



IrwinsJournal.com Presents:

The Unofficial Micro-Trains® Release Report

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Hello again everyone! We have some rescheduling and rearranging and one reprint to cover this month, but we're going to start with something I didn't have on my bingo card: a trio of 89 foot flat cars from South of the Border. Off we go...

N SCALE NEW RELEASE FREIGHT EQUIPMENT:



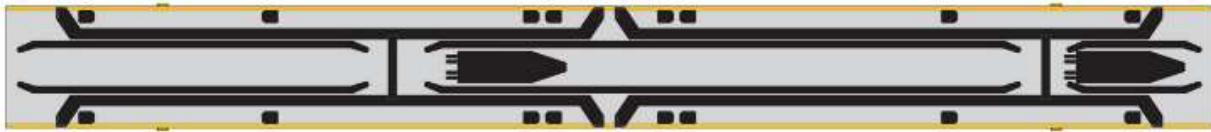
072 00 031 and 072 00 032, \$44.95 each.

072 00 050, \$44.95.

Reporting Marks: NdeM 40318 and 40332 and FCP 2286.

89 Foot COFC Flat Cars, Nacionales de Mexico (National Railways of Mexico) and Ferrocarril del Pacifico (Pacific Railroad).

All three cars are yellow with gray and black decks. White reporting marks on black panel on left and mostly black lettering otherwise, with some white dimensional data on black panel right of center and white on black double COTS panel on far right. The NdeM cars have a small herald in center and "Unir Servir" slogan right of center. Approximate Time Period: 1975 (build date) to at least the year 2000. These items are regional releases not on MTL Dealer Standing Orders and were released mid-month (confirmed via online sale listings).



Before going any further, let's acknowledge the deck of these cars. It's not apparent from the MTL artwork above, but it is clear from the actual product photos, that there is a full set of hardware atop these flat cars. Given their arrangement, it makes sense that they are labeled as Container on Flat Car, not Trailer on Flat Car, and are on the 072 (former 72000) body style. If you're keeping score, the most recent previous regular run release on this particular car type was back in October 2013, exactly ten years ago, a virtual two pack for the Department of Defense.

And it is Container on Flat Car service in which we see both of the NdeM cars, in bingo photos on RailcarPhotos.com. The 40318 was in Cajon, California in March 1978, and the 40332 was in Mexicali, in Baja California, in October 1976. Each was carrying a pair of plain containers lettered for SSI, a lessor of containers and boxcars during that same time period. It's noted that both of these cars were in the series 40309 to 40356, built by Pullman-Standard in February and March 1975.

Meanwhile, the FCP 2286 also has a bingo on RailcarPhotos, taken in March 1975 in El Paso, Texas. It was part of the series 2206 to 2305, also built by Pullman-Standard in February 1975. "Car is probably on [the] way to delivery to FCP at Nogales, Sonora," it's duly noted, and this is about as clean as you'll see a yellow flat car. The mixed typeface for the reporting marks is correct: the "FCP" in Gothic and the "2286" in the italic also used by Trailer Train, owner of a much larger fleet of 89 foot flat cars. If you'd like, feel free to attach an ACI Label to a plate and mount it between the reporting marks and the road number on all three of these cars. It will hang a bit below the side, which is probably why MTL didn't include it. I am not sure of the exact prototype used as the basis for the MTL 072 body style—yes, there are many variations on the basic 89 foot flat car!—but I don't think it was a Pullman-Standard model. So there will be differences, perhaps most notably the interesting looking brake lever assembly at the far right of each of the real cars, which is in a rust color so it stands out from the yellow carbody. That detail part looks like a somewhat challenging 3-D printing project to me.

The Official Railway Equipment Register (ORER) for April 1976 has 303 cars in the FCP series 2000 to 2305, so this includes other groups of 89 foot flat cars. There are only six dimensions given in the listing for this group, so let's provide all of them: the 89 foot inside length, 9 foot inside width, 91 foot 4 inch outside length, 9 foot 4 inch outside width, 3 foot 6 inch height from rail "at eaves or top of side of platform," and weight capacity 154,000 pounds. The very next railroad in the ORER is the NdeM, since its official name in Spanish comes right after the official name of the FCP alphabetically. There we have a contradiction: the AAR Designation is FC, denoting flats for containers, but the description is "Flat, Piggyback." What... or should I say, "¿que?" As with the FCP cars, the group cited in Railcar Photos was part of the overall series, which was 40300 to 40356; in other words, there were up to ten other cars in the group. These are probably not exact copies of the FCP cars, as evidenced by slightly different dimensions: 89 foot 7 inch inside length, 9 foot 1 inch inside width, 92 foot 5 inch outside length,

10 foot 1 inch outside width, 4 foot 1 inch height from rail “at eaves or top of side of platform,” and weight capacity 151,000 pounds. There were 57 cars in the series at that time.

The January 1985 ORER shows 197 cars in the FCP series and 57 again in the NdeM series. The privatization and dissolution of the National Railways of Mexico took place in 1998; the April 1997 Register is the last one in the Research Accumulation before that happened. By this time the FCP reporting marks were under the National Railways of Mexico listing, with an expanded series FCP 2000 to 2347 having a total of 296 cars specifically including the 2286 in a subset, and 56 cars in the NdeM 40300 to 40356 group. The FCP group was down to 197 and the NdeM group 47 in the January 2000 ORER – but that’s the last Register in which I have a listing for the National Railways of Mexico. The entire listing is simply gone from the January 2002 ORER, even though the FCP and NdeM reporting marks still appear in the compendium of all reporting marks near the front of the book. So an Approximate Time Period running to “at least 2000” it is for this trio.



**104 00 151 and 104 00 152, \$28.95 each.
Reporting Marks: UP 560044 and
560090.**

**60 Foot Excess Height Boxcars, Single
Door, Union Pacific.**

Yellow with aluminum ends, roof, side sills, underframe, and trucks. Black lettering including reporting marks on left. Large red, white and blue shield herald on left. Multicolor “Automated RAILway” logo on right. White on red “Appliance” sideboard left of door.

Multicolor ACI label at bottom right. Approximate Time Period: 1970 (build date) to as late as the early decade of the 2000s.

In the ORER for April 1972, the UP Series 560000 to 560199 had a double dagger symbol (“‡”) which “denotes large cars exceeding Plate C dimensions.” Yep! Let’s get those straight away: inside length 60 feet 9 inches, inside width 9 feet 6 inches, inside height 12 feet 5 inches, outside length 68 feet 3 inches, extreme height 16 feet 10 inches, door opening 10 feet, and capacity 7280 cubic feet but only 80,000 pounds. They were described as “Box, Steel, Load Dividers, Cushion Underframe” and an end note added a Pneumatic Bulkhead with two air bags. They carried AAR Designation XL.

It’s not a bingo photo but what’s sometimes called a “class photo” referring to the first car in a series that appears on Page 39 of the **Union Pacific Color Guide to Freight and Passenger Equipment** (Volume One). It’s noted that UP 560000 was the first of 400 XL cars built by the Omaha Shops of the UP in 1970. Other than not having the “Appliances” sideboard, the paint and lettering match the MTL model, so I’ll presume that Micro-Trains has the “as delivered” scheme here on these two cars. It’s noted in the caption that these cars had load dividers,

“popular with shippers of canned foods and beer, offering freedom from load shifts due to slack action and overspeed couplings.”

We do get a bingo photo on George Elwood’s “Fallen Flags” site (www.rr-fallenflags.org). The 560044 was found in Wayne, New Jersey in February 1973. The “Appliance” sideboard is shown on this car in the place it’s found on the Micro-Trains car. It’s also apparent that, like other boxcars built by the Union Pacific, there are those pesky diagonal lines of rivets either side of the door. In fact, there are a lot of rivets, and also reinforcing plates on the bottom sills either side of the door. These are deltas between the real cars and the MTL 104 body style. I’ll note that the more dirty this car gets, the more obvious the rivets become... the better to count them, I suppose. The other bingo, of UP 560090, is also on Fallen Flags. It’s an in-train photo noted as being at Columbus, Ohio but undated.

A key question in figuring the Approximate Time Period for UP cars, particularly ones in the Automated Railway scheme, is when they might have been repainted. Well, based on images on RailcarPhotos, that could have been a while. There’s a shot of sister car UP 560038 taken in June 2006, still rolling around in its original yellow paint, with washed out herald and Automated Railway map, and plenty of dirt. In addition, there are shots of UP 560059 from August 2006 and 560090 from September 2006, both in similar tired looking condition to the 560038. That led me to jump to the ORER for January 2006, which shows 15 cars remaining out of the original 200. Those cars are gone no later than the next ORER I have, July 2007, and besides there would be those pesky conspicuity stripes to deal with, so perhaps a reasonable Approximate Time Period would be the start of the decade of the 2000s. It does appear, though, that the as delivered paint stayed on several of these cars for their entire service life.

The “Appliances” sideboard indicates return of these two cars to the New York Central Railroad at Evansville, Indiana. Someone at the UP wasn’t current on their railroads because the NYC was already a part of the Penn Central by the time these cars were built!



107 00 030, \$33.95.

Reporting Marks: PC 595027.

65 Foot Mill Gondola with Drop Ends, Penn Central.

Green (the PC’s “Deepwater Green”) with white lettering including reporting marks on left and small herald on right. Multicolor ACI label at bottom center. Metal wheels and body mounted couplers. Simulated pipe load included. Approximate Time Period: 1971 (repaint date) to early 1980s. Micro-Trains advises that this item requires a minimum 15 inch radius curve.

The bingo photo for this car and the caption which provides the repaint date are on Page 80 of the **Penn Central Color Guide to Freight and Passenger Equipment**. It was built as PRR 441619 in July 1949, part of the G33 Class numbered from 441500 to 441999. In February 1971 it was repainted to PC 595027, in the number series 594998 to 595405. The photo which appears in the **Color Guide** was taken around a month later, on March 27, 1971, in Thorndale,

Pennsylvania, and how's that for precise record keeping. This was a 20 panel gondola with drop ends, key spotting features matching the MTL 107 body style, although I'd expect there would be some differences in details given that the Pennsy built these cars and General American built the prototype on which the Micro-Trains car is based.

I don't want to give away too much given that PRR is almost certainly going to be a future release of this car, but on Rob's Pennsy Page (pr.railfan.net) it's noted that the first of the G33s, which included this car, were built in the company's own Altoona Works. There is an official engineering drawing available on Rob's site. Of the original 500 cars, 498 were listed in the ORER in April 1968, the last entry for the Pennsylvania before it went into Penn Central. We'll skip to the October 1972 Equipment Register for the PC entry, to find 56 cars already in the Penn Central series. We'll pause for the usual dimensions: inside length 65 feet 6 inches, inside width 7 feet 7 inches, inside height 3 feet 6 inches, outside length 70 feet 3 inches, extreme height 7 feet 1 inch, and capacity 1748 cubic feet or 154,000 pounds.

Moving to the first ORER in which Conrail appears, April 1976, there are only 78 cars in the PC series, suggesting that most of the remaining cars had not yet been repainted from PRR reporting marks. And that's true: exactly four hundred were in the Pennsy section of the ORER entry. The Penn Central car count was down to 25 in the April 1982 ORER and 23 in April 1984; by October 1995 the series was gone. Some PRR and PC G33s made it to Conrail paint, but again, that's another story.



**115 00 111 and 115 00 112, \$28.90 each.
Reporting Marks: CP 305577 and
305583.**

**65 Foot Skeleton Log Cars, Canadian
Pacific.**

Black with white lettering including
roadname and reporting marks in
center. Approximate Time Period:
1968 (build date) to 2012.

Let's see, the photos or the citation, the photos or the citation... decisions, decisions...

Well, "citation" comes before "photos" alphabetically, so I'll start with, yes, a citation, of Ian Cranstone's "Canadian Freight Cars" site (www.nakina.net), which has a group of fifty cars numbers 305560 to 305609, built in 1968 by National Steel Car. These cars had an inside length of 62 feet 9 inches and inside height of 9 feet 8 inches; the latter, I guess, is counting the height of the eight permanent steel stakes. These cars also had four chain binders. One of the things I appreciate greatly about Cranstone's site is that he's already done the ORER lookups, giving us an Approximate Time Period running from October 1968 to April 2012.

The photos we'll first note are on Page 95 of the **Canadian Pacific Color Guide to Freight and Passenger Equipment** (Volume One). Neither is a bingo. The 305585 was just a year old when found in Smiths Falls, Ontario in August 1969. It wasn't loaded at the time so we get a good look at the car's construction, which is generally not that much different from the MTL 115 body style. The first difference I saw can easily be rectified: the end stakes don't have braces connected to the ends. A little snip here, a little snip there, and you're good on that detail. For a bit more detailing fun, add an ACI Label on a placard on the last stake on the right – probably not too hard-- and then add the end markings directly on the outside of that stake assembly – yikes!

It's noted in the **Color Guide** that some of these cars were repainted in the CP Rail red scheme, and MTL has already modeled two of these. CP 305601 (at right) and 305603 (not shown) were released in March 2016, Catalog Number 115 00 051 and 052 respectively. They are from the same prototype series. But not all of the cars got Action Red: the bingo photo for the 305577 was taken in May 2008 and the 305583 was captured in June 2007, both in their original white on black paint. Both photos are in the Canadian Freight Railcar Gallery online (canadianfreightcargallery.ca). The 305577 has conspicuity stripes attached to each of the stakes, directly over the still-present ACI Label in one case!



If you need the pole loads for these cars, check the "MTL Announcements" section of these bytes.



In addition to the above, the **Southern Pacific Rio Grande Division Safety Caboose (050 00 250, \$45.95, Road Number 316)** which was originally targeted for mid-September is now available as I've seen in for sale online (and there's an official MTL image). UMTRR coverage was in the June 2023 issue.

*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 2024:
130 00 291 and 130 00 292, \$39.95 each.
Reporting Marks: UP 24552 and 24592.
Bay Window Caboose, Windowless Sides,
With Battery Box, Union Pacific.



Yellow sides and ends, red roof, black underframe and trucks. Red lettering including roadname across top, reporting marks at bottom left and "P" designating pool services at top of bay window. Red, white and blue shield herald on left. Black on white safety slogan at bottom right (varies by

caboose). White on black double COTS panel on far right. Red ladders and grab irons. Approximate Time Period: 1980 to the end of the use of cabooses in trains. Micro-Trains artwork is preliminary; actual product may vary.

Cool! I have a chance to refer to the book **Cabooses of the Union Pacific Railroad** by Don Strack and James L. Ehernberger, published by the Union Pacific Historical Society. Strack is also the proprietor of the extensive "Utah Rails" website which includes a wealth of information on the UP.

These two cars were in the Union Pacific's class CA-13, but they didn't start on the UP. We'll let Strack and Ehernberger tell the story: "During the time that Union Pacific and Rock Island were planning their merger, in 1964 to 1974, the two companies cooperated on many administrative and operational matters. UP purchased several groups of locomotives, cars, and cabooses, which it then leased to Rock Island. This included... 130 bay window cabooses. With the shutdown of Rock Island on April 1, 1980, the road returned the leased equipment back to Union Pacific. Three of the original 130 cabooses were retired by Rock Island, leaving 127 cabooses to be returned to UP."

The authors continue with how the UP refurbished and upgraded these cabooses, placing them into four subsets in the CA-13 class. Not all of these received the full Union Pacific repainting, as noted in a series of photos in the book, but the UP 24552 did, as evidenced by a bingo photo from November 1980 in glorious black and white on Page 181 of the book. That includes the "Trucking on Down the Track" safety slogan. I'll note here that while the MTL 130 body style has windowless sides, the prototype cars did have two windows per side other than the bay window: a rounded one to the far left and a rectangular window under the "PAC" in "Pacific" to the immediate right of the bay window. This car was the former Rock Island 17134. There's also a color photo of the UP 24552 on Page 197 of the book, dated May 1986. There are five photos of UP 24592, the other half of this virtual two pack, on RRPictureArchives, the latest of which is dated October 2019.

As for the end of the ATP, it's also noted in the book that ten of the CA-13s were still in service as of May 1995. Going over to the "Utah Rails" website, there's a car by car listing of the CA-13s, where we find that the 24552 was the first Rock Island caboose to receive the UP colors and as of July 2022 might still be in service... though this item does have a question mark after it, as in "Still in Service?" The 24592 was listed as having been moved from Dunsmuir, California, to Cheyenne, Wyoming during July 2006. The latest two images of this caboose on RRPictureArchives have it in Portola, California at the Western Pacific Railroad Museum. Many of the other CA-13s were donated to towns along the Union Pacific.

N SCALE REPRINTS: One this month...



053 00 540, \$34.95.

Reporting Marks: CSXT 600634.

53 Foot Centerbeam Flat Car, CSX Transportation.

Red with black ends. Mostly white lettering including reporting marks (only) on left. White on black double

panel consolidated stencils on right. Approximate Time Period: 1988 to as late as the present, but see text. Previous Release: As Catalog Number 053 00 080, Road Number 600609, March 2012; then Runner Pack #130 (993 00 130) with Road Numbers 600603, 600677, 600709, Catalog Numbers 053 5x 080, July 2017 (pre-orders taken February 2017). Note that the catalog number of this release doesn't align with the catalog numbers of the other releases, but it does appear to be a reprint of them.

How a mostly red car ended up in the roster of mostly dark blue CSXT freight cars is explained via four cars in this group on RailcarPhotos.com. They were built just in the fourth quarter of 1987 by Gunderson, and the cars went rapidly from WCRC reporting marks for the Washington Central, to GBRX reporting marks, for Greenbrier, one of the entities behind the Golden West Service, as a lessor, and then to CSXT, all by 1988. The original road numbers were 2100 to 2299. No wonder I found the cars under the CSX Transportation listing in 1989!

That group, CSXT 600560 to 600759, was short just one car at 199 in that ORER for July 1989. The reason for the "see text" is the inside length given: 73 feet, with an outside length of 79 feet 9 inches. The two bingo photos of the first road number released by MTL, 600609, on the site RRPictureArchives.net, also reveal that there are thirteen oval-shaped openings on the real car whereas there are just twelve on the 053 body style. In addition, there are four panels on either side of these openings versus three on the model. Despite their nearly eighty foot length, these flats somehow make it into the Plate C clearance profile. Why do I think Plate C has changed over time?

The July 2007 Register has a car count of 195, then it's 192 in the January 2011 ORER and 178 in the January 2014 ORER. Updating to the October 2020 ORER, we're at 128 cars, which might mean an ATP to "the present." A photo of CSXT 600627 dated December 2022 on RailcarPhotos provides a bit more confidence in taking the Approximate Time Period out that far. And how about this: a 2015 image of one of these cars, on which the CSXT reporting marks have worn off, revealing the original identity of the Centerbeam as WCRC 2125? Have a look at that on RRPictureArchives.net.



In addition to the above, the TTX Depressed Center Flat Cars (109 00 143, Reporting Marks QTTX 130529 and 109 00 144, Reporting Marks QTTX 130532, \$31.95 each) which were initially targeted for mid-last month, are now available (confirmed via

online sale listings). UMTRR pre-order coverage was in the March 2023 issue. These are the third and fourth releases for this item.

N SCALE NEW RELEASE PASSENGER CARS: No new releases or pre-orders this month.

N SCALE WEATHERED RELEASES:



181 44 300, \$29.95.

Reporting Marks: NS 984500.

50 Foot Steel Boxcar, Plug Door, No Running Board, Short Side and End Ladders, Norfolk and Western/Norfolk Southern.

#6 in the Norfolk Southern Family Tree Series (pre-orders taken December 2022). Black with white lettering including faded runtogether "NW" on left and roadname right of door (obscured by graffiti). Black spray painted NS reporting marks on white

spray painted patch panel on left. Cushion underframe and body mounted couplers. Moderate weathering and extensive multicolor graffiti on bottom of both sides of car. Approximate Time Period: 2015, plus or minus. Previous Releases: None.

Well, if you're going to have to deal with graffiti, I suppose one cheeky way to do so is to just spray paint reporting marks back on! And that's just what someone did around 2015 to this car, which, based on its road number is among the Norfolk Southern's company service fleet. There are photos of the 984500 on RRPictureArchives as of April and May 2015, in Atlanta, Georgia and Roanoke, Virginia. In the Atlanta shot, the car's got an End of Train Device mounted to the coupler. It also looks to me like its single plug door is offset to the right of center, not something you see every day.

It's particularly dangerous to speculate on the provenance of this car, but life is boring without risk, so I'm going to try anyway. It's possible that the 984500 belonged to the series NW 694062 to 694091, which was originally the American Refrigerator Transit series ABLX 4000 to 4091, built by General American in June 1962. As noted with the release of NS Family Tree Series #2, part ownership of A.R.T. was conveyed to the N&W via its absorption of the Wabash. The N&W wasn't that interested in A.R.T. and was happy to dissolve the partnership with the

Missouri Pacific, and so some of the American Refrigerator Transit rolling stock ended up in the N&W's roster, first via leasing and then by direct ownership. An example of an "in between" found on RailcarPhotos.com is N&W 694066, still in A.R.T. paint and lettering including the N&W hamburger herald supplanting the Wabash flag, but with N&W reporting marks replacing ART. (By the way, according to the book **American Refrigerator Transit**, recently added to the Research Accumulation through the much appreciated generosity of a UMTRR Gang Member, the company name was never abbreviated to just "ART" –it was always with the periods, that is, "A.R.T.") N&W 694066 had a cushion underframe, bottom sill pattern matching that of the 984500, and a single plug door, which looks to me like it's offset a bit to the right. Counting panels, there are seven to the left of the door and six to the right, although they're not all the same width.

As modeled, the graffiti on the car obscures any conspicuity stripes that might or might not have been affixed to the car. I think that would have been addressed pretty quickly, which adds to my returning to the "plus or minus" Approximate Time Period after being able to provide a longer ATP for the previous NS Family Tree Car (ex-Virginian open hopper, N&W 125134, Catalog 056 44 480). Since there are no easily found records of when the NS flipped cars to or retired cars from company service, certainly Rule #1 ("It's your railroad") can be invoked.

In addition to the above, the following was announced on the Micro-Trains website and via the "E-Line" newsletter on October 16.



983 05 061, \$81.95, with Jewel Boxes.

993 05 061, \$72.95, with Foam Nest packaging.

Reporting Marks: PC (ex-NYC) 886004 (Catalog Number 094 44 840) and NYC 886760 (Catalog Number 094 45 591).

Conrail/ex-Penn Central Weathered Two Pack.

Consists of two Three Bay Center Flow Covered Hoppers with Trough Hatches.

Gray with mostly black lettering. PC 886004 has NYC reporting marks bleeding through PC reporting marks on gray patch panel on

left and New York Central "cigar band" herald bleeding through PC herald. NYC 886780 has original NYC reporting marks on left and black, white and red NYC "cigar band" herald on right. Both cars have the remains of an ACI Label left of the herald, white on black COTS panels at bottom right, and light to moderate weathering including rust effects. Approximate Time Period: after 1966 (build date) for the NYC 886760 and after 1969 for the PC 886004 to late 1980s. Previous Releases: None (both cars).

So I almost started out this commentary with an Oops. I quickly recalled that MTL has already done Center Flows in the New York Central paint scheme... fortunately I checked before declaring a reprint situation! The previous three releases (the later of which is at right) is on the MTL 093/93000 body style with round hatches, not the 094/94000 body style with trough (or long) hatches which is what this latest release is done on. However, in the case of the PC car, that might be an oops. Read on...



These previous three cars were NYC 886025 (February 1996), 886029 (November 2006), and 886062 (January 2017), which all represent cars in the prototype series NYC 886000 to 886096. The Penn-Central-with-New-York-Central-bleeding-through car in this two pack is numbered 886004, which also fits into that series, and the New York Central's Lot 945-H, built by American Car and Foundry in 1964. The ORER for January 1967 shows the series 886000 to 886096, of 97 cars described as "Covered Hopper, Center Flow, Interior Lining" with an AAR Designation of LO and a type code of L252. The inside length was 48 feet 9 inches, inside height 10 feet 7 inches, outside length 53 feet 9 inches, extreme height 15 feet 6 inches, and capacity 4650 cubic feet or 195,000 pounds. The 4650 cubic foot car is the basis for the MTL 093 body style so the match should be good here. The listing in the Register is marked with a number sign "#" which "indicates large cars within Plate C dimensions." Things have certainly changed since then, and not just because "#" is now mostly known as a hashtag.

The Penn Central just changed the reporting marks on these cars and left the New York Central road numbers. The ORER issue which introduced Conrail, April 1976, showed that 68 of these cars were still in NYC paint and 26 were lettered PC, of which this is one example. Nine years later in April 1985, five cars were left in Penn Central paint, and three still remained in the original NYC paint, with another nineteen were present in the Conrail series 886000 to 886096. There was just one of the five PC cars left in the July 1987 Equipment Register, and it was gone by the July 1989 ORER.

I didn't locate a bingo photo for this car in the usual places, and I tried a few unusual ones also, but that doesn't mean Micro-Trains doesn't have it. What I did find is an official drawing for the group on the Canada Southern website, which indicates that all cars in the lot had round (circular) hatches, as on the 093 body style. So, maybe an Oops there.

I did locate a bingo for the second half of this two pack, so let's start there. It's on George Elwood's "Fallen Flags" site (www.rr-fallenflags.org). The 886760 was found at an unknown location in March 1978, which is certainly in the Conrail Era. It was built by American Car and Foundry as part of the NYC Lot 114-H, road numbers 886726 to 886825. An overhead shot of NYC 886789 on the Canada Southern site shows a build date of December 1966 and also confirms the use of continuous hatches. I see a build date in October, November or December 1966 on the bingo photo—I can't quite make it out. This information does differ from the build date and lot number on the MTL car.

The ORER for January 1967 shows the series, but with no information, so we'll need to start with the October 1969 Register, which already has the Penn Central listing. We have this dimensional data in that listing: inside length 54 feet 6 inches, inside height 10 feet 7 inches, outside length 53 feet 9 inches, extreme height 15 feet 6 inches, and capacity 4700 cubic feet or 199,000 pounds. There were 91 cars of the original 100 in the series at that time, and three already moved over to the Penn Central with the same number series.

From there, given the March 1978 date of the bingo photo, we can jump straight to the ORER for January 1978 and the Conrail listing there. The original NYC series has a car count of 47 at that time, including, we know, the 886760. Only two cars are left in NYC reporting marks in the July 1989 Register, neither of which is the 886760.



983 05 064, \$101.95, with Jewel Boxes.

993 05 064, \$89.95, with Foam Nest packaging.

Reporting Marks BN 456334 (Catalog 099 44 091), BN 456379 (Catalog 099 45 091), and BN 456383 (Catalog 099 46 091).

BNSF/ex-Burlington Northern Weathered Three Pack.

Green with lighter green patch panels. White lettering including reporting marks on left on all three cars and roadname on left and large herald on right on the 456334 and 456383.

Yellow horizontal conspicuity stripes at

various points along bottom of each car. Moderate weathering. Scrawl graffiti on the 456379. Scrawl and multicolor graffiti on the 456383. Approximate Time Period: after 2005 given conspicuity stripes to no later than 2013. Previous Releases: Unweathered, Catalog 099 00 090, Road Number 456559, March 2010; then Weathered Release 099 44 090, Road Number 456554, August 2010; then Weathered Three Pack 993 05 680 which included Catalog 099 52 090 with Road Numbers 458865, May 2020. These are technically the fourth through sixth releases of this car, but they are all “not a reprints” of each other.

We can reach back to the first release of this car from March 2010 (at right), also the only “clean” one done so far, for prototype information on this trio, although some updating is required. The ORER for July 1974 shows the series from 456250 to 456649



being 398 cars with 4600 cubic foot and 198,000 pounds capacity. The inside length of these cars was 53 feet 6 inches, outside length 54 feet 7 inches and extreme height 14 feet 10 inches. Jumping all the way to the newest Equipment Register I had at the time this first car was run, the October 2007 edition shows 100 cars remaining in the BN series under the BNSF Railway listing, with the road numbers cut back a bit to 456255 to 456642. Here's the update: that group was down to 51 cars in the January 2011 ORER, than just a single car in the April 2013 Register. From RailcarPhotos we learn that the group was built for the Burlington Northern from June

to August 1971 by FMC-Gunderson, making these among the earlier cars bought new by BN after its formation in 1970. The familiar 5/4/5 rib pattern that is a spotting feature of the Evans-type covered hoppers is here, even though the manufacturer is different. Back in 2010 I noted that there is a difference in overall height of a whole two inches, which scales down to .0125 actual inch in N.

The paint job on these models reflects what happened to the real cars over time: they got dirty, making the as-delivered green look a lot darker over time. The patch panels are closer to the original shade of green. No luck on the 456334 on my usual go-to online stops, but I found two bingo photos of BN 456379 in the as-modeled “logoless” scheme on RRPictureArchives on RRPictureArchives, as of May 2010 and July 2011 respectively. On that same site is a single shot of BN 456383 as of January 2011, with that split personality green that MTL has captured. The “logo only” version of the BN paint scheme also appeared on this series.

N SCALE MULTI-PACKS: First, a bit to tidy up: Delayed from last month but definitely now available, confirmed via online dealer listings, are two multi-packs:



The **Southern Pacific Weathered Trailer Four Pack** (983 02 224, \$124.95, with Jewel Boxes; 993 02 224, \$109.95, with Foam Nest). UMTRR pre-order coverage was in the March 2023 issue. The individual catalog and road numbers are: 451 44 330, 250115; 451 45 330, 250066; 451 46 330, 250070; and 451 47 330, 250082.

The **Chicago and North Western Hospital Car Two Pack** (983 02 231, \$70.95, with Jewel Boxes; 993 02 231, \$61.95, with Foam Nest). UMTRR pre-order coverage was in the April 2023 issue. The individual catalog and car names of the two 12-1 Heavyweight Sleepers are: 142 51 530, “Joseph Lister”; 142 52 530, “Ephraim McDowell.” I see from the official MTL photo that the car name lettering was changed to the more traditional Pullman style versus what was applied when the “Joseph Lister” was restored and repainted by the National Railroad Museum in Green Bay, Wisconsin.



Useless Trivia Department: Both of these two packs are in full cardboard boxes, rather than the

window boxes that are being used for some two-packs (for example, the Chessie System Weathered Two Pack from last month).

Turning to this month's releases, here's what we have, all projected to be available mid-month:



TTPX Three Pack with Cable Load (Runner Pack #216) (983 00 216, \$121.95, with Jewel Boxes; 993 00 216, \$101.95, with Foam Nest). UMTRR pre-order coverage was in the May 2023 issue. The individual catalog and road numbers are: 054 51 193, 811062; 054 52 193, 811085; 054 53 193, 811133. These are the fourth through sixth road numbers for this release; I made an Oops on this back in May in my pre-review. I've seen this item for sale online (both versions). See "Incremental Information" below for a proto photo found with this very load.

Burlington Northern Weathered Caboose Three Pack (983 05 055, \$114.95, Jewel Boxes option only). UMTRR pre-order coverage was in the April 2023 issue. The individual catalog and road numbers are: 100 44 062, 11445; 100 45 062, 11451; 100 46 062, 11452. These are the fourth through sixth road numbers for this release.



Burlington Northern Santa Fe Hopper Eight Pack with Loads (983 00 826, \$254.95, Jewel Boxes, 993 00 826, \$224.95, Foam Nest). UMTRR pre-order coverage was in the May 2023 issue.

The individual catalog and road numbers are: 108 51 580, 619994; 108 52 580, 620039; 108 53 580, 620112; 108 54 580, 620072; 108 55 580, 620089; 108 56 580, 620101; 108 57 580, 620145; 108 58 580, 620153. These are the first through eighth road numbers for this release.

*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 2024:

983 00 221, \$129.95, with Jewel Box Packaging.

993 00 221, \$114.95, with Foam Nest Packaging.

Reporting Marks: SFRD 14931, 14968, 15246, and 15263.

ATSF Refrigerator Four Pack (Runner Pack #221).

Scheduled to consist of four MTL 049 series 40 Foot Double Sheathed Refrigerator Cars with Fishbelly Sides and Vertical Brake Staff. Orange with brown roof and ends and black underframe and details. Black lettering including reporting marks on left and "Ventilator and Refrigerator" on right. Black and white early circle cross herald on

left. Includes hatch covers (presumed to be installed by modeler). Approximate Time Period: 1920 to at least 1930. Previous Releases: None. Micro-Trains artwork is preliminary; actual product may vary.

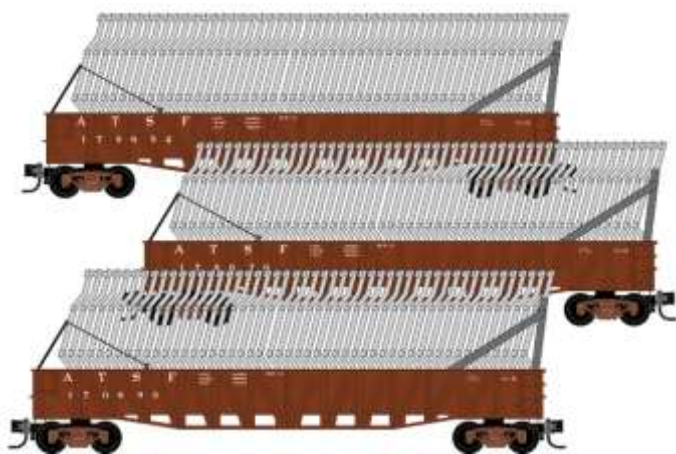
Yikes, I haven't yet installed the hatch covers on my copy of the previous SFRD release (049 00 910, October 2021, at right) and here comes a four pack based on the same prototype series, though with different—and more—lettering. This forthcoming quartet is drawn from the second set of cars built for the Santa Fe Refrigerator Department's Class RR-W. As noted in the coverage of the previous SFRD car, this group of 2500 cars was constructed by American Car and Foundry and Haskell and Barker, 1250 cars each, both in 1920, following the adoption of the United States Railway Administration design for its refrigerator cars. The four numbers in this set correspond to the portion built by Haskell and Barker.



We can once again leverage the folks at Protocraft, a maker of O Scale Proto:48 decals. They cite Pages 79 to 103 of the Santa Fe Modeler's Organization book **Refrigerator Cars: Ice Bunker Cars 1884-1979**. Protocraft has a bit of information on the page that shows decals that they

have available for the SFRD's RR-W through RR-4 cars. According to Protocraft, "Between 1910 and 1929, sides [were] painted Santa Fe reefer yellow/orange, mineral brown ends and roof. Underbody and brake equipment, door toe kick, hinges, corner straps, and truck side frames coated with black car cement. Beginning in 1930 and subsequent repaints, sides as well as ends were Santa Fe reefer yellow/orange. For 1939 repaints and subsequent, ends and roof were black and the new curved, then straight map and slogans began to be applied to these cars." What we can glean out of this is an Approximate Time Period for this release starting with the delivery date through at least the decade of the 1920s, and into the 1930s for as long as it took to get to repainting. Also important here is that in the November 1994 issue of **Rail Model Journal**, it's noted that RR-W cars were among the first wood-sheathed cars to be rebuilt with steel sides, beginning in 1936. The rebuilding lasted until 1950.

The August 1924 ORER is the closest I have after the build date for these cars. It shows 2495 cars in the SFRD series 12951 to 15450. The key dimensions included: inside length 33 feet 2 ¼ inches with bulkheads in place and 39 feet 2 ¾ inches with bulkheads collapsed, inside width 8 feet 2 ¾ inches, inside height 7 feet 5 ¾ inches, outside length 41 feet 4 ¼ inches, extreme height 13 feet ¼ inch to the top of the running board but 14 feet 2 inches overall. Ice capacity was 323.4 cubic feet or 11,000 pounds, and lading capacity was 1933 cubic feet with the bulkheads in place or 2241 cubic feet with bulkheads collapsed, or 75,000 pounds. By the January 1943 Equipment Register, there were just 19 cars left numbered in the shorter series 13136 to 15405. Certainly the rebuilding program had a lot to do with that change.



Targeted Delivery March 2024:

983 02 242, \$106.95, with Jewel Box Packaging.

993 02 242, \$94.95, with Foam Nest Packaging.

Reporting Marks: ATSF 176652, 176676, and 176693.

Santa Fe Gondola Three Pack with Auto Frames.

Scheduled to consist of three MTL 062 series 50 Foot Composite Side "War Emergency" gondolas with drop ends. Brown (including

truck frames) with white lettering including reporting marks on left and car class GA-61 on right. Set comes with multi-media auto frame loads kit to be assembled and painted by the modeler. Approximate Time Period: early 1950s to at least the early 1960s. Previous Releases: Maybe, see text. MTL artwork is preliminary; actual product may vary.

There is a bingo photo I found for one of the three cars in this forthcoming set: a print of ATSF 176676 was shown as having been sold through the site "Antiques Navigator." The shot is undated with no location, and it's hard to read more than the reporting marks and the GA-61 class, but the important thing is that the car is loaded with auto frames, very similarly to the Micro-Trains preliminary artwork. Perhaps the buyer of the print was from Talent, Oregon?

A look at the ORER for January 1953 tells us more. The series ATSF 176650 to 176713, which includes the three road numbers in this forthcoming set, has the description “Gondola, Auto Frame, One Drop End, Wood Floor” with the AAR Designation GBS. It was starred as an addition in that listing and contained 37 cars.

Next, we go to the ORER for January 1955. The car count was, well, a little more complex than in 1953: 66 cars in the main series, which had shifted to 176650 to 176733, and another 17 “exceptions” numbered 176661 to 176677. An end note tells us that the exception here is that these cars have an extreme height of 15 feet 1 inch. Looking at the photo cited above, I think the braced rectangular device at one end of the gondola—the one against which the auto frames lean—is how the extreme height is reached. But the car frames are taller than that rectangle, which might or might not result in some clearance issues, or might debunk my theory about the height of the rectangle.

The extreme height of the main series was 7 feet 4 3/8 inches, even though the descriptions of both groups include that they are for auto frames. The rest of the usual statistics were the same for both the main series and the exceptions: inside length 52 feet 6 inches, inside width 9 feet 1 inch, inside height 3 feet 6 inches, outside length 55 feet 2 3/4 inches, and capacity 1673 cubic feet or 140,000 pounds.

By the way, we’ve seen an MTL model of ATSF 176677 which was listed among the “exceptions” above: it was the road number of the most recent release of a 62000/062 body style car in Santa Fe paint (Catalog 62030, at right, from December 2004). No auto frames or supports for them on that model, however.



The January 1962 Equipment Register showed 37 “exceptions” numbered 176661 to 176677 and 176714 to 176733 with an extreme height of 15 feet 1 inch and another 8 “exceptions” numbered 176681 to 176688 with an extreme height of 14 feet 1 inch; the “exceptions” together outnumbered the main series which stood at 38 cars. But by the next ORER in the Research Accumulation, July 1963, the auto frames are no longer mentioned, and the extreme height is back down to 7 feet 4 inches for all 83 cars, so either the Approximate Time Period was over or the equipment which held the auto frames simply wasn’t counted in the extreme height any more. The October 1976 ORER shows six cars remaining in the series ATSF 176670 to 176720, so feel free to invoke Rule #1 (“It’s your railroad”) if you’d like.

Let’s head to the “old” site of the Santa Fe Historical and Modeling Society for the origin of these gondolas. Steve Sandifer wrote this about the ATSF’s “War Emergency” cars as part of a review of an HO Scale model: “In 1943 the Santa Fe received 200 GA-61 gondolas from Pullman-Standard and 200 more classed GA-63 from General American. They were identical except for trucks: Barber Stabilized S-2 on the GA-61 and National B-1 on the GA-63. They were composite cars as was standard during the war when steel was needed for the war effort.” The cars were combined to form the series ATSF 169500 to 169899, listed in the January 1945 ORER... as “Coal, Mill Type, Drop Ends, Wood Floor.” (“Coal” again? We saw the same in

the original description of the Santa Fe 65 Foot Mill Gondola a couple of months ago.) Going back to the July 1955 ORER, the original series of GA-61s and GA-63s is down to 315 cars from the original 400, while the set of gondolas designated for auto frames totals 83 cars. 315 plus 83 equals 398, so we're within the starting four hundred gondolas. This seems to be just a simple case of repurposing and renumbering, although the drop ends were also sealed on the cars that were, perhaps briefly, shifted to auto frames service. The original series of these cars retained their drop ends.

There's what I think is a builder's photo included with Steve Sandifer's review, of ATSF 169543. Even at maximum magnification of this photo on the 27 inch television that is my computer monitor, it is not really possible to tell that the sides are wood and not steel... so any simulation of wood sides reduced to 1:160 proportion would be, let us say, quite exaggerated. On the other hand, the photo of the 176676 I found online shows the spaces between the wood beams more distinctly.

I'll also note that the lower part of the framing on MTL 062 body style is a bit different than on the prototype — there should be more open spaces to the left and right of where they end at the bottom of the side. I'd call it a limitation of the tooling process at the time; the first release of this car was in April 1987. I'm guessing that these spaces would have been only a few inches high on the real cars, which, reduced to N Scale, is... not much. As with other war emergency cars, the wood sides were eventually replaced with steel; an example is ATSF 169627 on Page 78 of the **ATSF Color Guide to Freight and Passenger Equipment**, still in service in 1981, and modeled by Micro-Trains in February 2020 (Catalog 062 00 080).

I specified "maybe" with respect to Previous Releases here. In the past I would have cited Catalog 62030, which consisted of the December 2004 reprint with Road Number 176677, pictured above, and the initial release from May 1991 with Road Number 176650, and added that these forthcoming three cars would be nominal "Not A Reprints" of those first two given at least the inclusion of the "RCD 54" lettering, which could be a designation of where these auto frames were supposed to go. Since MTL has varied a bit in their catalog number practice, this is now a "maybe" on the reprint status. We'll all find out together upon release.

N SCALE SPECIAL EDITION RELEASES: Car #8 in the "War of the Worlds" (039 00 275, \$26.95) has been released. This car, USA 1901, features the graphic "The Dead Martian Machines." UMTRR pre-order coverage was in the September 2022 issue.

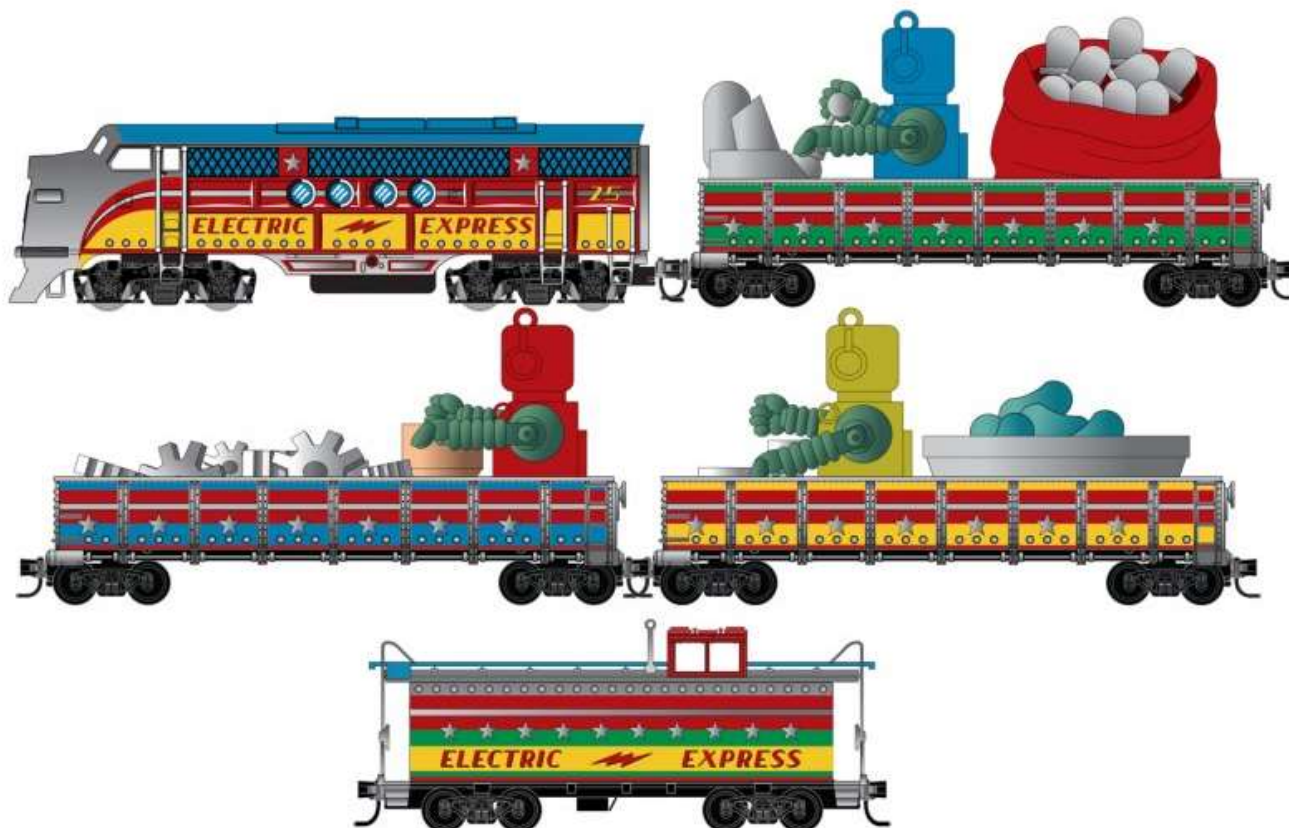


There's been a bit of schedule shuffling in the order of Medford, Talent and Lakecreek "70s/80s" items (pre-order coverage was in the April 2023 UMTRR). Available now (and confirmed via online sale listings) is the **100 Ton Three Bay Hopper With Load (108 00 570, \$28.95, Reporting Marks MT&L 12243)**.



Pushed back from last month to mid-this month is the **Southern Oregon Orchard Co-Op 51 Foot Rib Side Mechanical Refrigerator Car (070 00 090, \$29.95, Reporting Marks SOOC 70452)**.

And also targeted for delivery mid-month is the **65 Foot Log Car (115 00 100, \$27.90, Reporting Marks MTL 18279)**. I've seen this car available online.



And there's a bit of a shift with respect to the **Robot Christmas Train Set**. While there were two packaging options offered in the pre-order window of July 2023, the final product, targeted for mid-month, is a hybrid package: the FT-A Locomotive and Caboose are in jewel boxes and the remainder of the set is in a foam nest, all of which is in the usual cardboard box. (Well,

hopefully the usual box, as I've not seen this for sale as of "press time.") The catalog number is 993 21 386 for the set and the MSRP is \$249.95, the same price as the foam nest option during the pre-order window. It's like getting two jewel boxes for free!

The individual catalog numbers for are as follows (there are no road numbers on any of these items): 987 51 813, FT-A Powered Diesel; 083 52 160, Red/Green 40 Foot Drop Bottom Gondola with Blue Robot; 083 53 160, Blue/Red 40 Foot Drop Bottom Gondola with Red Robot; 083 54 160, Red/Yellow 40 Foot Drop Bottom Gondola with Yellow Robot; 100 55 820, 36 Foot Steel Caboose with Offset Cupola.

Z SCALE: Car #8 in the "War of the Worlds" (518 00 845, \$26.95) has been released. This car, USA 1901, features the graphic "The Dead Martian Machines." UMTRR pre-order coverage was in the September 2022 issue.



The same change on the N Scale version of the **Robot Christmas Train Set** also applies to the Z Scale version (994 21 100, \$249.95); the set will have a foam nest for the hoppers and jewel boxes for the locomotive and caboose.



The individual catalog numbers are as follows (there are no road numbers on any of these items): 980 51 079, F7A Powered Locomotive; 533 52 180, Red/Green 33 Foot Two Bay Offset Hopper with Blue Robot; 533 53 180, Blue/Red 33 Foot Two Bay Offset Hopper with Red Robot; 533 54 180, Red/Yellow 33 Foot Two Bay Offset Hopper with Yellow Robot; 535 55 490, 33 Foot Steel Center Cupola Caboose.

MTL ANNOUNCEMENTS: To go with the virtual two pack of Canadian Pacific log flat cars, or perhaps the single MT&L Freelance Railroad log car, there is an undecorated **Pole Load Two Pack** (499 45 958, \$15.95) slated to be available mid-month.



Not enough log cars for you? Well, also scheduled for arrival mid-month is a Log Car Kit (!) that's unassembled and undecorated (115 00 000, \$23.95). The main part of the car is metal, with plastic ends with mounted couplers, supports, trucks and truck pins. This could work quite well for depictions



of logging operations that aren't common carriers; no need to add lettering after painting. Be sure to choose paints that stick to metal!



Along US 62 south of the village of Gowanda, New York, there's a narrow bridge spanning Thatcher Creek that leads to a residence. That bridge would be unremarkable to most, but not us model railroaders, as its base is a flat car. I think that's the closest example of the idea to UMTRR HQ; at least it's the closest I've seen. Now Micro-Trains brings its version of that concept to N Scale with

the **Flatcar Bridge Kit (499 45 014, \$24.95)**. The kit has as its base a Union Pacific 50 foot flat car body, along with abutments, deck, and guardrails. Assembly and painting is to be completed by the modeler, as is speculation as to where MTL found those surplus UP flatcar shells...



Open for pre-orders until October 31 for targeted delivery in March 2024 is something different: a **Scale Test Car Load Kit (499 45 012,**

\$29.95). This multi-media kit includes two scale test cars (non-operational, don't try to roll them down the track!) plus rails and equipment to support them, all for mounting on an MTL 89 foot flat car (not included). A prototype of sorts for this can be found on RRPictureArchives.net, in the form of flat car CANX 61302, with one scale test car aboard (also lettered CANX) in August 2021. Carrying scale test cars in this manner is a nice way to avoid them having to be coupled to the very end of a train, which is also slow-ordered due to the nature of these cars... including that they don't have brakes.

One more item that looks like it was announced online only: an **N Scale Artillery Tank and Supply Vehicle Two Pack (499 45 015, \$14.95)**. My knowledge of military vehicles would fit in a thimble... a N Scale thimble... so rather than force an Oops by further describing these two, I'll leave it at that. Incremental Information always welcome!



DISCONTINUED ALERT: We begin the relatively quiet bye-bye board as usual with the current year's N Scale items. The Buffalo and Pittsburgh 35th Anniversary Boxcar is outta here (102 00 230, August). And a message to Southern Pacific modelers and fans: both versions of **both** Maintenance of Way Packs from just last month have left the building (983/993 00 229 and 983/993 00 230). Both versions of the Canadian National "Buffalo" Boxcar Four Pack, also known as Runner Pack #214 (983/993 00 214, August), are now gone, so the Dreaded D has been added to the individual cars as well. The Jewel Box version of NS Ribbon Rail Three Pack #1 (983 02 200, August) has rolled away; the Foam Nest version is still available. The Foam

Nest version of the Union Pacific Weathered Center Flow Four Pack (993 05 052, July) is gone while the Jewel Box version is still available. The only other N Scale item that has sold out is the Foam Nest version of the Cotton Belt (Golden West) Weathered Three Pack of Center Flows (993 05 029, October 2022, Jewel Box version still available).

In Z Scale, just two items were discontinued, both 2022 Holiday Cars: the Independence Day car (507 00 720, July) and the Christmas Car (548 00 150, November).

INCREMENTAL INFORMATION DEPARTMENT: David Grothe checked in with a prototype photo of the load that is included with the TTPX Three Pack with Cable Load (Runner Pack #216) (983/993 00 216). It's of TTPX 82122, definitely not in the same prototype series as the cars in this pack, but definitely with a pair of very large blue cable reels. Yes, they do extend well above the height of the bulkheads on this car. Of particular interest to modelers, I would think, are how this load is held down, with three rigid rods per side that hook into holes in the center of each reel and appear to attach to the deck near stake pockets. Perhaps some very thin music wire would work to simulate these attachments. Have a look for yourself: hackaday.com/wp-content/uploads/2020/11/bulkhead-flatcar.png. Thanks, David!

Bingo located: On Page 144 of the book **Santa Fe Open Top Cars: Flat, Gondola and Hopper Cars 1902-1959** there are several prototype photos for ATSF 170902, the first number of the 65 Foot Mill Gondola released by MTL in August (107 00 011). Also noted in that book, which is Volume Seven in the Santa Fe Railway Rolling Stock Reference Series published by the Santa Fe Historical and Modeling Society, is that a frequent load for these cars was pipe – such as the load included with the first three cars released on that body style.

Remember the Prairie Malt Limited Center Flow (Catalog 94180) released back in November 1998? Well, you can extend the Approximate Time Period for at least one of the cars in the series to The Present, as I saw one in the CSX Transportation Goodman Street Yard, just a couple of miles from UMTRR HQ. Other than a restenciled road number and a non-trivial amount of, ahem, “unauthorized additional decoration,” it looked pretty good for a 29 year old car (the series PMLX 1000 to 1024 was built in November 1996).

The official photo of the MTL model is at right... one of the older official images in fact, as this car was released just a few months after Micro-Trains began posting photos on its then-new website. Speaking of photos, there is one of PMLX 1024 as of May 2023 on [RRPictureArchives](https://www.rrpicturearchives.net), helping reinforce that I was not seeing things down at the yard earlier this month. Note to folks in Talent: Perhaps it's time for a reprint...



OOPS PATROL: I gave both sets of Southern Pacific Trailers the same catalog numbers last month. Let's fix that: the “Clean” pack is 983/993 00 **228**, and the Weathered pack is 983/993

00 224. Also, the MT&L Freelance Railroad "Rogue Valley Wine Company" Tank Car has Catalog Number 110 00 580, not 110 00 590 as mistyped last issue.

FINALLY, THESE PROGRAMMING NOTES: A couple of items to pass along. First, I'm slated for some rare business travel away from UMTRR HQ for about a week in November, which may or may not impact the delivery of next month's bytes to you.

Second, I've made a change to the "last updated date" protocol for the UMTRR Website. Instead of an overall date in the top frame of the home page, the major tables (Yearly Release Table, Month by Month, Runner Packs, and Weathered Packs) do have or will have individual update dates. This better aligns with how I am actually, well, updating these tables.

Until next time, do the best you can!

Cheers,
George

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