



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #304 – April, 2022

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Hello again everyone! The Denver and Rio Grande Western is well-represented in this month's offerings, including the April Fool's release. That may, or may not, relate to Micro-Trains' presence at the Rocky Mountain Train Show at the start of the month. There are other items to discuss this month as well, so let's get right to it...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:

[Note: If you're looking for the Seaboard System/Louisville and Nashville boxcar, Catalog Number 024 44 470, it's in the Weathered Releases section.]



092 00 501 and 092 00 502, \$32.95 each.

Reporting Marks: DRGW 10018 and 10029.

Two Bay Center Flow Covered Hoppers, Union Pacific/ex-Rio Grande.

Gray with mostly black lettering including large DRGW reporting marks on left. Small red, white and blue shield herald with black "Building America" service mark tagline on right. White on black COTS panel on far right. Horizontal orange conspicuity stripes at five points along bottom sill. Approximate Time Period: 2002 given paint scheme, or strictly speaking, 2005 and later given conspicuity stripes, to as late as the present.

Last month I had a challenge researching when the UP adopted its spartan scheme with small shield herald as shown on the virtual two-pack of Union Pacific Airslide Covered Hoppers. I'm still not completely sure that my estimate was right, although the official UP website sort of implies 1996 for the scheme's introduction, so there's another data point. No such ambiguity this time, and it's official: the UP's own website gives 2002 as the introduction of what it calls the "Service Mark Tagline" (actually it's written as SM tagline) of "Building America."

In 2019, MTL released a two-pack (993 05 590, at right) of heavily weathered Rio Grande Center Flows from this same prototype series, DRGW 10000 to 10069, built in 1974 for American Car and Foundry. I didn't note it at the time, but it certainly would have



been possible for the Union Pacific to have repainted some of these cars, since of the original 70, 47 cars remained in January 2011 and 26 in January 2018 according to the appropriate Official Railway Equipment Register (ORER). I'll tack onto that the data point of 24 cars still listed in the January 2020 ORER, so we get at least that far with respect to the Approximate Time Period. I'll hedge on this to "as late as the present."

Going back to the ORER for April 1975, we get the key dimensions: inside length 37 feet 11 inches, outside length 41 feet 7 inches, extreme height 14 feet 10 inches, and capacity 2971 cubic feet or 200,000 pounds. And, whoa, that is an entire single cubic foot capacity difference from the MTL 092 body style... however the dimensions that get you to that delta are also a little different than the Micro-Trains model.

I can get somewhat more specific on the ATP for the 10018 via two photos on RRPictureArchives.net. The car was still in the as delivered Rio Grande "Action Road" paint -- well, what was left of it-- with plenty of weathering in February 2006. By August 2011 it was in the "Building America" scheme; I'm going to guess that it was not long before the bingo photo was taken since the car looks fresh and has no weathering or graffiti. It also looked quite good in a third photo taken in February 2013. There is a single photo of the 20019 as of March 2014, with some, ahem, added decoration, which MTL has decided not to include. (And UP doesn't allow graffiti on its models anyway.) Also, RailcarPhotos also has sister car 10032 as of the last day of 2014, again in the Building America paint.



100 00 560, \$35.95.

Road Number: 01475 (will be "DRGW 01475" in UMTRR website listings).

36 Foot Steel Caboose, Offset Cupola, Rio Grande (Denver & Rio Grande Western).

Black with and yellow end rails, ladders and side grab irons. White Speed Lettering roadname below cupola and white road number with small yellow "Radio

Equipped" between yellow stripes at bottom center. Approximate Time Period: 1955 to mid-1970s.

The bingo photo for this car was taken on the Rio Grande in Salida, Colorado in 1965. The caboose was built in 1955 at the company's own Burnham Shops. It's a "stand in" given at least that there are three small rounded windows on the side we can see versus four square windows on the MTL 100 body style. It's noted in the **Rio Grande Color Guide to Freight and Passenger Equipment**, Page 98, that the yellow stripes indicated a Radio Equipped caboose. The prototype had welded sides, as the D&RGW had switched to that form of construction by the time the 1475 was built.

The better known paint scheme for these cars was the famous "Grande Gold" and silver (aluminum) paint. Jim Eager wrote to the then DRGW YahooGroup in 2008 (now on groups.io) that "the first cars to wear this [two yellow stripe] scheme were the 01450-01459 group built in

1947. The folio diagram indicates that all ten cars got radios. Several cars in the 01440-01449 and 01460-01469 series were subsequently equipped with radios and got the two stripes, while all ten of the 01470-01479 series of 1955 got radios and the two stripes. I don't know exactly when the two stripes stopped being applied to older black cars, but the next group, 01480-01489, came with radios in 1959 painted aluminum and Aspen Gold."

In addition, from the **Color Guide** we know that many 1400 series cars were eventually repainted into the "single stripe" version of the gold and silver scheme, for example the 1415 in January 1964. I guess this is a long way around saying that the black scheme as modeled here co-existed with the gold and silver, but you'd have to know the history of this specific car to tease out a reasonably accurate ATP. The build date of 1955 to the photo date of 1965 is a sure thing here. After an e-mail exchange with UMTRR Gang Member David Leasure, I've pushed that to the mid-1970s based on two things: first, a photo in the **Color Guide** of D&RGW 1475 taken in 1975, still in the "two stripe" paint, and second, David's recollection of black cabooses from around the same time. We'll have more from David a little farther on in these bytes. And of course, feel free to invoke Rule #1 ("It's Your Railroad").



106 00 016, \$28.95.

Reporting Marks: SOO LINE 67653 (will be "SOO 67653") in UMTRR website listings.

50 Foot Steel 14 Panel Gondola with Low Cover, Soo Line.

Gondola is white with black ends and red panels on far right. Cover is black. Mostly black lettering including reporting marks on left and early billboard roadname across car. White "Colormark car" with yellow "K" on red panels on right. Approximate Time Period: 1961 (build date on car) to as late as 1987.

This covered gondola represents a short series of just ten cars built for the Soo Line by Ortner. (You might know that company better for its rapid discharge hoppers, like MTL's 125 body style.) These cars carried odd numbers only from 67643 to 67661, in keeping with the Soo's practice of the time of using only even numbers for some car types and only odd numbers for other car types... except for the car types on which they used both! No, that's not confusing at all...

According to the book **Soo Line Freight Equipment and Cabooses**, published by the Soo Line Historical and Technical Society, these were the first gondolas to receive the company's new image color coding. (The book also has these cars built in 1962, not the 1961 shown on the car, so there's a contradiction here someplace.) The red panel at the right indicated specialized equipment. A photo of sister car 67659 in the above book has the same basic paint scheme but also including the slogan "Custom Equipped for Custom Service" in script lettering below the roadname. Perhaps that can be a future release. Interestingly, that same 67659 can be found online in the "Canadian Freight Railcar Gallery" as of June 1987.

Let's take a look at the July 1963 ORER to see about the specialized equipment noted by the red panel on the car. According to an end note, "Cars... are equipped with movable bulkheads and roof having three removable sections. When bulkheads are not used and stored in end of car the clear inside length is 48 feet 8 inches." That seems like a good segue to bring up the rest of the key dimensions: the inside length with the bulkheads in use was 52 feet 6 inches, the inside width was 9 feet 6 inches, inside height 4 feet 8 inches, outside length 53 feet 8 inches, and capacity 2324 cubic feet or 140,000 pounds.

As of the July 1987 Equipment Register, nine of the original ten cars were still in service. These same nine cars were transferred to the "new" Wisconsin Central when it was spun out of the Soo Line in 1987. I find them with "WC" reporting marks replacing the "SOO LINE" in the July 1989 ORER, marking the end of the Approximate Time Period for these cars.

The billboard style "SOO LINE" lettering dates back to 1950 according to the Soo Line Historical and Technical Society, but over the years, the exact style of lettering changed. Initially, the letters were more squared off, with the letter "O" looking more like a rounded rectangle than a square, as on this car. After the 1961 merger of three railroads—the original Soo Line (Minneapolis, St. Paul and Sault Saint Marie), the "original" Wisconsin Central (not to be confused with the 1987 incarnation to which these cars went), and Duluth, South Shore and Atlantic into the "New SOO," the Venus Bold style of lettering was adopted, with a circular "O" replacing the squared-off version. MTL has an example of this later lettering on its January 2011 covered hopper release (099 00 110, at right). Not all "SOO LINE"s are alike!



[The "April Fools" release Rio Grande boxcar (180 45 370) is covered in the N Scale Weathered Releases section below.]

N SCALE NEW RELEASE PASSENGER CARS:



140 00 420, \$29.95.

Road Number: 1217 (will be "UP 1217" in UMTRR website listings).

Heavyweight Railway Post Office Car, Union Pacific.

Pullman Green with black roof, ends, underframe and six-wheel trucks. Gold lettering including roadname in center of letterboard, road numbers at bottom left and right, and "United States Mail / Railway Post Office" at bottom center. Six wheel trucks. Approximate Time Period: 1909 (build date) to 1915 as numbered, or renumber and go as late as the early 1950s.

The bingo photo for this car comes from a somewhat unlikely source, but one I have used before: Protocraft, which makes a line of O Scale decals. They refer to this decoration as the "golf leaf pre-1946" scheme. The UP had two groups of these cars built by Pullman-Standard; both carried Class 60-DP-1 and were built to the Harriman Common Standard of March 1907.

(Which is a fair bit different from the MTL 140 body style, starting with the arched roof which was a main spotting feature of this design.) The first set was delivered in 1908, five cars numbered 1230 to 1234. The second set was of five more cars numbered 1217 to 1221. These were sixty foot “paper distributing” cars... well, a lot of United States Mail was and is paper, so that makes sense. Protocraft reports that “these cars remained in revenue service into the 1950s.” We don’t know whether they were ever repainted out of the as delivered scheme.

Hold on a second, though. I went to my earliest paper copy of the ORER for a lookup: that’s August 1924. The road numbers in the above description at that time were assigned to 70 foot steel coaches, not RPOs. A trip to Don Strack’s “Utah Rails” website (utahrails.net) straightens this out, and drastically limits the ATP if not applying Rule #1 (“It’s your railroad”). The as-delivered numbers were changed during the 1915 UP System Numbering program, which bumped the 1217 to 1221 series to UP 2030 to 2034. The August 1924 ORER I have shows this change, with an extra tacked on, for the group UP 2030 to 2035. The Official Register of Passenger Equipment for March 1943 shows this same group, but the January 1953 edition of the publication does not. We might also conclude from this information that the bingo image of the 1217 was a builder’s photo.



140 00 430, \$34.90.

Road Number: 9425 (will be “C&NW 1217” in UMTRR website listings).

Heavyweight Railway Post Office Car, Chicago and North Western.

Yellow sides with green letterboard at top, green roof, black underframe and six-wheel trucks. Yellow roadname across letterboard, and green road number at bottom center. Approximate Time Period: no earlier than 1955 into the 1960s.

Page 24 of the **C&NW Color Guide to Freight and Passenger Equipment Volume One** has the bingo for this car, an image taken in October 1962. It was built in 1914 by American Car and Foundry in Jeffersonville, Indiana (just across the Ohio River from Louisville, Kentucky) as their Lot 7314. The 9425 was part of the series 9425 to 9532. Between this October, 1962 shot and a picture on the previous page—I’ll come back to that—we get looks at both sides of the car this time. And both sides have six windows grouped together, differing from the 5+1 and 4+2 arrangements on the MTL 140 body style. The doors are about the right size and spacing, though, the roof is close, and the use of six-wheel trucks on this car are correct.

The second image of this car, on Page 23 of the **Color Guide**, helps us with the start of the Approximate Time Period. It’s from October 1954 and shows the 9425 in the two-tone gray and aluminum of the Union Pacific. I suppose this means that the North Western’s RPOs, or at least this one, were also in service on UP trains. 1954 is the year before the UP shifted its joint service into Chicago from the C&NW to the Milwaukee Road, and I suppose that the C&NW took to repainting its cars out of UP colors as quickly as they could starting in 1955. It’s possible that the car had the aluminum “try to read this” version of the lettering sometime between the two photo dates of October 1954 and October 1962, but evidence of that might be

difficult to procure. With Railway Post Office contracts cancelled *en masse* in 1967, and RPO service in a steady decline prior to that, I doubt that the ATP was much longer after the car's picture was taken in 1962.

N SCALE REPRINTS: Just a Moo! this time...



035 00 231, \$27.90.

Road Number: 135401 (will be preceded "PRR 135401" in UMTRR website listings). 40 Foot Despatch Stock Car, Pennsylvania Railroad.

Red oxide with white lettering including roadname and road number on left. White on black circle keystone on right. Includes simulated cattle load. Approximate Time Period: 1934 (build date) to no later than the early 1960s. Previous Releases: Road Number 135499, January 2015. This is the second release of this item.

I'll reprint myself from the August 2021 pre-order coverage of the Z Scale reprints, which, coincidentally, have also been released this month. Although there's online information that these cars were built in 1913, the actual build date for the K7A class is more like 1934. That's after the 1930 introduction of the circle keystone; prior to that the Pennsy didn't use any heralds at all on their freight cars. From "Rob's Pennsy Page" (pr.railfan.net) we see just 3 cars left in the October 1963 ORER, a drop from 117 in October 1958 and 1420 in October 1944. The series numbered 134079 to 135499 holds 1420 cars, so the group would have been at full strength since built. We get a citation of Road Number 135499 cited, credited as belonging to "Modern Locomotives and Cars 1939" which was a PRR publication. On Rob's page there's also a link to a K7 class car being used in tomato service, just in case you were wondering if stock cars did anything else besides carry livestock.

The ORER for July 1935 shows a shorter series 135190 to 135499 numbering 290-something cars (the last digit of the car count is cut off in the scan of the digital version I have). The cars are called out as being double deck, with an inside length of 40 feet 5 inches, inside width of 8 feet 10 inches, inside height of 8 feet 11 inches, outside length of 42 feet 6 inches, extreme height of 14 feet 2 inches, and capacity of 3192 cubic feet of 100,000 pounds. There's no reference to how much clearance is available within each of the two double decks; that's information that is frequently provided, and, I dare say, would have been helpful to the freight agent.

With respect to the MTL 035 body style (broken record alert: its prototype is a group of New York Central cars), on the real car there actually is somewhat of a wider slat a bit less than halfway up the side of the car; not as pronounced as on the MTL car, but still that's something. The prototype photo does reveal the floor of the top deck just above that wider slat, and it's clear that the deck is fixed in place. So in theory those cattle loaded into the car need to duck.

N SCALE WEATHERED RELEASES: Beginning this issue, I'm shifting this section up one notch in the order, to appear before the N Scale Multi-Packs. This is partially given the single

releases of the CSX Family Tree Series, which continues, and the announcement of the BNSF Family Tree Series behind it. We'll see how this change goes.



024 44 470, \$29.95.

Reporting Marks: SBD 976080.

40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side and End Ladders, Seaboard System.

#7 in the CSX Family Tree Series (pre-orders taken June 2021). Base car is blue with heavily faded yellow Louisville and Nashville lettering including large "L&N" on left. Faded black restenciled reporting marks on blue patch panel on left. Heavy weathering and rust effects. Approximate Time Period: 1992, plus or minus, based on photo evidence, but could be as early as 1986.

This item has a lowered underframe and body mounted couplers.

I noted last issue that the proportion of "Family Lines" equipment that was relettered into Seaboard System reporting marks was relatively low. I also commented last issue that the former Seaboard Coast Line boxcar (073 44 550) was in maintenance of way service when its photo was taken. The same is likely true for this model as well, particularly given the high road number. The bingo photo of the car, found on RRPictureArchives.net, also indicates that the car was in MOW service at the time.

That photo was taken in August 2009, in Salem, Indiana, a location on the Monon Railroad not too far north out of Louisville. The Monon went into the L&N in 1971, so technically it's also part of the CSX Family Tree, but I guess we'll wait to see if there is a Part Two to this series. The Monon depended on the L&N and vice versa, so the purchase of the former by the latter wasn't terribly surprising. Some, but not all, of the Monon remains under CSX today according to its system map.

Back to the boxcar in question. There's a "door thing" apparent from the bingo photo: the real car has what looks like an eight foot door while the MTL 024 body style has a six foot door. That can be addressed although matching the weathering pattern would be an interesting challenge. On the other hand, this car isn't really going anywhere anyway.

Given the limited amount of information from the photo, including the nearly wiped out paint scheme, I went to the **L&N Color Guide to Freight and Passenger Equipment** (Volume One) to see if there was anything to which I could match this car. The "Pool" marking—I think it's "AY" but it could be a different second letter—is a clue. So is the eight foot door and the spartan lettering under all that rust and grime. My best guess is that this car came from either of the 46000 to 46099 or 46800 to 46899 series, the latter of which was built by American Car

and Foundry in 1960. Both of these sets of boxcars had Damage Free loaders, which explains the faded "DF" just to the left of the door.



180 45 370, \$38.95.

Reporting Marks: D&RGW 64073.

50 Foot Boxcar, Single Door, No Running Board, Short Side and End Ladders, Rio Grande (Denver and Rio Grande Western).

Base color is orange with remnants of silver. Black ends and roof. Black lettering including "doubled" reporting marks on left and "flying" roadname on right. Faded COTS panel and U-1 wheel inspection "dot" on right. Orange horizontal conspicuity stripes at four points along car.

Heavy weathering and rust effects. Approximate Time Period: See text. This item has a lowered underframe and body mounted couplers.

This car is a bit of a double April Fool's release, for two reasons as we'll see in this guest commentary by long time UMTRR Gang Member David Leasure, including the bingo photo taken by Dave in June 2021 in Phippsburg, Colorado.



"The originally solid orange car to start was demoted to MOW and repainted into the silver MOW scheme keeping its same number. The road name and reporting marks were repainted over the silver, but not quite lining up. Over time, the silver paint faded away leaving both

sets of reporting marks and data. The wavy silver lines visible on the cars sides is faded silver residue as it ran down the car sides after rain or snow. Silver doesn't weather well, hence the double speak or stutter effect.

"As far as I know, it is now a storage shed on wheels. It has been in this location for over 19 years. It has only one tall ladder and three short ones. Look closely on the A side underneath the G in Grande, and you will a large spot. That ain't rust! It is a puncture wound! I don't know what got it, but it's fresh, as raw shiny metal still shows through on the left bottom of the hole. The hole was not there when I first photographed this car in July 2019. In June 2021, the date of my last photo, there it was!"

Thanks, Dave! D&RGW 64073 was originally part of the series 64000 to 64099, built by American Car and Foundry in August 1956. As delivered, these cars were painted in the sharp "Grande Gold" and silver with black ends and roof. The **Rio Grande Color Guide to Freight and Passenger Equipment** has a photo of sister car D&RGW 64057 in this as-built scheme. The

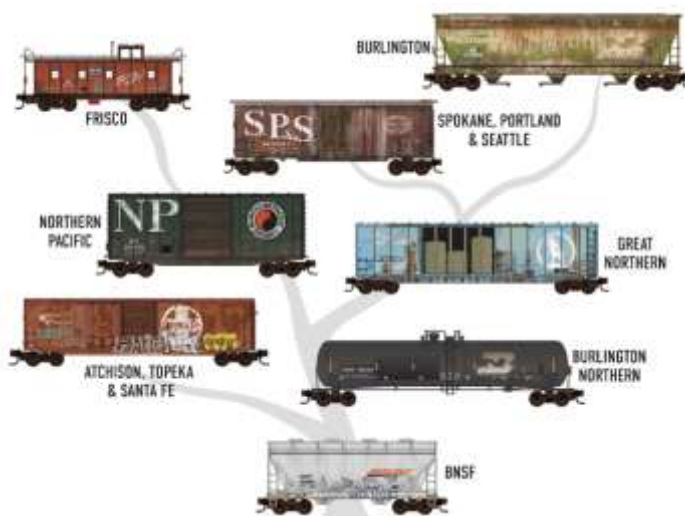
side sills on the prototype were “intermittent” or tabbed, and the door was an eight foot wide Camel type, both of which don’t match the MTL 180 body style. As can be determined from the bingo photo, the 64078 was repainted into solid orange sides at some point, and then into all silver sides, which, as we can see, didn’t last. At the time of its conversion to company service, the prefix “AX” was added to the road number; that’s still somewhat visible in the prototype photo and reproduced on the MTL model.

As far as I’m concerned, there’s a pair of April Fools here: the nearly gone silver paint revealing the doubled reporting marks is the first one, but the fact that the car has sat in one place for at least 19 years is another. So much for interchange service... or any service at all, for that matter. I suppose the Approximate Time Period could include The Present, but what’s a byte-slinger to do when the car clearly hasn’t gone anywhere for nearly two decades?



In addition to the above, the **CSX Transportation Bay Window Caboose (130 44 221, \$39.95)** with reporting marks CSXT 904077 is now available. UMTRR coverage was in the October 2021 issue. The simulation of the covered side windows is a nice touch. Remember, it’s a “shoving platform” not a caboose anymore! This car is a companion release to the CSX Family Tree Series and is technically the second release of this roadname, though an obvious “not a reprint.”

Also, the pre-order window for the **BNSF Family Tree Series** has been extended to April 30. UMTRR coverage of this series was in last month’s issue.



And now, for the usual content that appears in this section: *The following was announced on the Micro-Trains website on April 14.*



993 05 015, \$109.95.

Reporting Marks: TOE 4031, 4061, 3837.

Texas, Oklahoma and Eastern Weathered Three Pack.

Consists of three MTL 054 series 61 Foot Bulkhead Flat Cars. First two cars (4031 and 4061) are blue with mostly white lettering including reporting marks on left, white on black COTS panels on right, and yellow horizontal conspicuity stripes at six points along car. These cars have weathering including on the decks and inside of the bulkheads and paint fading effects. Third car (3837) is yellow with white reporting marks on black patch panels on left and white on black COTS panels on right. This car has

weathering including on the decks and inside of the bulkheads and paint fading and rust effects. Approximate Time Period: For the first two cars, 1980 or strictly speaking after 2005 to early decade of the 2010s; for the third car, no earlier than 1995 to late decade of the 2000s. Previous Releases: Road Number 4152, October 1988, but all of these are “not a reprints” versus that car. The individual catalog numbers are 054 44 091, 4031; 054 45 091, 4061; and 054 46 091, 3837.

The Texas, Oklahoma and Eastern Railroad is currently part of Patriot Rail, a small shortline operator based in Florida. The TOE has been paired with the DeQueen and Eastern Railroad pretty much since its inception, as both were owned by the Dierks Lumber and Coal Company. The TOE was chartered in 1910 and constructed from Valiant, Oklahoma eastward for just under 40 miles to the state line between Oklahoma and Arkansas, where it connected with the DQ&E. In the 1960s, Dierks and its railroads were sold to Weyerhaeuser. Patriot Rail picked up the TOE and DQ&E in 2010.

The series TOE 4000 to 4099 was built by Pacific Car and Foundry in late 1980 according to RailcarPhotos.com. The cars are shown as leased to the railroad by Brae. Bingos for the 4031 as of January 2006 and 4061 from June 2006 are on the site, although neither photo shows the cars with conspicuity stripes. The image of the 4061 is from overhead and gives a nice view of the weathered and beat up wood floor and inside ends. The Fallen Flags site has photos of an additional eight cars in the series, including the 4027 as of February 1982 which shows that the original color of these cars was blue.

Meanwhile, the best I could do on the third car, TOE 3837, was via RRPictureArchives with a shot of sister car 3839 as of September 2007, north of the border in Burlington, Ontario, illustrating that these cars did get around. Also on that site are images of TOE 3805, 3806, 3813, 3820 and 3827, with photo dates between 2003 and 2007. It’s pretty clear to me that the TOE was not the original owner of the 3837. My best guess is that they came from Trailer Train

given the car's yellow paint and where the patch panels are located on these cars. I didn't see any conspicuity stripes on any of these cars.

Although it's well before the time of conspicuity stripes, the ORER for April 1981 shows the group TOE 4000 to 4099 with all 100 possible cars. The inside length listed is 60 feet 6 inches, outside length 71 feet 2 inches, extreme height 14 feet 11 inches, and capacity 183,000 pounds. The description includes that the cars have end of car cushioning, which explains the more than ten foot difference between inside and outside length. This can be simulated on the MTL cars by body mounting couplers outboard of the ends, although both inside and outside lengths on the MTL 054 body style do come up a bit short versus the prototype cars.

That these cars are leased – in fact, that appears to apply to all 1107 cars on the roster at the time – is shown by the text advising that most paperwork should be sent to an address in San Francisco, which is where Brea was located. Another fun fact is that the interchange point at Valiant, Oklahoma is shown as a change to the Burlington Northern. This was formerly a connection with the Frisco (St. Louis-San Francisco), and BNSF would later spun it off to the Kiamichi Railroad.

Between the April 1995 and October 1996 Equipment Registers, the TOE added to its roster several groups of bulkhead flat cars in the 3800s, most importantly for our purposes here the group of 24 cars numbered 3823 to 3846. Their dimensions are similar to that of the 4000s described above. Jumping from there to the October 2007 ORER, we have all 24 cars in the 3823 to 3846 series and 96 of the original 100 cars in the 4000 to 4099 series. By the January 2011 Equipment Register the former group is down to six cars, which are gone no later than the October 2014 ORER, and the latter group is at 38 cars, which was down to only three in October 2014. That's where I stopped looking.



993 05 022, \$69.95.

Reporting Marks: FCP 7244 and 7265.

Ferrocarril del Pacifico Weathered Two Pack.

Consists of two 035 series 40 Foot Despatch Stock Cars. Both cars are green with yellow doors and red side ladders. Yellow lettering including reporting marks on left. White on black COTS panel on right. Light to moderate weathering. Approximate Time Period: 1961 (build date on car) or strictly speaking, 1973 (service date on cars) into the 1990s. Previous Releases: None. Individual catalog numbers are 035 44 310, 7244 and 035 45 310, 7265.

The Ferrocarril del Pacifico, or Pacific Railroad, was in existence from just 1950 to 1984, when it was absorbed into the Ferrocarriles Nacionales de Mexico (National Railways of Mexico). Its

main line stretched from Nogales, on the border with Arizona, to Guadalajara, about 1100 miles or 1779 kilometers away. The Pacific in its name is technically accurate as it touched the Pacific Ocean at Mazatlan, some 737 miles or 1186 kilometers from Nogales.

It's noted on RailcarPhotos that the series FCP 7089 to 7288 was built by CNCF Constructora Nacional de Carros de Ferrocarril (CNCF) or National Construction of Rail Cars (in English), in 1961. (And with that sentence, my spell check goes nuts.) 1961 is quite late for stock cars. The site also has a bingo for the first of the two cars in this pack, FCP 7244 as found in Nogales, Mexico in February 1974, also quite late for stock cars. The yellow door and red hardware, including the brake wheel and end ladders, are rather unusual as well. My "broken record alert" applies as the single prototype for the MTL 035 series is the New York Central's rebuild of boxcars into stock cars in 1947. And unlike that prototype, there is a placard on the left on which the reporting marks are stenciled. Another image on RailcarPhotos is of sister car FCP 7239, with white instead of yellow lettering as of March 1982.

The ORER for January 1962 shows the a different series, though: FCP 7085 to 7180, with 80 cars. They were described as "Stock, Single Deck" with inside length of 40 feet 6 inches, outside inside height 9 feet 1 inch, outside length 42 feet 3 inches, extreme height 14 feet 7 inches, door opening 6 feet and capacity 3138 cubic feet or 100,000 pounds. (On the actual car, this information is in metric, so meters and kilograms.) By the next ORER I have, July 1963, the series was almost aligned to the RailcarPhotos caption at 7085 to 7288 and had 186 cars. I note that between the two ORERs the FCP made a transition in its overall roster, purging "steel underframe" cars and reducing the total car count to 2229 from 2460.

The July 1974 ORER is the closest one I have to the bingo photo; at that time the car count of the series was 160. There were 92 cars in service as of the April 1984. It's not until between the July 1987 and July 1989 Registers that the FCP was pulled into the National Railways of Mexico listing. In the latter, the same 92 cars were shown across split number series. In April 1995 the car count was still at 90. The National Railways of Mexico were "liquidated" starting in 2001 at which point we lose the FCP reporting marks entirely. Remarkably, though, the January 2000 ORER still shows 88 stock cars on the roster, at a time when stock service by rail was gone otherwise in most if not all of North America. The remoteness of some of the territory which the FCP served may be a reason for these cars' longevity.

NSCALE MULTI-PACKS: I can confirm from online dealer postings that mid-March releases **Runner Pack #180 (993 00 180, \$109.95)** of three ADM "Molecule Logo" 54 Foot General Service Tank Cars and **Runner Pack #184 (993 00 184, \$114.95)** of three Deep Rock / DPRX 54 Foot General Service Tank Cars are available.



There was an official photo of Runner Pack #184, at left. For Runner Pack #180, there was no update to the MTL artwork on their site, and there might not be at this point. So if anyone has bought the pack and would like to share an image, we'd appreciate it!

Also, the **Gulf, Mobile and Ohio Heavyweight Five Pack (993 01 792, \$159.95)** has hit dealers after being released last month. We've got the official portrait here.

There are three mid-month multi-pack releases scheduled.



First, there's **Runner Pack #187 (993 00 187, \$109.95)** of four Southern Pacific Drop Bottom Gondolas. UMTRR coverage was in the December 2021 issue. These cars come packaged in a "foam family nest" (see MTL Announcements below). The individual catalog and road numbers are as follows: 083 51 083, 89899; 083 52 083, 89990; 083 53 083, 90171; and 083 54 083, 90198. Technically these are "not a reprint" cars.



Next in catalog number order, there's the **ATSE/UP Wing Carrier Flat Car Three Pack (993 02 182, \$104.95)**. UMTRR coverage was in the October 2021 issue. Only the MTL artwork is available at present. These cars come packaged in a "foam family nest" (see MTL

Announcements below). The individual catalog numbers and reporting marks are as follows: 045 51 600, ATSF 90949; 045 52 051; UP 57066; 045 53 051, UP 57074. This is the first release for the Santa Fe flat car and releases eight and nine for the Union Pacific flat car.

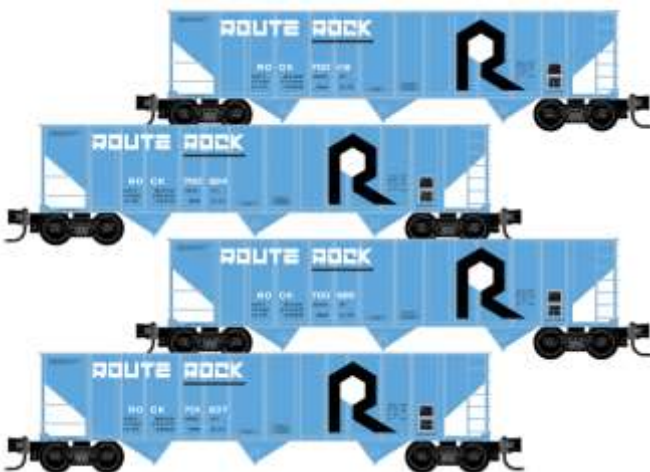


And finally there's the **Civil War Era Union Pacific Fast Freight Four Pack (993 02 291, \$104.95)**. UMTRR coverage was in the October 2021 issue. Only the MTL artwork is available at present. These cars come packaged in a "foam family nest" (see MTL Announcements below). These cars have MTL link and pin couplers, not Magne-Matic couplers. The individual catalog and road numbers are as follows: 151 51 083, Boxcar ("Fruit Car") 40413; 151 52 083, Boxcar ("Fruit Car") 40426; 152 53 081, Caboose (converted

boxcar) 2050; and 153 54 511; Flat Car 765 with stakes and simulated fruit crate load. All items have light to moderate weathering. These are the initial releases for the boxcars and caboose, but the sixth release for the flat car; the first five were in the CWE Union Pacific Log Car Set.

A bit of general incremental information with respect to one of the body styles here: the March 1969 issue of **Model Railroader** contains drawings of "Six Freight Cars of the 1860's," one of which is the United States Military Rail Roads boxcar. The drawing has more than a passing resemblance to the MTL 151 body style, including the curved roof. What we would sort of call the "outside length" was shown as 25 feet 9 inches, and what we'd call the "extreme height" was 10 feet 7 inches. Both measurements match the Micro-Trains model.

*In addition to the above, the following is in pre-order at present and is NOT currently available. Scheduled delivery is as noted below. UMTRR coverage is being provided ahead of the actual release in order to facilitate pre-order decisions; pre-orders close **April 30**.*



Targeted Release October 2022:

993 00 191, \$129.95.

Reporting Marks: ROCK 700118, 700324, 700665, 701237.

Runner Pack #191, Route Rock (Rock Island) Three Bay Open Hoppers.

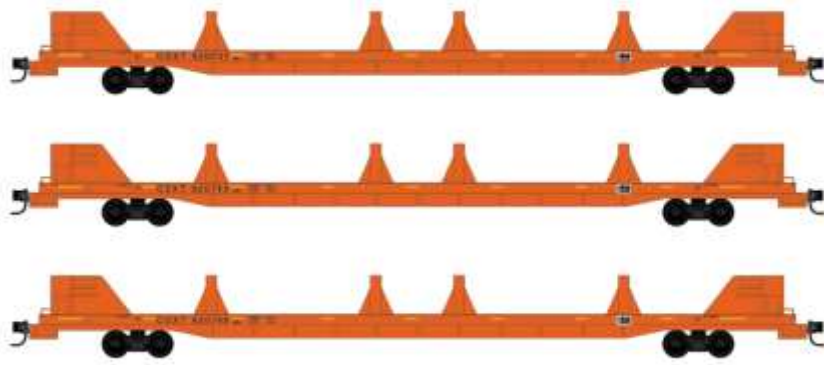
Scheduled to consist of four 108 series three bay open hoppers. Cars are blue with white reporting marks on left and "Route Rock" at top left with black underlining. Black and white stylized "R" on right. Black dimensional data. White on black double COTS panel on far right. Approximate Time

Period: 1978 to sometime past 1980. MTL artwork is preliminary; actual product may vary.

Presuming that the “New 12-78” stencil is accurate, and I have no reason to doubt that it is, we’ve got a mighty short Approximate Time Period for these hoppers. “The Rock” ceased to exist on March 31, 1980 and its listing in the Official Railway Equipment Register was dropped after that. So as The Rock’s cars, including these, were scattered to the winds – okay, to other railroads and private owners – it becomes difficult to track down where their rolling stock went. I was able to conduct some hunting, though.

But first things first. According to the **Rock Island Color Guide to Freight and Passenger Equipment**, Greenville Steel Car Company built the series ROCK 700000 to 701299 during 1978 and 1979. These 1300 hoppers had thirteen posts (fourteen panels), an outside length of 48 feet 1 inch and an extreme height of 12 feet 3 inches. These key details align with the prototype for the MTL 108 series (which is based on the Norfolk and Western H-11 class). “While not the largest hopper cars rostered on the Rock, they were close to it.” There’s a bingo photo of the 700665 on Page 73 of the **Color Guide**. On Flickr there is a shot of a whole string of these, taken in June 1978 by James Belmont, but with “The Rock” not “Route Rock” on the cars we can see. He notes, “You might not expect to see a string of 100 bright blue Rock Island coal hoppers in Provo, Utah, but from May 1978 through July 1979, a unit train operated between a coal mine at Wattis, Utah on the Utah Railway and the Union Pacific and Rock Island routes to the Union Electric coal-fired power plant at Labadie, Missouri.” Find that photo directly at www.flickr.com/photos/151089709@N08/32522663262/, and note the Utah Railway diesel in the shot as well. The photo begs the question of which cars in the group were lettered “The Rock” and which “Route Rock,” a question to which we might never know the answer.

I did some research and it appears that at least some of these cars went to the Bessemer and Lake Erie Railroad following the demise of The Rock. Following the bankruptcy of the company in March 1975 (the third time in its history it had entered bankruptcy), equipment was leased or financed, including by the Union Pacific. Repossession of this rolling stock was swift following the end of the company, and it would make sense for almost new open hoppers to be grabbed immediately. According to RailcarPhotos.com, the B&LE’s initial renumbering of ROCK 700000 to 701299 was to the group 50000 to 51299, which has room for all 1300 cars. The ORER for April 1982 shows four series which together align with this larger group: 50000 to 50299, 50300 to 50799, 50800 to 51019, and 51020 to 51299, totaling to only 492 cars at the time. Later, the cars were renumbered into the series 1000 to 1975. There are photos of BLE 1465, 1475 and 1486 on RailcarPhotos, all in basic black with minimal white lettering. Based on decal offerings from CMR Products, it looks like the “new” Wheeling and Lake Erie (formed in 1990, reporting marks “WE”) and the Buffalo and Pittsburgh picked up some of these hoppers. And on RailcarPhotos.com I see a couple of cars that went from the B&LE to the Elgin, Joliet and Eastern. The “bankruptcy blue” of The Rock is still visible on some of the panels, or perhaps it is again visible from behind black paint that didn’t last.



Targeted Release October 2022:
993 02 203, \$139.95.

Reporting Marks: CSXT 920737, 920740, 920748.

CSX 89 Foot Rail Repair Flat Car Three Pack.

Scheduled to consist of three 071 series 89 foot TOFC flat cars with rail repair holders (to be assembled and painted by the

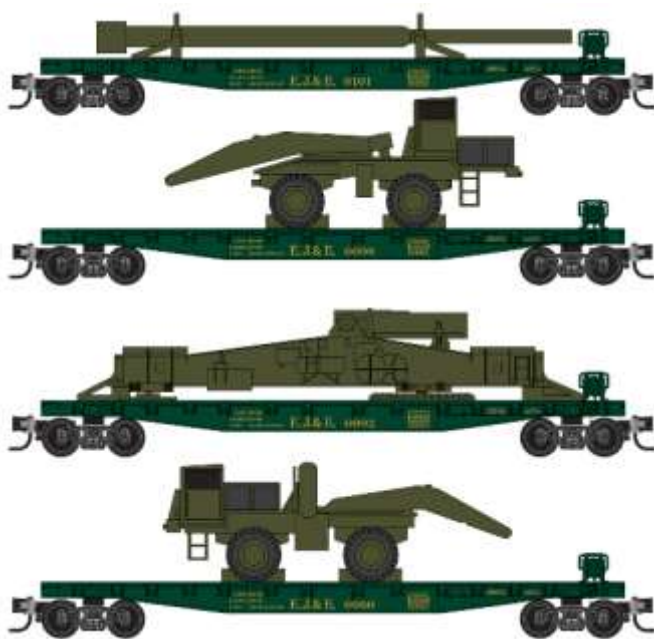
modeler). Cars are orange with black lettering including reporting marks on left. White on black COTS panel on right. Yellow horizontal conspicuity stripes at nine points along side. Load not included (see text). Approximate Time Period: at least 2013 and 2014 based on photo evidence.

The bingo photo for CSXT 920737, taken in October 2013 and posted to RRPictureArchives includes this "User Text": ex-SPSX 192198 exx-RVPR 192198 exxx-FCCM 192198 exxxx-SOO 54885 nee-TM 400236." In other words, these cars got around before landing with CSX. The AAR Designation MWF is also listed, with the caption "Used for transporting rails, ties or ballast and for storage of wrecking trucks, or gathering scraps along right of way. These cars are at times equipped with low sides, about ten or twelve inches high." Meanwhile, the User Text for CSXT 920740's image, taken in April 2014, is "ex-UPCX 930153 exx-AG 80101 exxx-CRLE 80101 exxxx-SP 520708." And the 920748 is shown as only "ex-UPCX 930186" and was found in April 2013.

I was able to find some UPCX flat cars in the same general number area as the two that went to CSX. When in the employ of Clean Harbors Environmental Services, Incorporated, which held those reporting marks, they carried specially designed waste containers. The UPCX cars shown were photographed in the mid-decade of the 2000s and came from several previous owners. Meanwhile, the "TM" in the history of the 920737 stands for Texas Mexican, which had a set of 89 foot flat cars for a short time; an example TM 400280 photographed in April 1982 and posted to RRPictureArchives. The net of what I've seen is that the appliances for rail repair were added by CSX when they acquired these cars.

When CSXT took possession of these cars is not something we can determine from ORERs; as expected, company service equipment is not called out beyond a single "Miscellaneous" line. Interestingly, the total count was 4612 in the October 2014 Equipment Register but just 2320 in the January 2020 ORER, at least suggesting that these cars could have left the roster and been dispositioned once again. However, a judicious application of Rule #1 ("It's your railroad") seems reasonable here, and my "based on photo evidence" ATP is likely too conservative anyway.

Note that this set will not come with a load, however MTL is offering a "Rail Load Three Pack" for pre-order at this time as well (499 45 961, \$17.95).



Targeted Release October 2022:

993 02 203, \$134.95.

Reporting Marks: EJ&E 6080, 6098, 6092, 6101.

EJ&E Flat Car Four Pack with Cannon Loads.

Scheduled to consist of four 045 series 50 foot flat cars with various cannon loads (to be assembled and painted by the modeler). Each car is green with yellow lettering including reporting marks in center and "Chicago Outer Belt" herald right of center (detail at right). Approximate Time Period: 1947 (build date on cars) to late 1970s. MTL artwork is preliminary; actual product may vary.



You've got to go all the way back to March 1981 for the previous release of a regular run Kadee Micro-Trains car for the Elgin, Joliet and Eastern... a boxcar in green and white (20340, Road Number 60419). It's also the only regular run release for the railroad that's been done. So a quick look at the line is in order.

The EJ&E began operations in 1888 via a merger of two connecting lines, and then expanded through acquisitions to form a ring around Chicagoland, a distance from the city proper. While this became the "Outer Belt" that gave the road its nickname, its principal business was to supply the steel industry. It was one of five companies that merged into Federal Steel in 1898, and a further merger in 1901 created United States Steel, where the railroad remained until 1988. In that year, United States Steel spun off the EJ&E and its other railroads into Transtar. Canadian National had already purchased the Duluth, Missabe and Iron Range and the Bessemer and Lake Erie from that spinoff in 2004 and added the EJ&E in 2009. The EJ&E was subsequently merged into the CN's Wisconsin Central, officially making "The J" a Fallen Flag.

"Around not through Chicago" was the road's slogan, and it was literally accurate. Its northernmost point was in Waukegan, Illinois, near the Lake Michigan shore. From there the line headed southwest to Spaulding, which was about as close as it got to Elgin. From there the line went roughly due south to Normantown, where a branch headed northwest to Aurora, and Walker, where another branch diverged further south to Coster to reach coal deposits. The main line went southeast to Joliet, then almost straight east to Dyer, Indiana. From that point it jogged east and northeast, eventually terminating at Porter, Indiana. Branches reached into the United States Steel facilities in Gary, Indiana and environs. Along the route, the EJ&E crossed every single line that went into Chicago. They kept busy! Although in later years, the company used a fleet of SD38-2 diesels (they were the initial owners of 13 of the total production of 90), the company also rostered 27 Baldwin DT-6-6-2000s, a road switcher that you're not likely to confuse with anything else.

Let's check the ORERs for the flat cars projected to be in this set. The ORER for October 1950 shows the series 6000 to 6374 with 364 cars described as "Flat, Steel Underframe" with the standard AAR Designation FM. These cars had a fifty foot "inside length" and a 50 foot 8 inch "outside length" with extreme height just over four feet and capacity of 100,000 pounds. Any question of whether this line was busy can be answered with the fact that the company operated just under 200 route miles of its own track and had another 38 ½ route miles of trackage rights, and needed 148 locomotives to do it!

Continuing through the ORERs, there were 351 cars in the July 1963 edition and 218 in the April 1970 book, of which 38 had been raised to 110,000 pounds capacity. The car count was down to 61 in the April 1976 ORER, all of which had the higher capacity. In the July 1980 Register, there were 41 cars in the shorter series 6000 to 6299, with the 6300s numbers used for other longer flat cars (some of which appear in online photos – don't be fooled!). That count was down to 35 in April 1981 and just a single car, the 6000, in April 1982.

The MTL website splash page announcing this pack shows a photo with an EJ&E flatcar that is definitely of the fishbelly variety, unlike later cars I see which are straight sided. I was able to extract the image from the soft copy PDF of the April Micro-News (at right) and it shows EJ&E 6080. (The print version of the Micro-News has an image with the entire road number.) I've been able to track down the origin of this photo from a twelve year old post on the EJEArchive group on groups.io. A participant on the group wrote: "Found a rather interesting photo on alt.binaries.pictures.rail today. Here's the description that came with it. 'January 20, 1953 - The 280-mm gun capable of firing an atomic projectile 20 miles is shown upon its arrival at Nellis Air Force Base. The weapon when assembled is 84 long, 10 feet wide. Eight flat cars were required to transport the components.'"



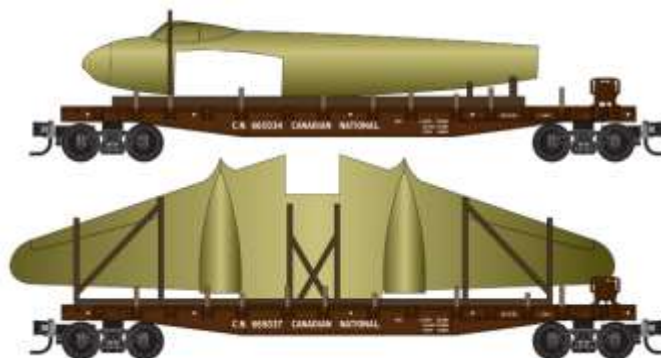
"What caught my eye is that the barrel of this large artillery piece was being carried by flat car EJ&E 6080. I guess this was a DOE photo and there were no others so I can't see [to] who the other cars belonged. Just goes to show you never know where the J may show up."

A commenter on the thread noted: "It may be a good possibility that the barrel was fabricated here in East Chicago at Blaw-Knox or maybe General American. The military moved freight under heavy security on rail. If it was shipped on that car from the builder, it most likely stayed on that car until it was delivered, which leads me to think that it was built here in the area. There is nothing special about that flat car I can see that would have been specific only to the 'J'."

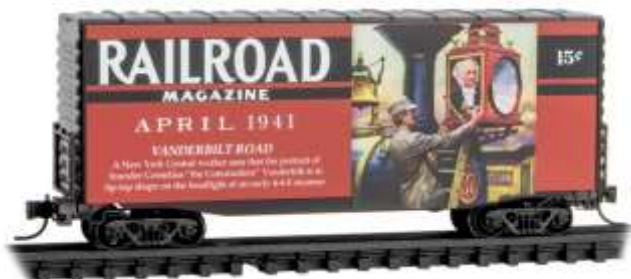
In addition, I did locate an image on the Eastern Carolina University Digital Collections website that shows a string of flat cars with military equipment. The closest to the camera is definitely an EJ&E flat car, carrying a jeep and a truck. The road number can't be determined

for sure but it looks like it might be 6013. The photo was apparently taken sometime in the 1950s.

Also, Micro-Trains released revised artwork (at right) for the **Canadian National Flat Car With Mosquito Load Two Pack (993 02 202, \$69.95)** and extended the pre-order window to April 30. The targeted release date remains August 2022. See Incremental Information below for more on the prototype.



N SCALE SPECIAL EDITION RELEASES: Car #2 in the “**Railroad Magazine Years Gone By Series**” (101 00 881, \$27.95) has been released. It features the cover of the April 1941 issue, “Vanderbilt Road.” UMTRR pre-order coverage was in the October 2021 issue. There are no pre-order announcements for Special Editions this month.



Z SCALE: Let’s start with the release of three virtual two-packs of stock cars, all of which were announced for pre-orders in August 2021 and were covered in that edition of the UMTRR. In catalog number order, they are:



Reprint:

520 00 183 and 520 00 184, \$25.95 each.

Road Numbers: 134082 and 135117 (will be preceded by “PRR” in website listings).

40 Foot Despatch Stock Cars, Pennsylvania Railroad.

Red oxide with white lettering including roadname and road number on left. White on black circle keystone on right. Includes simulated cattle load. Approximate Time Period: 1934 (build date) to no later than the early 1960s. MTL artwork is preliminary; actual product may vary. Previous Releases: Catalog Numbers 502 00 181 and 182, Road

Numbers 135453 and 135499, March 2013. These are the third and fourth releases of this item.



11116, April 2016. These are the third and fourth releases for this item.

Reprint:

520 00 203 and 520 00 204, \$25.95 each.

Reporting Marks: B&O 11137 and 11142.

40 Foot Despatch Stock Cars, Baltimore and Ohio.

Brown with white lettering including reporting marks on left and roadname on right. Arch bar trucks. Includes simulated cattle load. Approximate Time Period: 1915 (build date on car) to 1930s. MTL artwork is preliminary; actual product may vary. Previous Releases: Catalog Numbers 520 00 201 and 202, Road Numbers 11110 and



Live Stock Express cars, so there's a bit of a catalog number contradiction here.

New Release:

520 00 263 and 520 00 264, \$30.95 each.

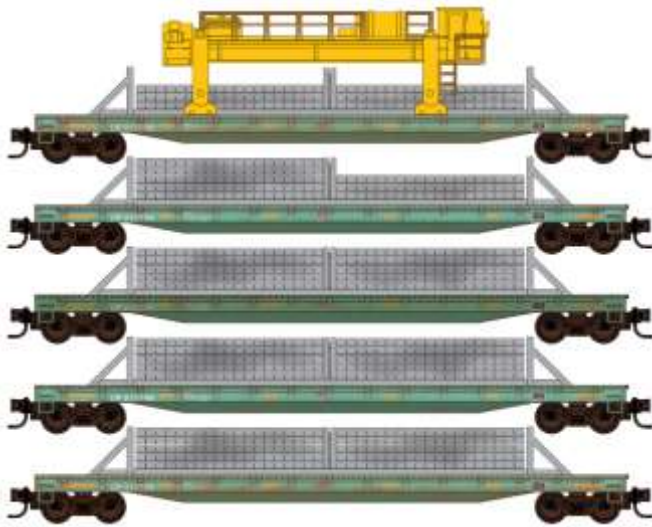
Reporting Marks: MKT 47049 and 47126.

40 Foot Despatch Stock Cars, Missouri-Kansas-Texas (Katy).

Yellow with black band on bottom of sides. Black lettering including reporting marks on left and "The Katy" roadname on right. Includes simulated sheep load. Approximate Time Period: early 1940s to late 1960s. Previous Releases: None. Note: Catalog Numbers 035 00 261 and 262 were for Swift



Also, Car #2 in the "Railroad Magazine Years Gone By Series" (502 00 640, \$27.95) which features the cover of the April 1941 issue, "Vanderbilt Road," has been released. UMTRR pre-order coverage was in the October 2021 issue.



And the **Union Pacific MOW Concrete Tie Loader Five Pack (994 02 271, \$154.95)** is expected to be available mid-month. UMTRR coverage was in the November 2021 issue. Only the MTL artwork is available at present. These cars come packaged in a “foam family nest” (see MTL Announcements below). The individual catalog and road numbers are as follows: 524 51 170, 915706; 524 52 170, 915754; 524 53 170, 915763; 524 54 170, 915768; 524 55 170, 915769.

I don't have any updates on the three sets of Gunderson Husky-Stack Well Cars (540 00 023 and 540 00 024, Burlington Northern; 540 00 043 and 540 00 044, Southern Pacific; and 540 00 061 and 540 00 062, Burlington Northern Santa Fe) which were called out as “Coming Soon” in the March Micro-News. I have not seen any online listings (including on eBay) for these cars.

There were no pre-order announcements this month.

MTL ANNOUNCEMENTS: There was a packaging change introduced with last month's Union Pacific **Union Pacific Boxcar Weathered Four Pack (993 02 002)**: instead of individual jewel boxes for each car, there was what MTL is calling a “family foam nest” to hold the cars in place inside the set's cardboard box. The UMTRR Spy Network has provided a photo of the set with this foam inner packing (at right).



An MTL dealer reposted an announcement from the folks in Talent: “Micro-Trains is now packaging our various multi packs and sets of rolling stock by utilizing a custom foam ‘family nest’ that fits inside the various sized pack boxes. This change is due to supply chain issues on materials used in our product packaging.” All of the multi-packs released this month have this “family foam nest.” Since that posting, MTL has also added a similarly worded statement to its website.

I'm aware of only modest reaction to this change so far. There was a general thread about the use of foam to package cars on one discussion board, but the distinction was quickly made between this type of foam and the spongy yellow stuff that was used in the past, particularly for HO Scale locomotives marketed by AHM and others in the 1970s (!) which eventually stuck to and ruined the products. This foam is **nothing** like that! In fact, it's been used before by MTL, including with the virtual two pack of Canadian National flat cars back in June 2013.

The Penn Central and Southern Railway flat cars released last month also had the foam packing. Meanwhile, one reader noted to me that Runner Packs are run anyway so the change away from individual jewel boxes wasn't important, while another lamented that multi-packs were no longer likely to be broken up by dealers who would then sell individual cars to modelers who didn't want the entire set. Two comments is not a statistically valid sample. I've heard nothing specific from the Collector Contingent on this, and I suppose I won't either.

DISCONTINUED ALERT: We start the outs listing with last month's Penn Central flat car (045 00 590), Canadian Pacific caboose (051 00 011, which was pre-order only), and the Runner Pack #184 of DPRX Tank Cars (993 00 184). Those are the only N Scale items which have left the building from this year. Add to that the only Z Scale item gone from this year, the Industrial Molasses Company Tank Car from January (530 00 580).

Among the 2021 N Scale releases, the Cotton Belt General Service Tank Car (110 00 510, September) has left the building and the Pearl Harbor Commemorative Flat Car (137 00 073, December) has sold out. Since my website listing contradicts itself, I'll confirm that Runner Pack #183 of four Santa Fe steel ice refrigerator cars is gone (993 00 183, October), the Dog Food Two Pack (993 02 190, October) has been devoured, and the DODX Yellow Two Pack with Humvees has shipped out (993 02 180, July). There are no new Z Scale sellouts from 2021 since last time. From there we go straight back to 2017's Z Scale Great Northern Circus Car #4 (501 00 240, May) which is outta here. I'll note that I still see in the MTL website a few items that were "found in the factory" for last year's clearance sale and became "un-sold out." My protocol on this is that once something gets the Dreaded "D" on my site's listings, it keeps that discontinued marking, unless I've clearly made a mistake.

INCREMENTAL INFORMATION DEPARTMENT:

UMTRR Gang Member Chris Martin checked in with this answer to a question I had: "You referred to the photo that Micro-Trains may have of the CN flatcar with the Mosquito load (993 02 202). I think this is it? It records the delivery of the airframe to the Calgary Air Museum in 1965.



"I'm in Australia. The Mosquito is a legendary WWII aircraft in the Commonwealth countries due to its adaptability and legendary speed. It was a private venture that was initially rejected by the British government of the time due to its retro wooden construction. Luckily someone realised its potential!"

I suppose this is more of an Oops Patrol than Incremental Information, but I neglected to mention that the components of the Union Pacific Boxcar Weathered Four Pack (993 06 002) have a lowered underframe and body mounted couplers. MTL has transitioned the steel forty foot and all fifty foot boxcars to this feature.

OOPS PATROL: I copied and pasted upward to the N Scale listing the “Railroad Magazine Years Gone By” Car #1 the Z Scale catalog number... oops. The correct number is **101 00 880**.

AND THAT WRAPS UP APRIL. Until next time, do the best you can!

Cheers,
George

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