

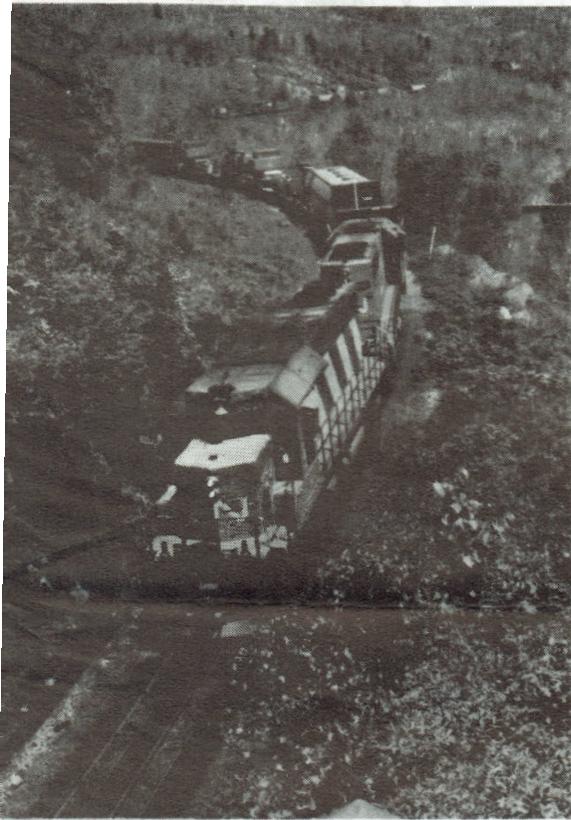


HOTBOX

"the Un-Magazine of Model Railroading"

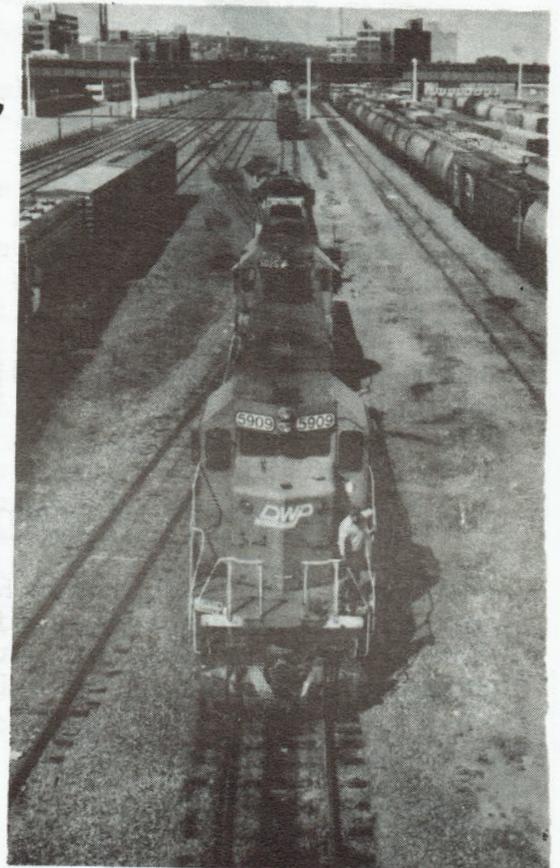
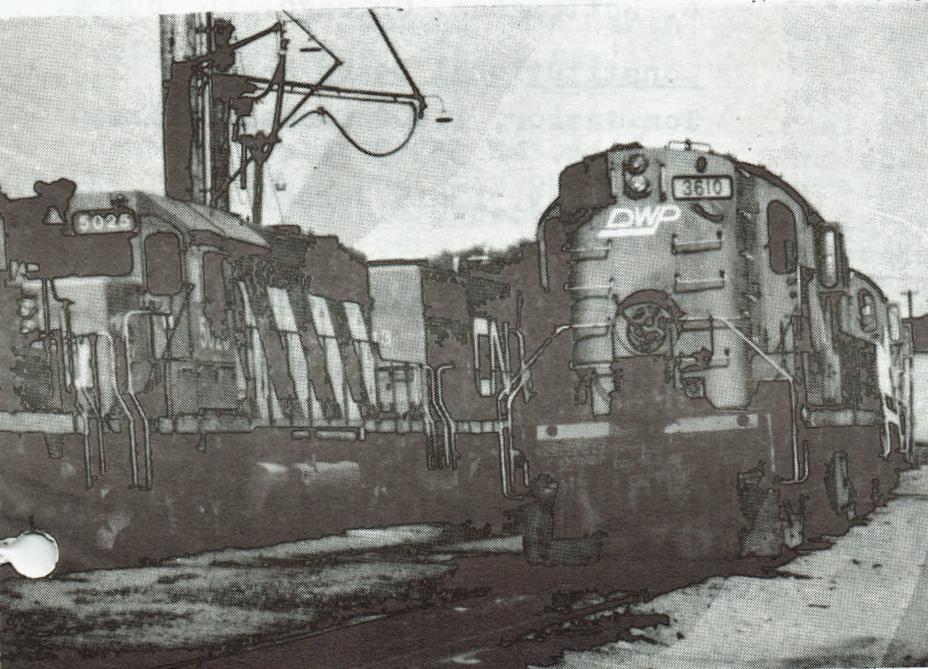
No. 172

February 1982



Looking at

the "PEG"





HOTBOX

OFFICIAL PUBLICATION - Tamm Association of Model Railroading

Issued every month with an additional special mailing of a Directory of Membership during the summer

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145 E. Kenilworth Ave.
Villa Park, IL 60181

All other HOTBOX business, except where specifically noted, is handled by the Editor. Please address all comments to the Editor.

HOTBOX Editor: Mark Kaszniak
4818 W. George St.
Chicago, IL 60641

DEADLINES: The TAMR HOTBOX welcomes articles, photographs and artwork pertaining to model and/or prototype railroad subjects. All material for publication must be submitted 30 days before the month of publication. The TAMR HOTBOX assumes that all material is submitted for the mutual benefit and enjoyment of the hobby by the membership and thus no payment will be made upon publication.



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CRUMMY NEWS



MARK KASZNAK, EDITOR

As Time Rolls By

Remember when you could sit at trackside and watch a long freight roll past where all the cars were different? Not that each car on the train had a different paint scheme or was lettered for a different road, but that each car was in some way unique. Back then nearly every car had a story to tell. "The Way of the Zephyrs," "Route of the 400 & Streamliners," "Mainline of Mid-America" and "We Can Handle It" were all emblazoned across the car sides. Each car or slogan brought out memories of a particular railroad era that you had experienced or read about. Then too, there were times when the consists never seemed to have any order. A UP boxcar could be coupled to an SP gondola which in turn could be coupled to a Santa Fe reefer. The order didn't really matter, nor did where they were going. You just came out to watch the drama of railroading unfold before you. There was only one thing you could be absolutely certain of and that was those cars would collectively continue to carry on the business of the railroads.

Still, we are in a land of progress. What worked well yesterday is obviously outdated and must be replaced with something better today. The railroads are not exceptions to this rule. Thus yesterday's long general merchandise freights are being replaced by today's unit trains.

Entire trains can now look like one long car and the only thing changing will be a number every fifty feet or so. Sure most of these unit trains run on railroads that carry a lot of bulk materials like coal, limestone and taconite, but the unit train concept is encroaching on other forms of railroading too. Trailer Train piggy-back flats, Railbox and Railgon cars are just a few examples. I'm not saying that this form of standardization is bad. After all, the railroads have to find ways to compete economically with other forms of transportation if they are to survive. It's just that current rail operations seem a bit more boring. I'll admit that not all the long general merchandise freights are gone and that the new shortline boxcars are providing additional diversification to those that are still running. However, the boxcar buying spree is over. Right now there is a glut of new cars and that means one of two things: Either the new cars will be stored until they are needed (unlikely) or older cars will be retired (very likely). The days are numbered for all those boxcar red, slogan emblazoned cars. When they are gone, we will have truly entered into a new era of railroading.

This is why it is important to preserve the past in some way. For how are we to know where we are going if we don't know where we have been? Now modeling just happens to be an excellent form of preservation, but to accomplish it realistically, plans, photographs and specific details must be provided to the modeler. That type of information is best made available in books and magazines. This is the primary reason why the HOTBOX prints information of this type. Furthermore, collecting this information is not easy. That is why we also print articles on how to go about doing it. For whether or not you go about it consciously, your railroad is preserving an era of the prototype.

(cont'd next page)

Now some of you may feel that Dave Schauer's feature on the DW&P in this issue smacks too much of contemporary railroading to be given the amount of space I've allotted it. Yet the information that Dave is giving us now won't be contemporary forever. In fact, a good portion of the DW&P's mainline into Duluth may be rerouted/rebuilt due to highway construction plans. We bring you this type of information not to compete with our modeling information, but it enhance it. To help you develop a model rail system that is best for you.

An occasional trip to the mainline can provide much information that can be directly incorporated into your pike. Some of you will take the trip for yourselves, perhaps with camera in hand. Others won't because it would detract from their "modeling" time and still others would like to, but can't. The last group is the one which benefits most from these types of features and I know that many of our members belong to that group. Yet if per chance you do find yourself at trackside some day--with or without that camera--and happen to come across one of those long general merchandise type freights, here's a tip: Stick around after the locomotives have past. Stay to enjoy those thrilling days of yesteryear when the Route of the Warbonnets didn't have to Be Specific to Ship It the Western Way in order to avoid the Route of the Phoebe Snow so that a Green Light to Innovations could be given to the Pacemaker Line. They won't be around that much longer.

Pass Listing

Do you trade model railroad passes? If you do, then you'll want to be listed in the HOTBOX's pass listing. To be listed send one of your passes and a 3x5" card with your railroad's name, your name and your address to: Dave Ellett, Pass Listing, 4277 19th Place SW, Naples, FL 33999. Here's your chance to exchange passes with other TAMR members.

BACK ISSUES

Here's your chance to get those back issues of the TAMR HOTBOX that you've always wanted. Limited supplies of the following issues are available and once they are gone, there are no more. All copies will be sold on a first come--first sold basis.

January-February 1981: Saugus & Pacific mRR; Kuranda Rwy; Styrafoam Scenery; What's In a Name?; columns.

May-June 1981: Chickamauga, Shiloh & Appomattox mRR; Modern Rail Museum; Zip-Texturing; columns.

July-August 1981: Shining Mountains mRR; Evolution of a Junction; Modular Concept-1; Water-Soluble Scenery; columns.

September-October 1981: Alchesay & White Mountain mRR; Plate Girder Bridge; Modular Concept-2; Saga of Gilpin; Screen Wire scenery; columns.

Back issues can be obtained by writing the Editor. Please enclose 75¢ for each issue that you desire. All funds obtained from these sales will be put into the HOTBOX's half-tone fund in order to bring you more photos in the HOTBOX.

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Are the sole consignees in the United States for that unique novelty the

Railway Timekeepers, WITH HEAVY STERLING SILVER CASES,

SPECIALLY ADAPTED FOR ARMY SALES.

Frank Leslie's Illustrated Newspaper of Feb. 21, 1900, says: "HUBBARD'S TIMEKEEPERS are becoming proverbial for their accuracy and reliability. They are particularly valuable for officers in the army and travelers."

The Army and Navy Gazette, of Philadelphia, in the Number of May 9, reviewing this watch, says: "We are pleased to see that the importations of the HUBBARD BROS. are meeting the enormous sale that such extraordinary enterprise as theirs so richly merit. These watches are novelties produced by no other House, far exceeding other manufacturers in point of accuracy and elegance. Fidelity and promptness to their patrons render the House a desirable medium for traders in the army."

The RAILWAY TIMEKEEPER has HEAVY SOLID STERLING SILVER CASES, beautiful white enamel dial, handsome gold hands, with superior regulated movement, warranted to run and keep accurate time! Price per case of half dozen, \$64. By mail, \$1.00 additional for postage. Should retail readily at from \$90 to \$95 each. Not sold in quantities of less than six.

Yet another nostalgic ad from the past

The Modular Concept:5

Modular Power Distribution

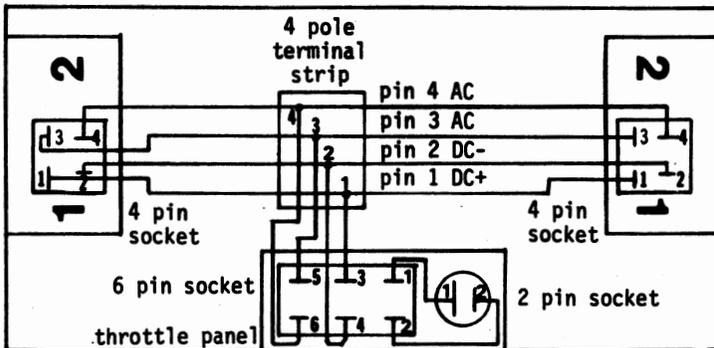
Paul Ingraham

Modular wiring differs somewhat from permanent layout wiring in that each module must contain all the wiring required for independent operation as well as the components needed to interface with other modules. The wiring system must be reliable, versatile and simple, yet still not limit the creativity of the builder. The components must be standardized to permit interchange and, at the same time, be arranged to facilitate trouble shooting without complete disruption of the layout.

A basic design parameter is that the functions of various parts of the electrical system are separated. Thus the power feed lines and the track wiring are carried in separate wiring and connectors. This insures that malfunction in one part of the system will not interfere with the operation of the other parts.

For greatest versatility, both AC 16-18 volts and DC 12-16 volts should be available at all modules. Thus throttles and accessories requiring either input voltage can be connected to the layout power supply. This power can be carried through all modules in a 4-conductor cable of 1mm (AWG #18) wire. These wires run through a terminal panel from which power is taken off for a throttle connection panel which, in turn, feeds power out to the track through a patch cord. (We'll discuss track wiring next time.)

The diagram below shows the power distribution system. This is all that is required in most modules. Parallel wiring and additional throttle panels can be added as required on individual modules.

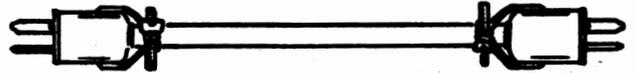


THROTTLE CONNECTION: Modular systems are nearly always operated by walkaround control using handheld cabs connected to each block. There are many different types of units available which are suitable for use with modular systems. The choice is up to the modeler and his group, but all will need to be wired to connect into the throttle panel. Since both AC and DC power are provided, virtually any unit can be used. Cab connection is a 6-pin plug, wired as follows:

- Pin 1: DC out to track
- Pin 2: DC out to track
- Pin 3: 12-16 volt DC + input
- Pin 4: 12-16 volt DC - input
- Pin 5: 16-18 volt AC input
- Pin 6: 16-18 volt AC input

Pins 1 and 2 MUST be wired on all controllers. EITHER pair 3/4 OR 5/6 will be used for input according to the controller manufacturer's directions.

POWER SUPPLIES: For small setups any good power pack can be wired to provide AC and DC power through the low voltage distribution lines. For larger layouts a supply can be constructed to provide AC and DC power at appropriate amperages for the scale. The transformer outputs are wired to a 4-pin socket and thus a regular 4-pin patch cord can be used to attach the supply to the module.



LOW VOLTAGE INTERFACE PATCH CORDS: The low voltage wiring in each module is terminated in a 4-pin female socket. Connection between modules is made using male-male patch cords terminated in 4-pin plugs. These cords should be at least 750 mm (30") long to assure that they will reach the electrical panels on each module.

CONNECTORS: While it is generally not NMRA policy to recommend specific products, in the case of modular systems, standardization of electrical components is necessary. Bear in mind, however, that, since the system we are describing uses female sockets on the module and male-male patch cords between modules, it is possible to connect modules having different types of electrical connectors by providing an adapting patch cord.

Several of the most successful systems have standardized on the Cinch-Jones 300 series connectors or compatible connectors from other manufacturers with excellent results and these are listed in the following chart:

	Cinch-Jones	Beau	Calectro	Plessey Multicon	Radio Shack Tandy
2 pin socket	S-302-AB	S-3302-AB	F3-260	71/10/0258/03	274-203
2 pin plug	P-302-CCT	P-3302-CCT	F3-240	71/10/0201/03	274-201
4 pin socket	S-304-AB	S-3304-AB	F3-264	71/10/0458/03	274-206
4 pin plug	P-304-CCT	P-3304-CCT	F3-244	71/10/0401/03	274-204
6 pin socket	S-306-AB	S-3306-AB	F3-266	71/10/0658/03	274-209
6 pin plug	P-306-CCT	P-3306-CCT	F3-246	71/10/0601/03	274-207

AC POWER: While it is sometimes convenient to have line voltage available at the module so that tools can be used, this wiring should NOT be built into the module. Doing so requires the use of conduit and metal boxes to meet codes. It would require double sets of wiring to provide reversibility since male-male patch cords for line voltage are illegal. All those heavy components also add a lot of weight to the module. The sensible way to provide AC power is simply to have an extension cord handy.

Further ideas and details can be found in the NMRA Modular Coordinator's Report, available from me for \$5.00, postpaid. Paul Ingraham 3304 Maybelle Way, No. 1 Oakland, CA 94619

Teen Modulation:

By Paul Ingraham

The system shown here allows complete reversibility of the module. The TAMR system will also and will use the same power distribution system. Note that there is no 110 volt line carried in the modules. This type of wiring, if done improperly, can be hazardous. It isn't necessary either--an extension cord will do very nicely. So, keep it simple and you'll have fewer problems.

INTERNATIONAL

CONNECTION

On Christmas morning for at least the past four years, a special train is assembled in West Duluth yard. The consist is usually a diner, four coaches and a lounge car, in addition to the head-end power. Then railroad employees and their families board for a trip to Virginia MN and back. Later in the afternoon, two shorter trips from the yard to the tunnel portal and back will be made for Duluth employees. Volunteers from the LSTM--from whence the diner and lounge were borrowed--are on hand to serve food.

Needless to say, this is a most unusual practice for a railroad to engage in. However, the Duluth, Winnepeg & Pacific RR is a rather unusual railroad. In an area where iron ore is the major commodity hauled, the DW&P manages to survive quite nicely by not hauling it. The railroad's main staple is the international interchange traffic between the United States and Canada.

This traffic produces an average of 8 to 12, eighty to one hundred car trains a day which are evenly divided between mid-morning and late evening runs. The traffic pattern is simple: trains loaded with potash (a fertilizer), lumber and gas products come from Canada while the corresponding empty consists return. Mainline rail is 115 lb. at most with 40 to 50 mph speed limits. Train order is the principle means of communication.

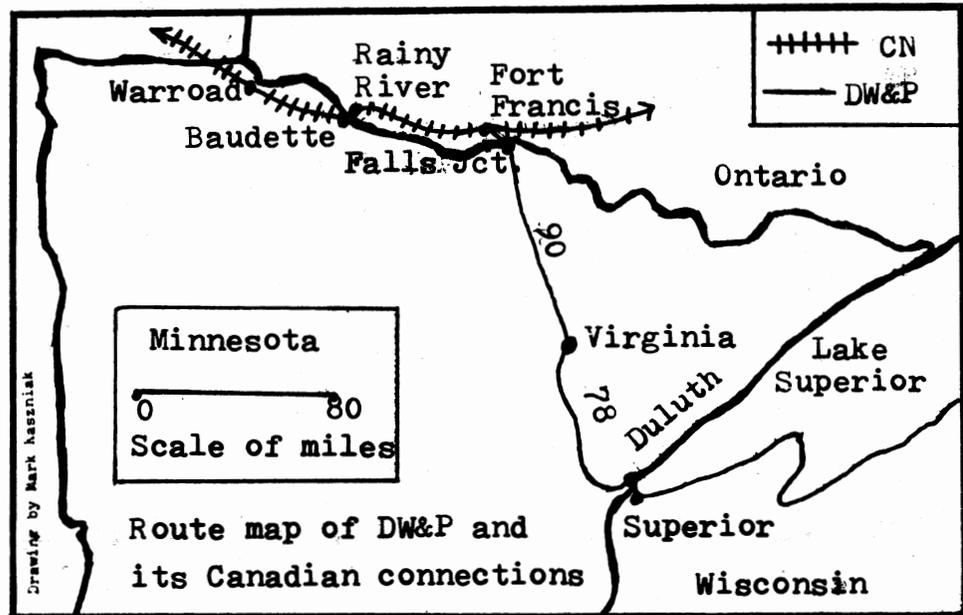
The Canadian connection point is at Fort Francis, Ontario, about five miles northeast of International Falls. In addition to the Boise Cas-

cade lumber plants, there is a small interchange yard with fuel and sand facilities that it owned by the Canadian National, but also used by the DW&P. Seeing as the DW&P is owned by the CN, this arrangement seems only likely.

Heading south from Fort Francis on the DW&P main some 95 miles will put you in Virginia, MN. Here the DW&P maintains a small yard and roundhouse along with fuel and sanding facilities. This is a major crew change point on the DW&P as well as the location of the road's locomotive maintenance facilities.

Another 78 miles south puts you at the DW&P's southern terminus; Duluth, MN. Although the railroad comes from the north, it approaches Duluth from the south due to the fact that the tracks swing around the southern edge of Bardon Peak and then through a tunnel, the only one on the line, at a place called Shortline Park (NP name). The NP used to have a mainline just below

(cont'd on page 8)



the DW&P at this point, but the BN tore up the tracks in 1973 as they are using the GN's double track main out of Duluth. The old NP main is now a state trail.

From the tunnel, the mainline continues on a steady 2% downgrade (with a 20 mph speed limit) through peat swamps, rock cuts and finally over a trestle through a residential district before reaching the DW&P's yard in W. Duluth. The yard is not wide, only ten tracks, but it is long. It is here that trains that were not pre-blocked in Canada are broken down for interchange by RS-11's. In addition to the yard, there is an unused four stall enginehouse, fuel and sanding facilities plus many office buildings. CN SD40's are the steady pool power bringing loaded trains from Canada and returning the empties. Other motive power can also occasionally be seen such as Soo Line SD40-2"s that were leased in early 1981.

However, the RS-11's do all the transfer work in the Duluth area. Also, they switch the DW&P's three or four local customers, mainly lumber and gas dealers, who are served twice weekly.

Every day, the DW&P interchanges a train with the Soo Line at the 46th Ave. interchange (see map) in W. Duluth. The Soo Line returns an empty train. The BN also gets a daily train, with the RS-11's bringing the loaded cars down to the BN's (ex-NP) Bridge yard in downtown Duluth. Bridge yard is larger than the DW&P's facility in W. Duluth, but has the same general layout. However, the vertical distance between the two is about one hundred and fifty feet. The BN after receiving the DW&P cars will usually turn some of them over to the Milwaukee Road.

The C&NW gets two trains a day from the DW&P which are also interchanged at Bridge yard. Later, the C&NW takes the cars to their own Itasca yard in far eastern Superior, WI.

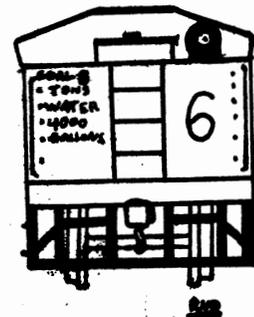
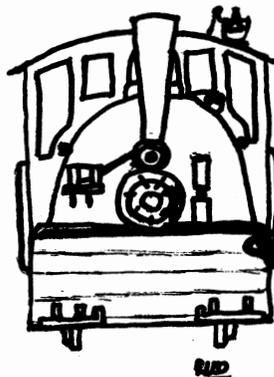
The DW&P has one wide-vision caboose painted red and a bay window painted blue and red. Two offset

cupola cabooses perform all the transfer work. The wide-vision and CN cabooses are used on mainline trains between Duluth and Fort Francis.

Typical rolling stock consists of many Canadian National forty and fifty foot boxcars plus DW&P fifty foot bulkhead flatcars for lumber. CN cement hoppers, gondolas and flats are also not that unusual.

As you can plainly see, the DW&P has a nice functional working arrangement with the other railroads in the Duluth area. All this might change if a proposal for building Interstate 35 through downtown Duluth is approved. The proposal calls for the elimination of the BN's Bridge yard. The DW&P would then be abandoned from Duluth to the start of the 2% downgrade from the tunnel. The DW&P would then connect up with the DM&IR in Gary-New Duluth, MN and cross into Superior, WI. Here the DW&P would build a new yard in far western Superior and re-establish connections with the other railroads in the area.

Yet no matter what happens to the DW&P in the future, I'm sure that the railroad will continue to provide an important freight connection between the United States and Canada by living up to the slogan emblazoned on the side of their locomotives: "Delivered With Pride."



"Peg" Modeling Notes

While preparing Dave's DW&P article for publication, the staff and I came to realize the many excellent possibilities the DW&P holds for modeling. After extracting some specific modeling related information from Dave, we thought you might be interested in some of our ideas for a model railroad based on the DW&P in the Duluth area. None of us had the time--nor the inclination I might add--to draw up a trackplan based on DW&P operations in Duluth, but the information and ideas presented here along with the map of the DW&P in the Duluth area on page 7 should start you well enough on your way should you wish to develop your own trackplan.

We all agreed that the main focus for a layout based on the DW&P should be the railroad's W. Duluth yard and its important interchange function. By basing a trackplan around this yard, three distinct types of operation may be carried out. The first is the unit type train operation of receiving loaded trains from and dispatching empty trains to Canada. Potash and gas product trains are the easiest to adapt to this kind of situation simply because these types of materials are hauled in cars where you can't tell if the car is loaded. Lumber is a major problem unless you decide the railroad only handles finished lumber products which can be hauled in all-door boxcars.

The second type of operation is the various interchanges with the other railroads in the Duluth area. This can be realistically simulated if the cars destined for interchange can disappear for awhile (via a hidden loop, siding or fiddle yard) and then reappear at some later time as empties to be forwarded back to Canada. The third type of operation involves serving the DW&P's local Duluth customers and is relatively easy to duplicate with sidings and model industries.

A typical room sized HO layout probably couldn't accomodate all 10 long yard tracks as on the prototype. Yet you should be able to squeeze in at least five along with a small servicing area plus that four stall enginehouse if the room is readily available.

On one end of the model W. Duluth yard, the tracks should round a curve while climbing a 2% grade and finally disappear into a mountain tunnel. In the mountain, the tracks should form a hidden reversing loop with at least one passing track. This loop will serve as the Fort Francis connection on the model DW&P. Scenery should change from industrial at the yard to rural at the tunnel incorporating the rock cuts and peat swamps depending on the room you have.

On the other end of the yard, the tracks should proceed downgrade through a typical commercial/residential setting to an interchange with the Soo line and then to the BN's Bridge yard. Space can be saved at Bridge yard by modeling only the DW&P connection and a small portion of the yard with a mirror placed at the other end to give the illusion of a much larger facility. To really make things operate more realistically, a hidden connection with a small fiddle yard from the Soo line interchange to Bridge yard--serving as the C&NW's connection--would permit the shuffling of trains between the two. The fiddle yard could be used to rearrange consists and swap Soo line motive power for C&NW. Adding a couple of industries on the DW&P main makes for added switching versatility.

Industrial-urban scenery on this portion of the layout can be used effectively to hide the hidden connection between the interchange tracks. Tall buildings and factories plus road overpasses are all useful devices for doing this.

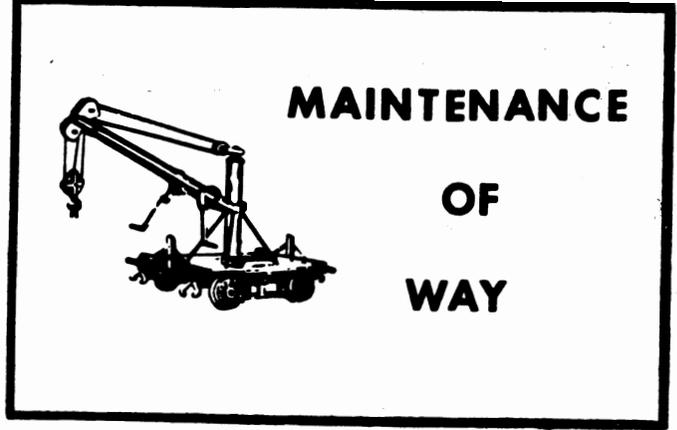
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As for the types of equipment to run on a model DW&P, the railroad uses many CN 40 and 50 foot box-cars along with CN cement hoppers, gondolas and flats. Athearn is a good source for the boxcars, gons and flats while MDC makes a nifty cement hopper. DW&P bulkhead flats can be a problem as they are modern versions that are currently unavailable. You might want to try kit-bashing some or scrap the open load lumber idea all together and go with the all-door finished lumber hauling boxcars which the DW&P doesn't haul. As for numbers, see the DW&P car roster in this issue for further details.

Cabooses present a slight problem, but again you can kitbash and Athearn does make an acceptable wide-vision version. Life-Like and Model Power make RS-11's in HO and AHM SD40's can also be used provided that you remove the dynamics.

Unfortunately, none of the motive power currently available comes painted for the DW&P, you'll have to do that yourself. The DW&P's colors are GT blue and CN red. Decals are available from Herald King, Champion and Launch Pad Distributors.

One must remember that when modeling a specific prototype railroad it is more important to catch the flavor of its operations and the outstanding features of its general locale than model it tie for tie. With all but the most smallest of lines, you'll have to do a vast amount of selective compression. Yet by including some of the important features of the prototype, the end results will be very credible. However, do not lose sight of the fact that a model railroad must be fun to build and operate if sustaining enjoyment is to be derived from this hobby. So if it comes to a case of prototype versus model, go with the option that will provide you with the most satisfying model. After all, you can always model a freelanced road based on the DW&P and include the types of equipment and motive power you like. In either case, we hope some of these ideas provide an impetus for modeling.



M of W is a product review column written by our members on model railroading and railfanning items that may be of interest to you. All the opinions presented are those of the reviewer and are not necessarily those of the TAMR or the HOTBOX. Please submit reviews to the HOTBOX Editor.

C-D-S Lettering Limited, Box 2003,
Station D, Ottawa, Ontario, Canada
K1P 5W3.

Modelers of Canadian prototypes and Colorado narrow gauge prototypes will recognize the fact that there is not a ready supply of pre-lettered cars and locomotive kits for their roadnames. Even finding decals can be a chore, but C-D-S Lettering had made it easy.

C-D-S produces N, HO, S and O scale dry transfers for many Colorado and Canadian railways along with a few American class 1 roads. Dry transfers are available for both the obscure and the famous. The ranks of the obscure include: "Le Chemin de Fer de Grand Nord du Canada" while the famous lines include the "Florence & Cripple Creek" and the "Canadian Pacific."

Dry transfers are favored to decals by many modelers because of their relative ease of application and the clean, crisp, clear look of the finished car sides.

Each C-D-S lettering set contains enough material to letter one passenger car, freight car or a locomotive.

C-D-S Lettering now has a catalog of all their railway dry transfers available for \$2.75 (Canadian). The catalog contains diagrams plus a short history and car description for each set of dry transfers listed. This catalog is a must for all Canadian and Colorado narrow gauge prototype modelers.

--Don Leitch

Locomotive & Car Roster*

Locomotives:

<u>Number</u>	<u>Builder</u>	<u>Model</u>	<u>Year Made</u>
5904-5910 ^{+,#}	EMD	SD-40	--
3600-3614	Alco	RS-11	1956
D-301	Budd	RDC-3	1956

Rolling Stock:

<u>Number</u>	<u>Description</u>	<u>Total</u>
403000 -403149	50 ft. Canadian built boxcar for newsprint U.S. service only	143
403500-403749	50 ft. wood reinforced Canadian built boxcar U.S. service only	244
581303-581931	40 ft. steel boxcar	52
582032-582523	Canadian built	
584003-584563	U.S. Service only	
584909-585336	Same as above, but 5" taller	31
606350-606849	52 ft. steel flat, with bulkheads. Canadian built; U.S. service only	798
606350-606849	51 ft. steel flatcar, bulkheads, 12 center and 24 side stake pockets. Canadian built. U.S. service only	1236
607900-608999		

ALL THE ABOVE CARS USE DWC REPORTING MARKS

444325	40 ft. steel boxcar	1
--------	---------------------	---

ONLY CAR WITH DWP REPORTING MARKS

Total Cars: 2505

- Notes: + received from GTW in 1976-77 and have retained their former numbers.
 # CN SD40's most commonly found in power power are numbered 5001 - 5012 and 5200 - 5215.
 * Current as of September 1, 1981.

ON THE POINT: (Clockwise from left) 1) DW&P train with CN pool SD40's climbing the grade out of Duluth on its way to International Falls, MN. 2) DW&P RS11's on the ready tracks in West Duluth yard. These units mainly perform transfer work in Duluth. 3) DW&P SD40 #5909 has just dropped off a set of cars for the C&NW at Bridge yard. 4) DW&P and CN pool power sitting on the ready tracks in Peg's West Duluth yard.

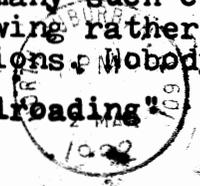
All photos by Dave Schauer

MARKERS:

ARRIVING NEXT ISSUE: Dave Ellett introduces us to the wide, wide, wonderful world of pass exchanging. Stephen Harris provides some basic hints on layout design and John Chambers explains how easy it is to model railroad by mail. All this, the candidates, election ballot and our usual columns will be in the consist of the March 1982 issue of the "Un-Magazine of Model Railroading."

REMINDER: Prompt renewal of your membership will prevent you from missing any issues of the TAMR HOTBOX. Check your membership card (remember, the number on the card corresponds to the last issue of the HOTBOX that you are entitled) before complaining about non-receipt of the TAMR HOTBOX. Our Secretary has revealed that many such complaints are the fault of the member not renewing rather than the TAMR failing to send out its publications. Nobody's perfect!

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