



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report Issue #305 – May, 2022

(Not affiliated with Micro-Trains Line, Inc.)

Copyright ©2022, George J. Irwin. Reproduction prohibited. Please see legal notice at the end of this document.

Hello again everyone! Before we begin, this programming note: Colleen and I will be at the National N Scale Convention in Nashville in mid-June, so there will be a delay in the “publication” of the June 2022 issue of the UMTRR. While at the event, I’m hoping to connect with as many readers as I can, including in the “Online Modelers Meetup” from 6:30 to 7:30 PM on Wednesday, June 15 which is being brought to you by our friends at Trainboard. I’ll be doing double duty at the NNSC as both an attendee and a correspondent—and not just for these bytes, but for a well known national print magazine. If you can’t make it to the entire convention, there’s a public show and sale on Friday afternoon, June 17, and all day on Saturday, June 18, see nationalscaleconvention.com for more. Now, let’s get to the usual news and views...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



024 00 500, \$27.90.

Road Number: 503564 (will be “SOU 503564” in UMTRR Website Listings).

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

Brown with white lettering including large roadname and road number on left, split by “Gives A Green Light To Innovations”, and “Southern Serves The South” on right. Green dot in center of letter O in “Southern.” Multicolor ACI Label, white on black double COTS panel, and yellow on black U-1 wheel inspection “dot” on right. Approximate Time Period: early 1970s, or strictly speaking, 1978 given U-1 “dot” or 1979 given service date on car, to mid-1980s. This item has a lowered underframe and body mounted couplers.

The rather large series numbered 501500 to 504162 consisted of a variety of rebuilt boxcars from the Southern and the Central of Georgia. According to the **Southern Railway Color Guide to Freight and Passenger Equipment**, the rebuild program was in 1954. Certainly they’ve been reworked at least one additional time to remove the running board and shorten the ladders. The example photo from the series in the **Color Guide** is on Page 38: the 501601 as of October 1978. It was built in 1947 and wouldn’t have had the same road number when delivered. The bingo photo is online, though: it’s on George Elwood’s “Fallen Flags” site (www.rr-fallenflags.org). The car was found in Totowa, New Jersey in March 1980. The bottom sill on this car is pretty close to that on the Micro-Trains model. I note this because the sill on the 501601 as shown in the **Color Guide** isn’t the same. A variety of boxcars, to be sure.

What might have been part of the original rebuild, though, was the conversion to eight foot wide doors... meaning we have a “door thing” here as the MTL 024 body style has six foot doors. Addressing that delta won’t be as simple as usual (and it is usually a relatively simple change) as the lettering is hard up against the left side of the door on both model and prototype.

The Official Railway Equipment Register (ORER) for July 1980 is close to both the bingo photo date and the March 1979 service date on the car as photographed. We find the large series referenced in the Color Guide divided into smaller groups, including 503300 to 503869 which includes the 503564. There were 103 cars in the series at the time, described as simply “Box” with the basic boxcar AAR Designation XM. The inside length was 40 feet 6 inches, inside width 9 feet 2 inches, inside height 10 feet 3 inches, outside length 44 feet 7 inches, extreme height 15 feet, door opening 8 feet, and capacity 3833 cubic feet or 110,000 pounds.

Working backwards through the ORER stash, there were 275 cars in the group in the July 1974 Register. There was a smaller series in the October 1972 ORER, 503300 to 503499 with 171 cars, which wouldn’t have included the 503564. That certainly helps with the start of the Approximate Time Period. Don’t forget that U-1 dot, though, and that it sets the “strictly speaking” ATP at March 1978 or later. Moving forward again in the ORERs, there are just seven left in the group as of April 1985, which is where I stopped looking.



024 00 510, \$27.90.

Reporting Marks: CN 428048.

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

Brown with mostly white lettering including roadname (English one side, French other

side) and reporting marks on left, and large “wet noodle” herald on right. Yellow “wheat” device left of door. White on black double COTS panel on far right. Approximate Time Period: 1980 to 1998. This item has a lowered underframe and body mounted couplers.

Yes, this paint scheme has been done before, but no, not on this body style. (It was done in Z Scale in November 2020, Catalog Number 503 00 211.) Three cars with the stylized “wheat” symbol were released in March 1986 (at right), December 1990 and June 1998 all with catalog number 20550, and all with the running board and full ladders. This new release illustrates the removal of said running board and chopping down of said ladders, and the lowering of the brake wheel as well. The road numbers of those previous three releases were in the same general group though: 428687, 428650, and 428389 respectively.



That general group consisted of 1980 rebuilds of CN boxcars built from 1945 to 1953 by four different builders, as noted on the “Canadian Freight Cars” site (www.nakina.net) from Ian

Cranstone. He has a large group 428442 to 428649 and a smaller set 428650 to 428699. The 1980 rebuild date for all of these cars suggests to me that the earlier Kadee / Micro-Trains runs (that is, the Catalog Number 20550s) should not have had running boards so this new release should be more accurate versus the prototype. Cranstone has a large ORER accumulation and his research has the large series lasting through the April 1996 issue and the smaller group through the October 1995 issue. We'll take it. The general dimensions for these cars include a 40 foot 6 inch inside length, 10 foot or 10 foot 6 inch inside height, and 6 foot door opening. Because these came from no less than sixteen different groups of boxcars, the actual dimensions may vary from car to car. It's noted in the **Canadian National Color Guide to Freight and Passenger Equipment Volume Two** that CN acquired 19,215 forty foot boxcars between 1937 and 1946—and that's mostly before the cars that were rebuilt in 1980 were purchased. Photos of the general series online indicate that the cars had Superior or Youngstown type doors. In some cases, the ladders were still full height and the brake wheels were still at the top of the sides, although the running boards were gone.

The bingo photo for this car is on Page 19 on Volume Two A of the series **Canadian Rail Car Pictorial**. The 428048, with the French version of the roadname, was found in July 1980 in Edmonton, Alberta. The bottom sill on the car doesn't quite align with that on the MTL model, as the car had some additional reinforcement. It's also noted that the "A" end ladders were cut down, which leaves the possibility that the "B" end ladders weren't. The caption accompanying the car also calls out the use of the "Red Number 12" shade of mineral brown paint, which had become the CN's standard for cars of this type in 1968. As with other cars rebuilt for grain service on light density branch lines, the very small wording below the wheat leaf reads, in both English and French, that the car was "Repaired with Financial Contribution from the Government of Canada."



054 00 300, \$28.90.

Reporting Marks: B&O 9324.

62 Foot Bulkhead Flat Car, Baltimore and Ohio / Chessie System.

Black with yellow lettering including reporting marks on far left and "Chessie

System" roadname with "Ches-C" logo in place of the "C" in center. White on black COTS panels on right. Approximate Time Period: no earlier than 1973, or 1977 based on service date on car, to early 1990s.

In 1964, the Baltimore and Ohio assembled a set of freight car kits—yes, really!—which were supplied by Thrall to the railroad. The kit builds were conducted at the B&O's DuBois, Pennsylvania shops. The result was the line's F-25 class, numbered 9300 to 9349. There's a photo of B&O 9313, loaded with aluminum slabs, on Page 43 of the **Color Guide**. There is also a photo of B&O 9304 from the same series on the Fallen Flags site. It's at an unknown location in February 1977. In this photo, a rather unusual feature of this car—unusual to me, anyway—is the presence of steel ribs laid perpendicular to the length of the car. According to the caption in the **Color Guide**, "these ribs provided room for lift forks, non-slip cribbing and served as a convenient and secure location for tie-downs as well." I don't know if these

ribs were permanently attached. I can also see from the two photos that the car's sides and bulkheads look different than the MTL 054 body style. As with the plain flat car released in February, the use of the "Ches-C" herald to replace the "C" in "Chessie" is prototypical.

The ORER for October 1976 shows the series B&O 9300 to 9349 with 49 out of the possible 50 cars still in service. They are described as "Flat, Steel, Cushioning Devices, Bulkheads, Chains (Packaged Lumber), Tie Downs, Stakes" with the AAR Designation FBS which aligns with bulkhead flat cars. The inside length listed is 58 feet 6 inches, inside height 10 feet 5 inches, outside length 67 feet 10 inches, extreme height 14 feet 11 inches, and capacity 180,000 pounds. The cushioning noted in the description likely explains the rather large difference between the inside and outside lengths, though the width of the bulkheads also accounts for some of this as well. Ten years later in the October 1986 Equipment Register, there were a total of 45 cars in seven subsets based on slightly different weight capacities. Also, the outside length was raised to 69 feet even. Four cars were left in the October 1991 ORER under the CSX Transportation registration, and three in the July 1992 Register. They were all gone no later than April 1995.



054 00 320, \$28.90.

Reporting Marks: MILW 62192.

62 Foot Bulkhead Flat Car, Milwaukee Road.

Yellow with black lettering including reporting marks on left. White on black

builder information on far left. COTS panels on right. Approximate Time Period: 1976 (build date on car) to early 1990s. Note: This item is being reported as being already sold out and discontinued.

The bingo photo for this car is on Page 121 of the **Milwaukee Road Color Guide to Freight and Passenger Equipment Volume Two**. But we've got an "oops" in the caption, which shows the series to which it belongs as being MILW 62050 to 62159. No, that's not right! The **Color Guide** has a build date of 1974 for these and a note that they were the last bulkhead flat cars purchased by the railroad—which doesn't seem right either. The Micro-Trains car carries a build date of August 1976. So does MILW 62151, captured in glorious black and white in June 1977 and posted to Fallen Flags. A quick check of the "MILW" group on groups.io showed a post indicating that the caption in the **Color Guide** is indeed incorrect.

The ORER for October 1976 might help straighten things out. There was a series MILW 62050 to 62159, but there was also a group numbered 62150 to 62249. That second group was marked as "Change From Previous Issue"—which would be July 1976, which I don't have. I do have the April 1976 ORER though and only the first group is shown there. So the second group arrived between those two Equipment Register dates, April and October 1976, and how's that for narrowing down the start of the Approximate Time Period? Well, George, you could have just looked at the build date of July 1976 on the MTL model... Anyway, these cars were described as "Flat, Permanent End Bulkheads, 10 Inch End of Car Cushioning, Nailable Steel Floors. The inside length shown was 56 feet 8 inches, inside height 11 feet

even, outside length 65 feet 10 inches, extreme height 14 feet 6 inches, and capacity 184,000 pounds. And having just arrived, all 100 were in service at the time.

The last ORER I have chronologically with the Milwaukee Road as an independent operation is from April 1985. A total of 99 of the original 100 cars were listed in that issue. The Soo Line took over the Milwaukee on the first day of 1986. While they were conveyed to the Soo Line, all of the cars were gone from the roster, or at least had the reporting marks changed from MILW, by no later than October 1993.



094 00 710, \$32.95.

Reporting Marks: SBD 247210.

Three Bay Center Flow with Trough Hatches, Seaboard System.

Beige with black lettering including large reporting marks on left and large herald and roadname on right. White on black

COTS panel at bottom right. Approximate Time Period: no earlier than 1982, or 1984 given service date on car, to mid-1990s.

We go to Fallen Flags (rr-fallenflags.org) for the prototype photo of this car, taken in Cincinnati in May 1988... and to me it seems more gray than beige. However, the previous car in the series, SBD 247209, is also on Fallen Flags as of September 1985... and it definitely looks more beige than gray. And that's what I observed checking through the admittedly few examples online of Seaboard System Center Flows: some looked beige, others looked gray. Throw in how colors can look different under different lighting conditions, add weathering and fading, and the result is... inconclusive. I find it rather hard to believe that adjacent cars would have been painted different colors—the 247209 beige and the 247210 gray, really? I'm going to further surmise that Micro-Trains has a prototype photo of the 247210 other than the one available on Fallen Flags, and the photo they have is more definitive as to the body color than the one I found.

RailcarPhotos.com shows that the 247210 was in the series SBD 247036 to 247215, later CSXT with the same numbers. These were from the Louisville and Nashville series 241250 to 241449 built by American Car & Foundry as their Lot 11-01278 in March 1973. These were 4600 cubic foot cars, a little smaller in capacity than the CF4650 cars that are the basis for the MTL 094 body style. The **Louisville and Nashville Color Guide to Freight and Passenger Equipment** (Volume One), Page 122, has an example: L&N 241330, among the last Center Flows delivered in the railroad's blue with yellow lettering. The ORER for October 1986 shows 75 cars in the SBD series and 80 cars in the L&N series. The key dimensions were: inside length 53 feet 5 inches, outside length 58 feet 1 inch, extreme height 15 feet 1 inch, and weight capacity 198,000 pounds, plus or minus in a few subseries. In the April 1995 Register, under the CSXT listing, there were just eight cars remaining with SBD reporting marks, including the 247210 in its own entry. No word on what color it was. And there were still six cars in the original L&N reporting marks.

As noted back in March, the Seaboard System was described in Wikipedia as a “temporary railroad” meant as a transition into CSX, and existed only from December 29, 1982 to July 1, 1986, when the Seaboard System was renamed CSX Transportation. Cars marked SBD lasted longer than that, of course. The company was technically already a “Fallen Flag” when the photo of the 247210 that’s on Fallen Flags was taken.

[Note: If you’re looking for the CSXT/Seaboard System boxcar, Catalog Number 180 44 330, it’s in the Weathered Releases section.]



181 00 230, \$30.95.

Reporting Marks: PC 153359.

50 Foot Steel Boxcar, Plug Door, No Running Board, Short Ladders, Penn Central.

Green (the PC’s “Deepwater Green”) with mostly white lettering including roadname and reporting marks on left, large herald on right, and car class at far bottom right. Black on yellow return instructions sideboard left of door. Multicolor ACI Label on far right, white on black double COTS panel on right above dimensional data, and yellow on black U-1 wheel inspection “dot” on right. Approximate Time Period: no earlier than 1971, or 1978 given U-1 “dot,” to early 1980s. This item has a lowered underframe and body mounted couplers.

The X53A class at the bottom right of the car is noted by MTL in its car copy. Since that’s a former Pennsylvania Railroad categorization, let’s start with a look at “Rob’s Pennsy Page” (pr.railfan.net). There’s not much there: a couple of ORER car counts, and the original series numbering, PRR 608950 to 609249. And there is a citation of in-print images, including two in PRR colors and the bingo photo to this car on Page 35 of the **Penn Central Color Guide to Freight and Passenger Equipment**.

So let’s go to the **Color Guide**. Other than a small quibble with where the return instructions were placed, the Micro-Trains decoration matches the prototype image. A somewhat larger quibble is that the prototype car had straight bottom sills. It’s noted in the caption that these cars “were the first example of all cross bearer construction (versus cross ties between bearers) making for an extremely strong floor; some were known to be in coil steel service!” It’s also noted that this particular car was repainted into PC colors in 1971. That probably means the ACI label was added then, with the COTS panels and U-1 dot to follow later, in that order. That last detail puts the “strictly speaking” Approximate Time Period after the start of Conrail. Get out your lettering removal of choice if you’d like to backdate this car.

Despite that, it’s worth a look at the October 1972 ORER—after all, it’s only the “strictly speaking” ATP that starts in March 1978. The series PC 153525 to 153824 was described as just “Box, Steel” with the AAR Designation XM. The inside length was 50 feet even, inside width 9 feet 3 inches, inside height 10 feet 6 inches, outside length 54 feet, extreme height 15 feet 1 inch, door opening 8 feet, and capacity 4873 cubic feet or 135,000 pounds. The car count at the time was 136, including two exceptions in the X53C class. In that same October

1972 listing there were still 147 cars in Pennsylvania Railroad markings. (The **PRR Color Guide to Freight and Passenger Equipment** (Volume One) includes two images of the X53a cars when in their original shadow keystone decoration. The 609023 and 609247 are shown, the latter as found in Altoona, Pennsylvania, not far from the Samuel Rea shops where they were built by the Pennsy.)

Moving to the coming of Conrail in April 1976, 153 X53A and 79 X53C cars in the number series were transferred from the Penn Central roster. I don't know the difference between the X53A and X53C cars, and a casual search didn't locate anything. The car count was 131 and 78 respectively in the January 1978 Register, the closest I have to the start of the use of the U-1 "dots." By April 1984 that was all the way down to a total of six cars. That's good enough for a call to the end of the ATP.



181 00 810, \$30.95.

Reporting Marks: SFRB 6320.

50 Foot Steel Boxcar, Plug Door, No Running Board, Short Ladders, Santa Fe.

Brown with orange door. White lettering including reporting marks and large circle cross on left, large Cooper Black roadname

on right, and car class RR-58 at bottom right. Black lettering including "DF / Insulated" on door. White on black double COTS panel and multicolor ACI label on right. Six white simulated reflective rectangles along bottom of sides. Approximate Time Period: early 1970s (1974 service date on car) to early 1980s. This item has a lowered underframe and body mounted couplers.

There was no need to petition customers to Ship and Travel Santa Fe after Amtrak assumed the company's passenger service in 1971, so the AT&SF started using the large Santa Fe roadname in place of the slogan around then. Then the Santa Fe had less need for cars in their RR-58 class, so...

But let's not get too far ahead of ourselves. These cars were built in 1956 by American Car and Foundry. As with many plug door boxcars, they were given the refrigerator car classification RBL and the railroad's class RR-58. Moving more to the time of this paint scheme, though, the ORER for October 1972 has the series 6300 to 6399 with 95 cars described as "SFRB Refrigerator, DF Loader" and these dimensions: inside length 50 feet 1 inch, inside width 9 feet 2 inches, inside height 9 feet 6 inches, outside length 54 feet 4 inches, extreme length 15 feet 1 inch, door opening 7 feet 7 inches, and capacity 4378 cubic feet or 95,000 pounds.

In the July 1980 Equipment Register, 42 cars are left in the group, but they are all gone by the April 1984 ORER. But they were not actually "gone" although the ATP had ended for this model. They were instead rebuilt by that date into the Santa Fe's boxcar class Bx-186. According to **Santa Fe Freight In Color The Series Volume One**, 95 cars were redone and

put into the series ATSF 55273 to 55367. The Bx-186 class had other former RR class cars in it as well.

The bingo photo, with an approximate date of December 1975, can be found on RailcarPhotos.com. If you're counting rivets, they are there, versus welded sides on the MTL 181 body style. There is a "reverse door thing" here as well as the prototype's door opening was narrower than what's on the model. On a plug door car, that's usually a little harder to discern than with a sliding door, but this time, with the orange door, it's a little easier to see.

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

N SCALE WEATHERED RELEASES:



180 44 330, \$30.95.

Reporting Marks: CSXT 120067.

50 Foot Steel Boxcar, Single 10 Foot Door, No Running Board, Short Ladders, Seaboard System/CSX Transportation.

#8 in the CSX Family Tree Series (pre-orders taken June 2021). Black with mostly yellow lettering including roadname and reporting marks (with restenciled "CSXT" over "SBD." Yellow and red stylized "S" herald on right. White on black COTS panel at bottom right. Light to moderate weathering and

fading effects. Approximate Time Period: No earlier than 1995 to 1999 as restenciled, see text. This item has a lowered underframe and body mounted couplers.

Here's something interesting I read while researching the early years of CSX: one thought was to keep the SBD and C&O reporting marks for the merged company, instead of uniting under one set (well, eventually). I wonder how that would have turned out. But no, that didn't happen, and so we have this example of the CSXT reporting marks being used right over the previous SBD lettering, with everything else kept intact.

As far as bingos go, well, this isn't that close: SBD 120127 is sixty road numbers away from 120067. It was found in the storage line at Waycross, Georgia in October 1998. It's noted in the caption, on RRPictureArchives where the photo is posted, that it was eventually scrapped, presumably without ever being retuned to revenue service and almost certainly not given CSXT reporting marks before that.

But maybe that's enough to start with. The April 1985 Equipment Register shows the series SBD 120067 to 120141, which includes both the road number MTL chose – in fact, it's the first number – and the road number I found in the photo on RRPictureArchives. There were only

eight cars in the series at the time, however. They were described as “Box, Steel, 25K, Truck Centers 41 Feet 1 Inch” with AAR Designation XL. The inside length was 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 55 feet 7 inches, extreme height 14 feet 10 inches, door opening 9 feet (a “reverse door thing” here as the MTL 180 body style has a 10 foot door), and capacity 4900 cubic feet or 154,000 pounds.

In the July 1987 ORER, the car count was up to all of 19 cars, showing that perhaps there was still some repainting, or at least relettering, up to that point. In July 1989 there were 13 cars remaining. However, there is no corresponding CSXT series with the same road numbers... yet. In the October 1991 ORER, there is exactly one car that looks like it was crossed over from the SBD series, CSXT 120126. But there’s only seven cars left in that SBD series.

Fortunately, I have a fair number of ORERs from the 1990s. The July 1992 edition still has CSXT 120126 but the SBD series is down another car to just six. The same counts hold in the October 1993 Register. Finally! In the April 1995 ORER, there it is, CSXT 120067, showing that yes, the SBD car with that same number was finally remarked. Meanwhile, only three cars in the group remained with SBD markings. This felt like some sort of suspense movie to me, which just proves that I look at things just a bit too strangely, perhaps. Anyway, the last ORER I have in which CSXT 120067 appears is April 1999; it just misses making it to the year 2000 as it's not shown in the January 2000 Register. It also appears to have been the last survivor of whatever group of boxcars this was from a CSX component. Figuring out exactly what series that might have been is something I’ll leave to the reader.

And now, for the usual content that appears in this section: *The following was announced on the Micro-Trains website on May 12 for shipment beginning May 17.*



993 05 018, \$99.95, with Family Foam Nest packaging.

983 05 018, \$111.95, with Jewel Box packaging.

Reporting Marks: KCS 116794, 117251, 117452.

Kansas City Southern Weathered Three Pack.

Consists of three MTL 027 series 50 foot exterior post plug door boxcars. Base color is brown with white lettering including large reporting marks on left. Yellow conspicuity stripes at various points along cars (different pattern on each car). Each car has light to moderate weathering. The 116794 has a partially patched roof and patch panels over multicolor graffiti on one side. The 117251 has small white scrawl graffiti on one side. The 117452 has multicolor graffiti either side of door on one side.

Approximate Time Period: 1977 (build date), or 2005 and later given conspicuity stripes, to late decade of the 2010s. Previous Releases: Road Number 117307, July 1990, but all of these are “not a reprints” versus that car. The individual catalog

numbers are 027 51 192, 116794; 027 52 192, 117251; and 027 53 192, 117452. These items have lowered underframes and body mounted couplers.

According to Railcarphotos.com, the series KCS 116009 to 117994 was built in 1977 by American Car and Foundry. Before you say, wow, that is a large series of cars, I'll note that at the time the KCS was using a system with the sixth digit of the road number being a check digit. That sixth digit was a "check" to confirm that the road number was entered correctly in computer tracking systems. The typical operational definition of this feature (thanks, Wikipedians): "A check digit is a form of redundancy check used for error detection on identification numbers, such as bank account numbers, which are used in an application where they will at least sometimes be input manually." The "real" series was 11600 to 11799, of 200 cars. I have no idea how they came up with the algorithm for the check digit, though. Yes, I have thought about this, and yes, I am just the other side of Geekdom from Wil Wheaton. (Look him up, non-Star Trek fans.)

Anyway, the ORER for January 1978 shows the series KCS 116009 to 117994, described as "Box, Axle Spacing 5 Feet 10 Inches, Truck Spacing 40 Feet 10 Inches, 60K" with the AAR Designation XM. The inside length given was 50 feet 6 inches, inside width 9 feet 6 inches, inside height 11 feet 2 inches, outside length 58 feet 1 inch, extreme height 15 feet 6 inches, door opening 10 feet, and capacity 5357 cubic feet or 200,000 pounds. These dimensions are not quite aligned with the FMC 5077 cubic foot car on which the MTL 027 body style is based; in one word or less, the prototype is larger. The year after conspicuity stripes were introduced, the series had dropped a bit from its starting 200 cars to 176 as of the January 2006 Equipment Register. A car count of 165 in the January 2018 Register dropped to just a single car in the October 2020 ORER, and so much for an ATP "to present."

Unless it was rebuilt after its photo was taken sometime in the 1990s, the 117251 is not going anywhere fast. It was found after a wreck with one of its sides torn open, its roof missing and a coupler torn off. That image is on RRPictureArchives. And that's all I have with respect to bingo photos. The most recent photo I found of any car in the group was on the Canadian Freight Railcar Gallery: KCS 117021 as of July 2015. There are plenty of photos of other cars in this series to be had online, however.



993 05 026, \$64.95, with Family Foam Nest packaging.

983 05 026, \$73.95, with Jewel Box packaging.

Reporting Marks: SCL 993642 and 993606. Seaboard Coast Line/ex-FGE Weathered Two Pack.

Consists of two 181 series 50 Foot Steel Boxcars, Plug Door, No Running Board, Short Ladders. Yellow with mostly black lettering including "FGE" logo and reporting marks on left, and large "Solid

Gold" logo on right. White on black COTS panel at bottom right. Light to moderate weathering particularly on bottom of sides and roof. Approximate Time Period: early 1980s (probably 1982, see text) to mid-1990s. Previous Releases: None. Individual catalog numbers are 181 44 240, 993642 and 181 45 240, 993606. This item has lowered underframes and body mounted couplers.

After the wipeout on bingo photos for the last Weathered Pack, let's go right to a match to SCL 993642 on RailcarPhotos.com. The car was found in Millville, New Jersey in April 1993. It's noted that the car was part of the SCL series 993620-993644, built by Fruit Growers Express, refurbished by FGE, renumbered and repainted into the Solid Gold scheme. That short set of cars doesn't include the other road number MTL has in this two pack, 993606. We'll come back to that in a moment, but we do have a bingo photo of that car on Fallen Flags, caught in Nashville, Tennessee at an unspecified date. This photo is somewhat overexposed so viewing details is difficult, but it's the car that Micro-Trains has modeled here. If you're counting rivets, though, they are on these cars, versus the welded sides on the MTL 181 body style. Weathering of those seams does seem to make this less obvious, if you could call 1:160 sized rivets "obvious" anyway.

The series into which either of these cars falls does not appear in the ORER for April 1982, the last one in which the Seaboard Coast Line officially appears. The next Equipment Register I have is from April 1984 and by then we've got the Seaboard System, which was officially created on January 1, 1983. In that April 1984 ORER, there are a number of entries for "refrigerator" cars that weren't present in the April 1982 ORER. Among them are two series in which we're most interested: SCL 993460 to 993619, with 151 cars, and SCL 993620 to 993644, with 22 cars. The dimensions between these two sets of cars are a bit different, but reduced to N Scale would be difficult to discern. Both sets of cars have cushion underframes, two piece movable bulkheads, and capacity of 138,000 pounds for all but three cars.

On RRPictureArchives there's a photo of SCL 993593 in the "Solid Gold" paint scheme as of October 1982, way off SCL rails in Colton, California. Its condition in this image suggests a very recent repaint. October 1982 is before January 1983, so the relettering from FGE to SCL, not the SBD of the Seaboard System, would still be appropriate... barely. But it still counts!

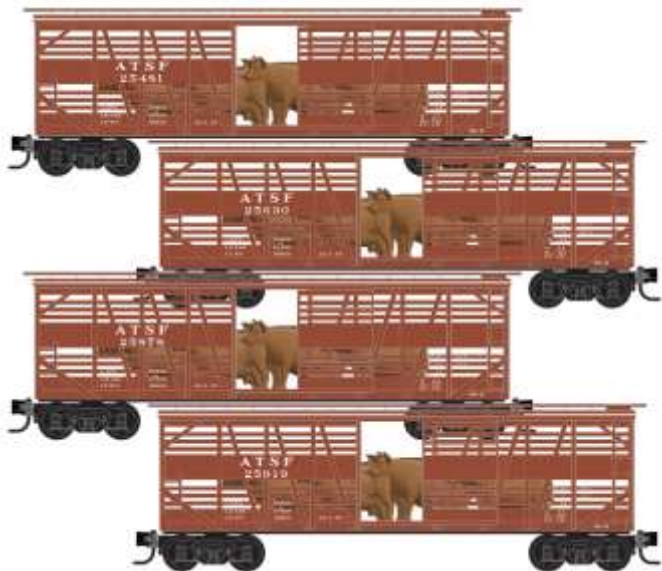
Eleven years later in the April 1995 ORER, the CSX Transportation entry shows a larger series, SCL 993082 to 993658, with a mix and match of various RBL (Refrigerator) type cars in subgroups, adding up to just 21 total cars. It's probably safe to call the Approximate Time Period at around that point. It's also possible that these cars were formally moved into the CSXT roster, though if they were, it would not have been in the same number series.

You might be asking how the SCL got hold of former Fruit Growers Express cars in the first place. Back in 1919 when the Armour Refrigerator Line was found to be unfairly competing by the Federal Trade Commission and was forced to break up, SCL predecessor Atlantic Coast Line was among the first of four railroad partners to take it over as Fruit Growers Express. (The other three: the Baltimore and Ohio, the Pennsylvania Railroad and the

Southern Railway). So there was a tie between what became the SCL and FGE from the start. The Fruit Growers Express company still exists as a subsidiary of CSX.



N SCALE MULTI-PACKS: I can confirm from online dealer postings that the **ATSF/UP Wing Carrier Flat Car Three Pack (993 02 182, \$104.95)**, which was scheduled for release in the middle of last month is now available. No official images of the set are available yet.



Runner Pack #188 (993 00 188, \$104.95) of four Santa Fe despatch stock cars with cattle loads is scheduled to be available mid-month. UMTRR coverage was in the January 2022 issue. This set is packaged in the Foam Family Nest. The individual catalog and road numbers are as follows: 035 51 188, 25481; 035 52 188, 25630; 035 53 188, 25878; 035 54 188, 25919. These are the first through fourth releases of this item, which differs from previous Kadee/Micro-Trains Santa Fe stock car releases.

*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 **May 31**.*



Targeted Release November 2022:

993 00 192, \$124.95.

Reporting Marks: BNSF 727864, 727887, 727915, 727921.

Runner Pack #192, Burlington Northern Santa Fe 50 Foot Exterior Post Boxcars with Single Superior Door.

Cars are mineral red (brown) with mostly white lettering including reporting marks on left and very small BNSF circle cross herald at top right. Orange horizontal conspicuity stripes at six points along bottom of side. White on black COTS panel at bottom right. Approximate Time Period: after 2005 given conspicuity stripes to as late

as the present. Items will have a lowered underframe and body mounted couplers. This set is scheduled to be packed in the Foam Family Nest. Previous Release: see text.

Is it or is it “not a reprint”? I’ll show the single car release from September 2011 (Catalog Number 025 00 740, Road Number 727874) and conclude that it is a “not a reprint” given the position of the conspicuity stripes. Not exactly a dramatic difference in terms of the paint scheme. But wait, there’s more... these cars will have the lowered underframe and body mounted couplers, and won’t come with an interior load. This all might, or might not, be enough to result in the assignment of a new catalog number. We’ll all find out upon this set’s release.

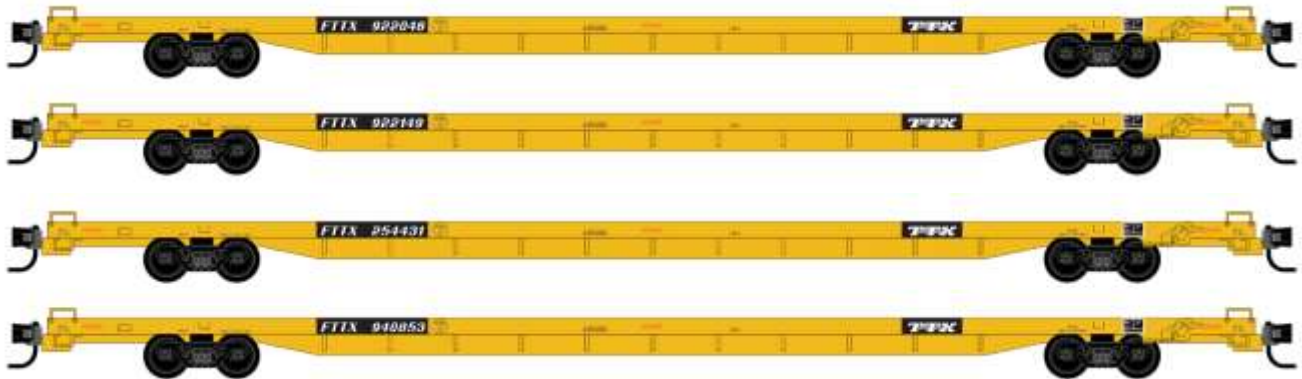


I can reprint myself and update from the coverage of the single car, though, as it’s in the same series. In its car copy for that single release, Micro-Trains noted that the car was built in 1979, but I didn’t attempt to figure out its heritage at the time. However, RailcarPhotos.com has a different story: the cars were built by Pacific Car and Foundry for the Burlington Northern in 1974 and 1975. These boxcars were “originally delivered for special aluminum or copper rod loading.” Initially numbered BN 376200 to 376399, they were renumbered to the group BN 376650 to 376749 in 1984 and 1985 – and notice that the second series can hold only 150 cars while the as built numbering could hold 200 cars. The subsequent BNSF series, 727863 to 727921, could hold only 58 cars, so either cars were pulled from the group when moved to general service, or copper rod loading is a lot tougher on boxcars than I thought.

MTL also previously referred to the circle cross as a “heritage” herald, but it does make sense given the coming of the “swoosh” herald, of which, well let’s just say I’m not a fan. The reporting marks are also in the Cooper Black font which was in use for the Santa Fe’s roadname so we have some additional heritage there. The first run of this car was also the initial offering with a ten foot Superior Door.

Given the conspicuity stripes, I started with the January 2006 ORER. The series BNSF 727863 to 727921 at that time had 52 cars, described as “Box (Copper Rod) 20 Inch Travel, Cross-Bar Loading Devices, 50K” with AAR Designation XP. The inside length is 50 feet 6 inches, inside width 9 feet 6 inches, inside height 10 feet 7 inches, outside length 57 feet 8 inches, extreme height 14 feet 8 inches, door opening 10 feet, and capacity 5077 cubic feet with Gross Rail Weight 263,000 pounds. The cubic footage matches that of the MTL 025 body style, but based on photos we don’t have a precise match to the prototype, most notably with respect to the ends. Jumping to the most recent ORER in the Research Accumulation, the car count is 19 in the January 2020 edition. I suppose it’s time for another ORER update soon. Keep in mind, though, that the circle cross might be gone from these cars. Given the BNSF cars I see around here, I would call that only a possibility, not a certainty. I’ll go with “as late as the present” on the ATP and allow you to invoke Rule #1 (“It’s your railroad”).

You probably are quite safe with Rule #1 for the 727864, as it's still got the circle cross as of February 2020 in a photo on RRPictureArchives. That same photo is on RailcarPhotos where it's noted that it is the former BN 376692. Photographer Paul Rice found the 727887 in Denver, Colorado twice: first in May 2011 and again in February 2013. Both images are on RRPictureArchives. The 727915 was also photographed in February 2013 in Denver by Paul Rice. The straight on shot shows extended draft gear, outboard a bit more than the body-mounted couplers on the MTL model. Finally, the 727921 can be found on RailcarPhotos; it was caught in Tulsa, Oklahoma in July 2013, with, somehow, just a touch of, ahem, "additional decoration," and only in white. I guess they were low on spray paint that day.



Targeted Release November 2022:

993 02 205 and 993 02 206, \$79.95 each.

Reporting Marks: FTTX 992046 and 992149 (the 205 set); FTTX 254431 and 940853 (the 206 set).

TTX 89 Foot Flat Car Two Packs.

Each set scheduled to consist of two 071 series 89 foot flat cars. Cars are yellow with white on black reporting marks on left and white on black TTX logo on right. Mostly black lettering otherwise. White on black COTS panel on far right. Approximate Time Period: Set 1, around 1996 to as late as the present; Set 2, No earlier than 1991 to as late as the present. Scheduled to be packaged in Family Foam Nests. Pre-orders for car and truck frames are also being taken, see "MTL Announcements" below.

According to several sources, the carriage of auto and truck frames began back when TTX was still officially called Trailer Train, and the company's flat cars were still brown! The start of the Approximate Time Period for these forthcoming two-packs is later than that, with the driver being the adoption of the TTX logo, and company name, in 1991. What didn't change is the use of reporting marks to help distinguish various types of equipment. The FTTX denotes, well, guess what: "Flat cars, equipped with tie-down devices for loading automobile or truck frames." This from the October 1991 ORER, though that callout has not changed much before or since then.

The presence of a car in the 254000s when the other cars were in the 900000s made me wonder whether we have a split ATP here. That is the case. Let's break that down.

The same October 1991 ORER has two very large series that include the two road numbers in the second set. FTTX 254431 was within the group 253750 to 256127, though the total car count was just 21 cars. FTTX 940853 was at least possibly in the set 940115 to 965090, but with a total car count of 588 against 24,237 road numbers available in that series. Meanwhile, the two cars in the first set are not in the October 1991 ORER; the highest number among FTTX flat cars is 975310.

So the next task is to determine when the cars in Set 1, FTTX 992046 and 992149, came on line. One clue in this detective story comes from RailcarPhotos.com where it's noted that FTTX 992058 was built in 1980 but previously lettered TTAX 992058; it was photographed in 2004.

We don't have to wait that long, perhaps: the series FTTX 991653 to 993033 is in the October 1996 ORER, after not being in the April 1995 Register. Don't get too excited, though, as the car count is a mere eleven. (I guess this means it "goes to 11." Sorry.) So we could have the start of the ATP for Set 1 in 1996 or so, while the cars in Set 2 are at least possibly still in service since their groups are also listed in the October 1996 ORER. Is that Rule #1 I hear being deployed? Anyway, the dimensions for these cars are typical: "inside length" 89 feet 4 inches and "outside length" 93 feet 8 inches or 94 feet 8 inches, with weight capacity at 150,000 pounds or so. (Variations in that last metric lead to a number of subsets, generally across all of the FTTX-marked cars.)

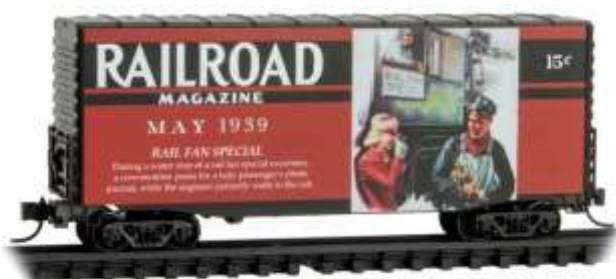
By the January 2000 ORER, the 991653 to 993033 set of cars is all the way up to... 46. The other two cars look like they could still be around as well. Since these cars as shown in the preliminary artwork do not appear to have conspicuity stripes, I'll pause in my lookups at October 2004, the last ORER I have before the 2005 introduction of said stripes, and note that all four cars could still be on the TTX roster. Though with those enormous and sparsely populated groups of cars, it's hard to be positive without photo evidence.

Let's go to the images next, then. The 254431 was found in Lima, Ohio, in March 2006, with a set of motor vehicle frames aboard, in fact. I think they are auto frames, not truck frames, but have a look on RRPictureArchives. Also on that site is FTTX 940853, which was in Glendale, Kentucky in September 2007, "loaded with truck frames from Bowling Green." Wait, isn't that where Corvettes are made? Unfortunately, that's as far as I got with bingo photos. I found no exact matches for the 992046 and 992149. As a consolation prize, I did get a look at sister car FTTX 991927 as of November 2020 on Canadian Rail Freight Car Gallery, with a load of the hardware in which the frames are placed, which would make an interesting load all by itself. A detail of FTTX 992169 there, also from the same ridiculously sized series, shows that the car was built by Pullman-Standard in 1980, TTX's class PFH22, and that the TTX logo has been replaced by the post-2008 version. Hmm, if the conspicuity stripes don't bound the Approximate Time Period, perhaps the trademark change does. I should also mention that the flat car in the photo differs from the MTL 071 body style; for example there are rails along the sides to which the tiedowns are attached.

Ignoring both the conspicuity stripes and the post-2008 logo, let's attempt to close out the not very strictly speaking Approximate Time Period for these cars. Could it really be as late as

the present? Well, the series 253750 to 256127, which contains the 254431, actually rebounded to a total of 139 cars in the January 2020 ORER, after being in the low double digits before that. This is likely to be from the remarking of other cars into this series. The group 940115 to 965090, which has the 940853, had a car count of 879. And the series 991653 to 993033, into which FTTX 992046 and 992149 would fit, was hanging on with 48 cars. I would caution that this is more theoretical than anything else, given how TTX repurposes cars and moves around reporting marks like we do switching on some of our N Scale pikes. Without photo evidence we can't be sure of any particular Approximate Time Period, but this ATP is more Approximate than most.

N SCALE SPECIAL EDITION RELEASES: If everything shown here is actually released this month, we'll have what I think is an unprecedented situation, although I'm far too lazy to check: more Special Edition releases this month (twelve) than all other N Scale items combined (eleven).



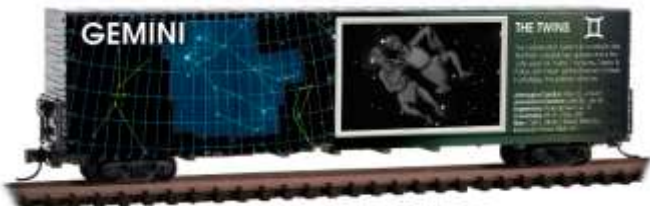
First, Car #3 in the “Railroad Magazine Years Gone By Series” (101 00 882, \$27.95) has been released. It features the cover of the May 1939 issue, “Rail Fan Special.” UMTRR pre-order coverage was in the October 2021 issue.



Also out and available (confirmed via online dealer listings) is the **Norfolk Southern 40th Anniversary Boxcar** (104 00 090, \$28.95). UMTRR coverage was in the December 2021 issue.



Expected mid-month are the seventh through ninth items in the **Constellation Zodiac Cars series: Taurus** (102 00 216), **Gemini** (102 00 217) and **Cancer** (102 00 218). Each has the interior lighting and an MSRP of \$38.95. Pre-orders were taken in July 2021.



As I've done for the first six cars, let's take a quick look at each of the constellations shown on these three new releases. Taurus, the Bull, is a Winter Constellation in the Northern Hemisphere. It's a large one, at 797 square degrees, but it's not at all viewable between May and July. The best time to see it is between late November and

early December when it's at its opposition to the Sun. The Crab Nebula, the remains of a supernova, is found in its northeast part. It could have been first discerned by humans as far back as 15,000 BC. During the time from roughly 4000 BC to 1700 BC, it marked the point of the Spring Equinox. As of 1990, the first day of summer moved into Taurus due to the precession of the equinoxes. It's been associated with the bull for centuries.

Gemini, the Twins, has as its twins the stars Castor and Pollux, the 44th and 17th brightest stars in the sky, respectively. There's a lot of mythology around these two! In Greek myth, Pollux was named Polydeuces and were known as the "sons of Zeus" (Dioscuri). They were on the Argonauts' quest for the Golden Fleece and are associated with Saint Elmo's Fire (the natural phenomenon, not the 1985 film). But they tried to steal away the betrothed of two other Argonauts; that didn't end well for Castor and Polydeuces. Zeus intervened and gave them immortality, placing them next to each other in the night sky.

Cancer is a medium sized constellation that sits between Gemini and Leo in the astrological zodiac. The name is Latin for "the crab" and the figure in Greek mythology represents the crab that Hera sent to distract Heracles while he was fighting the dreaded Hydra beast. That fight ended up with the crab in the sky.

Cancer is a relatively dim constellation, particularly when compared to its neighbors Gemini and Leo. It is the location of one of the brighter "open star clusters" called the Beehive Cluster. (Wikipedia: "An open cluster is a type of star cluster made of up to a few thousand stars that were formed from the same giant molecular cloud and have roughly the same age.")

I've always felt bad for this constellation sharing its name with one of our most deadly diseases. (And then there are the astrological Cancers, which for a time in the 1970s were also called "Moon Children" as the Moon "rules" the Sign of Cancer, a term which didn't catch on.) But they do not really share the name. The Greek "Father of Medicine" Hippocrates used the terms *carcinos* and *carcinoma* to describe non-ulcer forming and ulcer-forming tumors. It was the Roman physician Celsus who translated that Greek term to "cancer." Did he not know cancer was already Latin for "the crab"?



Then, we have the re-release of the **Solar System Powered FT-A Diesel (987 01 810, \$114.95)**. This is a straight reprint of the previous December 2020 run of this locomotive with the same catalog number. Pre-orders were taken in February 2022.

And finally, scheduled for mid-month release are all seven Military Valor Award Cars, as follows:

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



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



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



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



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



101 00 765,
Silver
Star.



101 00
766,
Purple
Heart.



MSRP for each of these cars is \$31.95. UMTRR coverage was in the November 2021 issue. There were no images of these cars at “press time.” Should official product photographs become available (or should anyone like to supply “unofficial” snapshots—hint!) I will post them in the UMTRR “2022 Month by Month” table and advise.

*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 **May 31**.*



Targeted Release September 2022:

993 21 385, \$229.95.

Wicked Night Flyer Halloween Train Set.

Scheduled to consist of a 987 series FT-A Powered Diesel Locomotive, modified 101 series Hy-Cube Boxcar, 045 series 50 Foot Fishbelly Side Flat Car, modified 140 series Heavyweight Railway Post Office Car, and modified 100 series 36 Foot Steel Caboose. Except for the flat car, each item is black with multicolor artwork depicting Halloween Night scenes across the locomotive or car. The diesel has “Wicked Night Flyer” in black with yellow shading across the side. The flat car is black with no lettering and will include a multimedia lighted “witch’s cauldron” kit to be assembled by the modeler. No reporting marks or road numbers are expected for this set.

Well, Colleen finds this set to be attractive, so we might add it to our “Halloween Train Display” that comes out to play each time we greet Trick or Treaters here at UMTRR HQ. (The current centerpiece of this display is the “Booville and Beyond” set that Micro-Trains released in... wait, 2006? Almost sixteen years ago. Now **that’s** scary.) There’s something for just about every All Hallows Eve fans in the artwork for this set: bats, a Jack O’Lantern, the witches’ cauldron with book of spells and magic wand nearby, the obligatory cemetery with a character of your choice hanging around (Colleen says warlock; I was thinking scarecrow, could be a vampire or zombie), a haunted house, more bats, a raven, a black cat, a spider with web (not that again), bare trees, a full moon accenting a witch in flight on her broom, ghosts waiting under a bridge over which someone is running from a werewolf, and of course, another cat. (The felines’ revenge for the issuance of the Dog Food Refrigerator Two Pack last year, perhaps.) The foreboding looking moonlit skies are a feature of the artwork for this forthcoming set, of course.

If you're keeping score, the closest Full Moon this year is on November 8, so we're off by a week or so there, and the next one isn't until – what, 2039??? But hey, Rule #1, right? Hmm, maybe we need a full moon decoration in the garage where we greet Trick or Treaters and their chaperones and show them a little bit of the scarier side of N Scale.

Z SCALE: The second set of three virtual two-packs of stock cars has been released. All of these 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 00 121 and 520 00 122, \$25.95 each.

Road Numbers: 56337 and 56392 (will be preceded by "GN" in website listings).

40 Foot Despatch Stock Cars, Great Northern.

Blue (the GN's "Big Sky Blue") with white lettering including roadname and road number on left. Includes simulated sheep load. Approximate Time Period: 1967 to late 1970s. MTL artwork is preliminary; actual product may vary. Previous Releases: Catalog Number 13812 (520 00 120), Road Number 56385, November 2003 (with both Magne-Matic and Marklin Couplers). These are the second and third releases for this item.



Reprint:

520 00 193 and 520 00 194, \$28.95 each.

Reporting Marks: UP 48017D and 48436D.

40 Foot Despatch Stock Cars, Union Pacific.

Brown (the UP's "Synthetic Red") (including truck frames and couplers) with aluminum roof and ends. Yellow lettering including roadname on left and reporting marks on right. Includes simulated sheep load. Approximate Time Period: 1952 (build date) to, strictly speaking, the late 1950s, or the late 1970s. MTL artwork is preliminary; actual product may vary. Previous Releases: Catalog Numbers 520 00 191 and 192, Road Numbers 48199D and 48225D, June 2013. These are the third and fourth releases for this item.



Reprint:

520 00 211 and 520 00 212, \$25.95 each.

Road Numbers: 73371 and 73408 (will be preceded with "SP" in website listings).

40 Foot Despatch Stock Cars, Southern Pacific.

Brown (including truck frames) with white lettering including roadname and road number on left and small reporting marks on door. Includes simulated cattle load. Approximate Time Period: no earlier than 1947 into the decade of the 1950s (based on paint scheme). MTL artwork is preliminary; actual product may vary. Previous Releases: Runner Pack #94 (994 00 094) with Catalog Numbers 520 5x 210, Road Numbers 73456, 73463, 73522, and 73535, August 2016 (announced March 2016). These are the fifth and sixth releases of this item.



Also, Car #3 in the "Railroad Magazine Years Gone By Series" (502 00 642, \$27.95) which features the cover of the May 1939 issue, "Rail Fan Special," has been released. UMTRR pre-order coverage was in the October 2021 issue.

Online dealers are showing last month's **Union Pacific MOW Concrete Tie Loader Five Pack (994 02 271, \$154.95)** as delayed, but the MTL website tags it as now available.

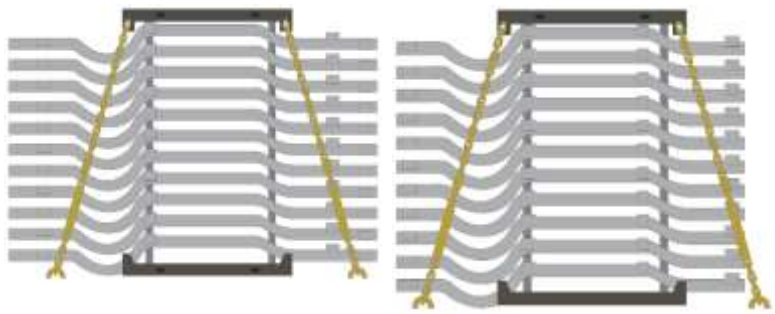
There were no Z Scale pre-order announcements this month.

MTL ANNOUNCEMENTS: There's been a change to the release protocol for the last (so far) set of MTL 123 series 60 Foot Excess Height Double Plug Door Boxcar, or as we call them at UMTRR HQ, the "TBOX" cars.

Instead of a Runner Pack announced for pre-orders in January 2021 as Catalog Number 993 01 841, the TTX cars will be released one at a time. The schedule posted by MTL is as follows: 123 51 011, Road Number 665112, July 2022; 123 52 011, Road Number 665130, August 2022; 123 53 011, Road Number 665148, September 2022. MSRP for each car is \$44.95, which equates to \$134.85 for the three cars versus the MSRP of \$134.95 for the originally announced multi-pack. MTL is allowing dealers to adjust downward their orders for this now split-up set, but are not accepting any additional pre-orders. This change apparently does not affect the forthcoming Union Pacific set of this car (993 02 150, \$134.95). Here's hoping that this doesn't portend a lack of future releases on this body style, which has been praised all around venues in which I participate.



Since FTTX cars are used for car and truck frames, Micro-Trains is also making available for pre-order kits for those loads. Each kit builds five stacks of frames, or more specifically, “5 sets of double frames and deck fittings for one 89 foot flat car” The kits include 3D printed, laser cut and brass parts. Catalog Number 499 45 462 is for the auto frames (above center) and Catalog Number 499 45 463 is for the truck frames (above right). Each kit is \$19.95 MSRP. Pre-orders close on May 31. The truck frame loads, painted and assembled, have been included with a recent N Scale Enthusiast Special Run (at right). This isn’t exactly the same configuration as for an 89 foot flat car, but between this image and a plentiful number of images of loaded FTTX cars, I think you’ll get the idea.



I never know where to put the HO Scale items that come from behind the red and yellow sign, so they wind up here. The High Voltage Transformer (900 43 001, \$14.95, near right) and Sugar Beet Load (900 43 002, \$12.95, far right) are scheduled to be available mid-month.



The re-introduction of jewel boxes for at least two multi-packs—see above in “Weathered Releases”—is more of a soft announcement. I have not seen anything official on this. Last month I noted that I did not hear or read much chatter either way on the topic of MTL’s switching to the “Family Foam Nest,” and that’s still true, so count UMTRR HQ as pretty much out of the loop on this topic. Perhaps there will be more information to come.

DISCONTINUED ALERT: A change in format here: I’m going to cover all of the N Scale items first and then the Z Scale items. Leading the Bye-Bye Board this time are last month’s releases of the N Scale Runner Pack of Southern Pacific Drop Bottom Gondolas (993 00 187) and Union Pacific California Fast Freight Four Pack (993 02 291), although that shouldn’t be very surprising as it seems that MTL is producing at or very close to exact pre-order quantities. More surprising is the early exit of last month’s Pennsylvania Railroad stock car reprint (035 00 231), and the black Rio Grande steel caboose (100 00 560), though I think the latter had a limited run (my opinion only!). Already out of print from last month too is the Railroad Magazine Series #2 (101 00 881). The Soo Line covered gondola is outta here as well (106 00 016). The Southern Railway flat car with tractor load has rolled away (045 00 580, March), as has the first number of the Union Pacific Airslide Covered Hopper (098 00 131, March). Runner Pack #185 of four Union Pacific bulkhead flat cars is gone (993 00 185, February). The Louisville and Nashville can’t-miss-it orange open hopper is emptied out (108 00 471, March). The CSXT bay window caboose accompaniment to the CSX Family Tree

Series has left the yard (130 44 221, January). Finally in N Scale in 2022, the SCL/ex-Atlantic Coast Line boxcar also known as CSX Family Tree #5 (180 44 320) is no longer marked with the "Contact Dealer" banner on the MTL website, so perhaps it's been Undiscontinued? Yeah, spell check, I know you don't think that's a word. Add to dictionary...

From 2021, the Northern Pacific green boxcar reprint with "Scenic Route..." slogan is gone (032 00 201, December), and so are the Erie Lackawanna flat car (045 00 540, August), the Halloween 2021 boxcar (102 00 160, September). And that's as far back as we need to go for 1:160 items.

Turning to Z Scale, no items from this year have left the building since last report. From 2021, the first number of the Pennsylvania Railroad gondola is gone (522 00 391, January), along with the first number of the Pennsylvania "Coal Goes to War" open hopper (534 00 111, May). And from 2010, the first number of the Canadian National double door boxcar (503 00 211, November) is sold out.

INCREMENTAL INFORMATION DEPARTMENT: I mentioned in March that the Fruit Growers Express "Clean" and Weathered Eight Packs (993 00 823 and 993 05 834) both have a mixture of cars with aluminum roofs and cars with brown roofs, which matches the prototype. I now have that division: the short answer is that the first three cars in each pack have aluminum roofs. More specifically, in the "Clean" version these are the individual catalog and road numbers with aluminum roofs: 047 51 450, 57052; 047 52 450, 57178; 047 53 450, 57513. In the Weathered pack, they are: 047 42 451, 57055; 047 53 451, 57257; 047 54 451, 57417. You might recall that the first car in the Weathered pack has the middle two digits of "42." I've updated the 2022 Release Table on the UMTRR Website with this information.

David Grothe isn't just our Graffiti Special Correspondent: He sent along a photo of Runner Pack #180, the set of three ADM Tank Cars (at right).

OOPS PATROL: Still making mistakes on the "Railroad Magazine Years Gone By" series, George? The catalog number for the Z Scale version of Car #2 in 502 00 641, not 640.

FINALLY, ARE YOU LOOKING FOR... While checking the January 2011 ORER for the Approximate Time Period of the forthcoming N Scale FTTX flat cars, I happened to glance at the back cover. There is an advertisement placed for a website called RailResources, which was made available at the time by the company of the same name. (It's no longer "in service.")



I had to laugh when I saw, within a screen shot of this website in the ad, a banner asking, “Are you looking for decals or restenciling management?” I have a feeling that we modelers have been using decals longer than the real railroad companies — there are advertisements for “decalomania” in Model Railroader issues of the 1940s — but I did find it rather amusing that the model is the prototype once again.

Until next time, when perhaps we will have some News from Nashville, do the best you can!

Cheers,
George

[Legalese: You’ve received this because you’ve requested a UMTRR e-mail subscription. If there’s been some mistake, please let me know via e-mail at umtrr@irwinsjournal.com, including “UMTRR” in the subject line. You may also reply to this e-mail, but PLEASE delete attachments and other text first. All information contained herein is supplied “as is” and no warranties are express or implied. Trademarks are the property of their respective owners and are used for product identification only. Images of releases provided through courtesy of Micro-Trains Line, Inc. The Federal Trade Commission considers this effort to be an “endorsement.” I assume readers can make up their own minds. **The UMTRR is copyrighted and all reprinting, reposting and other transmission is expressly prohibited, except for “Fair Use” quotes, unless prior permission has been obtained from me.**]