



*IrwinsJournal.com Presents:*

## **The Unofficial Micro-Trains® Release Report Issue #336 – December, 2024**

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Hello again everyone... Well, this issue was very delayed due to those three words no one wants to hear together: Computer Hardware Failure. Though I did have a fair amount of backup, reconstructing the digital portion of UMTRR HQ is going to take a while, and some of my research information appears to be permanently lost. These particular bytes, which were in proofread just as the hard drive crashed, were a complete “do-over.” I was almost ready to send this out on December 16... oh, well.

As if that isn’t enough, one of my go-to sites, RRPictureArchives.net, also had a Major Hardware Failure, which site owner Tim Huemmer is still working through as we go “to press.” Many photos I’d like to cite are available, some aren’t, even if the cars in question are shown on the site’s index pages. We’ll try to come back to those in the next issue. And yes, that site outage is a lot more critical to the railfan and model railroad community than what happened here at UMTRR HQ!

Enough whining, and with my apologies, let’s get to it...

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



**024 00 580, \$24.90.**

**Reporting Marks: MEC 5052.**

**40 Foot Steel Boxcar, Single Youngstown Door, No Running Board, Short Side Ladders, Maine Central.**

Green with yellow door. Yellow lettering including large “MEC” and

reporting marks on left and rounded rectangle “Pine Tree Route” herald on right. Multicolor ACI label left of door. Simulated Christmas Tree load included. Lowered underframe and body mounted couplers. Approximate Time Period (ATP): 1969 (service date on car) into the 1970s.

This car bears more than a passing resemblance to a previous release: Catalog Number 073 00 120 from February 2010 (at right), which is from the same prototype series. In that review, I pointed out photos of another car in that series, which is MEC 5052, this month's release!



The series MEC 5000 to 5199 was the result of the sale, rebuild and leaseback of the series 6500 to 6749, which took place during the period 1969 to 1971. The April 1970 Official Railway Equipment Register (ORER) has 71 cars; by July 1974 it's up to 193 cars. The inside length of these basic "Box, Steel" cars was 40 feet 4 inches, inside width 9 feet 2 inches, inside height 10 feet 5 inches, outside length 44 feet 4 inches, extreme height 15 feet 1 inch, door opening 7 feet (yes, a "door thing") and capacity 3871 cubic feet or 110,000 pounds. We're on the way back down with 123 cars counted in April 1981, but the entire series is gone by April 1984.

There is an undated bingo photo for this month's release on Page 43 of the **Northern New England Color Guide**. The builder was Pullman-Standard so these should be one variant or another of the PS-1 car type. The photo of the MEC 5052 shows that the side ladders are only half height, so Micro-Trains' use of the 024 body style is correct. But what are the odds of this: the very same MEC 5052 appearing in **Classic Freight Cars Volume 7** in a 1970 photo without running board but with full side ladders! If only the image in the Color Guide were dated, we could put a better start on the ATP of this car as modeled... but it isn't, so we can't.

We can confirm that Christmas Trees were cargo for boxcars. I found two photos online. One is of Chicago and North Western boxcar 71682 being unloaded by Boy Scouts for their tree sale in December 1953 ( [www.wisconsinhistory.org/Records/Image/IM133816](http://www.wisconsinhistory.org/Records/Image/IM133816) ). Another, from the United States Forest Service, is of a New Haven boxcar far from home in the Olympic National Forest in Washington State being loaded with trees in December 1950 (on Flickr: [www.flickr.com/photos/forestservicenw/22742910922/](http://www.flickr.com/photos/forestservicenw/22742910922/) ). Yes, both images are a couple of decades before the prototype of this month's car existed, but hey, the Maine Central **was** the Pine Tree Route, so why not?



045 00 800, \$26.95.

**Reporting Marks: CNW 44475.**

**50 Foot Fishbelly Side Flat Car,  
Chicago and North Western.**

Brown with yellow lettering including reporting marks in center and small ball and bar herald on right. Approximate Time Period: 1967 (service date on car) into the 1970s. This item is not on Micro-Trains Dealer standing orders.

This car is advertised as a "buffer car" meant to be used with the CNW gondola with Christmas Tree — a release we'll get to shortly. Given that it's not on standing orders, I suspect it might be a production "add on" to the Canadian Pacific flat car that was pre-ordered in May and is now available (see below). But that's just my unofficial opinion.

Sometime between January 1945 and July 1950, the series 44401 to 44599, odd numbers only, was added to the Chicago and North Western roster. The inside length and outside length were both listed as 53 feet 6 inches... hmm, that doesn't seem right. (It also shows a common delta to the MTL 045 body style.) The capacity was 100,000 pounds. All 300 possible cars were in service at that time. But that's also too early for the use of yellow lettering for this car. When exactly did the switch from white paint occur? It's hard to say. James Kincaid, author of the **Color Guides** for the railroad, said that their "paint practices... may, at best, be described as complex." So we'll use the 1967 service date as the start of the ATP here. The October 1969 ORER showed a car count of 184 cars, of which two were still equipped to handle trailers, a vestige of previous use of some of these cars. Almost five years later in the July 1974 Register, the car count was 128, in July 1980, it was 94, and in April 1985 it was 42. By then an ACI Label would have come and possibly gone, and COTS panels would have been added. Only five cars remained in the October 1991 ORER, which is where I stopped looking.

The apparent bingo on RRPictureArchives shows it in the paint scheme modeled by Micro-Trains, however the image is dated January 1, 1962 which isn't possible with a service date on the flat car of March 1967. The load doesn't have much to do with a Christmas Tree: it's the body of a double sheathed ice refrigerator car lettered for the Blue Ribbon Packing Company! Clearly BBPX 17511 is the center of attention here, not what it's attached to... which might actually be C&NW 44475, not 44473.



**051 00 380, \$35.95.**

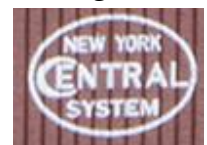
**Reporting Marks: NYC 19450.**

**34 Foot Wood Caboose, Straight Cupola, New York Central.**

Brown with white lettering including New York Central System oval herald and reporting marks below cupola. Yellow side grab irons. Body mounted couplers. Approximate Time Period: mid-1960s per photo evidence.

Terry Link's Canada Southern website, while apologizing for the lack of caboose data, actually has quite a lot of it! The 19450 is part of the "Standard" design of NYC cabooses, though considering that the group 19001 to 20085 was built in three locations (East Buffalo, Despatch Shops in East Rochester, and Oswego) during the period 1902 to 1923, "standard" may be more of a category than a completely appropriate description!

This particular car carries the "Gothic" style of the "system" herald, which according to the Canada Southern website, was in use from August 1955 to May 1959 (when it was replaced with the large "Cigar Band" herald). The "Gothic" version (detail at right) replaced the "Roman" version which was used from November 1935 to August 1955. The spotting feature I see first is the shape of the "A" in "Central." It's noted that when this style of the herald was used, a black background was included. We don't see that on this model, so perhaps we'd better find a bingo photo...



No problem there: It's on Page 95 of the **New York Central Color Guide to Freight and Passenger Equipment** (Volume One). Noted railroad photographer Emery Gulash caught the 19450 at Wayne, Michigan in December 1966. From the photo and those of other cabooses of this type we can see the short cupola with running boards completely surrounding it, and the use of truss roads, both of which are differences between the prototype and the MTL 051 body style.

How much longer any of the New York Central wood cabooses lasted past the coming of the Penn Central in 1968 is a guess, but I don't think it was very long. A data point we don't have is when the 19450 was painted in this non-standard scheme. It could be well before the 1966 photo date, but it's also possible that this was a quick job, perhaps not even an official repaint. So feel free to invoke Rule #1 ("It's your railroad") as needed.



**107 00 100, \$34.95.**

**Reporting Marks: CNW 132577.**

**65 Foot Mill Gondola, Chicago and North Western.**

Green with yellow lettering including reporting marks on left and ball and bar herald on right. White banner with green lettering "White House Christmas Tree From South Dakota." Simulated wrapped Christmas Tree load. Metal wheels and body mounted couplers. Approximate Time Period: November and December 1970 as modeled.

The first step in researching this release was understanding when the last White House Christmas Tree from South Dakota traveled by rail to Washington, DC. The Wikipedians have that answer: 1970. From there we go to the blog "The Georgetown Branch" for a page on that shipment and this car ( [gbblog.sluggyjunx.com/2024/08/10/1970-national-christmas-tree-in-georgetown](http://gbblog.sluggyjunx.com/2024/08/10/1970-national-christmas-tree-in-georgetown) ). Yes, as MTL reported in its car copy, the car derailed not once but twice along the way, first in Beemer, Nebraska two days out of its loading point of Rapid City, South Dakota. Then it went off the track again outside of Pittsburgh, Pennsylvania. Its ill-fated rail journey ended on the Georgetown Branch of the Baltimore and Ohio, which was as close as it could get on tracks to the White House. Fate wasn't done with the tree yet: after being placed on the National Mall, it blew over in high winds and had to be righted the next day. It was lit on December 16, 1970 by then President Richard Nixon. The photo used by Micro-Trains is of the gondola and tree in Proviso Yard, Chicago. It's from the Chicago and North Western Historical Society. Coincidentally, there's a short item on the Georgetown Branch in the Winter



2024 issue of **Classic Trains**, and the keeper of the Georgetown Branch blog also recently made an 87 minute presentation on the line to the Operations Special Interest Group (available at [www.youtube.com/watch?v=RbVTQuqrWWc](http://www.youtube.com/watch?v=RbVTQuqrWWc) ).

The ATP for this car as modeled is limited to this one trip, but we'll take a bit more general look at it. CNW 132577 was part of the series 132400 to 132599, built by Magor from June to October 1967. These 3015 cubic foot cars had drop ends when constructed. Later, they were rebuilt into fixed end cars and renumbered to the CNW series 137000 to 137159.

There are two photos of cars in the series in the **CNW Color Guide to Freight and Passenger Equipment Volume Two**, Page 98 – neither in the color scheme that's on this month's release. CNW 132585 was in brown with just white reporting marks and a lot of rust in October 1989. CNW 132589 was in fresh green paint with larger yellow reporting marks and a small red, black and yellow Chicago and North Western System ball and bar herald in March 1990, with its ends welded shut. From both photos we can see that the car has 24 panels versus 20 panels on the MTL 107 body style.

The ORER for October 1969 describes the series as “Gondola, Mill Type, Steel, Drop Ends, Solid Bottom, Steel Floor” with AAR Designation GB. The inside length was 65 feet 6 inches, inside width 9 feet, inside height 5 feet 1 inch, outside length 69 feet 7 inches, extreme height 9 feet 1 inch, and capacity 3015 cubic feet or 140,000 pounds. All 200 were in place at that time. As of the October 1981 Register the car count was 175 including a number of small subsets. As of October 1996 under the Union Pacific registration, 77 of these were still listed with drop ends and there were 97 more shown as just “Gondola” with mostly GBS designations... and they probably numerous different paint schemes by then.



109 00 280, \$31.95.

**Reporting Marks: QTTX 130533.**

**Heavyweight Depressed Center Flat Car, TTX (Trailer Train).**

Yellow with black and grey deck. White on black reporting marks on left of depressed section. Red post-2008 “TTX” on right of depressed section. Black lettering otherwise including class code DDH24 right of “TTX”. White on black COTS stencil to right of class code. Orange horizontal conspicuity stripes at six points along side. Approximate Time Period: no earlier than 2008 given TTX logo to as late as the present.

There have been seven cars modeled previously by MTL from the short prototype series QTTX 130525 to 130534, but they looked like this (at right). This eighth road number—



out of only ten available!-- is the first one that has the later tuscan red TTX trademark. If you're keeping score, the seven previous numbers with the earlier TTX logo were Road Numbers 130527 and 130531, April 2018; then Runner Pack #150 with Road Numbers 130525, 130526, and 130534, February 2019, then 130529 and 130532, October 2023.

The prototypes were built by DIFCO, now part of Trinity, in 1995, and are part of the TTX Class DDH24. Considering that the prototype for the MTL 109 body style is far older than that, we don't have a bad match here. The principal differences are "ribs" along the slopes and center portions of the side, and what I'm thinking might be a collapsible brake wheel assembly on only one end of the car. RRPictureArchives has bingo photos from 2021 and 2022, so "as late as the present" likely applies with respect to the ATP.

The ORER for October 2020 shows all ten cars still in place in the short series. The inside length is given as 54 feet 7 inches and outside length 59 feet 5 inches, but we're also directed to the Heavy Capacity Section of the ORER. There we learn that the loading platform is 2 feet 2 inches above the top of the rail, and is 25 feet long by 9 feet 9 inches long. An end note further explains how heavy of a load can be handled based on its width. For example, if what's being carried is only two feet, it can't be any more than 215,600 pounds. To get to the full load limit of 244,000 pounds, the load must be 10 feet long or longer.

The short timeline history of TTX shows that heavy duty flat cars were added to the roster in 1991, four years before Trailer Train became TTX. The QTTX reporting marks are used by TTX for these heavy duty cars, all of which have end of car cushioning.



**115 00 120 and 115 00 121, \$28.90 each.**

**Reporting Marks: GPSX 916 and 929.**

**65 Foot Log Car with Uprights, Georgia-Pacific.**

Blue with white lettering including reporting marks on right. Dimensional data on placard to be attached to uprights by the modeler. White on black COTS panel at far right.

Approximate Time Period: mid-decade of the 2000s to mid-decade of the 2010s.

These cars most likely came from the Federal Paper Board series FBPX 1 to 125, which was built by Ortnor in 1975 – this according to RailcarPhotos.com, which has images of GPSX 890, 908, and 913, from June 2014, August 2006, and March 2008, respectively, all with that note.

But Federal Paper Board didn't sell all of this series to Georgia-Pacific. When I first see the series GPSX 860 to 943, in the July 2007 Equipment Register, the car count is 73, but over in the International Paper listing, FPBX 1 to 125 remains with 46 cars. (The previous edition of the ORER in the Research Accumulation, January 2006, shows the reporting marks but with the note that any cars marked GPSX aren't listed.) Dimensions listed include: inside length 65 feet 4 inches, inside width 8 feet 10 inches, outside length 68 feet 7 inches, extreme height 15 feet even, and gross rail weight 263,000 pounds.

Georgia-Pacific was taken private by Koch Industries in 2005, and after that, the Koch Rail, LLC ownership, into which these cars went, went missing from the ORER for some time. When it reappeared in January 2018, only the 934 was listed out of the entire series. We do have a bingo photo of GPSX 916 on RRPictureArchives, found on the Georgia Southwestern Railroad in June 2007. GPSX 929 is shown in the table of cars on the site, but it's one of the photos that's still missing at this writing.

The UMTRR Spy Network informs me that the placards with the dimensional data are printed on a larger sheet of laserboard. The modeler will need to cut away the placards and mount them per instructions which come with the cars. They face away from each other between the same two uprights. The bingo photo of the 916 shows how this looks for the side that is facing away from the camera in the official MTL images above.



**184 00 040, \$29.95.**

**Reporting Marks: PC 173744.**

**50 Foot Boxcar, Double Door, No Running Board, Short Side Ladders, High Mounted Brake Wheel, Penn Central.**

Green (the PC's "Deepwater Green") with mostly white

lettering including roadname and reporting marks on left, medium sized herald on right, and class code 862-B at bottom right. Multicolor ACI Label and white on black double COTS panel below herald on right. Approximate Time Period: 1976 to mid-1980s.

Page 40 of the **Penn Central Color Guide to Freight and Passenger Equipment (Volume One)** has the bingo photo for this car. It was found in Allentown, Pennsylvania in February 1977, about a year after it was painted at the former Pennsylvania Railroad's Hollidaysburg, Pennsylvania shops. Considering that the February 1976 service date was no more than two months before the coming of Conrail, I'm a bit surprised that the PC was still repainting cars at that time, but obviously they were, and there we are. The bingo photo shows the opposite side of the car from what's in the official Micro-Trains photo. It's not possible to confirm that there were replacement five-panel Superior doors on both sides of the prototype, but it's

certainly possible. The MTL car has full end ladders; the end we can see in the photo, and on two snapshots of sister car PC 173346 posted to Fallen Flags show a short end ladder on the end that doesn't have the brake wheel. On RRPictureArchives we see PC 173097 which does have a lowered brake wheel.

The ORER for April 1976 shows that 430 cars in the series PC 172981 to 174047 were conveyed to the Consolidated Rail Corporation. The inside length was 50 feet 6 inches, inside width 9 feet 4 inches, inside height 10 feet 5 inches, outside length 54 feet 4 inches, extreme height 15 feet, and capacity 4929 cubic feet or 110,000 pounds. The door opening was 15 feet, which we know was in a 7+8 configuration. This is a "door thing" versus the MTL body style, which has two eight foot doors. The car count was down to 125 in the April 1981 ORER and just six in the October 1986 Register, which is where I stopped looking.

In its car copy, Micro-Trains notes what's also mentioned in the **Color Guide**: The 173744 was originally part of the New York Central series 45000 to 46899, built by the Central's Despatch Shops in East Rochester, New York in 1957 and among the few cars to carry the NYC's "Early Bird" insignia. MTL has done this paint scheme several times before, most recently in October 2002 (Catalog 34220, above.)



In addition to the above, the **Canadian Pacific 50 Foot Fishbelly Side Flat Car with Propeller Load (045 00 765, \$29.95, Road Number 301335)** is now available, confirmed via online sale listings. UMTRR pre-order coverage was in the May 2024 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 **December 31**.*



**Targeted Delivery May 2025:**  
**045 00 810, \$30.95.**  
**Reporting Marks: UP 904500 MW.**  
**50 Foot Fishbelly Side Flat Car, Union Pacific.**

Red (including trucks and draft gear but not couplers) with white lettering including reporting marks on left and roadname in center. Includes EMD 645 Engine Load (multimedia kit). Approximate Time Period: 1980 into the decade of the 2010s. MTL artwork is preliminary; actual product may vary.



While we're not going to find this car in any ORER, we do find photos of red Union Pacific flat cars in the low 904500s online with dates ranging from July 1980 for this particular car to August 2014 for others like 904515. That gives us a somewhat verifiable ATP even without roster data. Taking a closer look at the bingo photo, found on RRPictureArchives, we can see what may have been the direct inspiration for this forthcoming item. Certainly the load looks like what's in the MTL rendering. The modeler might consider adding a COTS panel and U-1 wheel inspection "dot" to the mounting hardware beneath the engine as part of the load assembly and possibly painting.

There is a prototype "oops" on this car: it's lettered as being in the F-70-15 class but it was actually part of the Union Pacific's F-50-15 class. This series was built in 1951 by the railroad, using General Steel Castings underframes. The original numbering of these 500 cars was 51000 to 51499. They were 42 foot 6 inch flat cars, a fair bit shorter than the MTL 045 body style and a rather unusual size versus the 52 foot 6 inch cars that were more typical of the time. There is an official drawing of the car on Page 134 of the book **Union Pacific Freight Cars 1936-51** by Terry Metcalfe.

The load is an Electro Motive Products 645 Diesel Engine. According to the Wikipedians, it was in general production from 1965 to 1983 and could be special ordered through the 1990s. The 645 came between the 567 series and the 710 series. EMD's GP40s, SD40s, and SD45s used versions of these engines. "Due to emissions restrictions," it's noted, "these engines have been gradually phased out for the four-stroke alternatives."

## N SCALE REPRINTS:



**028 00 171, \$29.90 each.**

**Reporting Marks: WP 26038.**

**40 Foot Single Sheathed Boxcar,  
Single Door, Western Pacific.**

Brown with white lettering including reporting marks on left. Black and white "Feather River Route" herald on door. Andrews

trucks. Approximate Time Period: 1937 to early 1960s. Previous Release: Road Number 26038, April 2003.

There's quite a bit more information online about this series of cars versus what I located in 2003 when the first run was released. For example, on the site wplives.com there's a circa 1930 equipment diagram for these cars as built by Pullman in 1916, the series WP 15001 to 16000. The key dimensions for these steel framed single wood sheathed boxcars are shown in this drawing: inside width 40 feet 6 inches, inside width 8 feet 6 inches, inside height 8 feet even, height to top of roof 12 feet 10 and 7/16 inches, height to top of vertical brake staff 14 feet 5 1/8 inches, side door opening 6 feet wide by 7 feet 7 3/4 inches, and one end door opening 8 inches high by 24 inches wide. The car's weight when empty was 39,200 pounds. When constructed

these were equipped with arch bar trucks. You might have already noted two deltas between the prototype and the MTL 028 body style: the use of a vertical brake staff and the presence of an end door. It was noted right on the diagram that 200 of these cars were converted to stock cars and renumbered to WP 75801 to 76000. That occurred in 1927 and 1928; another 232 were converted in 1936 and 1937 according to Jim Eager, writing in the **Western Pacific Color Guide to Freight and Passenger Equipment**.

A second equipment diagram, from 1947, shows 125 cars pulled from the original series and placed in plaster or gypsum service. The first 100 were harvested in 1937 and renumbered to 26001 to 26100, including both this model, WP 26038, and the previous run, WP 26072 from March 2003 (at right). Another 25 were taken from the main series in 1942. By this time the trucks were



changed to the Andrews type, which were used on this month's reprint. Some cars were fitted with two or four roof hatches. Both cars have the black and white only WP "Feather" herald on the door, which was correct at the time. The **Color Guide** has a bingo photo of the previous run on Page 19, taken in April 1970 and still sporting its vertical brake staff and Andrews trucks!

The ORER for January 1940 shows the car count at 100. It was 122 in July 1950, of which 35 cars had hatches, not including either road number selected by Micro-Trains. By January 1959 the group was down to just 23 total cars of which only three had hatches. In January 1964 the car count was 12 total with again 3 with hatches, and in April 1970 that was seven of which two had hatches. That's where I stopped looking.

**N SCALE NEW RELEASE PASSENGER CARS:** There are no new releases or pre-order announcement this month, but the three Chapel Cars are now available, confirmed via online listings.



**144 00 301, \$32.95, Car Name "Grace,"** is lettered for The American Baptist Publication Society and The American Baptist Home Mission Society.



**144 00 302, \$32.95, Car Name "St. Peter,"** is lettered for The Catholic Church Extension Society of the United States of America.



**144 00 300, \$32.95,** is the painted/unlettered car with church entrance façade. This official MTL image shows how it looks after assembly.

### **N SCALE WEATHERED RELEASES:**



**025 44 951, \$30.95.**

**Reporting Marks: SGLR 7253.**

**50 Foot Exterior Post Boxcar, Single Door, Seminole Gulf/ ex-Lake Erie, Franklin and Clarion.**

Release #9 in the ex-Per Diem series (pre-orders were not taken for this series). Yellow with mostly black lettering including Lake Erie, Franklin and Clarion roadname on left and LEF&C herald on right. Restenciled SGLR reporting marks in white on black patch panel and road number in

black on yellow patch panel on left. Orange conspicuity stripes at various points along bottom of side. Yellow replacement Superior type doors. Moderate to heavy weathering and rust



effects. Scrawl and multicolor graffiti. Lowered underframe and body mounted couplers. Approximate Time Period: 2008, plus or minus, based on photo evidence. Previous Releases: Unweathered, Catalog 025 00 930, Road Number 435, July 2016 (#6 in the Incentive Per Diem Series).

I've been seeing SGLR reporting marks for some time but have not checked on what railroad has them. Well, I need to now, don't I? Seminole Gulf Railway began in 1987 with the purchase of two lines in Southwest Florida from CSX. By far the longer segment runs from north of Arcadia down past Punta Gorda and near Fort Myers, ending at North Naples. A shorter, disconnected line serves Sarasota; on the official map it looks like a line with a sharp U-turn at the south end. It would be interesting to look at that on a local map. While the SGLR serves as the area's freight carrier, it is perhaps more famous for its dinner trains which they've operated since 1991. For more information the company's website is [www.floridarail.com](http://www.floridarail.com).

This boxcar is on its third operator since being built as part of the series LEFC 1200 to 1299 by Evans/ United States Railway Equipment in 1979. After the LEF&C quit in 1993 (as noted in my coverage of a "clean" car for the railroad, 025 00 950, September 2016, at right), some of these cars were transferred, without the benefit of a repainting, to the Bangor and Aroostook, and then to the Genesee and Wyoming as their GNWR 7200 to 7290. Based on images on RailcarPhotos, the G&W had these cars roughly from 2006 to 2018. The ORER for January 2018 confirms that the cars were still in GNWR reporting marks at that time, with a total car count of 55 across several subsets. The October 2020 Register then has 46 cars in the series SGLR 7206 to 7325, a set which was not in the January 2018 ORER, while it looks like the G&W kept ten cars on their roster. Good enough. Reaching back to the original LEFC series, we'll grab the dimensional data: inside length 50 feet 6 inches, inside width 9 feet 6 inches, inside height 10 feet 6 inches, outside length 55 feet 7 inches, extreme height 15 feet 4 inches, door opening 10 feet, and capacity 5043 cubic feet or 154,000 pounds. (Note that this isn't the same prototype series from which the MTL model cited above was drawn.)



Two bingo photos of SGLR 7253, from slightly different viewing angles, are on RRPictureArchives, both from January 2021 in Lewiston, Pennsylvania. The general look of an x-post Incentive Per Diem Boxcar is there, though there are detail differences between it and the MTL 025 body style—not unexpected considering that the former and latter were from different builders and had slightly different capacities (Evans, 5043 versus FMC, 5077).



*The following was announced on the Micro-Trains website on December 13.*



**111 44 480, \$64.95.**

**Reporting Marks: TTGX 992536.**

**Enclosed Auto Rack, TTX/Norfolk Southern.**

Flat car is yellow with white reporting marks on black panel on left. Most other lettering obscured by graffiti. Rack is brown with aluminum panels and black NS speed herald with Norfolk Southern roadname on third panel from left. Orange horizontal conspicuity stripes along flat car. Moderate to heavy weathering and rust effects. Multicolor graffiti on both sides of car. Approximate Time Period: no earlier than 2005 to as late as the present.

I got all around this particular road number but I didn't find a bingo on the usual go-to sites. I can tell you that TTGX is the TTX designation for bi-level enclosed autoracks... okay, more correctly, a TTX rack with, usually, a railroad's bi-level enclosed autorack mounted on it. Based on autoracks in the same general number series, which railroad's racking is mounted on any given flat car is not exactly according to any particular protocol that I can determine. Put another way, when you've seen one TTGX autorack... you've seen **one** TTGX autorack.

We do—barely-- see conspicuity stripes on the Micro-Trains car, which means that ORER lookups can start after 2005 to establish the ATP. Therefore, it's off to the January 2006 Register to observe the series TTGX 991376 to 993356, which had a total car count of 1415 at the time. I'll skip to the end of the ORER shelf and report the car count was 1604 in the October 2020 ORER, which, yes, I know, is getting a bit long in the tooth in terms of being the most recent available in the Research Accumulation. These were your typical 89 foot 4 inch flat cars with 19 foot extreme height and 179,000 pound Gross Rail Weight, exceeding the Plate F clearance diagrams. At least some of these were remarked from TTAX, but that would have been prior to the use of conspicuity stripes.

With the understanding that racking does change from time to time, an argument that "to present" is a defensible ATP can be found via photos of other TTGX cars with Norfolk Southern racks, such as TTGX 992525, a few road numbers away, found in May 2022 and July 2023—images on RRPictureArchives.



**123 44 012, \$52.95.**

**Reporting Marks: TBOX 667025.**

**60 Foot High-Cube Exterior Post Double Plug Door Boxcar, TTX.**

Yellow with aluminum roof and black doors. Mostly black lettering including reporting marks on left. Red, blue and black "Next Load/ Any Road" logo on left. Red post-2008 TTX logo on right with black "Railcar Pooling Experts" below it. White on black double COTS panel on far right. Orange vertical conspicuity stripes at

various points along sides. Tops of ends are white (denoting excess height car) with black reporting marks. Christmas-themed graffiti on both sides of car. Metal wheels and body mounted couplers. Approximate Time Period: 2013 (build date) to present. Previous Releases: The 993 01 850 Three Pack, with these individual items: 123 51 020, 667101; 123 52 020, 667188; 125 53 020, 667833; then Road Numbers 667028 and 667107, November 2024.

My research prior to the Big Hardware Crash at UMTRR HQ indicated that this is likely a Bonus Christmas Car from the folks behind the red and yellow sign, complete with Christmas Tree on one set of doors. (This placement indicates that this car is on the modified body style which enables graffiti on the doors.)

So we'll just note that, like the clean cars just released last month, TBOX 667025 is from the prototype series 667000 to 667724, built by National Steel Car in 2013. These belong to the TTX Class XNH61. The October 2014 ORER has this series with all 725 cars. The key dimensions were: inside length 60 feet 9 inches, inside width 9 feet 6 inches, inside height 13 feet even, outside length 67 feet 2 inches, extreme height 17 feet, door opening 16 feet, capacity 7258 cubic feet, and gross rail weight 286,000 pounds. The January 2018 Register showed 719 cars and the October 2020 ORER had a car count of 712. No word on whether any of these prototypes were actually "decorated" for the holiday season, though.



**993 05 084, \$65.95.**

**Reporting Marks: CNW 175542 and 175579 (Catalog Numbers 092 44 103 and 092 45 103).**

**Chicago and North Western Weathered Two Pack.**

Jewel box packaging. Consists of two Two Bay Center Flow Covered Hoppers. The 175542 is green with bleed-through gray and white lettering including reporting marks on left (restenciled on one side) and green and black

“Employee Owned” ball and bar herald on right. The 175579 is gray with black lettering including reporting marks on left and black and white “Employee Owned” ball and bar herald on right. Both cars have multicolor ACI Label and white on black COTS panel on right and orange vertical conspicuity stripes. Extensive weathering, rust and fading effects. Approximate Time Period: after 2005 given conspicuity stripes, or more strictly, 2017, plus or minus, for the 175542 and 2021, plus or minus, for the 175579. Previous Releases: See text.

We have seen this 100 car series of Center Flows before. RailcarPhotos puts the build date of these cars in May and June 1976 with a rebuilt in 1990. And they also noted that some of this series was repainted in green in 1979 and given the 48 inch “Employee Owned” herald. Bentonite, a version of clay which comes in several varieties, is a key cargo carried by these cars... and its effect on them is rather obvious. While these are ACF Center Flow cars, the cubic foot capacity is 2980 cubic feet, just ten cubic feet off the MTL 092 body style.

The ORER for April 2013 shows 77 cars in the CNW series 175500 to 175599 in the Union Pacific registration. Of these, 72 were in the January 2018 Register and 58 in the October 2020 ORER. However, there has been repainting into Union Pacific gray, keeping the CNW reporting marks, so “to present” is not a guarantee even if there are cars from this series still remain on the roster. That having been said, the single bingo to the 175579 on RRPictureArchives is from May 2021; the photo poster noted seeing it in sand service in 2017. There are three photos of the 175542 on RRPictureArchives, from January 2009, August 2012, and April 2013. But the closest match to the “treatment” depicted by MTL is probably a January 2017 shot posted to RailcarPhotos. It has the outline of the road number as modeled by Micro-Trains. It also has a non-trivial amount of graffiti, but Union Pacific doesn’t allow that on its models so that exercise is left to the modeler.

The “see text” for the Previous Releases is because it’s a little complicated. The individual catalog numbers ending in 103 align with a “clean” green version of this car, 92100, which was part of the 92102 two pack released in June 1998—just before the MTL website was brought up. But this car’s road number, 96706, doesn’t align with the prototype series, and further, it had the “ball and bar” herald in the center of the side, not offset to the right, plus the herald was a bit larger than the one on this car. Meanwhile, there was a “clean” gray car, CNW 175586, which does align with the prototype series but carried Catalog Number 92090 in the same two pack. Then, in February 2019, a single Weathered Release was issued, CNW 175505, which also aligns with the prototype series, but has different details and Catalog Number 092 44 450. How to tag (pun intended) this month’s entry with release numbers is something I’ll figure out later.







993 05 086, \$65.95.

**Reporting Marks: PROX 71248 and 71314 (Catalog Numbers 110 44 193 and 110 45 193).**

**Procor Weathered Two Pack.**

Jewel box packaging. Consists of two 54 Foot General Service Tank Cars. Black with white lettering including roadname and reporting marks on left and tank qualification stencil on

right. Orange vertical conspicuity stripes. Scrawl and multicolor graffiti. Approximate Time Period: 2013 (build date) to as late as the present, or more strictly speaking, 2020, plus or minus, for the 72148 based on photo evidence. Previous Releases: Catalog Numbers 110 00 191 and 192, Road Numbers 41240 and 41246, January 2015.

This pair are “not a reprints” of the previous releases of this car (my photo of the 41240 at right). They’re not from the same prototype series. The lettering differs. And these cars have conspicuity stripes.



We get right to a bingo for the 71248 on RailcarPhotos.com, from December 2020. We also learn that the series 71195 to 71394 was built by Union Tank Car in January 2013. This makes sense since Procor and Union Tank Car were “affiliated.” They are currently under the same Marmon Group corporate umbrella, which is itself a unit of Berkshire Hathaway. Except for a bit of rust on the ends, the 71248 is quite clean for an almost seven year old car, well, if you ignore the, ahem, additional decoration. If you’re keeping score, the UN Code 3257 on the placard translates to “Elevated temperature liquid, not otherwise specified, at or above 100 °C and below its flashpoint (including molten metals, molten salts, etc.).” It is a Class 9 substance, or “Miscellaneous” -- also known as a hazardous substance that does not fall into the other categories.

Meanwhile, the 71314 has a bingo on RRPictureArchives, but as of January 2014, just a month after it was built. It was in the snow in Griffith, Indiana, looking quite shiny and clean. We’re not going to get a “plus or minus” out of that image since there is no, ahem, unauthorized paint, on the car at that time.

The ORER Stash is once again not very helpful. Both the October 2014 and the October 2020 editions shows these two cars in the ridiculously large series PROX 70003 to 80154. Never mind the annoying number of subsets within this group; it’s also divided into cars with different gross rail weights. In a word, Yikes.

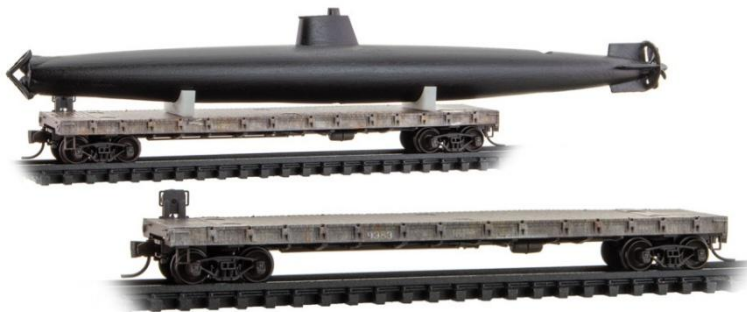




**N SCALE MULTI-PACKS:** Runner Pack #230, also known as the Chesapeake and Ohio Four Pack (983 00 230, \$109.95, Jewel Case Packaging) is now available, confirmed through online sale listings. The individual Catalog and Road Numbers are: 073 51 131, 446115; 073 52 131, 446262; 073 53 131, 446272; 073 54 131, 446307.

During my pre-order coverage in the July 2024 issue, I wasn't sure of the body style which would be used.

Now that we know, I can add that there was a Previous Release of this car, Catalog Number 073 00 130, Road Number 460101, February 2012 (at right). So these are the second through fifth releases of this road number, though they are "not a reprints" since they appear to be a different shade of "box car red" and they have an ACI label added.



Expected mid-month and also confirmed available through onsite listings is the Flat Car with Submarine Two Pack (983 02 256, \$76.95, Jewel Case Packaging). UMTRR pre-order coverage was in the August 2024 issue. The individual Catalog and Road Numbers are: 044 44 131, 9872; 044 45 131, 9983.

*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 **December 31**.*



*Targeted Delivery May 2025:*

983 00 235, \$114.95.

**Reporting Marks:** WE 834827, 834924, 834986, and 835123.

**Wheeling and Lake Erie Runner Pack (Runner Pack #235).**

Jewel box packaging. Scheduled to consist of four MTL 108 series three bay open hoppers. Black with mostly yellow lettering including road number on left. White restenciled reporting marks on left above road number. White COTS panel at

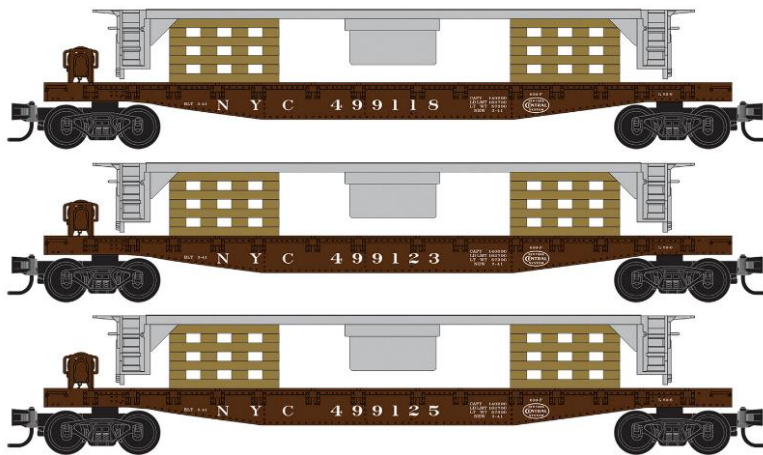
bottom right. Orange horizontal conspicuity stripes. Simulated coal loads included. Approximate Time Period: 2019 to present. Previous Releases: None. MTL artwork is preliminary; actual product may vary.

Knowing about the “original” Wheeling and Lake Erie, which consisted of much of the same routes as the current Wheeling and Lake Erie, I still have trouble wrapping my head around the use of “WE” for the reporting marks instead of the “W&LE” or “WLE” that was utilized for the previous incarnation of this railroad. Sorry, George, you’re just going to have to get used to it.

Of the four cars in this forthcoming Runner Pack, there are three references to photos on RRPictureArchives, but only one of these images was available at this writing. An image of WE 834986 captured in November 2019 is captioned, “But the morning sun reveals its CSX heritage.” By that the photographer means that the outline of the previous CSX monogram, at the top of the second to fourth panels from the left, is visible underneath the overpainted black. There were no other photos of any of these cars, bingo or otherwise, from the usual go-to sites.

These cars aren’t in the January 2018 ORER, but are listed in the October 2020 ORER. The series WE 834705 to 835188 has 143 cars, less than one third of the capacity of that road number set. These are 3744 cubic foot capacity cars, while the MTL 108 body style is modeled after the older Norfolk and Western Class H11a hoppers which were 3418 cubic feet. However, both are 14 panel three bay hoppers so the general design is a match.

The CSX series from which these cars were sold is also in the October 2020 ORER, with plenty of cars left in the group CSXT 833860 to 883969... and yes, that is a group that can hold over fifty thousand hoppers. There were a total of 2533 cars in the CSX roster. You can also check RRPictureArchives for what cars in this series looked like in CSXT paint... not that much different, actually.



**Targeted Delivery May 2025:**

**983 02 267, \$84.95.**

**Reporting Marks: NYC 499118, 499123, and 499125.**

**New York Central with SW-9 Frames Three Pack.**

Jewel box packaging. Scheduled to consist of three MTL 045 series 50 Foot Fishbelly Side Flat Cars. Brown with white lettering including reporting marks from left to center of car, small New York Central System

oval herald on right, and Class Code 690-F above herald. Multimedia kit for loads included. Approximate Time Period: 1941 (build date) to as late as 1982, or early 1950s when considering the load. Previous Releases: As Catalog Number 45044/45040, Road Number 499804, May 1975 and Road Number 499824, November 1975; as Catalog Number 45040, Road Number 499853, July 1996; as Catalog Number 045 00 040, Road Number 499845, November 2005 and Road Number 499855, October 2014, then a three pack with Sherman Tanks (9x3 02 219), 499105, 499109, and 499112, June 2023. The three pack components are similar to the MTL artwork and are “not a reprints” of the previous releases. Micro-Trains artwork is preliminary; actual product may vary.

The preliminary artwork shows the NYC Lot Number 690-F (just above the herald) and a build date of February 1941. That’s an important month in terms of the paint scheme. On his “Canada Southern” website ([www.canadasouthern.com](http://www.canadasouthern.com)), Terry Link notes that NYC “open top” cars including flat cars were officially brown from February 1941 to June 1956. There was a transition phase during which black car cement was used, and then starting in 1960 the choice was black paint.

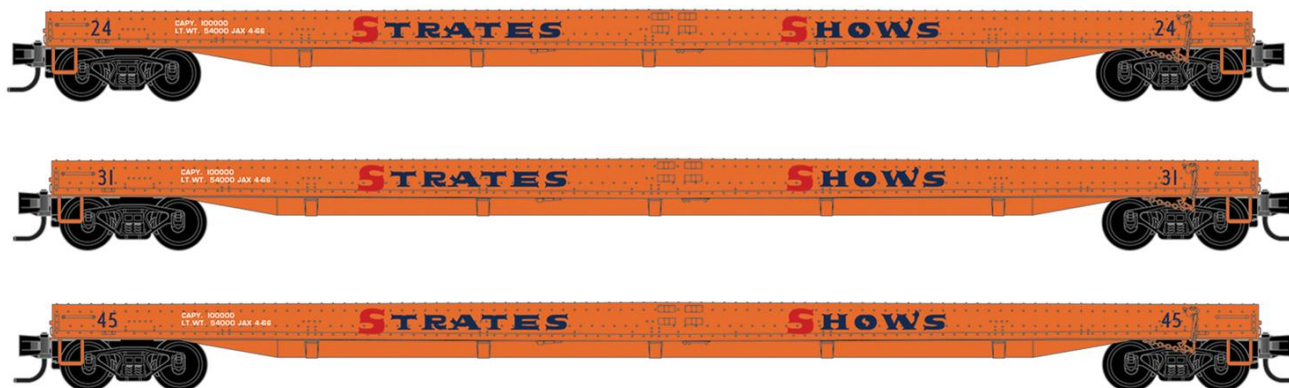
Lot 690-F was built at the Despatch Shops in East Rochester, New York, not far from UMTRR HQ. From the company drawing we have the key dimensions: length 52 feet over the flooring and 53 feet 6½ inches over the strikers, height to top of floor 3 feet, 5 and 7/16 inches, width over the stake pockets 10 feet 6 ½ inches. The cars had a combination wood and steel floor. There’s a photo of NYC 499100, the first car in the series 499100 to 499299. It’s got a build date of February 1941. The time period for these cars is given as 1941 to 1982. We’ll take it, subject to the change to black paint after 1960.

There are photos of this lot on the website of New York Central System Historical Society ([URLnycshs.omeka.net/items/browse?tags=690-F](http://URLnycshs.omeka.net/items/browse?tags=690-F)), including construction views. Besides the typical length difference between prototype and model, it’s also observed that the brake wheel is an end-mounted collapsable model, versus the side mounted version on the MTL 045 body style.

The SW-9 diesel was constructed by Electro-Motive from November 1950 through December 1953, and by General Motors Diesel in London, Ontario, Canada from December 1950 through



March 1953. It was the successor to the SW7 and was followed by the SW1200. There were 815 units built for various railroads in the United States and Canada, plus eight Cow/Calf sets supplied to the Union Pacific and four to the Union Railroad in Pennsylvania. The largest quantity of them, 70, went to the Illinois Central. The New York Central received 60. Based on the similarity of these units to the SW7s and SW1200s, a small application of Rule #1 can be used to claim that the frames loaded on the model flat cars belong to those diesels instead.



*Targeted Delivery May 2025:*

983 02 269, \$84.95.

**Road Numbers: 24, 31 and 45 (will be preceded with "JESX" in UMTRR Website Listings). Strates Shows Flat Car Three Pack.**

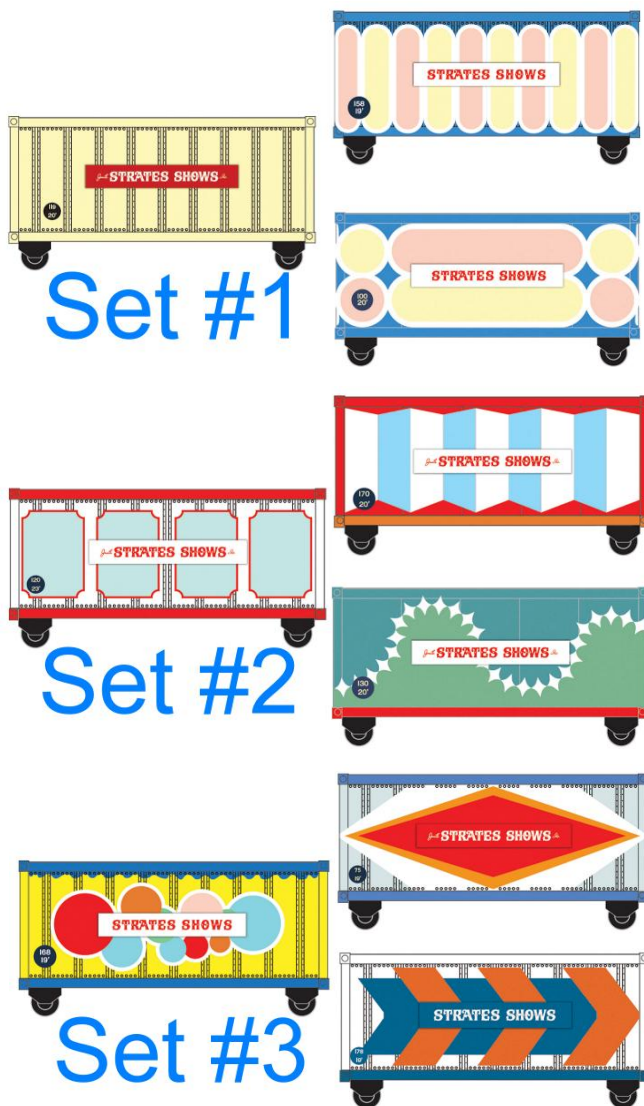
Jewel box packaging. Scheduled to consist of three MTL 139 70 Foot Warren Circus Flat Cars. Orange with blue and red "Strates Shows" in center. Blue road numbers at far left and right. White dimensional data. Approximate Time Period: 1960s to no later than 1971.

According to information on a page looked after by Jerry Britton, the use of Warren Flat Cars ended for the James Strates Shows when they were replaced with more familiar 89 foot TOFC flat cars. Couple that (pun intended) with the use of the Duke Ash style paint scheme beginning in the 1960s and we have a relatively short ATP here, even though Warren Circus Flat Cars were constructed beginning in the 1920s.

Though it's not one of the three forthcoming road numbers, Car 37 was photographed with three wagons in the scheme MTL is planning. A reproduction of that photo is on another of Jerry Britton's pages on the topic ( see [jbritton.pennsyrr.com/index.php/other-stuff/james-e-strates-shows](http://jbritton.pennsyrr.com/index.php/other-stuff/james-e-strates-shows) ). The cover of the softcover book **The James E Strates Shows: A Pictorial History** (2002, likely out of print) also has a picture of one of these cars. I would not be surprised to see bingo photos in the recent Morning Sun book **Circus and Carnival Trains In Color: A Fond Look Back at Their Equipment and Operation**, but it's not in the Research Accumulation.

Now, for something to put onto these Circus Flat Cars...





*Targeted Delivery May 2025:*

**Strates Shows Container Three Packs, \$54.95 each.**

**983 02 272, Road Numbers 119, 158 and 100, Three Pack #1.**

**983 02 273, Road Numbers 170, 120 and 130, Three Pack #2.**

**983 02 274, Road Numbers 75, 168 and 178, Three Pack #3.**

Jewel box packaging. Scheduled to consist of three MTL 460 series 20 Foot Containers. Each container is decorated with a "Duke Ash Era" paint scheme as represented in the preliminary artwork (actual product may vary). Approximate Time Period: at least the 1960s.

Between the Strates Shows' own official Facebook page, Jerry Britton's page, and other sources, I managed eight for nine on locating examples of each of these paint schemes online, not bad. (And fabulous if you're a baseball player...) An immediate observation is that the prototype wagons differ quite a bit in size and shape. While the use of the 20 Foot Container body style is a compromise, it's probably the best available from the folks at the red and yellow sign, and I have no doubt that creating more exact

models of each wagon, probably via 3-d printing and/or multimedia kits, would be time consuming and expensive to the point of being infeasible. It appears from the artwork that some kind of lower frame and wheels (non-operating) will be included with each container, which adds something—like the suggestion of how these wagons are actually unloaded from flat cars. They are rolled off... "circus style."

**N SCALE SPECIAL EDITION RELEASES:** There are no releases this month. There was a short pre-order window closing December 19 for the second **Donald J. Trump Presidential Car (074 00 147, \$28.95)** for targeted delivery in February 2025. There was no preliminary artwork for this car; instead, the previous Trump car (#45) was shown for representation.

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

**HO SCALE:** *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 **December 31.***



**Targeted Delivery Early 2025:**  
**2000-05 and 2000-06, \$49.95 each.**  
**Reporting Marks: MRL 50002 and 50024.**  
**Three Bay Center Flow Kits, Montana Rail Link/ex-Burlington Northern.**

Blue with mostly white lettering. Large red and white Montana Rail Link roadname on left and large white Washington Companies logo on right. Extensive bleed-through of previous Burlington Northern green paint on most of the sides of

each car (amount varies by car). White restenciled reporting marks on blue patch panel at lower left. Scrawl and multicolor graffiti (varies by car). Orange horizontal conspicuity stripes at six points along sides. Approximate Time Period: after 2005 given conspicuity stripes to early decade of the 2010s. Previous Releases: None.

These two forthcoming releases are “upsizing” of two of the three cars in the N Scale Montana Rail Link Weathered Three Pack from August 2024 (983 05 077). The heritage of these cars is rather obvious, even without the Micro-Trains car copy for that set. Not such a great job in the paint shops getting these cars ready for a new owner, eh?

According to RailcarPhotos, the Montana Rail Link series MRL 50001 to 50100 came from the Burlington Northern series BN 455000 to 455199. These CF4650 cars were built by American Car and Foundry in 1970. They have as a spotting feature the earlier single seam rib between the main carbody and the roof, something I learned about while researching in general the HO Scale “Grit and Grime” cars; that’s the way AC&F built these cars until about 1973. The Accurail kit has the later three-rib design for this.

Bingo photos for these two are on RRPictureArchives. MRL 50002 was found rolling through Avery, Washington on the last day of 2007, and again in Vancouver, Washington in June 2010 and in Bend, Oregon in August 2010. There are two images of MRL 50024. The photo from June 2008 shows the car in a condition closer to the MTL rendition; the shot taken in June 2010 shows even less of the MRL paint, illustrating how much it could further deteriorate in just two years.

If you’d like to see what one of these cars looked like freshly painted, head over to RailcarPhotos for a May 2002 image of MRL 50023. And if you’d like to see a photo of one of these cars with just the BN paint patched out, stay there for a view of MRL 50088 from August

1988. That's probably right after Montana Rail Link picked up these cars, since MRL began operations on October 31, 1987.

That brings us to the ORER for July 1989. All 100 cars in the series MRL 50000 to 50100 are in place already, described as "Covered Hopper, Center Flow, Triple Hopper, Self Clearing, One Full Length Trough Loading Hatch, Three Hopper Discharge Gates." That description points out a relatively small difference between the Micro-Trains car, which has disconnected trough hatches, and the prototype, which had a "continuous" hatch – not a single hatch the length of the car, but four sections with no spaces in between. An overhead shot would help here: see MRL 50009 on RailcarPhotos for that image. The outside length was 54 feet even and extreme height 15 feet 6 inches; no inside dimensions were given. There were 90 cars in the main series with 200,000 pounds capacity and subsets of another nine cars with 199,000 pounds capacity and a single car with 198,000 pounds capacity. Given the bingo photo dates, I jumped to the January 2011 ORER where the car count was 89. But by the next Equipment Register in the Research Accumulation, April 2013, the entire series was gone.

**MTL ANNOUNCEMENTS:** N Scale Billboard Kit #2 is now available for pre-order (499 50 504, \$20.95). As with Kit #1, there's enough material in this kit to make a scale 32 foot high sign with either a single or double sided billboard, about 24 feet wide by 12 feet high. Included are four full-color billboards. As previously announced, Micro-Trains includes different advertisements with this kit.



We have just the reference artwork for a set of three **Pulpwood Log Loads (499 45 036, \$16.95)** which are meant to be used with the MTL 115 series Log Cars – like the two discussed above, for example. I'm sure that modelers can come up with other uses as well.



New N Scale freight car detail parts are also available this month. **Standard Coupler Cut Levers** in brown (499 20 750), gray (499 20 751) and yellow (499 20 752) fit MTL 095 series PS-2 Covered Hoppers but can be adopted to other rolling stock in the 1930s to 1990s timeframe. **Modern Coupler Cut Levers** are designed for the MTL 134 series 60 Foot Flat Cars but can be modified for other freight cars from the 1960s to today; they are also in brown (499 20 760), gray (499 20 761) and yellow (499 20 762). All these are 10 pair packs (enough for ten cars) with an MSRP of \$9.95). Finally, there are **Trainline Air Hoses** which work with the 095 and 134 series cars already mentioned plus the 107 series 65 Foot Mill Gondolas and the 123 series TBOX cars, and others with modifications. They are in black only (499 20 770) – well, yellow would be a little strange, no? This is also a ten pair pack with a \$6.95 price tag.



**DISCONTINUED ALERT:** Just before disaster struck at UMTRR HQ, I had caught up with all of the Annual Release Tables with the latest information of what had hit the Bye-Bye Board. That did make it up to the UMTRR website and reflected all changes to the Micro-Trains website. However, I'm going to defer listing what's outta here this month so, among other things, I can get these bytes outta here without any further delay. We'll cover what's left the building in December as part of the next issue. I will note that on the HO Scale page of the December Micro-News, the five Grit N' Grime Two Bay Center Flow Kits were all listed as "Back In Stock" which suggests to me that there will be reruns—unlike what happens otherwise.

**INCREMENTAL INFORMATION DEPARTMENT:** Remember the Monarch Foods refrigerator car, #1 in the Farm to Table Series in both N and Z Scales (N Scale version, Catalog 049 00 300, February 2019, at right)? Well, a package of saltines found in the cupboard reminded me to tell you that Monarch is still around... at least the name.



I'd previously reported that the company was sold to Consolidated Foods in 1945 after a long history of food service to small grocery stores starting in 1853. Monarch is now a brand within the US Foods, "one of America's great food companies and a leading foodservice distributor, partnering with approximately 250,000 restaurants and foodservice operators to help their businesses succeed." The Monarch logo has been updated a bit (at left). There are arguably more products available with the Monarch brand than there were when it was an independent company... including those saltines, which I picked up in a cafeteria as Incremental Information and then promptly forgot about.



The Approximate Time Period for the Strates Shows Passenger Car Sets pre-ordered last month might be a lot shorter than I had anticipated. On his site, Jerry Britton has a work in progress page on the subject of these cars. He notes, "The JES tended to rename their coaches every year to correspond with the shows on their schedule. Sometimes the same name would move from one physical car to another." Rut-roh. Well, there's always Rule #1... which I suspect will be invoked here.

**OOPS PATROL:** None detected from last time, but I'm sure that there will be something to report next month! Please go easy on me...

**FINALLY, JUMPING RIGHT TO JANUARY:** Yikes, that wasn't fun. Redoing this entire issue was not really my idea of a good time. However, here at UMTRR HQ there's no breather... as this issue finally goes "to press," the team at Micro-Trains is preparing to post the January 2025 releases. Hopefully the preparation for the next iteration of this enterprise will go a lot more smoothly than this one did—and will be back in "Fun Mode."



Until that next time, when we are expected to hear from “Not Casey Kasem” with the year-end survey of the Top Micro-Trains Body Styles, do the best you can! And have a happy, safe and healthy New Year 2025.

Cheers,  
George

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