



IrwinsJournal.com Presents:

The Unofficial Micro-Trains[®] Release Report Issue #310 – October, 2022

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Hello again everyone! Well, after a long introduction in the last issue—which included Martians?!?—let's get right to the news and views this month...

N SCALE NEW RELEASE FREIGHT EQUIPMENT: I'm departing from my usual protocol



by leading this section with the first release of the **PS-2 Covered Hopper (095 00 011, \$45.95, Great Northern, Reporting Marks GN 71470)** and was expected to be available mid-month, but I was able to order and receive one earlier than that. UMTRR coverage was in the July 2022 issue during the pre-order window.



While I'm on pre-ordered items, also released this month is the **Chicago and North Western 40 Foot Steel Double Door Boxcar Without Running Board (068 00 510, \$28.95)**. UMTRR coverage was also in the July 2002 issue.

Now back to the regular sequence of items...



066 00 170, \$30.95.

Reporting Marks: GATX 871.

Three Dome (Three Compartment) Tank Car, General American.

Black with white lettering including reporting marks on left. Approximate Time Period: 1969 (service date on car), plus or minus.

We start off with this basic black tank car that was likely in lease service. The plain sans-serif lettering dates to 1948 according to the notes on a similar high-end release in HO Scale. The late freight car scholar Richard Hendrickson noted that GATX discontinued the 1 inch white bars above and below their reporting marks in 1945.

But the service date on the car is January 1969. Given that, we'll begin looking for the 871 in the Official Railway Equipment Register (ORER) for April 1970. There's a series GATX 500 to 899 listed, and there are exceptions within that series, but there's no mention of any of these

cars having three compartments. Well, that's no help! But that's not a surprise, since it's been noted online that the General American listings are notoriously inadequate for researchers. It's also been noted that GATX threw away its records, unlike, say, American Car and Foundry.

And it's actually AC&F which built this car—it says so right on it! For a rival company? Yes, that did happen once in a while. The more likely scenario is that General American brought in this car through acquisition of fleets from other tank car owners, perhaps most notably Texaco. In general, multi-compartment tank cars were quite uncommon, comprising just a small fraction of the overall tank car population. Yes, I'm going technical here and calling this car "three compartment" in addition to "three dome."

Without records, it's difficult to pin down an Approximate Time Period of more than a couple of years either way from the service date on this car. It's probably not around much longer than 1969: the ORER for April 1981 shows a total car count of just nine in the 500 to 899 series, in four groups. However, Rule #1 ("It's your railroad") certainly applies here. We do know that the ATP doesn't extend to the present, as General American Marks Company, the corporate successor to GATX, has reused these road numbers for more modern tank cars.

There's a bingo photo in an unexpected place: a discussion of freight waybills by Tony Thompson. An undated photo of GATX 871 is available on Thompson's blog post: modelingthesp.blogspot.com/2016/01/waybills-part-48-multi-compartment-tank.html. He notes, and it's easy to see from the photo, that the 871 was originally your basic tank car, which was divided later into three compartments, thus, the three domes. The two new domes are smaller than the original one. I've seen this in photos of similar conversions. Yes, that's a delta to the MTL 066 body style, which better represents cars that started with three compartments. For more on the general subject of multi-compartment tank cars, there is an article by the late Richard Hendrickson in the February 2015 issue of **Model Railroad Hobbyist**, available as a free download on their website, www.mrhmag.com.



092 00 511 and 092 00 512, \$32.95 each.

Reporting Marks: CR 875032 and 875034.

Two Bay Center Flows, Conrail.

Gray with mostly black lettering including reporting marks on left, roadname in center, and class code "CE 12B" at bottom right. White on black COTS panel at bottom right. The 875032 has a very small "wheel on rail" herald at top left; the 875034 has a small "wheel on rail" herald at top right. Approximate Time Period: no earlier than 1984, or 1987 (service date on cars), to around 1999.

Here we have an example of another advance in Micro-Trains' offerings: a virtual two-pack in which the cars aren't exact duplicates of each other. And this particular pair of cars mirrors

the prototype. Within the Photo Archive of the Conrail Historical Society, there are thirteen examples of this class of car... and I'm not sure any two are lettered exactly the same!

It's RailcarPhotos.com, however, where the bingo photos for the two Center Flows modeled by MTL can be found. Both photos were taken at the former New York Central's Selkirk Yard near Albany, New York in June, 1991. They look to be scanned snapshots and I think there's a color shift that makes them appear more ivory than gray. No worries, though, they are gray based on the shots in the Conrail Photo Archive. These two belong to the series CR 875004 to 875149, some of which came from the Erie Lackawanna group 21350 to 21399 built by American Car and Foundry in 1967. This was just part of the roster of Conrail's Class CE12B, which went to at least road number 876367. That Conrail was not in a hurry to repaint these cars is illustrated by a photo of EL 21367, still in its original markings in September 1997. Hmm, a future Weathered Release, perhaps?

Looking at the photos of this class of cars back on the Conrail Photo Archive, I see service dates from 1984 to 1988, so it seems like that's a good window in which to start checking ORERs. The April 1984 Equipment Register has exactly one car in the series CR 875004 to 875149, but hey, at least it's there. By July 1987, the exact shop date on the two MTL models, the car count is up to 48, **but** there is a mix of covered hoppers in that set with different inside and outside lengths and capacities. Great. Not only was Big Blue not consistent with paint but also not consistent with size within that series. In the July 1989 ORER, the 875032 and 875034 both appear as exceptions to the main series, which is at a total car count of 60. And I can finally get a few dimensions for both: outside length 39 feet 7 inches, extreme height 15 feet 1 inch, and capacity 2970 cubic feet. The MTL model is of a 2970 cubic foot car also, so I think we're good there. In addition, I validated that the original Erie Lackawanna series — of which six still remained — was also of 2970 cubic foot cars.

Sometime between then and the April 1999 Equipment Register, this mess was rationalized via a small group of CF2970s, CR 875024 to 875045, which had four cars. By now, in preparation for the division of Conrail by CSX and Norfolk Southern, restenciling to NYC reporting marks had begun, and there were six cars in the same number series given those initials. In the January 2000 ORER, that part of Conrail's fleet that was conveyed to Norfolk Southern was under that company's listing. However, it looks like they only got one car... plus three more that were still in Erie Lackawanna paint! I think we can end the ATP right there.



105 00 410, \$27.90.

Reporting Marks: WC 67845.

50 Foot Steel 14 Panel Gondola, Fishbelly Sides, Fixed Ends, Wisconsin Central.

Black with white lettering including reporting marks on left and large roadname

across car. White on black COTS stencil at right. Includes simulated wood load (some modeler assembly required). Approximate Time Period: 1988 (service date on car) to 2000.

The July 1988 service date on this car could very well correspond with its repainting, following the transfer of this car from the Soo Line to the “new” Wisconsin Central. The July 1989 ORER is the first one in which I have a listing for Wisconsin Central Limited, which was officially spun out of the Soo on April 3, 1987 when the Soo’s Lake States Transportation Division was sold to private investors.

That July 1989 ORER contains a one car listing for WC 67845. Aligning with MTL’s car copy, the description of the car is “Gondola, End Posts, Self-Clearing Floor.” The dimensions were as follows: inside length 52 feet 6 inches, inside width 9 feet 6 inches, inside height 4 feet 9 inches, outside length 56 feet 10 inches, extreme height 8 feet even, and capacity 2400 cubic feet or 197,000 pounds. This car was in the January 2000 Equipment Register – which I still had on my desk from the previous check of the Conrail Center Flows – and that’s the last one in which I saw it.

A exact bingo photo eluded me. I would have loved to see how the “self clearing floor” looked! I was able to back into somewhat of a general comparison under the assumption that when these gondolas were conveyed to the Wisconsin Central, they kept their Soo Line road numbers. (Not all of the Soo’s cars in the group went to the WC.) That led me to Page 94 of the book **Soo Line Freight Equipment and Cabooses**, where we have a shot of SOO 67779, part of a group of forty gondolas built by Ortner in 1965, odd numbers 67777 to 67855. These were steel 14 panel gondolas with fixed ends and fishbelly sides, which are the same main features of the MTL 105 body style. It’ll have to do for now.



105 00 420, \$24.90.

Reporting Marks: ROCK 680277.

50 Foot Steel 14 Panel Gondola, Fishbelly Sides, Fixed Ends, The Rock (Chicago, Rock Island and Pacific).

Blue with white reporting marks on left and “The Rock” roadname left of center, and black lettering otherwise. Black and white stylized “R” right of center. Multicolor ACI label and white on black double COTS panel on right. Approximate Time Period: 1977 (build date) to 1980.

Might we be looking at a “clean” version of the car at right? It, relettered for the Chicago and North Western, was one of the two cars in the CNW Weathered Gondola Two Pack released in mid-July. In my coverage of that pack, I



I noted that CNW 742002 was in the North Western’s group 742000 to 742149, which was built for The Rock by Thrall in 1977, road numbers 680100 to 680299 – which also includes this month’s 680277. How about that. The photo date of the car in CNW restenciling was given as March 14, 1980 – that’s a few weeks before the official shutdown of The Rock, but certainly liquidation was already underway. Perhaps the cars were leased to The Rock, and were quickly reclaimed and dispositioned to a new operator, again under a lease.

I'll leverage the July 1982 lookup I did for the previous Weathered Two Pack, since when paint changes, the actual car usually doesn't. So: inside length 52 feet 6 inches, inside width 9 feet 6 inches, inside height 5 feet even, outside length 56 feet 11 inches, extreme height 8 feet 5 inches, and capacity 2294 cubic feet or 190,000 pounds. The car is a bit taller than the MTL 105 body style.

The bingo photo for the 680277 appears on Page 79 of the **Rock Island Color Guide to Freight and Passenger Equipment**, looking brand new in June, 1978. A bit of construction trivia: these cars were almost identical to a set built in 1973 by Thrall for the railroad, but these newer cars had a steel floor, which being thinner than a wood floor, enabled a larger cubic foot capacity.

*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 **October 31**.*



Targeted Delivery March and April 2023:

123 00 071 and 123 00 072, \$49.95 each.

Reporting Marks: CP 218224 and 218312.

60 Foot Excess Height Double Plug Door Boxcar, Canadian Pacific.

Red with aluminum roof. White lettering including roadname and reporting marks on left. Black and white 1997 to 2007 version "Heritage" herald left of roadname. Simulated reflective stripes (alternating red and white) at sixteen points along bottom of side (ends and between ribs). Multicolor National Steel Car logos between second and third ribs from left and from right. White on black COTS panel on right. Black on yellow "This car excess height" warning at bottom left and bottom right. Black lettering on white panel at top of ends. Approximate Time Period: 2001 (build date) to present. Only the 071 is shown for illustration purposes. MTL artwork is preliminary; actual product may vary.

First, let's confirm via images on RailcarPhotos.com that "to present" is the applicable Approximate Time Period: sister car CP 218313 was found just last month, September, 2022, in Little Rock, Arkansas. It's an overhead shot that shows the car's aluminum roof... and that the car's red paint fades really badly. There was also plenty of, ahem, "additional decoration" but I, and Micro-Trains for that matter, will leave that to the modeler. From the preliminary artwork it's apparent that there is already plenty of lettering and detail on the car as delivered.

Both cars announced by Micro-Trains this month for delivery next year belong to the prototype series CP 218000 to 218374, built by National Steel Car at its Hamilton, Ontario plant between June and August 2001. Photos of this car series are aplenty online. Check the Canadian Freight Railcar Gallery for bingos though: the 218224 was in Sarnia, Ontario in November 2019, and the 218318 was in Sainte-Therese, Quebec, in August 2005. These cars appear to be built to the same exact design as the Railbox "TBOX" cars on which the MTL 123 body style is based. If there are differences between prototype and model, I didn't detect them.

The ORER for January 2002 shows the series with these key dimensions: inside length 60 feet 6 inches, inside width 9 feet 7 inches, inside height 13 feet 1 inch, outside length 66 feet 10 inches, extreme height 17 feet, door opening 16 feet, and capacity 7630 cubic feet with a gross rail weight (car plus lading) of 286,000 pounds. Interestingly, of the 375 cars in the series, 275 had the AAR Designation XP, standing for specially equipped, and another 100 had the AAR Designation XM, the latter being a boxcar in basic ordinary general service. All of the cars have Plate F dimensions. The January 2020 Register shows 353 cars in service, and they are all given the XP designation.

N SCALE NEW RELEASE PASSENGER CARS: No releases this month, but see the pre-order announcement under Multi-Packs.

N SCALE REPRINTS: No releases this month.

N SCALE WEATHERED RELEASES:



020 44 850, \$29.95.

Reporting Marks: BN 950064.

40 Foot Steel Boxcar, Single Youngstown Door, Burlington Northern/Spokane, Portland and Seattle.

#2 in the BNSF Family Tree Series (pre-orders taken March 2022). Brown with white lettering including large slant "S.P.&

S." lettering on left and SP&S oval herald on right. Restenciled company service BN reporting marks on left. Multicolor ACI label below herald on right. Moderate weathering and streaking on car. Approximate Time Period: 1978, plus or minus. This item has a lowered underframe and body mounted couplers. Previous Releases (unweathered and with SP&S reporting marks): Road Number 12270, February 1988; Road Number 12218, July 1998; Road Number 12263, March 2005, the first two of these with Catalog Number 20850 and the third with Catalog Number 020 00 850.

Here's the most recent of the three previous releases of this car (at right). "Previous" is relative, as this month's offering is definitely a "not a reprint" versus the others that have come before it.



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From my March 2005 UMTRR coverage of that release, I note that the prototype car was, on the real SP&S, part of a 500 car order of 40 foot boxcars that was filled by the SP&S's half-owner Northern Pacific, in the NP's Brainerd shops, and reached the SP&S in November 1948. This was in answer to a complaint by the Association of American Railroads that the line didn't own enough of its own cars in proportion to the amount of cars it required. According to the various captions that appear in the **Spokane, Portland and Seattle Color Guide to Freight and Passenger Equipment**, these cars came with Camel doors (similar looking to the Youngstown on the MTL car), Murphy rectangular panel roofs and U.S. Gypsum metal running boards. As

such they are not PS-1s which are the source of the MTL 020 series body style. If you're counting rivets, for example, they are available to tally up on the sides.

A second order for 500 more cars was later combined into one group for reporting purposes, and that's what we find in the ORER for January 1964. The series 12000 to 12999 is your basic "Box, Steel" with AAR Classification XM. The stats: inside length 40 feet 6 inches, inside height 10 feet 6 inches, outside length 41 feet 11 inches, extreme height 15 feet 1 inch, door opening 6 feet, capacity 3915 cubic feet or 100,000 pounds. There were 957 cars out of the original thousand at that point and 890 in April 1970 under the Burlington Northern registration. By April 1976 that was down to 249 cars plus another 15 that had their doors removed and were placed into veneer service. It's stated in the **Color Guide** that just a few of the cars were restenciled for the BN, and in the book there is one example that was put into company service. That example was modeled by Micro-Trains in November 2005 as Catalog Number 020 00 726, with reporting marks BN 950194.

Well, we now have another example. BN 950064 was found in Klamath Falls, Oregon, in August 1978. The three-quarter view from the ground shows that this car looks largely the way it did when delivered, including an intact running board, high brake wheel, and full ladders. No modifications here! The weathering and fading is a bit less than what MTL executed on its model, but hey, give it a few more years. And feel free to do so, of course, although I've tagged the Approximate Time Period at 1978 plus or minus given the photo date.

In addition to the above, the following was announced on the Micro-Trains website on October 14.



099 44 081, \$29.95.

Reporting Marks: SIRX 475500.

Evans 3 Bay Covered Hopper, SIRX (Southern Illinois Railcar Company) /ex-Louis Dreyfus Corporation.

Gray with mostly black lettering including LDC company logo left of center and company name on right. White restenciled reporting marks on black patch panel on left. White on black double COTS panel on right. Orange vertical conspicuity stripes at five

points along bottom of side. Moderate to heavy weathering and rust effects, graffiti at several points on both sides of car. Approximate Time Period: 2009, plus or minus. Previous Release (unweathered): Catalog Number 099 00 080, Reporting Marks USLX 20643, April 2009.

When the clean version of this car was released in April 2009, I noted that the actress Julia Louis-Dreyfus, who is best known for playing Elaine on the television series **Seinfeld**, is related to the family that founded and still owns the company. The firm can trace its roots back to 1851 when then 18-year-old Léopold Louis-Dreyfus entered the grain business by purchasing wheat from local Alsatian farmers and taking it eight miles away to Basel, Switzerland, an important commercial center on the Rhine River between Germany and

France. The company, structured as a matrix organization, is worldwide now with operations, still including interests in agricultural products, in more than 100 countries.

The car had been restenciled for the Southern Illinois Railcar Company, but there were not yet conspicuity stripes on it, when it was photographed in August 2005, which makes sense since they were just being introduced. That photo is on RRPictureArchives. What I think is the bingo photo used by Micro-Trains is on RailcarPhotos.com and was taken in February 2009. SIRX was the third set of reporting marks it had carried by then; previously the car was PLCX 28296 and it was originally USLX 20666. The series USLX 20525 to 20749 was built between October 1978 and January 1979 by the United States Equipment plant in Washington, Indiana. I'll note a long-time oops here, as I'd called the Approximate Time Period to be "to present" for the clean version of the car when it was released in April 2009—we now know that it wouldn't have lasted that long with the original reporting marks. In fact, the bingo photo pre-dates that release by a couple of months. Obviously I'd given up on looking through ORERs a bit too soon. The first ORER in which I see SIRX 475500 is April 1999, so the ATP for the previous release would have ended no later than that date.

Noting from a Strictly Speaking perspective that the conspicuity stripes weren't yet present in 2005, we can start with the January 2006 Equipment Register. SIRX 475500 is part of a subset of 14 cars within a much larger group numbered from 472504 to 475999 of mixed capacity covered hoppers (which will also include the other SIRX Weathered Release this month, as we'll see shortly). The 475500 had an outside length 58 feet 9 inches, extreme height 15 feet 1 inch, and capacity 4870 cubic feet with a gross rail weight (car plus lading) of 263,000 pounds. The MTL 099 body style is modeled after the 4780 cubic foot Evans car, so we should be aligned between model and prototype here.

Things get interesting after that. The January 2011 ORER shows the SIRX reporting marks under SC Rail Leasing America, Inc. doing business as Southern Illinois Railcar, instead of Southern Illinois Railcar. SIRX 475500 is shown in that registration. But in the next Equipment Register in the Research Accumulation, April 2013, the SIRX reporting marks are shown under VTG Rail, Incorporated... and that company's cars are no longer listed in the ORER. Removal from Equipment Registers, and thus, the prying eyes of byte slingers like me, has become more prevalent over the last ten-plus years. So I cannot provide an Approximate Time Period past 2011 for this car, or, as we'll see, the next Weathered Release either. Based on images on RailcarPhotos.com, the SIRX reporting marks continue to be in use through 2022, including, for example on a former Chessie System/B&O 4600 cubic foot Center Flow (Note to Micro-Trains: hint).



099 44 340, \$29.95.

Reporting Marks: SIRX 475068.

Evans 3 Bay Covered Hopper, SIRX (Southern Illinois Railcar Company) /ex-Garvey Grain.

Green with mostly black lettering including LDC company logo left of center and company name on right. White restenciled reporting marks on black patch panel on left. Orange vertical conspicuity stripes at five points along bottom of side. Moderate to heavy weathering and rust effects.

Multicolor graffiti on one side. Approximate Time Period: 2007, plus or minus. Previous Releases: None.

We get a bit of a two for one special here since this car is also a transfer from a previous lessee to the Southern Illinois Railcar Company. This one came from Garvey Grain and had a rather distinctive green base color. Garvey Grain also had covered hoppers in red paint with white lettering and in gray with a large red "Garvey." There's not much to find out online; the company is apparently out of business with some operations taken over by Ag Processing.

The bingo photo for this car as of October 2007 is over on RRPictureArchives. It's noted that the car was GGIX 164 and then ITLX 24018. From RailcarPhotos we learn that the car was from GGIX series 151 to 225 built by Evans-United States Railway Equipment as Lot 1593 from August to October 1979. This set is in the April 1997 ORER, as part of a total of 135 covered hoppers with 4780 cubic foot capacity, numbered from 101 to 250 across multiple series in the listing for Garvey International, Incorporated, Garvey Grain Division.

Like the former Louis-Dreyfus car above, this car first appears in SIRX reporting marks in the April 1999 ORER and is in the January 2011 Equipment Register, after which the entire registration is no longer available in ORERs.

The January 2006 ORER has the 475068 in the same enormous, and mixed, set of covered hoppers SIRX 472504 to 475999 as the above ex-Louis Dreyfus car, again called out in a small subset of 12 cars. The outside length 58 feet 9 inches, extreme height 15 feet 1 inch, capacity 4870 cubic feet, and gross rail weight of 263,000 pounds are the same as well.



983 05 029, \$131.95, with Jewel Boxes.

993 05 029, \$119.95, with Family Foam Nest packaging.

Reporting Marks: SSW 73996, 73992, and 73522.

Cotton Belt Weathered Three Pack.

Consists of two MTL 093 series Three Bay Center Flows with Round Hatches and one MTL 094 series Three Bay Center Flow with Trough Hatches. First two cars are blue with mostly yellow lettering and red and yellow Golden West Service roadname and block herald on right, with white restenciled reporting marks on blue patch panel on left, white on black double COTS panel at far right, orange horizontal conspicuity stripes at six

points (the 73996) or five points (the 73992) along side, and light to moderate weathering. Third car is gray with black lettering including reporting marks on left (with restenciled road number) and large Cotton Belt roadname on right, with white on black COTS panel at bottom right, six orange horizontal conspicuity stripes along bottom of side, and moderate weathering and rust effects. Approximate Time Period: late 1990s, or after 2005 given conspicuity stripes to early 2010s for first two cars (Golden West Service); after 2005 given conspicuity stripes, to early 2010s for the third car (Cotton Belt). Previous Releases: None. The individual catalog numbers are: 093 44 190, 73996; 093 45 190, 73992; 094 46 790, 73522.

This is somewhat of a sequel to the forthcoming Runner Pack of Golden West Center Flows announced below, although with a different prototype series of cars; and don't I wish that I'd left my sequencing of these bytes alone instead of putting the Weathered Releases ahead of the Multi-Packs. Well, I'll presume, faithful reader, that you'll read this the way I write it.

Presuming that you're reading this first, then, the first two cars in this three pack represent the "takeback" of Golden West Service cars into the Cotton Belt roster, which followed the acquisition of the Cotton Belt and its parent Southern Pacific by the Union Pacific. We'll let Lee Gautreaux summarize from his extensive "Railgoat" website (www.railgoat.railfan.net): "These three bay, 100 ton, covered hopper cars were built by American Car and Foundry in 1971-72 as above. They featured 4650 [cubic foot] capacity. Quite a number of these cars were rebuilt and repainted into the Golden West Service scheme wearing a variety of reporting marks. Many were renumbered back to their original SSW marks and numbers after their leases expired with a minimal patching." These were the SSW's Class H-100-27. The "as above" refers to the division of the prototype series into SSW 73500 to 73949 with elongated (trough) hatches and SSW 73950 to 73999 with round hatches. This allows MTL to use both of their body styles in this three pack. The CF 4650 prototype should match both as well.

We've got a bingo photo on RRPictureArchives.net of SSW 73996 as of January 2009, restenciled but still in the Golden West paint scheme otherwise. There's graffiti on the car in

this view but recall that Union Pacific doesn't allow graffiti on its models—and since the car has Cotton Belt's SSW reporting marks, that puts it in the Union Pacific domain. Same for SSW 73992 which was found in late December 2007 in another image posted to RRPictureArchives. And finally there's SSW 73522 as of June 2006 in what's largely its as delivered paint scheme, which completes the trifecta on RRPictureArchives.

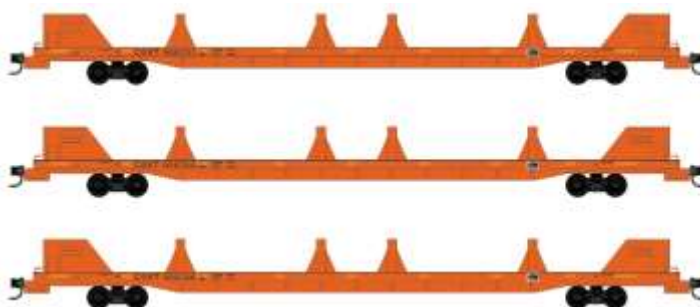
The odds that any of these cars lasted until “the present” in either the Golden West scheme or the original scheme are not good. Under the Union Pacific registration in the January 2020 ORER, there are just four cars left in the SSW series 73500 to 73949, and a single car between 73950 and 73999. The different hatches are called out in the listing, though! October 2014's Equipment Register isn't much better: the totals are ten and one respectively. Backing up further to the January 2011 ORER, the car counts are 40 and 13, so calling the ATP at the early 2010s seems reasonable here.

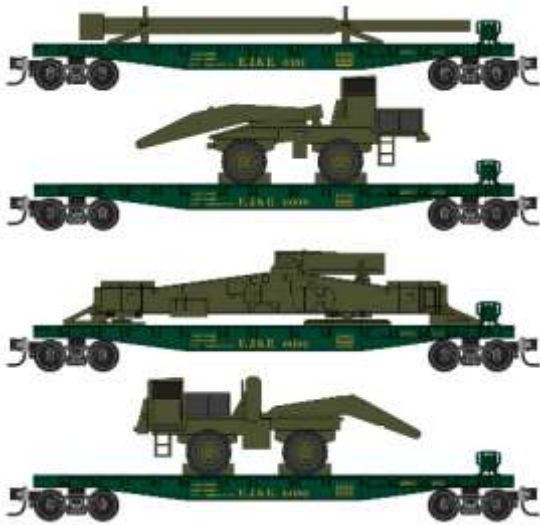
N SCALE MULTI-PACKS: Three items are expected to be available mid-month...



Runner Pack #191 of four The Rock Three Bay Hoppers (993 00 191, \$129.95). This set comes only in the Foam Family Nest. UMTRR Coverage was in the April 2022 issue. The individual catalog and road numbers are: 108 51 460, 700018; 108 52 460, 700324; 108 53 460, 700665; 108 54 460, 701237. I can confirm via online dealer listings that this item is available.

The CSX Rail Repair Flat Car Three Pack (993 02 203, \$139.95). This set comes only in the Foam Family Nest. UMTRR Coverage was in the April 2022 issue. The individual catalog and road numbers are: 071 51 900, 920737; 071 52 900, 920740; 071 53 900, 920743. The Rail Load Three Pack for these cars should also be available mid-month (499 45 961, \$17.95).





The Elgin, Joliet and Eastern Flat Car Four Pack with M65 Cannon Load (993 02 204, \$134.95). This set comes only in the Foam Family Nest. UMTRR Coverage was in the April 2022 issue. MTL has added a description of the load to its copy for this release. I'll quote: "Developed at the beginning of the Cold War in the early 1950s as a tactical nuclear weapon, the M65 Atomic Cannon, nicknamed 'Atomic Annie,' was 86 tons, 85 feet long, and 10 feet wide. It fired a 15 kiloton nuclear warhead at 2,500 feet per second." Modeler assembly is required for this load. The individual catalog and road numbers are: 045 51 620, 6080; 045 52 620, 6092; 045 53 620, 6098; 045 54 620, 6101.

*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 **October 30**.*



Targeted Delivery March 2023:

983 00 199, \$144.95, with Jewel Boxes.

993 00 199, \$129.95, with Foam Family Nest Packaging.

Reporting Marks: GVSR 528001, 528005, 530043, 538000.

Golden West Service Runner Pack (Runner Pack #198).

Scheduled to consist of 094 series three bay Center Flow Covered Hoppers with trough hatches. Cars are blue with mostly yellow

lettering including reporting marks on left. Red and yellow roadname and herald on right. White on black double COTS panel below herald on right. Approximate Time Period: early 1990s to late decade of the 2000s. Previous Releases: None (the previous Golden West Service cars on this body style, 94050/094 00 050, had CRLE reporting marks). MTL artwork is preliminary; actual product may vary.

If there were a **Golden West Service Color Guide to Freight Equipment**, which there isn't, certainly some of these cars would be included. These are officially lettered for Galveston Railroad, L.P. which is, or was, a property of Greenbrier. As noted previously, Golden West was a venture through which the Southern Pacific sold and leased back rail cars from Greenbrier, which refurbished the cars for the railroad. Following the Union Pacific absorption of the SP, the Golden West arrangement was unwound, with cars restenciled to SP, SSW and even DRGW reporting marks. Examples of that are in this month's Weathered Release above.

The series first appears sometime between July 1989 ORER, when there are no cars listed at all in the Galveston Railroad registration, and October 1991 ORER, when all four of the cars that MTL will have in this forthcoming Runner Pack are listed, although in separate series. From there, it's just a matter of finding the last Equipment Register in which this cars appear. That's probably the January 2011 ORER, though there is one car left in the series 528000 to 528057. The chances of that being either 528001 or 528005? Well, one in fifty-eight.

Let's get to some bingo photos. GVSR 528001 is preserved on RRPictureArchives, in a shot taken in Crockett, California and dated December 1994. It looks pretty clean. GVSR 528005 was found in Wichita, Kansas in March 2010. That image is on RailcarPhotos.com. Some Golden West Cars, including this one, briefly carried Kansas City Southern reporting marks, but they did. I'm not sure why! If you look closely at this photo you can see that the GVSR reporting marks are patched. The 538000 is also on RRPictureArchives, found in May 1999 in Mount Joy, Pennsylvania, illustrating that these cars roamed nationwide. It's sitting adjacent to a classic looking feed mill that is not much larger than the covered hopper. And I've not referenced the site goldenwestservice.com so far in the UMTRR (if I recall correctly, that is). It has 664 photos available including one of GVSR 530043, as of my birthday in 2006 (how about that!) in Roseville, California.

While there is no **Color Guide** (yet?) there is a book called **Golden West Service** by freight car historian Eric Neubauer. Neubauer counted 10,474 cars rehabilitated under the program. That publication isn't in the UMTRR Research Accumulation (yet?) but there's also Lee Gautreaux's "Golden West Freight Cars Page" online (www.railgoat.railfan.net/spcars/gws/gws.htm). From that page we learn that the 528001 and 528005 were originally from the Cotton Belt series SSW 74100 to 74499, built in 1972, Class H-100-28; the 530043 was from either the series SSW 74500 to 74799 or SSW 74800 to 74999, both H-100-30 cars built in 1974; and the 538000 came from the Cotton Belt group 70000 to 70499 built in 1979; the SP/SSW class H-100-38. All three sets of these cars were built by American Car and Foundry and had a capacity of 4650 cubic feet. That's the same as the MTL 094 body style.

While Micro-Trains hadn't done any 094 cars in the previous Cotton Belt scheme—that is, until this month's Weathered Pack, see above and at right!-- they did issue a virtual two-pack in April 2020 with cars SSW 70429 and 70094 in post-Golden West paint: SSW reporting marks and the "let's protect the trademark"... oops, I mean "heritage," Cotton Belt "ginsaw" herald. One of those is also pictured at right.





at center of letterboard and road number at bottom left and right, except Observation which has "Pullman" in center of letterboard, roadname at top left and right of letterboard and car name at bottom center. Approximate Time Period: late 1950s to early 1960s given paint scheme. MTL artwork is preliminary; actual product may vary.

Which came first, the song or the train? Answer: The song, by quite a while. The Wikipedians tell us that the song may have started as a legend among hoboes, about a train that the fallen among them boarded for their Last Run. Or maybe it was about a 700 car train on the railroad of Cal S. Bunyan, Paul's lesser known brother, that traveled so fast that it got to its destination before it left.

At any rate, the song's sheet music existed as early as 1882 (credit to commons.wikimedia.org/w/index.php?curid=23819179), but the reference was not made to the "Wabash Cannonball" but to the "Great Rock-Island Route." Hey, that's two songs about the Rock Island Line! No fair! The Carter Family recorded "Wabash Cannonball" in 1929. Arguably the most famous version is Roy Acuff's from 1936, which is said to have sold over 10 million copies. Acuff performed it regularly at the Grand Old Opry, and elsewhere. It's also a staple for marching bands including both Indiana University and Purdue, both of which sit near the Wabash River.

It wasn't until 1949 that the Wabash Railroad went with the flow, so to speak, and named its daytime express train between Detroit and St. Louis after the song. Let's have a look at my rather beaten up copy of **The Official Guide of the Railways** from December 1951 – which, by the way, was once the property of the very

Targeted Delivery March 2023:

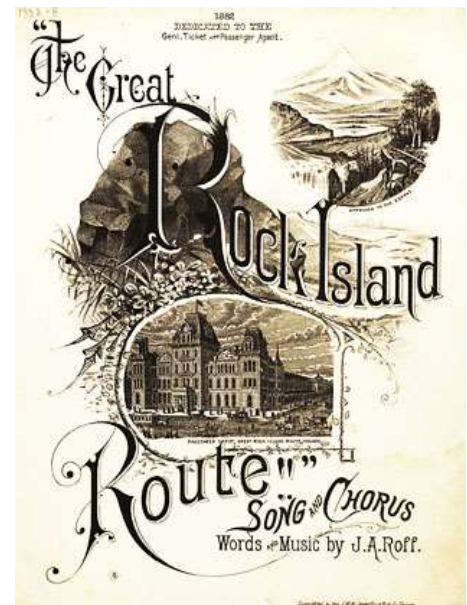
983 02 211, \$180.95, with Jewel Boxes.

993 02 211, \$159.95, with Foam Family Nest Packaging.

Wabash Cannonball Five Pack.

Scheduled to consist of five heavyweight passenger cars: MTL 140 series Railway Post Office, Road Number 179; MTL 147 series Baggage Car, Road Number 362; MTL 146 series Diner, Road Number 1568; MTL 145 series Paired Window Coach, Road Number 1402; MTL 144 series 3-2 Observation Car, Car Name "City of Lafayette." Cars are blue with silver roof and black underframe and trucks.

Yellow lettering including roadname



same Wabash Railroad Company! — for Train #1's schedule. It left Detroit at 7:35 AM Eastern Time, reached Fort Wayne, Indiana at 9:07AM Central Time, Lafayette, Indiana at 11:55 AM, Danville, Illinois, at 1:05 PM, Decatur, Illinois, at 2:27 PM, and St. Louis Union Station at 5:05PM, a total track distance of just under 489 miles in just under nine hours, counting the hour gained by changing time zones. Still pretty fast! The eastbound Wabash Cannonball, Train #4, left St. Louis at 9AM Central Time and arrived in Detroit at 9:10PM Eastern Time.

The consist of the Cannonball at the time was a Pullman Observation/Parlor Car with Drawing Room, a Diner/Lounge, and Chair Cars with reclining seats. There was no need for sleeping accommodations for this day tripping train, but I would think a baggage car and RPO would be in the consist as well. So the forthcoming model looks like a good representation of the actual Wabash Cannonball, although a few more coaches might be warranted to go with just the one coming in the set. The service lasted until Amtrak took over most long distance passenger routes in April 1971. Even after the Norfolk and Western assumed operations in 1964, the train was called the "Wabash Cannonball" until the end.

But getting back to Wabash coaches, or should I say chair cars, let's start there since the 1402 was the first of the five cars in the set which I found. Page 10 of the **Wabash/Nickel Plate/DT&I Color Guide to Freight and Passenger Equipment** has a bingo photo of the car as it appeared in 1966 in Decatur, Illinois. My understanding is that the roof of this car was painted silver, and there are photos of other cars that illustrate this point, but the roof on the 1402 looks more like a dirty gray than silver. The short series 1402 to 1405 was built by American Car and Foundry in 1927 at their St. Charles, Illinois plant. It's a paired window car with six wheel trucks so we have a general match to the MTL 145 body style, although on the side of the car we can see in the bingo photo, there's a single window lacking at one end.

Let's turn to Page 13 of the **Color Guide**, where we'll find the Diner. The 1568 was in Hoboken, New Jersey in March 1966, and I am not at all sure what it was doing at the Lackawanna Terminal there. Did the Norfolk and Western, which had by then leased and absorbed the Wabash, do a special train with the Erie Lackawanna? Well, anyway, the car is painted as Micro-Trains expects to per their preliminary artwork. The window arrangement differs between the prototype and the MTL 146 body style, not least because the Wabash rebuilt it in 1950. The car was built by Pullman in 1927, part of the series then numbered from 37 to 42. In the **Color Guide** it's noted that this car was in service until around 1966.

We back up to Page 4 of the **Color Guide** for an image of Railway Post Office car number 179. It was an oldie, built by American Car and Foundry in 1916, one of the series 176 to 181. The side we can see in this photo from 1960 shows a group of six windows, while the Micro-Trains 140 body style has a three plus three arrangement on one side and a five plus one on the other side. These cars were relettered for the Norfolk and Western, some time after the 1964 merger.

Baggage Car 362 belonged to the series 348 to 367 according to the Official Register of Passenger Train Equipment for March 1943. Page 6 of the **Color Guide** shows cars 359 and 360 as they appeared in 1969 and 1968 respectively, still in Wabash paint. The cars' two large doors on each side are closer together than on the MTL 147 body style. The seventy foot long

cars were built by American Car and Foundry in 1926. There's what appears to be a builder's photo of the 360 online, within the John W. Barriger Collection of photos on Flickr. The direct URL is www.flickr.com/photos/barrigerlibrary/22370705557. This prototype photo also illustrates the Extended Railroad Roman style lettering that was used by the Wabash. That was replaced by the Futura style lettering in the late 1950s, which gives us the ATP start for this set. As of at least 1996, the 362, later Norfolk and Western 1382, was in use at a summer camp in Littleton, North Carolina, still on its six-wheel trucks but clearly not going anywhere. That photo is on RRPictureArchives.

I wasn't able to find a bingo photo for the Observation car while it was on the Wabash roster as the "City of Lafayette" although I did come across photos of the car in later years. I also saw its history. It was built in 1927 by Pullman as a one drawing room-parlor observation named "Helena Modjeska." She was a Polish-American actress whose repertory included 260 Shakespearean and contemporary roles, some in both Polish and English. She lived from 1840 to 1909, and clearly someone at Pullman liked her! The railroad to which it was first assigned isn't available in Tom Madden's "Pullman Project" database which is the source of some of this information, but it is noted that the car was repainted to Wabash blue from the usual Pullman Green in 1932 and was sold to the Wabash in 1945. It was renamed "City of Lafayette" in 1954. It was transferred to the Norfolk and Western where it was also called the "City of Lafayette." From there it went to the Clinchfield, then the Seaboard System and then to CSX, all as the "Blue Ridge." CSX dispositioned it to the New Georgia Railroad tourist operation; from there it went into private hands and then to the New Orleans Public Belt Railroad where it was named the "City of New Orleans." Phew.

N SCALE SPECIAL EDITION RELEASES: It's not exactly Halloween, but it certainly fits the category...



038 00 600, \$28.95.

50 Foot Steel Boxcar, Plug Door, No Roofwalk, Micro-Mouse Día de los Muertos / Day of the Dead.

Purple sides, black roof and ends. Multicolor decoration including yellow-orange marigolds across bottom of side. White and multi-color Micro-Mouse head in center. Yellow lettering: A side in English, B side in Spanish. No reporting marks. This item has a lowered underframe and body mounted couplers.

Day of the Dead is often a multi-day celebration, usually held on November 1 and 2 – thus its alignment of sorts to Halloween. The observance is mostly, well, observed in Mexico although it's been debated whether its roots go back to the indigenous people of the area or is an adoption of a Hispanic tradition. The Wikipedians tell us that "Although associated with the Western Christian observances of All Hallows' Eve, All Saints' Day and All Souls' Day, it has

a much less solemn tone and is portrayed as a holiday of joyful celebration rather than mourning. The multi-day holiday involves family and friends gathering to pay respects and to remember friends and family members who have died.

The marigolds which line the bottom of the side of the car are a key symbol of Day of the Dead. They're used for an ofrenda, or home altar, which honors the deceased and may also include favorite foods and beverages of the loved one as well as photos and artifacts. The idea is to invite the soul of the departed to visit. The scent of marigolds – also called “Flower of Dead” is also considered to be an attraction.

Food and drink for the living are also part of the observance. *Pan de muerto* (“Bread of the Dead”) is a type of sweet roll or egg bread shaped like a bun, topped with sugar. There are also sugar skulls called *calaveras*, which may be designed to invoke the personality of the departed being honored. The general idea is expressed in both English and Spanish on the Micro-Trains car: “Our dead are never dead to us, so long as we remember them.” A description on The History Channel’s site shows how this goes farther: “On the Day of the Dead, it’s believed that the border between the spirit world and the real world dissolve. During this brief period, the souls of the dead awaken and return to the living world to feast, drink, dance and play music with their loved ones.”

Though Day of the Dead is associated with Halloween, it’s not quite related to it. As with Halloween, though, specific traditions may vary from place to place. Day of the Dead is marked outside of Mexico, with versions in the United States, the Philippines and elsewhere.

Here’s a fun fact: The 2015 James Bond film **Spectre** featured a Day of the Dead parade in Mexico City. It was entirely fictional, however, as such a parade didn’t actually occur there. (That must have been an interesting budget line for the production.) The next year, though, government officials had an actual parade, and a quarter million people showed up!

In addition to the above, **Car #8 in the “Railroad Magazine Years Gone By Series” (101 00 887, \$27.95)** has been released. It features the cover of the October 1937 issue, “The Man at the Switch.” UMTRR pre-order coverage was in the October 2021 issue.





Also, the three **Christmas Around The World** add-on cars, expected to be available mid-month, were at dealers at “press time.” Pre-order coverage was in the July 2002 UMTRR. They are (top to bottom at left): **Taipei/ Tokyo (101 56 740)**, **Dubai/ Barcelona (101 57 740)**, and **San Francisco/ London (101 58 740)**. Each car has an MSRP of \$27.95.

I can confirm via online sale listings that the **Medford, Talent and Lakecreek Refrigerator Four Pack (993 21 384, \$115.95)** was released last month. (And it’s already sold out.)

It was probably closer to the end of the month than mid-month, but the **Wicked Night Flyer Train Set (993 21 385, \$229.95)**



Train Set (993 21 385, \$229.95) has also landed at dealers. The official photo has become available, so here it is. Although the set is mostly packaged in the Foam Family Nest, the FT-A diesel does come in a jewel box. If you’re in the neighborhood of UMTRR HQ on Halloween Evening, feel free to drop by; we’ll have it running. Trick or Treat!

There are no pre-order announcements for Special Edition items this month.

Z SCALE: I’m going a bit out of the usual order here and starting with the items not previously announced, which leaves the regular runs for the end. This almost puts the month’s lineup in reverse catalog number order...



983 05 283, \$73.95, with Jewel Boxes.

994 05 283, \$64.95, with Foam Family Nest Packaging.

Reporting Marks: D&RGW 69750 and 69789.

D&RGW Weathered Boxcar Two Pack.

Consists of two 40 Foot Steel Boxcars. Both cars have orange (the Rio Grande's "Aspen Gold" and silver sides, orange roof, and black ends. Black lettering including large reporting marks on left and large speed lettering roadname on right. The 69750 has a Superior door which matches the car's

sides, while the 69789 has a brown replacement Youngstown door. Both cars have light to moderate weathering. Reporting Marks: D&RGW 69789. Approximate Time Period: mid-1950's through the 1960s at least. Previous Releases: Technically none, but it's close to Catalog Number 14148, Road Number 69789, December 2003, in Magne-Matic and Marklin Coupler versions. The individual catalog and road numbers for this pack are: 500 00 901, 69750; 500 00 902, 69789.

Yes, Micro-Trains did use the same road number on one of these two which they'd selected for a release back in December 2003, as evidenced by that release's official photo. I think you'll be able to tell the difference between the two! For one thing, the new run is weathered, for another, it's got a replacement door, and for still another, it's without the black stripe which separates the gold and silver parts of the sides.



Here's a case where the ORER will not be of the help we really want, although we'll check in with a couple of issues just the same. What drives the Approximate Time Period is that sharp paint scheme. The folks at RPI reported that "by 1955 the boxcars were being painted orange and silver." Page 39 of the **Rio Grande Color Guide to Freight and Passenger Equipment**, which shows a fifty foot boxcar that was delivered in the gold over silver scheme in 1956. I also saw online that 1956 marked the initial delivery of new freight cars in this paint.

More to the point, though, is that the two cars in this pack are from the series 69400 to 69899, built by Pressed Steel Car Company in 1942. This was the third of four groups of boxcars that Pressed Steel built for the Rio Grande between 1940 and 1946. Page 35 of the **Color Guide** has a shot of D&RGW 69676, found in the gold and silver but in company service in August, 1976. A photo of that very same car is also available on RRPictureArchives, taken in a different location in October 1979. And it's also on RailcarPhotos as of October 1977. And would you believe one more time... a shot from June 1975 on the Canadian Freight Railcar Gallery. That car got around!

Previous versions of the website of the Rio Grande Historical and Technical Society (now behind a member-only wall) provide more details: the cars were of 40 foot 6 inch inside length and had riveted 12 panel sides, straight side sills, 4/5 Dreadnaught ends, a Duryea cushion underframe and six foot Youngstown doors. That doesn't mean they always kept said doors, and they could have been changed to Superior doors as on the model when serviced. The photo of the 69676 in the **Color Guide** shows that car with a Superior door. They were in general service according to the RGH&TS. They call out the paint scheme as lasting from 1956 to 1965, with that latter year being the final delivery of cars in that scheme. The RGH&TS also noted that the cars disappeared sometime before 1993. By then, however, any surviving cars were probably in company service only. That's because, as noted by **Color Guide** author and freight car scholar Jim Eager, cars with Duryea underframes built before January 1, 1950 were banned from interchange effective January 1, 1974, except for cabooses operated as the last car in a train. That covers all of the Rio Grande's PSC boxcars, Eager noted on the DRGW group on groups.io.

I should also note that most of the Pressed Steel boxcars were never repainted into the scheme modeled here. Jim Eager has another post on the DRGW group with just a few known road numbers. And I suppose I should also point out that the details listed above mean that the prototype isn't a match to the MTL 500 body style, which is based on the Pullman-Standard PS-1 design. A true widely available model of these specific cars with the 10 foot 4 inch inside height is not yet available in N Scale, and was only done so far as a resin kit in HO Scale, for that matter. (There are 12 panel cars available but not this exact one.)

The January 1955 ORER shows a large series, 67500 to 69899, consisting of 2322 cars which combined all four of the Pressed Steel orders together. This was almost twenty percent of the Rio Grande's entire standard gauge roster at the time. These were simply described as "Box, All Steel" and carried the standard XM classification. They had the unusual inside height of 10 foot 4 inches inside height. The outside length was 42 feet 11 inches, extreme height was 15 feet and capacity was 3850 cubic feet or 100,000 pounds. In January 1964 there were 1973 cars in the group and in April 1970 this number was all the way down to 241. The Rio Grande took cars from this main series for rebuilds, including the famous "Cookie Box" cars, and some very unusual looking cars with Transco Tri-Rib sides.



548 00 140, \$28.95.

50 Foot Steel Refrigerator Car, Rivet Sides, Micro-Mouse Día de los Muertos / Day of the Dead.

Purple sides, black roof and ends. Multicolor decoration including yellow-orange marigolds across bottom of side. White and multi-color Micro-Mouse head in center. Yellow lettering: A side in English, B side in Spanish. No reporting marks.

Please see the coverage of the N Scale version above. Note that the body style differs from the N Scale version.

Expected mid-month are the remaining three virtual two-packs of Husky-Stack Well Cars which were rescheduled from earlier this year. UMTRR coverage of these items was in June 2021 during the pre-order window. These are:



540 00 015 and 540 00 016, \$29.90 each.
Reporting Marks: DTTX 56848 and 56861.

Gunderson Husky-Stack Well Cars, TTX (White on Black Logo).

Yellow with silver details. White reporting marks on black panel on left;

white TTX logo on black panel on right. Mostly black dimensional data. White on black COTS panel on far right. White simulated reflective rectangles at three points along sides. Approximate Time Period: early 1990s (1992 build date originally given by MTL) into the decade of the 2000s with a few into the decade of the 2010s. MTL released photos of these cars (although not the other two pair?) so I have them here. These are releases 16 and 17 for this item.



540 00 113 and 540 00 114, \$29.90 each.
Reporting Marks: CSXT 620316A and 620316B.

Gunderson Husky-Stack Well Cars, CSX Intermodal.

Blue with silver details. White lettering including reporting marks on left and “CSX Intermodal” in center. White on black double COTS panel on far right. Approximate Time Period: 1990 to no later than 2014. These are releases 3 and 4 for this item.



540 00 153 and 540 00 154, \$29.90 each.
Reporting Marks: SFLC 254245A and 254245B.

Gunderson Husky-Stack Well Cars, Santa Fe (AT&SF).

Red with black band on one end and silver details. White lettering including reporting marks on left and circle cross herald right of center. White on black double COTS panel on far right. White simulated reflective rectangles at five points on sides. Approximate Time Period: 1993 (build date given by MTL) to mid-decade of the 2000s. These are releases 3 and 4 for this item.



Finally, Car #8 in the “Railroad Magazine Years Gone By Series” (502 00 647, \$27.95) has been released. It features the cover of the October 1937 issue, “The Man at the Switch.” UMTRR pre-order coverage was in the October 2021 issue.

There are no pre-order announcements for Z Scale items this month.

MTL ANNOUNCEMENTS: The MT&L (Medford, Talent and Lakecreek) Official Collector's Box (995 01 050, \$19.95) should be available mid-month. Pre-orders were taken in July.

Now available as separate items are **Bulkhead Flat Car Decks** in N Scale (499 94 001, \$14.95) and Z Scale (799 43 242, \$14.95). The N Scale version covers (pun not intended) three flat car decks and inside ends while the Z Scale version will do decks and inside ends for four cars.

DISCONTINUED ALERT: Well, this is not a surprise to me: the sellout of last month's BNSF Family Tree Car #1, the BN/CB&Q "bleed-through" Center Flow (094 44 770), leads the Bye-Bye Board. Your faithful byte-slinger probably hesitated too long to add that to the accumulation... More surprising is that last month's BN/Procor Weathered Four Pack in Z Scale is also outta here (994 05 282) — but it's the only 1:220 item to report as gone this month.

Going back to last month's N Scale, the Southern Pacific caboose is sold out (050 00 240), and so is the MT&L Refrigerator Four Pack (993 21 384). It's "Spooky" how fast the mid-month release CITX "Halloween" Weathered Two Pack left the building, in both the Foam Family Nest and Jewel Case packaging (983 and 993 05 027)... and that's an instance of the case to which I referred at the end of last month's Discontinued Alert, where the individual cars (094 5x 051) get the Dreaded "D" in the UMTRR Release Table because both versions of the pack in which they were available are, well, no longer available.

N Scale outs from the remainder of the year are: the Chessie System/C&O forty foot boxcar (073 00 310, July); the second number of the Union Pacific/DRGW two bay Center Flow (092 00 502, April, first number still available); the Weathered 60 foot boxcar in Penn Central (104 44 021, July); the MT&L log car (114 50 170, August), and the Weathered Log Car Six Pack (993 05 019, August). Then you only need to go back to December 2020 for the final item out the door: the Conrail-obviously-was-Penn-Central boxcar (180 00 230).

INCREMENTAL INFORMATION DEPARTMENT: With respect to last month's Runner Pack #190 of four Milwaukee Road Drop Bottom Gondolas (993 00 190, \$119.95) I should have added the release count for these. I suppose that's really an "Oops." And it's a little confusing since there are three different items in this Runner Pack. So... the first two cars, which are drop bottom gondolas without extensions, hadn't been previously released. The third car, which has the extension, had been released in a virtual two-pack. And the fourth car, with yellow instead of white lettering, was a new release. It's all out there on the 2022 Release Table on the UMTRR website as well.

CSX Family Tree Series Car #4 (180 44 310, January 2022, at right) was a restencil of a Seaboard "Green Hornet" boxcar, and there is more — a lot more — about these cushioned underframe cars in Issue 30 of the free e-zine The Seaboard-Coast Line Modeler, which is available for a limited time on the website of the ACL and SAL Railroads Historical Society (direct URL www.aclsal.org/publications). One of the great things about online publications



is that they can go quite in-depth on a single topic like these cars. This article is thorough and comprehensive and includes modeling techniques. It's well worth checking out. So are modeling-oriented publications from other historical societies.

With respect to this month's EJ&E Flat Car Four Pack with Cannon Loads (993 02 204), the John W. Barriger III Library of American Car and Foundry photos on Flickr has a builder's photo of EJ&E flat car 6643, with a build date on the car of June 1947. It's not quite the same paint scheme as on the MTL four pack, or the same prototype series, but it's still interesting, particularly since the build date on this car is just three months after the build date on the cars in the MTL pack. Looks like "the J" bought a lot of flat cars in just a few months. The direct URL is www.flickr.com/photos/barrigerlibrary/albums/72157649155982802/page5.



Here's a blast from the past: An update on Runner Pack #22, released in December 2008! It turns out that the Official Micro-Trains photo, which I have in the N Scale Runner Pack page on the UMTRR Website and is shown at left, doesn't match the actual product that was released back then. Instead, as the cars have a larger roadname and number, as with Runner Pack #176 from March 2021 (at right). The decoration on the two packs aren't exactly identical to each other, for example Runner Pack #22's cars don't have COTS panels, but I think you'll get the idea.



OOPS PATROL: The catalog number for the fourth of the four cars in the N Scale ADM Weathered Covered Hopper Four Pack (983/993 05 028) was mistyped; it's 099 54 330.

FINALLY, A BIG MONTH COMING UP! Next month Micro-Trains marks a milestone fifty years in the making. I think you know what that is (are you paying attention?). Last month I posed a few questions to everyone: *Were you in N Scale in 1972? What was your reaction to the first Micro-Trains car you ever saw? What was the first one you bought? What's your favorite car (if you can pick one, that is)? If you owned Micro-Trains, what would you do differently?* I'm still collecting your answers to share next issue. Send them along to umtrr@irwinsjournal.com.

Until next time, do the best you can!

Cheers, George

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