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break even under the I.C.C. formula of allocated costs, yet the road figures that savings it could actually realize by discontinuing the all-Pullman trains would add up to just 4 million. . . . Boston & Maine is thinking of trying to abandon its 15,000-riders-a-day Boston commuter service unless tax relief is forthcoming. President Pat McGinnis says his RDC's are threatened by new expressway construction. . . . A B&O and Baltimore landmark, Mt. Royal Station, gave up the ghost April 30. Completed in 1896 and famous for its waiting-room rocking chairs, Mt. Royal has been the easternmost outpost of the road's passenger service since Royal Blue Line schedules beyond to New York died in April 1958. Minimum loss of Mt. Royal lately: more than \$100,000 a year. . . . Missouri Pacific's only commuter trains are in trouble. Nos. 35 and 36 make a round trip daily between St. Louis and Pacific, Mo., 34.2 miles; and they grossed less than \$33,000 last year against out-of-pocket expenses of more than double that amount. Mopac wants to double fares — or quit. . . . The I.C.C. compromised on Milwaukee Road's bid to discontinue its *Olympian Hiawatha* and ordered the line to operate the train as far west as Butte, Mont. For operating convenience, however, the *Olympian* will tie up at Deer Lodge, 40 miles west of Butte. Biggest opposition to the service cutback came from South Dakota, where Nos. 15 and 16 afforded the only east-west rail service. . . . Gone is the *Nellie Bly* and with it direct, nonchange New York-Atlantic City passenger service.

Milwaukee looks at GNP&BL

The proposal to merge the four so-called Hill Lines into a 24,728-mile Great Northern Pacific & Burlington Lines is neither new nor surprising. Great Northern and Northern Pacific actually obtained permission to marry in 1930 but backed out because of the condition imposed by the I.C.C. that they dispose of Burlington, in which both equally share a 98 per cent stock ownership. What has been unusual about the renewed romance has been the silence of the competition. Union Pacific says vaguely that the "precise character of its intervention is still under study," and Milwaukee Road lingered until the end of April to file its opinion.

The Milwaukee's line to Seattle-Tacoma represents the newest (1909), closest, and weakest rival to the Pacific Northwest. Its enormous cost of 256.9 million dollars (including the tab for 662 route-miles of electrification) — vs. an estimate of only 60 million — plus the untimely opening of the Panama Canal to commercial ships in 1914 was largely credited with forcing Milwaukee into bankruptcy in 1925. Since then it has been popular to point out that any boost in traffic, such as occurred during the war, can be largely converted into net on the Pacific extension, but there has seldom been call for running extra sections of the only through freights — Nos. 263 and 264.

Milwaukee's belated look at GNP&BL attempts to condition rather than to balk

the merger. Specifically, Milwaukee wants to be able to serve Portland, Ore., and Billings, Mont., as well as to obtain trackage rights out of Everett, Wash., to its isolated 40-mile Bellingham-Maple Falls branch. Moreover, Milwaukee wants to open up routings. Presently it must turn over any car destined to a GN or NP siding to either of those systems at St. Paul instead of carrying it to Spokane or Seattle for interchange. Says the junior road to the Northwest plaintively: "Plainly, a *status quo* position on the part of the Milwaukee is not enough."

Judgment

Because of a recent 8 to 1 Supreme Court vote, Erie-Lackawanna can merge in more than name only and pending rail consolidations no longer face an immediate derail. Brotherhoods had tied up EL in the courts by insisting on a four-year job freeze; the railroad had, with I.C.C. blessing, wanted to eliminate 2000 jobs and transfer 2000 other employees, with appropriate compensation to those displaced. The Court observed that since the Transportation Act of 1940 the Commission has been approving mergers with no ban on economy dismissals so long as those affected were compensated.

Why they're cost conscious

Class 1 railroads spend almost 1 1/2 billion dollars a year for fuel, materials, and supplies — which is, granted, a rather dull statistic per se. Recently Norfolk & Western ticked off a few examples of items lumped into that figure:

- ¶A brake shoe costs \$1.88.
- ¶A 39-foot, 132-pound-per-yard rail sells at \$107.25.
- ¶One track bolt: 45 cents.
- ¶A creosoted cross-tie: \$4.42.
- ¶Track spikes average 9.7 cents apiece.
- ¶A brake beam runs \$31.30.
- ¶A coupler knuckle (and there are two on each of the 1.6 million freight cars owned by class 1 roads) retails at \$17.70.
- ¶One air hose: \$2.50.

Last year the railroads had to move a ton one mile to gross 1.403 cents. That is, they had to move more than 13 tons a mile to gross enough to cover the cost of a brake shoe.

Farewell, No. 7

It's farewell to Baldwin 0-6-0 No. 7 of the Dallas Union Terminal. On Wednesday, May 17, 1961, at 2:30 p.m. she tied up at the Cadiz Street roundhouse after 37 years of continuous service. The diesel which replaces her had arrived the previous night; the unit, originally a Santa Fe hood working at Cleburne, Tex., had been freshly repainted for the DUT and numbered 8.

Naturally our Dallas friends will mourn the passing of the last active common-carrier steam engine in the Southwest. But they must share their grief with us interstate travelers who looked forward to a pause in the Terminal, with its inevitable glimpse of the 7-Spot flapping her Walschaerts as she glided back and forth cutting in a sleeper here, shuffling baggage and express cars there.