

POSITIONS AVAILABLE AS ASSOC.  
EDITOR OF THE EAR NEWSLETTER

Will we see a return of the  
Aroostook Fleyer ?

In recent months there has been a great deal of speculation as to whether or not we will see passenger service in Northern Maine once again. With the current fuel problems, many sources including the EAR itself admits that this is a possibility. When we contacted Amtrak about the subject, we were told that since funds were lacking, that no such service would be added by them anytime in the immediate future, but they would consider it at a later date. The official magazine of the Bangor & Aroostook, "Main Line", was quoted as saying "A whole generation of Americans is reaching maturity without knowing the pleasures of rail travel, a trend that bodes ill for the environment." Main line was also quoted as saying "For Frederick B. Pitman, director of the air quality control bureau of the department of environmental protection in Maine, public rail transportation is something that he AND PERHAPS MANY OTHER PEOPLE WOULD LIKE TO SEE IN FULL OPERATION".\* These two statements may culminate in the conclusion that the EAR has not abandoned the idea of revival of the passenger business, something in which to some extent has occurred under "Amtrak", or the national railroad passenger corp. Although the EAR has never said so in so many words, it is not considered likely that that railroad, or any other for that matter, will bring back passenger service of its own without hefty financial assistance. On the other hand, it is possible that EAR would not block an Amtrak move to replace the service. Although Amtrak has officially told the president of this society that it would not return service to Northern Maine any time in the foreseeable future, an informed source has told the society that either Amtrak or the EAR might return service as early as this summer.

The EAR NEWSLETTER is looking for persons willing to serve as associate editors. There are two such positions available, and these will be given to the first technical society members who request them. Each associate editor will write at least one article per month on any aspect of the EAR he chooses. As a EAR NEWSLETTER staff member, he might also be asked to cover current EAR stories. Please support your newsletter by volunteering to serve.

DONATIONS OF PICTURES, SLIDES, ET

Any donations of pictures, slides, or any other EAR document to the society would be greatly appreciated. Unfortunately, however, since we operate on a very limited budget, we cannot and will not purchase such materials from anyone, members included. The society is forming a library of EAR materials, and pictures would be especially appreciated. We will pay any or all postal charges incurred by anyone sending these materials. Donators should insure their donations at our expense. Our budget is such, however, that we cannot afford to purchase these materials at this time.

EAR TECHNICAL SOCIETY MEMBERSHIP LIST FORTHCOMING

The comprehensive list of members of the EAR Technical Society is being put together right now. The reason members have not received this list to date is that it is being held so that it may include any late joiners. When it does become available in late April, the list will give the names of all of the members of the society in addition to information on any special knowledge or interests they might have.

## BAR & THE NORTHEAST RAILROAD CORPORATION

Will the BAR be nationalized ?

The big question of concern to all of America's railroads today is that of nationalization. Recently, president Nixon signed a bill consolidating seven bankrupt northeast railroads into one giant system, the northeast railroad corporation, or "Ginnie Ray". The company, supposedly a "private enterprise", will be endowed with massive financial assistance from the federal government. At the time of the signing of this bill, there were only three non-bankrupt class-1 railroads in the northeast, and those were: Delaware & Hudson, Vermont Railway, and the Bangor & Aroostook. The future of all of these roads is very uncertain, to be sure. As if this one monopolistic merger isn't bad enough, there is and has been for several years now talk of an "all New England Merger". The "all New England merger" would include Bangor & Aroostook, Maine Central, Boston & Maine, and perhaps the Central Vermont Railroad. Now, of course, for obvious reasons the Boston & Maine is out of the picture, but by no means does that mean this merger is no longer under consideration. The Bangor & Aroostook has made no comment on these persistent merger rumors; however, an informed source has told us that BAR is very amenable to the idea. The merger, owing to the same source, would be BAR dominated. This makes good sense, of course, being that the BAR is the only one of these railroads not presently bankrupt except the Central Vermont, which is Canadian owned and which has voiced its vehement objections to the proposal. As mentioned above, the BAR is NOT bankrupt, so it couldn't have sought inclusion in the northeast railroad corporation. It is not, however, solvent. It is losing a considerable amount of money each year and has been now for several years. Whether or not the BAR will plunge into bankruptcy anytime in the future is unpredictable, however, the trend today among many railroads is to merge with other lines in the hope of greater operational efficiency and money savings. Some glaring examples of this include the Gulf, Mobile, & Ohio railroad, the Pennsylvania and the New York Central railroads, the CE&O, the Northern Pacific, the Spokane, Portland, and Seattle, etc. etc.

How does this relate to the BAR ? This trend makes it all the more likely that BAR will accept a proposal of an all New England merger if and when one is made. And there seems to be little doubt but that one will be made. We will continue to follow all merger developments, and report any significant developments as soon as we have them.

### REGARDING THE NEWSLETTER

Complaints have been received by the society about the format of the newsletter. Many of our readers would prefer the newsletter to be produced in the "instant print" fashion. I too, would like to see the newsletter done this way. I have asked for and received a cost estimate for this type of printing. Going by this estimate which I have received, such printing would be beyond our financial means as a group, as it is extremely expensive. The price of such production of our newsletter would force up annual dues by at very least 100%. If we were to "instant print" our yearly 8 issues of the newsletter, annual dues could become as high as \$9.00 per year. In addition, something else which I don't believe the majority of members realize is that if we were to "instant print" the newsletter, we would have to hold the size of the newsletter down to only 2 pages per month, whereas using dummies as we now do, we may include just as many or few pages of newsletter as may be needed and still be within our means.

It would be prohibitively expensive under any circumstances to produce a newsletter of more than two pages a month. For example, for our first anniversary issue, January, 1975, we would like to go all out and produce a newsletter of at least 10 pages. If we were using the "instant print" system just then, something which certainly isn't inconceivable, then we would be held for financial reasons to 2 pages. Those of you who feel a newsletter done in the "instant print" fashion would be more desirable, we agree with you!! But we are asking that everyone bear with us until this becomes financially practical. We will continue to investigate the matter, and if we do find a workable solution, we will announce this immediately. Thank you for your cooperation.

Sincerely Yours,

*Don Greenburg*  
Don Greenburg, President, BAE TECH


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#### ANNOUNCING BAR INFORMATION WANT ADS

Starting with the April issue, we will publish small and encapsulated requests by our members for information on any aspect of the BAR, free of charge. Requests should be no longer than 30 words if possible. The requests, (limit two per month per member), should include the information and/or photographs desired, (this may be car plans, too) the name, address, and phone number of the person desiring the information, and as many details as possible about the exact material desired. Any materials the society has are available free of charge to its members, except postage. This service is available free-of-charge TO MEMBERS ONLY!! Any non-members wishing to avail themselves of this service MUST PAY THE ADVERTISING RATE!! The BAR Technical society would like additional information on and/or pictures of the following:

- X ANY INFORMATION ON BAR STEAM POWER
- X ANY INFORMATION ON BAR PULLMAN-BUILT BUSINESS CAR # 28, "ITSUITSME"
- X ANY INFORMATION ON BAR MIXED TRAIN SERVICE, TRAINS #'S 9, 161, 98, 12 21, AND ANY OTHER BAR MIXED TRAIN SERVICE
- X LOCATION OF BAR PASSENGER CAR YARDS AND/OR SIMILAR FACILITIES PRIOR TO THE DISCONTINUANCE OF PASSENGER SERVICE.
- X ANY INFORMATION ON INCLUDING ANY PICTURES OR PLANS OF RANGON UNION STATION
- X ANY INFORMATION ON A BAR PASSENGER TRAIN KNOWN AS THE "NORTH WIND"
- X ANY INFORMATION ON THE DISPOSITION OF BAR'S PASSENGER CAR FLEET AFTER THE DISCONTINUANCE OF ALL PASSENGER SERVICE

The BAR Technical Society would be very grateful to anyone willing to furnish us with this information.



BAR NEWS BRIEFS

Using some parts from a wrecked Bl-2, number unknown, and some from wrecked F-3 47, BAR has outshopped newly renovated F-3 49, the first engine of it's type to receive the road's new black, red, and grey color scheme. In another development, the BAR bought a rare S-3 switcher from the Fraser paper company, in addition to a GE - 65 ton switcher, also bought from Fraser. The units bore Fraser numbers 6 and 7 respectively. The BAR has, as far as we can determine at this time, painted the units yellow with a blue BAR emblem on the cab windowsill. Any further info. on these units would be appreciated. One is reportedly in switching service in Derby, but the whereabouts of the other aren't presently known. The future of the units is uncertain. Refurbished F-3 number 49 headed up a recent inspection train over the BAR which included a private observation car and a BAR bussiness car, believed to be Pullman built # 28, "ITSUITSME".

We would like to make "BAR NEWS BRIEFS" a regular feature in the newsletter. Any important BAR news will be reported in this column. We request that all members of the society advise us of any important developments not reported herein.

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MONTH :

A CS PROFILE: BANGOR & AROOSTOOK'S ODD PURCHASE FROM THE NEW HAVEN

BAR ROSTER ARTICLE : A HELPFUL GUIDE TO THE BAR DEISEL ROSTER

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THE BANGOR & AROOSTOOK TECHNICAL SOCIETY

DON M. GREENBURG.. . . . . president

WALDO H. KINGSTON.....corresponding secretary

Please adress all comments, inquiries, and contributions to BAR NEWSLETTER, 28 Winthrop Drive, Peekskill, N.Y. 10566