, this should mean that the cars did not have a cushion underframe. The more colorful yellow cars did. I guess that brown cars didn't rate the "Automated Railway" map either, but these did at least get the slogan.

The ORER for April 1970 shows these 17 cars with the simple description "Box, Steel" but with the AAR Classification "XL." The inside length was 50 feet 6 inches, inside height 10 feet 6 inches, outside length 54 feet 6 inches, extreme height 15 feet, door opening 10 feet, and capacity 5023 cubic feet or 109,000 pounds. A notation discloses that the cars have the 9 Belt DF-Loaders. All 17 cars were listed in the April 1976 ORER, 13 remained as of April 1991 but the series was gone by January 1985.



182 00 170, \$28.90.

**Reporting Marks: BN 247264.**

**50 Foot Boxcar, Double Door, No Running Board, Short Ladders, Burlington Northern.**

Green with mostly white lettering including large roadname and reporting marks on left,

and large herald on right. Multicolor ACI Label on far right. White on black double COTS panel and yellow on black U-1 wheel inspection "dot" at bottom right. This item has a lowered underframe and body mount couplers. Approximate Time Period: 1975, or strictly speaking 1978 given U-1 "dot," to late 1980s.

Like the Union Pacific boxcars above, a BN boxcar was done in the similar body style. In this case, it's an 037 series car (specifically, 037 00 060, June 2011, road number 239820, at right) but it's not from the same prototype series.



Noted freight car scholar David Casdorff contributed his own photo from April 1983 of sister car BN 247276 for Page 21 of the **Burlington Northern Color Guide to Freight and Passenger Equipment**. It's from the series BN 247200 to 247299. If you're a rivet counter, there are rivets

to count, including a diagonal line of them either side of the doors. The door arrangement is also the 7+8 type for a total opening of 15 feet, differing from the 8+8 selection for 16 feet on the MTL 181 body style. The 1980 service date on the 247276 is a restencil, suggesting an earlier repaint. Online, there is a shot of BN 247234, also from the same series, as of February 1979 on George Elwood's "Fallen Flags" site ( [www.rr-fallenflags.org](http://www.rr-fallenflags.org) ).

The first appearance I have ORERs is a "coming soon" entry in the July 1974 edition: the series 247200 to 247299 is included, but there's no data otherwise. By the April 1975 book, all 100 possible cars are shown. The key dimensions were: inside length 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 6 inches, outside length 54 feet 11 inches, extreme height 14 feet 11 inches, door opening 15 feet, and capacity 4958 cubic feet or 110,000 pounds. Don't forget, though, that the presence of the U-1 dot sets the "strictly speaking" ATP start at after March 1978. In the April 1984 ORER, the car count is 61 and nailable steel floors are noted in the description. Just a single car remains in the July 1989 Register.

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

**N SCALE REPRINTS:** No releases this month.

### **N SCALE MULTI-PACKS:**

Moved back from mid-January to February was **Runner Pack #185 (993 00 185, \$124.95)** of four Union Pacific bulkhead flat cars with loads. UMTRR coverage was in the September 2021 issue. The above is not exactly an official MTL image, but it's from the rotating sequence of items on their front page, and is better than the MTL preliminary artwork. It'll have to do...



**Runner Pack #180 (993 00 180, \$109.95)** of three ADM "Molecule Logo" 54 Foot General Service Tank Cars was expected mid-month as well but as of February 20 was rescheduled to March per the MTL website. UMTRR Coverage was in the February 2021 issue. The individual catalog and road numbers are: 110 51 520, 29430; 110 52 520, 29434, and 110 53 520, 29459. These are the first through third road numbers for this car, which hasn't been previously released in this exact scheme.

The **Illinois Central Heavyweight Five Pack #2 (993 01 791, \$149.95)**, which was originally scheduled to be released in mid-September 2021, is now slated to be available mid-month. We have an official photo, so that's a good sign! UMTRR coverage was in the January 2021 issue. The individual catalog and road numbers or car names are: 147 51 350, Baggage Car, 792; 146 52 350, Diner, 3974; 141 53 350 and 141 54 350, 10-1-2 Sleepers, Lake Quinalt and Lake Hiawatha; and 145 55 350, Paired Window Coach, 2817. This is the second number for the baggage car, third for the coach, first for the diner and first and second for the 10-1-2 sleeper. The first Illinois Central Heavyweight Five Pack was released in April 2019 with one RPO, a baggage car, two paired window coaches, and a modified observation.



And we also have an official picture of the **Pennsylvania Railroad Mail Train Eight Pack (993 02 300, \$199.95)** which is also now scheduled to be available in February mid-month. I have seen it for sale online and can confirm it's available. UMTRR coverage was in the April 2021 issue.





Also initially announced for mid-month delivery but since pushed out to March are the **“Clean” and “Weathered” Eight Packs of Fruit Growers Express wood refrigerator cars (993 00 823, \$214.95, and 993 05 824, \$229.95)**. UMTRR coverage was in the August 2021 issue. Oh, snap, I already have the individual catalog and road numbers typed in, so... for the “Clean” Eight Pack are: 047 51 450, 57052; 047 52 450, 57178; 047 53 450, 57513; 047 54 450, 57734; 047 55 450, 57945; 047 56 450, 58155; 047 57 450, 58453; and 047 58 450, 58723. For the “Weathered” Eight Pack, they are: 047 42 451, 57055; 047 43 451, 57257; 047 44 451, 57417; 047 45 451, 57651; 047 46 451, 57897; 047 47 451, 58045; 047 48 451, 58388; and 047 49 451, 58691. I’m not sure why the weathered sequence starts with 42 and not 41, but there you are. Also note the “05” in the catalog number for the Weathered Set.

*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 **February 28**.*



**Targeted Release August 2022:**

**993 00 189, \$119.95.**

**Reporting Marks: CSXT 830082, 830463, 830971, and 831045.**

**Runner Pack #189, Quantity four of MTL 108 Series 100 Ton Three Bay Open Hoppers, CSXT Transportation.**

Black with mostly yellow lettering including reporting marks on left and CSX logo on right. Red and yellow “Ease Up!” logos at top left and top right. White on black COTS panel at lower right. Simulated coal loads included. Approximate Time Period: 1989 to around 2005, or add conspicuity stripes and go out to the mid-decade of the 2010s.

MTL artwork is preliminary; actual product may vary. These will be the first through fourth road numbers for this item, which hasn’t been previously released.



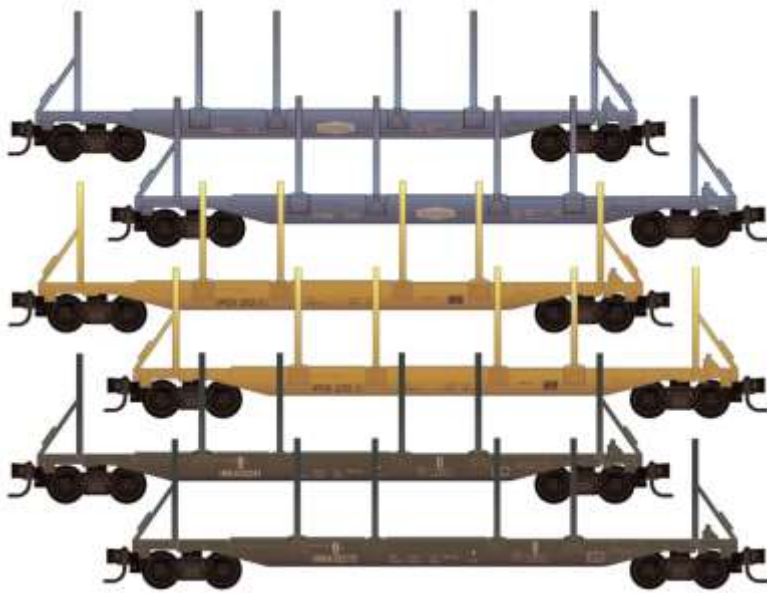
I've checked the other CSXT hoppers done by MTL on this body style and yes, these are just different enough to warrant the "no previous releases" phrase. Eight Pack #17 has conspicuity stripes and doesn't have the "Ease Up!" logos, while the virtual two pack 108 00 43x from November has the "hopper toppers" and the "A CSX Quality Car" device, but no conspicuity stripes. So, a new run. Could all of these cars be run together in a train? Probably... if you're modeling an Approximate Time Period around 2005. And don't forget Rule #1.

The first ORER I have in which there are any CSXT cars listed is the July 1989 edition, and much to my surprise, the series CSXT 830069 to 831047 is already there with 350 cars described simply as "Hopper, Steel." All four cars in the forthcoming Runner Pack: 830082, 830463, 830971, and 831045, would be within that series. The outside length was 48 feet 9 inches, extreme height 12 feet 4 inches, and capacity 3433 cubic feet or 200,000 pounds. I suspect that the cars were just restenciled from previous reporting marks at that point, and not fully repainted.

From there I jumped to the to the October 2004 Equipment Register, the last one in the Research Accumulation I have prior to the 2005 beginning of the use of conspicuity stripes. The series has 249 cars in that listing. Ten years later in the October 2014 ORER, the car count is 52. We don't make it "to present" since just three cars remain in the January 2018 Equipment Register.

Based on information on RRPictureArchives, CSXT 830082 appears to be part of a group that came from the Western Maryland, since the 830079 was originally WM 188010, and the 830089 was originally WM 188020. That would make 830082 the former WM 188013. Makes sense to me. CSXT 830463 is between 830454, the previous WM 188391, and 830464, the previous WM 188401, which would make it the previous WM 188400. It's a little more of a stretch, but CSXT 830971 lies between 830951, ex-WM 188900, and 830985, ex-WM 188935, which would make it ex-WM 188920. And finally, CSXT 831045 is close to CSXT 831047, which was WM 188999, which would make it the former WM 188897. This is definitely interpolation since there are no bingo photos of the four cars that are coming from MTL. And just to make things more confusing, some of the photo captions indicate renumbering into different CSXT series. I think I'm going to leave that part of the story alone.

However, I will mention that the **Western Maryland Color Guide to Freight and Passenger Equipment**, Page 19, has a photo of WM 188123 in Chessie System garb. "During 1978 and 1979, as part of a freight car upgrading program, Chessie re-built hoppers at its Raceland [Kentucky] car shops." The series was WM 188000 to 188999. Except for the 188123 pictured, which was clearly lettered "W&M" with an ampersand! Hey, it's a little too early for an April Fool's Car... but what if the folks in Talent noticed that photograph also? On that same page is a shot of WM 188302 from the same series, with WM reporting marks but an early CSX logo. That shot was taken in August 1988, or before the July 1989 ORER I mentioned above as the first I have with any CSXT equipment.



**Targeted Delivery August 2022:**

**993 05 019, \$195.95.**

**Weathered Log Car Six Pack.**

**Scheduled to consist of the following six MTL 115 series 65 foot log cars:**

**Reporting Marks: FPBX 135 and 256, International Paper / Federal Paper Board.**

Blue with white lettering including reporting marks on left and "Federal" trademark in center. Approximate Time Period: early 1980s to early decade of the 2000s.

Previous Releases: Road Numbers

194 and 223, August 2013; then Runner Pack #89 with Road Numbers 182, 195, 232 and 254, February 2014.

**Reporting Marks: IPCX 252 and 270, ICL Performance Products/ International Paper Company.**

Yellow with black lettering including reporting marks on left. White on black double COTS panel on right. Approximate Time Period: 1984 (build date on MTL artwork) to present. Previous Releases: None.

**Reporting Marks: HPAX 85041 and 85075, Hammermill Paper Company.**

Black with white lettering including reporting marks left of center and COTS panel on right. Approximate Time Period: 1985 (build date) to present. Previous Releases: Road Numbers 85014 and 85038, June 2019.

Each car has moderate weathering. Loads are not included. MTL artwork is preliminary; actual product may vary.

Presuming that there are not some "not a reprint" distinctions that I have not caught, we have two pairs of reprints and a single pair of first run log cars in this forthcoming set. Let's take each in turn, borrowing generously from previous coverage where appropriate.

The Federal Paper Board Company was founded in Bogota, New Jersey in 1916 and headquartered in nearby Montvale until its 1996 acquisition by International Paper Company. The company produced recycled and bleached paperboard for packaging and other consumer uses. Under the leadership of John R. Kennedy, the second generation CEO of Federal, the company expanded into North Carolina, Georgia and Scotland, and into the business of making paper cups. In the July 1980 ORER, the company had log cars not in general service and wood chip cars. By April 1984, the group 126 to 293 has joined the registration. They, too, are also listed as not being in general service—but they are listed! They were described as

“Flat, Steel (Logs)” with AAR Designation FL and these key dimensions: inside length 65 feet 4 inches, outside length 68 feet 7 inches, extreme height 15 feet, capacity 200,000 pounds (the cubic footage isn’t relevant). There were 168 cars in service at the time.

The initial virtual two pack released by MTL is shown in its official image at right. There’s a bingo on one of the original road numbers, 194, on RRPictureArchives.net, caught in Charlotte, North Carolina as of 1993. In addition to the “stakes” there are tiedowns around each of the three stacks of logs on the car. The website also has a 2005 image of the 256, standing empty and by itself on a spur in Chadbourn, North Carolina. From there we see something I noticed before: the consolidated stencils are on the far right of the car, not on the spine. That should be an easy add.



There was a change following the purchase of Federal Paper Board by International Paper, but not the one I expected. Instead of being transferred into International Paper’s roster, the cars are shown under a new entity, FPB Leasing Company, in the April 1997 ORER. The original group of 168 remains in place at the time, with a few cars being moved to subsets by capacity. In the April 1999 ORER, though, the cars are where I would have thought they would be: under the International Paper listing, joining cars with HPCX and IPCX reporting marks. All 168 are still there with their original markings. They don’t last much longer, however. The whole set is in the January 2002 Register but gone in the October 2004 issue.

Speaking of International Paper, the middle pair of these expected cars is a brand new release carrying IPCX reporting marks. The 252 and 270 are among a group of 80 cars numbered 200 to 279, shown in the International Paper registration in the October 2020 ORER. These cars have an inside length of 65 feet 5 inches, outside length of 68 feet 7 inches, extreme height 16 feet 11 inches (probably resulting in the “Exceeds Plate F” designation) and Gross Rail Weight of 263,000 pounds.

It’s noted along with a photo of IPCX 204 on RRPictureArchives that the cars were built by Portec in October 1984—an easy reference to the start of the Approximate Time Period. Interestingly, although there are twenty examples from which to choose, none of these are the road numbers picked by MTL for this set. Okay, then, we’ll check IPCX 200 for illustration purposes. It was found in September 2009 in Delmar, Georgia, stacked high with an assortment of straight, curved, large and smaller logs that would be a challenge to model. “Honey, is it OK if I go gather some twigs from the yard?” Next in the photo sequence is IPCX 204 as of June 2005, in Greenwood, South Carolina. The amount of weathering is comparable to what MTL shows in its artwork... and makes one wonder why yellow was picked as the base color for these cars. I suppose the idea was to provide visibility versus, say, a black log car (see below!) but once all grimed up, they’re still not that visible. For an example of these cars unloaded, I refer you to IPCX 208, captured in January 2008. This car shows that there are no diagonal braces on the stakes at each end of the car. (Easily addressed, I would think.)



The previous Hammermill Paper virtual two pack wasn't run that long ago, just June 2019 (see image of the 85014 at right). These cars are in the October 2020 ORER, our current proxy for "the present," but under the International Paper Company



registration. HPAX 85000 to 85089 was shown with a car count of 87, just three less than the possible maximum. The cars carried AAR Designation "FL." Hmm, wonder how that translates? Here's how: "Flat-Fitted with Cross Supports for Longitudinal Loading." The inside length is shown at 72 feet making it a fair bit longer than the MTL 115 body style. The outside length was given as 75 feet 7 inches, extreme width 11 feet, and extreme height 14 feet 11 inches. The cubic footage is blank, and not really meaningful anyway, and the Gross Rail Weight is 263,000 pounds.

Micro-Trains gives the build date of 1985, and indeed it's "New 11-85" that's painted on the cars. So to bookend the January 2018 lookup, let's see the October 1986 ORER. The entry in this edition is for Hammermill Paper Company, and all 90 cars are in place. The capacity is given in both cubic feet, 7680, and pounds, 199,000. Interestingly, the home point for these cars is Erie, Pennsylvania and two of the officers listed for the company are a Unit Train Coordinator and a Unit Train Maintenance Coordinator.

RailcarPhotos.com has a 2008 shot of HPAX 85025 from the series, a single car in a mixed consist, and so much for that unit train idea. The photo was taken at Shenandoah Junction, West Virginia, where the former B&O main line of CSX crosses the former Norfolk and Western line to Hagerstown, Maryland. The prototype car has six u-shaped skeleton assemblies, like the MTL 115 body style, but again does not have the diagonal bracing to the skeletons at each end of the car. The 85025 also looks like it's been in a bit of a fender-bender, with the left hand platform appearing somewhat "crunched" in my estimation.

For a look at how these cars appear loaded, head over to RRPictureArchives for a 2014 bingo on HPAX 85014. There's an additional bit of strapping keeping the logs it's carrying in place, and I can't fault the car loaders for that idea. There are shots of 19 other cars in the series on the site as well, although the two numbers MTL has selected for this set aren't among them. For example, the 85000 is shown carrying three distinct piles of logs, with extra strapping on each. I also note that the third u-shaped skeleton from the left has the last two digits of the road number stenciled on it; in this case it's "00." That would be a nice detail to add.

While it's co-branded with the International Paper name and trademark, Hammermill Paper is very much still available as a direct to consumer offering. Hammermill was founded in 1898 and had its headquarters as well as its first paper mill in Erie, Pennsylvania. Hammermill was the initial collaborator for the development of paper for xerographic copiers... yes, Xerox machines. That collaboration goes back to 1954 when the Xerox was still known as Haloid. In 1986, Hammermill was the first to market laser printer paper. It was acquired that year by International Paper.

**N SCALE WEATHERED RELEASES:** For 11 months which began in October 2021, this section will have coverage of the CSX Family Tree Series as well as the usual mid-month releases.



180 44 320, \$30.95.

**Reporting Marks: SCL 637699.**

**50 Foot Steel Boxcar, Single 10 Foot Door, No Running Board, Short Ladders, Seaboard Coast Line.**

#5 in the CSX Family Tree Series (pre-orders taken June 2021). Base car is brown with mostly white lettering including "Thanks For Using Coast Line" slogan and restenciled reporting marks on left and Atlantic Coast Line herald on right. White on black COTS panel at bottom right. Moderate weathering

and rust effects and simulated replacement doors. This car has a lowered underframe and body mounted couplers. Approximate Time Period: 1981, plus or minus, given the service date, but could be as early as 1967.

Here we go again... *Renumbering Scheme for Existing ACL, SAL and C&WC Freight Equipment. For ACL Cars: On series 10000 through 99999, except work equipment: Add the digit 6 and change reporting marks to SCL...*

And thus you have ACL 37699 flipped to SCL 637699. This car is a sister car of sorts to the Weathered Release at right, which was half of the ACL Weathered Two Pack issued last February. The car at right carried the road number 38690, which is from the third of three sets of fifty-foot cars with ACL Class O-38. The car released this month is from the ACL series 37600 to 38304, also built by Pullman-Standard in 1965, the second order of O-38s from Pullman. (By the way, this is an "Oops" correction: I wrote last February that the Coast Line had four sets of O-38s. They only had three.) As with all O-38s, they had DF loaders but did not have a cushioned underframe. They also had nine foot doors, a small "Door Thing" as the MTL 180 body style has a ten foot door. A photo of ACL 37605 from the same series was taken outside Pullman's Bessemer, Alabama plant, brand new and shiny, ready for delivery to the ACL. That image is on Page 57 of the **Atlantic Coast Line Color Guide to Freight and Passenger Equipment**.

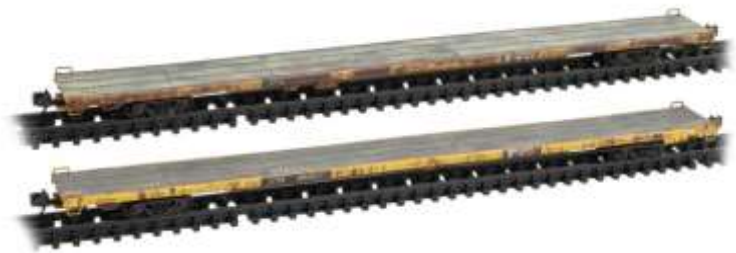


The ORER for January 1967 shows a total of 940 cars in the three sets which comprise the numbers 37600 to 38304, simply "Box, Steel" with AAR Designation XML. The distinction across the three sets is the weight capacity, either 153,000 or 154,000 pounds. The inside length was 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 54 feet 5 inches, extreme height 15 feet 1 inch, door opening 9 feet, and capacity 4923 cubic feet.

An end note described the “minimum” DF loaders near the doors, “which consists of four belts per side, door post to end post.”

The service date on the car is March 1981. In the April 1981 ORER, SCL 637999 has its own entry as an exception to the group SCL 637850 to 638074. The distinction: 28 tote bins and assigned service. While the ATP could start as early as the SCL merger of July 1, 1967, and I’ve noted this, the actual start for this specific car could be as late as the service date. We can’t do any better than that since post-merger, all cars were listed under the SCL reporting marks regardless of whether they’d actually been restenciled. It’s possible that the car is out of service by no later than the April 1984 Equipment Register, because the individual listing is gone. However, there are also no references to tote bins either, so perhaps the 637999 was put back into the main series.

In addition to the above, the **ITTX Flat Car Two Pack with Weathered Deck (993 00 210, \$79.95)** is was rescheduled to this month from mid-last month. UMTRR coverage was in the August 2021 issue. We have an official photo of this pair now.



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



**105 44 820, \$29.95.**

**Reporting Marks: CSXT 488026.**

**50 Foot 14 Panel Steel Gondola, Straight Sides, Fixed Ends, CSX Transportation.**

Base car is brown with mostly yellow lettering including reporting marks on left and “CSX” logo on right, both on black patch panels. White on black COTS panel at far right. Extensive rust and weathering effects

across car except where lettered. White vertical reflective stripes at four points along bottom of side. Approximate Time Period: 2004 to 2007, plus or minus. Previous Releases: None.

This car’s story is a little more interesting than I’d first thought. Accompanying the bingo photos of CSXT 488026, both taken in January 2008, the car was Conrail 582658, and was conveyed to CSX as part of the split of Conrail between it and Norfolk Southern. The car’s reporting marks were changed to NYC, either in honor of the New York Central or to confuse railfans, or both. (The rolling stock Norfolk Southern got retained the CR reporting marks.) Slowly but surely, the former Conrail equipment was repainted into CSX paint... well, at least partially in this case. I’d originally thought that what we had was a car that was so heavily rusted that the reporting marks and logo needed to be patched. But upon review, I think that we’re actually seeing the Conrail brown paint, albeit with plenty of rust, dirt and grime.



What we're not seeing on the MTL model, however, is conspicuity stripes. The January 2008 photos show them in place, which limits the Approximate Time Period to sometime before that. Add those stripes and you're good until, well, at least January 2008.

Meanwhile, over on RailcarPhotos.com we have the photo that is probably "the" bingo. From November 2006, we have the 488026 in Erie, Pennsylvania, shot by Paul Graf. (He gets around!) It's noted that this side has the "CSX" one side panel to the left versus the other side of the car, which is also on RailcarPhotos. Have a look at the two official images of the MTL car and see if you see what I missed the first time round: the "CSX" is on the second, third, and fourth panels from the right on one side of the car, and on the third, fourth and fifth panels from the right on the other side of the car. That the CSX patching wasn't exactly precise can also be seen back on RRPictureArchives with the photo of gondola CSXT 488012. Wow, that looks as bad as some of my decal jobs...

The ORER for October 2007 splits the difference between the photos I found. In addition to its variance in patching, the company wasn't too particular about sequencing either, as there is a mix of 2494 and 2743 cubic foot cars in the lower 488000 numbers. The 488026 was one of the smaller cars. The inside length was shown at 52 feet 6 inches, inside height 5 feet even, outside length 57 feet 2 inches, and extreme height 8 feet 7 inches, with a gross rail weight (car plus lading) of 220,000 pounds. The first appearance I see of this car in the CSXT registration among the ORER stash is October 2004 (it's not in the January 2002 book). With conspicuity stripes, it's possible that the car is still in service, as two in the small group 488024 to 488027 remain in the October 2020 Equipment Register.



**993 05 013, \$134.95.**

**Reporting Marks: NW 180315, 180350, 180381, and 180514.**

**Norfolk & Western Center Flow Weathered Four Pack.**

Base color of each car is gray with mostly black lettering including runtogether "NW" and road number on left (exception: the 180315 has full reporting marks) and roadname on right. White on black COTS panel on right. Orange conspicuity stripes along bottom sill of each car. Moderate weathering and fading effects on all cars; rust effects on the 180381. Graffiti "SMORES" on bottom of one side of the

180514. Approximate Time Period: After 2005 given conspicuity stripes to as late as the present. Individual catalog and road numbers are: 092 44 051, 180315; 092 45 051, 180350; 092 46 051, 180381; 092 47 051, 180514. Previous Releases: Road Number 180783, November 1996 (clean, catalog number 92050); Road Number 180790, March 2014 (weathered, catalog number 092 44 050).

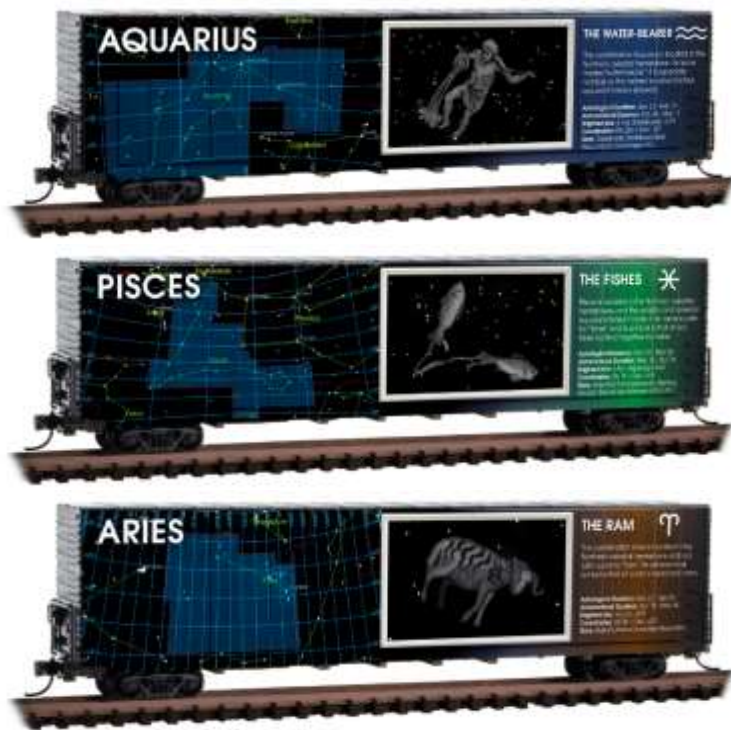
I know that many participants in, ahem, additional decoration, make as part of their, uh, work, their handle or “tag.” I didn’t think “SMORES” was one of those tags. Our UMTRR Graffiti Special Correspondent David Grothe concurs; he found bingo photos of that side of the 180514 on RRPictureArchives, as of January 2017 and March 2019. Based on additional images, the tag appeared sometime between September 2014 and that January 2017 shot, giving us a “plus or minus” ATP for that car. David notes that MTL has produced a G-rated version of what is on the car; the actual paint is tagged “SHAME,” and also includes one of the Not Suitable For Work phrases and the depiction of a gesture that sometimes accompanies said phrase. In its place, we have the much more family-friendly word “snack”... and marshmallows. Well, you can’t make “smares” without marshmallows! David also found the car on Flickr and reports it was still in service in 2020.

As long as I’m at RRPictureArchives, I’ll check the other three cars. The 180315 was captured at Altoona, Pennsylvania in both October 2009 and October 2014. The seemingly redundant “NW” reporting mark is visible on this car. The 180350 was in Emmaus, Pennsylvania in August 2009 and Woodbury, New Jersey in November 2009. And the 180381, rust and all, was in Dunlap, Indiana, on the second day of 2011. It was coupled to a Southern Railway Center Flow that had also somehow escaped repainting into Norfolk Southern garb to that point. Overall, this series of cars is well documented on RRPictureArchives. I suspect this relatively plain set of covered hoppers gets a lot of attention because it was so unusual to see Norfolk and Western anything in the decades of the 2000s and 2010s. And there are even two photos of cars in this group from 2020 posted on RailcarPhotos.com. I know that a car from this group garnered some of **my** attention when it rolled through Geneva, New York as part of a Norfolk Southern train that interchanged with the Finger Lakes Railroad there. I know I snagged a screen grab of the video I was shooting... now, can I find it? Of course not...

Anyway, the series in question, NW 180300-180799, was built in 1981 by American Car and Foundry, as the N&W’s class HC-79. The ORER for April 1982 has this description for the group: “Covered Hopper, Steel, Hatchway Roof, Hopper Bottom, Gravity Discharge, Axle Spacing 5 Feet 10 Inches, Truck Centers 26 Feet 3 Inches.” The AAR Designation is LO. The inside length is given at 34 feet 9 inches, outside length 41 feet 1 inch, extreme height 15 feet 1 inch, and capacity 2980 cubic feet. That is a whole ten cubic feet more than the CF2970 AC&F car on which the 092 body style is based, and if that’s not a nitpick then they don’t exist! The weight capacity was 205,000 pounds, except for three cars which have an “FDA Lining” and a 200,000 pound capacity. That “FDA Lining” probably allows for food materials to be carried.

Given the photo evidence, I can leap all the way to my most recent ORER, October 2020. Under the Norfolk Southern registration, there are 373 cars shown in service out of the original 400, which is quite the statement of longevity. The photos online show these in a variety of locations, so given MTL’s addition of conspicuity stripes (making these “not a reprints”), they’ll fit right on the contemporary pike. Just don’t forget the marshmallows.

## N SCALE SPECIAL EDITION RELEASES: Cars 4, 5, and 6 in the **Constellation Zodiac**



**Aquarius (102 00 213), Pisces (102 00 214), and Aries (102 00 215).** 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).

It’s fitting that the car for Aquarius would be released in February, since that’s when... no, wait, that’s the astrological sign again, not the constellation. The constellation is in the Southern Hemisphere but can be seen between +65 and -90 degrees of latitude (the latter being the South Pole). It’s the tenth largest by area taken. The image of the “Water Bearer” is shared in several variations

across multiple mythologies. It’s been known for a while; it was among the 48 constellations listed by Ptolemy in the Second Century. In 2017, the “ultracool dwarf star” TRAPPIST-1 in Aquarius (and “ultracool” is an attribute, not an adjective!) was discovered to have planets that might have water... but unfortunately, cold water was thrown on that revelation after more information came in, and so much for there being “Strange New Worlds” in that little part of the galaxy. (And yes, that is a reference to the next series in the Star Trek continuum.)

I think of Pisces as “the fish” and not “the fishes” but both are grammatically correct. In fact, “Pisces” is Latin for “fishes.” That constellation is, as you might expect, right next to Aquarius in an area sometimes called “the Sea” given the water-related names of neighbors Eridanus (the river) and Cetus (the whale). How Pegasus, the flying horse, ended up there is anyone’s guess. Although it’s a neighbor to Aquarius, it’s considered to be in the Northern Sky. The Vernal equinox, the point at which the Sun moves to the northern hemisphere across the equator every year, is currently located in Pisces. It can be seen from +90 through -65 degree latitudes, the former being the North Pole. In mythology, Pisces represents the assumed form of Cupid and Venus, who were hiding from Typhon, a rather evil (and evil looking) monster.

Obviously someone is paying for Search Results Placement since the first entry when looking for the phrase “Aries Constellation” is “The Best 47 Aries Tattoos Every Tattoo Lover Needs To Save!” Uh, let’s go to the next entry, if you don’t mind. Aries is in the Northern Hemisphere and can be seen between +90 and -60 degrees of latitude. When first identified, it contained the Vernal Equinox point, but given the Earth’s precession, it’s “wobbled” over to Pisces. Babylonians, Romans and Greeks all identified this constellation with the Ram; in fact, the



Babylonians called it “Ram” –but then, Aries is also Latin for “ram” so there you go. Greek mythology has Aries sacrificed with its skin becoming the Golden Fleece, a key item in the Jason and the Argonauts story.

Just for a little variety, here’s a photo of one of the space objects that can be found within Aries. From the folks at NASA via the Hubble Space Telescope, say hello to NGC 972, a spiral galaxy that’s just 49.8 light years away from the Milky Way. Let’s see, at maximum warp, that would take about... oh, never mind. Pretty picture though!



*The following is in pre-order at present and is NOT currently available. Scheduled delivery is as noted below. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close **February 28**.*



**Targeted Delivery May 2022:**

**987 01 810, \$114.95.**

**Rerelease: FT-A Powered Diesel Locomotive, “Our Solar System.”**

Companion to the Solar System Series. Black with white “Our Solar System” across top of sides. Full color representation of each planet

in order from the sun Mercury to Neptune (sorry, Pluto) from nose to tail. Full color representation of The Sun on nose. No reporting marks or road number.

It’s a repeat of a sellout! And it’s quite unusual for Micro-Trains to offer a second run of precisely the same item. Here we are, though, a second change to get a first copy, or a first chance to get a second copy, of this diesel. Considering that the end of the Solar System Train is the “Milky Way Galaxy” caboose, the Constellation cars could be added to the previously released Solar System Cars. And that would make for a train long enough to warrant a second locomotive.



*Targeted Delivery August 2022:*  
**993 21 383, \$229.95.**

**Rum Runner Train Set.**

Each component in the set is shown as a previously released MTL item with weathering and tagging: New York Central FT-A (987 01 02x), Great Northern 40 foot drop bottom gondola (083 00 05x), Michigan Central 40 foot wood double sheathed 1 ½ door boxcar (43060/043 00 060), Celanese three dome tank car (066 00 140), and Santa Fe (AT&SF) wood caboose with substitute cupola (50140/050 00 140 or

51100/051 00 100). MTL artwork is preliminary; actual product may vary.

Here's something that's a little bit of fun from the folks in Talent. Hey, Prohibition was an important enough subject to warrant a Ken Burns documentary, so why not. Wikipedia summarizes it nicely: "Prohibition in the United States was a nationwide constitutional ban on the production, importation, transportation, and sale of alcoholic beverages from 1920 to 1933." There's a lot more to the story, of course, including that the battle of some against "demon rum" and other beverages and concoctions. The movement is generally aligned with conservative Christians but was also interwoven with women's suffrage and other causes. And it took a while to implement: that same Wikipedia entry on the topic also includes a cartoon from 1874 and a lithograph called "The Drunkard's Progress" from 1846, supporting the Temperance Movement.

Actions often have unintended consequences, though, and one of them was the movement of alcohol production and consumption "underground." This included the "speakeasy" of course, that now romanticized event and/or location where there was plenty of drink to be had, such as "bathtub gin." Not so romantic was the takeover of the industry by criminal elements, both organized and unorganized. And part of that was the illegal importation of adult beverages from elsewhere. If it was by sea in particular, it was called "Rum Running," after the first commodity that was transported, for example, from the Bahamas to Florida, even before nationwide Prohibition. Rum runners went up-market to such imbibements as gin, champagne and whisky, the last of those frequently to and from Canada. Technically speaking, the practice of smuggling contraband over land isn't Rum Running, but Bootlegging. And I suspect that and a couple of dollars would have bought you some "moonshine" from the various stills and other production facilities that were a, well, cottage industry during the time period. Speaking of a couple of dollars, the government lost more than a couple of dollars from the various taxes collected on alcohol production and sales. And that was certainly a factor in the repeal of Prohibition.

But back to Rum Runners: the Wikipedians cite Bill McCoy as one of the more famous characters in this endeavor. He pioneered the concept of transferring his, ahem, cargo from

larger vessels to smaller boats from just outside the then three-mile limit of federal jurisdiction, also called the “Rum Line.” (This limit was later extended to 12 miles, making this transfer more difficult.) This Rum Runner was also known for not watering down or “rebranding” cheap stuff via the use of upscale, expensive labels, leading to the expression “The Real McCoy,” which was perhaps borrowed from the Scottish phrase “A drop of the real MacKay,” MacKay being a whiskey distiller. And here I thought that phrase was from the television series “The Real McCoys.” You learn something new every day!



**Targeted Delivery September 2022:  
993 21 384, \$115.95.**

**Road Numbers: 5875, 5888, 5897, 5898 (will be TBD in website listings).**

**Medford, Talent and Lakecreek Refrigerator Four Pack.**

Scheduled to consist of four 049 series 40 foot wood double sheathed refrigerator cars with fishbelly underframes and vertical brake staff. Each car has white sides, brown roof and ends, black underframe, trucks and hardware. Black lettering including Southern Oregon Refrigerator Car Company name and road number on left. Yellow on blue banner “Rogue River Valley Quality

Fruit” left of door. Multicolor “fruit crate” label on right (Piggy Pears, Oregon Orchard Pears, Maltese Cross, and Foothills Pears). Approximate Time Period: 1926 (build date on car) to the end of the Billboard Refrigerator Era as painted, then after 2018 (see text). MTL artwork is preliminary; actual product may vary.

Well, so much for my invented “backstory” on these cars that appeared in the pre-order announcement of a single “fruit label” car last issue! Hey, I tried. I’d “noted” that the last ten cars of the series had the fruit labels included. The road numbers announced here clearly don’t line up with that “history”!

I was curious about something that I didn’t get to last month: is the artwork on what are now five refrigerator cars based on actual packing labels? The short answer is Yes. Piggy Pears was a brand of Highcroft Orchards of Medford, Oregon. Oregon Orchard was the name of a company in Medford. The Reter Fruit Company marketed Maltese Cross Sun Sugared Mountain Pears, produce of... you guessed it... Medford, Oregon. And the Foothills label dates to the 1920s and was used by George B. Carpenter out of the Rogue River area. I found bingos, if you will, to each one of the crate labels that MTL is planning to use. And for completeness, the SOS Extra Fancy Pears label that adorned last month’s pre-order announcement also looks legitimate although I did not locate an exact match.

One final general reference before we move on: The Oregon Encyclopedia, a project of the Oregon Historical Society, has an short online piece titled “Pears and the Pear Industry.” The



Rogue River Valley portion of this business is mostly in the hands of three companies, one of which, Bear Creek Orchards, was assumed by the sons of Samuel Rosenberg... and the sons names were Harry and David. See [https://www.oregonencyclopedia.org/articles/pears\\_the\\_pear\\_industry/](https://www.oregonencyclopedia.org/articles/pears_the_pear_industry/).

## **Z SCALE NEW RELEASES:**



**530 00 600, \$29.95.**

**Reporting Marks: GATX 12553.**

**39 Foot Tank Car, Penick and Ford.**

Car #12 in the "Sweet Liquid Series" (Pre-order announcement September 2020). Black with white lettering including reporting marks on left, and company name

across car. White end lettering. Approximate Time Period: mid-1950s (1956 build date on car) to mid-1960s at least. MTL artwork shown; actual product may vary. This item has been delayed and may be released mid-month.

No "please see above" for this final release in the Sweet Liquid Series! The Z Scale car differs from the N Scale release for the only time in this group.

Here's a rather unusual place to find a bingo: GATX 12553 is pictured obliquely alongside a Penick and Ford building which has an advertisement for the company painted on its brick wall. Two of the products we can see depicted are Penick Syrup and My-T-Fine Pudding. (That brand, around since 1918, and is now made by Jel-Sert.) The photo is on Page 13 of a 56 page "history book" on a plant in Cedar Rapids, Iowa which was once owned by Penick and Ford ( <https://herringbonefreelance.com/wp-content/uploads/2020/04/ingredion-125-bookltdraft8-fnl.pdf> ).

Quoting from that same history, "William Penick and James Ford formed a partnership in Shreveport, Louisiana. Their business model was replacing barreled syrups and molasses with canned versions. They also branched into sugar cane syrups, molasses, and corn-sugar cane syrup blends." Among their products was Brer Rabbit Molasses, speaking of sweet liquids. They also grew by acquisition of other grocery brands, one of which was Vermont Maid Syrup. In addition, P&F made a variety of industrial products including the starch that is used in paper manufacturing.

That iteration of Penick and Ford Limited, Incorporated, which had been founded in New Orleans, was sold to R.J. Reynolds Tobacco Company in 1965. But in 1971, the former P&F was spun off to Univar. In 1980 it was made an official division of Univar and then spun out of that company as part of Penford, along with the Great Western Milling Company. I'll skip a few more corporate transactions to land in the present where the company is part of Ingredion, itself a successor to the Corn Products Refining Company which had owned 25 percent of the original Penick and Ford until forced to divest in 1913.

The prototype tank car pictured in the photo appears longer and with a tank of a smaller diameter than the MTL 530 body style. It's a closer match to the N Scale tank car from Micro-

Trains and I wouldn't be surprised to see it on an 065 body style at some point. While the bingo photo cited above is somewhat of a three-quarter view, I can't quite make out the gallonage capacity on the end of the car, except to note that it's four digits. Maybe the first digit is an 8?

Anyway, as we've already established, leased tank car listings in the ORER are almost useless since they don't tell us who's leasing the car when and whether paint schemes have changed. So I'll just pick the General American entry in the January 1958 Equipment Register and note that GATX 12553 falls into the a subgroup of the main series 12000 to 12999, called out because the car has AAR Designation TL, meaning a lined car.

I can also tell you that the Penick and Ford name did not disappear when the company was purchased by R.J. Reynolds in 1965. The book **Tank Car Color Guide Volume One** has a shot of GATX 81890 as of May 1976, painted completely differently but still lettered for Penick and Ford. So the ATP for this car might not be aligned with the company's complex history. I'll go for at least a ten year or so Approximate Time Period, then, but feel free to invoke Rule #1 ("It's your railroad") here.

**Z SCALE REPRINTS:** Three of the pre-ordered virtual two packs of well cars, all reprints, are expected to be available mid-month and should be at MTL dealers as you read this. UMTRR coverage of these pairs was in the June 2021 issue.

**540 00 023 and 540 00 024, \$29.90 each; Reporting Marks: BN 64306A and 64306B.**



**Gunderson Husky-Stack  
Well Cars, Burlington  
Northern.**

Red with silver details. White lettering including reporting marks on left. Blue, red and white BN herald on right. White on black double COTS panel on far right. White simulated reflective rectangles at five points along sides. Approximate Time Period: 1993 (build date) to mid-decade of the 2000s. Previous Releases: as Catalog 13002, Road Number 64094A, August 2004 (with containers), then Runner Pack #18 (994 00 018) with Road Numbers 64115A, 64115B, 64130A, and 64130B, June 2010; then Catalog Numbers 540 00 021 and 022, Road Numbers 64094C and 64094D, May 2015. Only the 023 release is shown here for illustration purposes. These are releases 8 and 9 for this item.



**540 00 043 and 540 00 044, \$29.90  
each; Reporting Marks: SP  
513400A and 513400B.**

**Gunderson Husky-Stack Well Cars, Southern Pacific.**

Red with silver details. White lettering including reporting marks on left and gothic roadname on right. White on black double COTS panel on far right. Approximate Time Period: 1992 (build date) to mid-decade of the 2000s. Previous Releases: as Catalog Number 540 00 040, Road Number 513419, May 2005 (with painted undecorated containers), then as Catalog Numbers 540 00 041 and 042 Road Numbers 513414A and 513414B, May 2010 (with decorated

containers). Only the 043 release is shown here for illustration purposes. These are releases 4 and 5 for this item.



**540 00 061 and 540 00 062, \$29.90 each; Reporting Marks: BNSF 240709A and 240709B.**

**Gunderson Husky-Stack Well Cars, Burlington Northern Santa Fe.**

Red with silver details. White lettering including circle cross herald on left and reporting marks on right. White on black double COTS panel on far right. White simulated reflective rectangles at eight points on sides. Approximate Time Period: no earlier than 1996 (BNSF merger) to at least 2007 for this specific car or as late as the present for the series. Previous Release: Road Number 240497, November 2006 (with containers). Only the 061 release is shown here for illustration purposes. These are releases 2 and 3 for this item.

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

**Z SCALE WEATHERED RELEASES:** *The following was announced on the Micro-Trains website on February 16.*



**522 44 400, \$29.95.**

**Reporting Marks: CSXT 488026.**

**50 Foot Steel Gondola, Fishbelly Sides Straight Sides, Drop Ends, CSX Transportation.**

Base car is brown with mostly yellow lettering including reporting marks on left and "CSX" logo on right, both on black patch panels. White on black COTS panel

at far right. Extensive rust and weathering effects across car except where lettered. White vertical reflective stripes at four points along bottom of side. Approximate Time Period: 2004 to 2007, plus or minus. Previous Releases: None.

Please see the commentary on the N Scale release above (105 44 800), however, note that this Z Scale release is on a body style that differs from the prototype.

*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 **February 28.***



*Targeted Delivery July 2022:*

994 05 281, \$59.95.

**Reporting Marks: BNSF 935017 and 935020.**

**BNSF/ex-ATSF Weathered Two Pack.**

Consists of two 548 series 51 foot mechanical refrigerators with rivet sides.

Consists of two 51 Foot Rivet Side Mechanical Refrigerator cars. Each car's base colors are orange with aluminum roof and blue door. Black lettering including

large circle cross on left and either large roadname on left (one side of the 935017) or "Ship and Travel" slogan on right (other side of the 935017 and both sides of the 935020). Black restenciled reporting marks on aluminum patch panel on left. The 935017 has heavy dirt effects and orange patch panels. The 935020 has extensive weathering obscuring most of the lettering. Approximate Time Period: Decade of the 2000s. Previous Releases: None.

I can mostly reprint myself here from the February 2021 release of the N Scale version of this pair... so I will. First, I'll assume that the Z Scale version will follow the N Scale version with



respect to the opposite side of the 935017. Assuming that, the question I asked in February 2021 still applies: Did someone get really mixed up at the Santa Fe's paint shop? I did not find a bingo photo to confirm this side, but there is an image of the other side of the prototype 935017. It's on

"Tom Fassett's MOW Equipment Page" ([www.trainweb.org/tomfassett/pics2/mow\\_spec.html](http://www.trainweb.org/tomfassett/pics2/mow_spec.html)). It was found in Goffs, California, circa June 2000. The car is, or was, clearly a mechanical refrigerator, though I'd peg the MTL 548 body style more towards a "stand in" for it. Its car class had been changed to Bx-204, the result of a 1979 rebuild of 34 RR-61 refrigerator cars into boxcars. These cars were used in grain service. When rebuilt in 1979 these cars received Santa Fe road numbers 280148 to 280181. The book **Santa Fe Freight Cars In Color Volume One** has images of 280160 and 280158, taken in 1979 and 1980 respectively. At that time the cars were already missing their running boards, so that's a delta to the MTL 069 body style. Removing them, plugging the holes in the roof, and touching up the weathering would be relatively simple.

The same page also has a picture of BNSF 935020 from June 2000. Meanwhile, there is a shot of that same car, looking quite forlorn in Saginaw, Texas in October 2008, posted to RRPictureArchives. It looks every bit as bad as the MTL depiction, and possibly worse with what looks like a partial cave-in of the side near the door. This car is so worn out that I can't tell whether the ends were ever black, as they were on cars of this type when new. This car can be found again on RailcarPhotos.com. As of September 2009, it was in a cut of cars in Kansas City. Its reporting marks had been crossed out, meaning that it was stricken from the roster, as even a buffer car. Next stop: likely the scrapper. I wonder if BNSF removed the conspicuity stripes first? Ah, they probably don't peel off easily.



Though not one of these two cars, also on RRPictureArchives there is also a shot of BNSF 935015, on which the original Santa Fe paint scheme can be discerned. There and on RailcarPhotos are other former Santa Fe and Burlington Northern revenue freight cars of other styles pressed into service as “rail train buffer cars.” It didn’t immediately occur to me that I needed to take this description literally: these are cars at the ends of welded rail trains. I would imagine they are there as, well, buffers, to keep stray rails from poking into locomotives or off the end of the train.

**Z SCALE SPECIAL EDITIONS:** No releases this month.

**MTL ANNOUNCEMENTS:** At the Amherst Railroad Show in Springfield, Massachusetts last month, MTL CEO Eric Smith staffed the booth. Besides the announcement of the “Rum Runner” train set pre-reviewed above, there was also a pre-production sample of the N Scale PS-2 two bay covered hopper. The placard which accompanied the model included a drawing of the car in Pennsylvania Railroad



lettering with large keystone... is that a hint of the first release? Anyway, MTL’s Facebook page had a photo of the car, which I’ve excerpted here from the overall picture. The attributes of this forthcoming release haven’t changed since the initial announcement: separate roof hatches, a fine-scale cored-through plastic walkway, 33 inch factory-installed metal wheels, proper ride height, body mounted Magne-Matic couplers with blackened trip pins, and prototypically accurate paint schemes and markings. I expect that the base color for the injection molding will not be black! It’ll probably be gray, in keeping with the typical paint job on many of these cars.

Meanwhile, MTL is making another modest foray into the HO Scale market, with a pair of loads announced for pre-orders through February 28 for targeted delivery in May. The transformer load (900 43 001, \$14.95) is similar to part of a load that was done in N Scale in 2011. It’s designed for straight and depressed center flat cars. And of course it would work as a standalone scenic item as well.



There’s also a Sugar Beet Load (900 43 002, \$12.95) that fits the Walthers HO Scale three bay hoppers directly and other rolling stock with some trimming. Tell your friends who model in “Horribly Oversize”! Wait a minute, I model in Horribly Oversize too! (I have a small switching layout here at the Main Office of UMTRR HQ.)



**DISCONTINUED ALERT:** Here I’m going to presume that the current listing of releases on MTL’s site – the basis for the Bye-Bye Board – have now calmed down enough from the listing of “clean out the closet” items put back on the site as part of their Black Friday special. As noted last time, a bunch of releases that were previously discontinued were once again made

available in limited quantities. I'm still going to tread carefully though; if I have an item as previously discontinued I won't be mentioning it here.

Well, last month's outs aren't affected. First up, to no one's surprise here at UMTRR HQ, is the Z Scale Railbox/ABOX Weathered Four Pack (994 05 270). It looks like I marked that one as gone straight away. January's N Scale items that have left the building are the Industrial Molasses Corporation tank car (065 00 246), the "The Rock" boxcar (077 00 280), and the Farmrail Center Flow (094 00 700). The Z Scale Industrial Molasses tank car is also shown as sold out (530 00 590).

Let's look at 2021. In N Scale, the Tennessee, Alabama and Gulf bay window caboose is gone (130 00 270, January), as are the Chesapeake and Ohio heavyweight baggage car (147 00 410, February) and horse car (149 00 410, March). The Nn3 Pearl Harbor Two Pack of boxcars (994 00 954, December) has shipped out. The second number of the Z Scale Pennsylvania Railroad gondola has been unloaded (522 00 392, January), and so is the first number of the CSX/Chessie PS-2 covered hopper (531 00 331, February).

Back another year to 2020: The CP Rail scale test car (121 00 140, August) is gone and by my reckoning that means that closes out the set of the seven diminutive company service cars which were pre-order items that year. The Great Northern and New York Central single window coaches (160 00 030 and 160 00 130, both April) have left the station. The Z Scale Norfolk Southern caboose is gone (535 00 440, September).

From 2019, the N Scale New York Central paired window coach has departed (145 00 110, November), the last of that body style that had been available. (For now.) The Southern Railway mail/ baggage car is gone too (148 00 330, July). The Z Scale "Canned Peas from Wisconsin" Farm to Table refrigerator car (518 00 750, June) is off the shelf, and the second number of the CSX bulkhead flat car has emptied out (527 00 182, October). From 2018, the first number of the Z Scale Western Pacific double door boxcar is sold out (506 00 231, January), as is the first number of the Oppenheimer Casing refrigerator (518 00 691, December). We round out the Discontinued Alert in 2017 with the Z Scale Great Northern Circus Car #2 (501 00 230, March).

**INCREMENTAL INFORMATION DEPARTMENT:** Sweet Liquid Series Cars #11, lettered for the Industrial Molasses Company, did make it out of the factory mid-January—and as noted above, was promptly sold out and discontinued. There is no official MTL photo of the car but no worries, we have an unofficial photo right here.



**OOPS PATROL:** Uh, George, if it's a Weathered Three Pack, like last month's N Scale one with Southern Pacific tank cars (993 05 870), it's got three, not two tank cars... Meanwhile, the reporting marks for the TTX Virtual Two Pack of Z Scale bulkhead flat cars do not start with

ICG! They are TTJX 80529 and 80597. Well, that's a different type of copy and paste error, anyway. The N Scale Sweet Liquid Tank Car #11 has catalog number 065 00 246, not 236.

**FINALLY, RED. NO, RED!** Long time UMTRR Gang Member Manfred provides us with another example of an early practice of Kadee Micro-Trains. He sent along this image of two Great Northern Stock Cars, Catalog Number 35020, Road Number 55236, released in October 1976 (at right). Note how they appear to be different shades of red? That's because they **are**. The top car is an example of the use of red colored plastic, with the white printing directly on that. The bottom car was painted red first, and then printed.



These stock cars aren't the only case in which there were "plastic" and "paint" versions of the same car. Perhaps the most divergent pair of cars is the Muncie and Western "The Ball Line" wood double sheathed boxcar release, where the yellow plastic version was quite obviously different from the yellow painted version.

Until next time, do the best you can!

Cheers,  
George

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