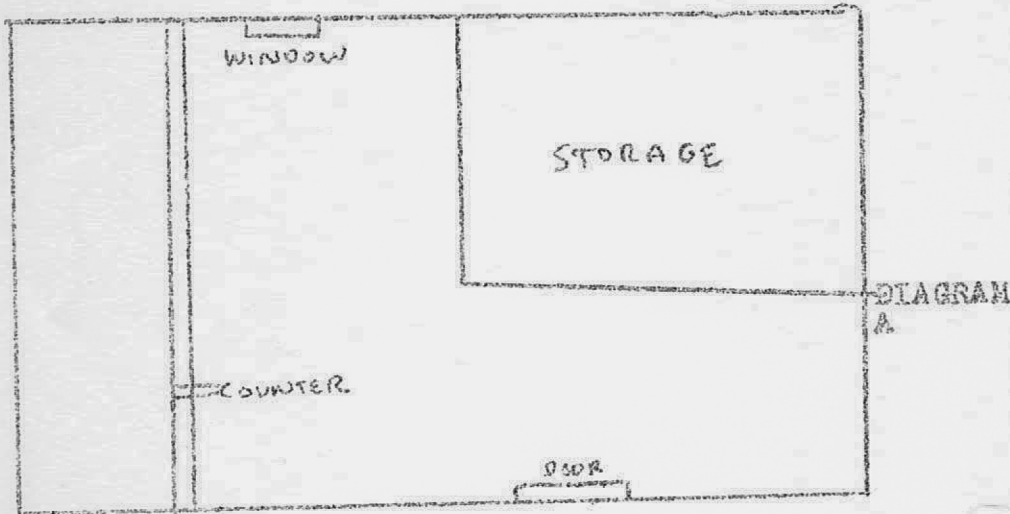


EDITORIAL  
 COMMENT: ARE  
 MAINE'S  
 RAILROADS  
 WILLING TO  
 OPERATE  
 PASSENGER TRAINS

HOULTON STATION

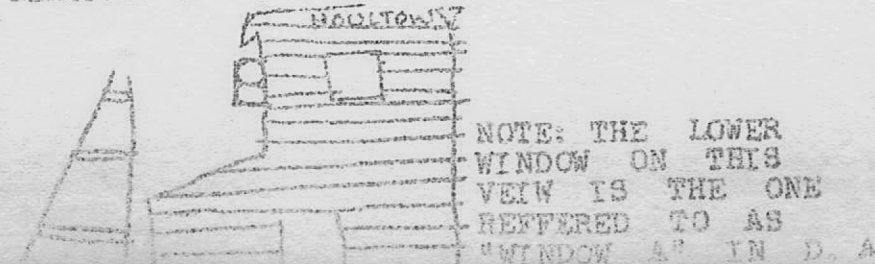


I have resea-  
 ched this topic  
 thoroughly and  
 surfaced with  
 the answer that  
 the answer to  
 this question  
 lies with the  
 particular  
 company with  
 which you are  
 dealing. In the  
 case of the  
 MEC, for example  
 if the attitude  
 of president E.  
 Spencer  
 Miller

The MAR's station at Houlton, Me. is a very interesting prototype structure which one can model. The station was built of a converted farmhouse, and it looks it. The building's exterior is appointed with common white aluminum siding. Owing to the best recollection of this author, who last visited the structure in 1971, there was a counter running the width of the structure, with a window above and to the right of it. The entire upper right section of the structure was for the purpose of some sort of storage. (see diagram A) If one is in N scale, the farmhouse kit offered by Faller is a virtually perfect representation of the station. However, trying to duplicate MAR's unique signal at Houlton is a greater problem. What MAR did (see diagram B) was to rig up two flood-lites, one red and the other green, as a block signal. About as close as one gets to duplicating THIS doozy is to rig an expensive "dwarf lite" in the correct position as a signal. If one wants to be even more prototypical, one can modify the dwarf accordingly.

represents that of the entire management of that company, namely that buses are more sound ecologically than are trains, we might as well forget the MEC in respect to any moves to re-instate passenger service in Maine. On the other side of the coin, far from coming out openly against passenger trains, the MAR and it's management have actually advanced the hope for new passenger trains in a number of shapes and forms. (See March newsletter) MAR has also made it very clear that it would not resume passenger bussiness without some sort of sufficient

DIAGRAM B - NOTE UNIQUE SIGNAL



WANT MORE WAR PAINT SCHEMES:

LIGHTWEIGHT PASSENGER CARS:

Exterior body, which includes windowsash  
Pullman Green

Underframe, roof, handholds  
Black

Letters & Numbers  
Aluminum

STEAM PASSENGER LOCOMOTIVES

SCHEME 1 :

Cab Exterior  
Pullman Green

Streamline Plate  
White

Jacket  
Interrurban Green

Tender  
Pullman Green

Cab Sash  
Aluminum outside, green inside

SCHEME 2 :

CAB Exterior  
Pullman Green

Jacket  
Black

Tender  
Black

Cab Sash  
Black Outside, Green Inside

PASSENGER TENDERS

"Empire Tenders"  
Black

\* Numbers  
Aluminum

EDITORIAL  
COMMENT, CONT'D  
ARE MAINE'S  
RAILROADS WILLING  
TO OPERATE  
PASSENGER TRAINS  
AGAIN? CONT'D  
FROM PG. 1

which is certainly  
an understandable  
policy. In the  
case of the last  
class-1 carrier  
in Maine, (excluding,  
of course, the CP)  
the B&M, I think  
one can reasonably  
conclude that  
since B&M does in  
fact still oper-  
ate some passeng-  
er business  
under subsidy, that  
that road wouldn't  
refuse to operate  
long-distance trains  
if given the  
incentive financial-  
ly. It is, in my  
opinion, a safe  
bet to say that  
no Maine railroad  
would ever simply  
resume passenger  
business of its  
own accord, (THAT  
would be the day,  
wouldn't it?)  
My conclusion is,  
then, that two of  
the three class-1  
carriers in Maine  
are willing to  
resume passenger  
business provided  
someone else picks  
up the tab.

END

\* NOTE: Those who  
differ with the  
opinions expressed  
herin are invited  
to request space  
to reply.

LAST BAR NEWSLETTER UNTIL OCTOBER

The BAR Newsletter will not publish during the summer months of June, July, August, and September, during which our staff enjoys their summer vacation. From the entire staff of the BAR Newsletter - HAVE A VERY NICE SUMMER!

! ! PLEASE ! !

WE NEED INFORMATION !

Anyone who has any of the following information needed by the society for inclusion in it's files, please contact us. Thank You

DISPOSITIONS OF BAR PASSENGER CARS

LOCATION OF BAR PASSENGER-CAR YARDS DURING PASSENGER SERVICE

BAR PASSENGER TRAIN "NORTH WIND"

BAR MIXED TRAINS

INFORMATION WANTED

Anyone who has a dining car menu from either the Arcostock Foyer or the Flying Yankee, please contact Mr. Waldo Kingston, 28 Winthrop Drive, Peekskill, N.Y. 10566

Anyone with pictures or slides of the BAR, please contact Mr. Tom Heinrich, 44 E. Woodworth, Roselle, Ill.

BACK ISSUES AVAILABLE

- \* January - An Arcostock Foyer Recall, Modeling the BAR
- February - Modeling the EL-2, Millisockett Station
- \* March - BAR & Amtrak - BAR & Nationalization
- April - Steam & Diesel Rosters, passenger cars, 1931

\* NOTE: There are no more original copies of these two issues. Members who would like them must pay 20¢ for photocopying, & 10¢ for mailing. Non members must pay 25¢ for photocopying, and 15¢ for mailing. Please send all requests with the appropriate payment to Back Issues, BAR Newsletter, 5 Alden Pl. Hartsdale, N.Y.

THE BAR NEWSLETTER is published monthly except June, July, August, & September by the BAR Technical Society, 28 Winthrop Drive, Peekskill, N.Y. Subscription by membership, \$3.00 Per year