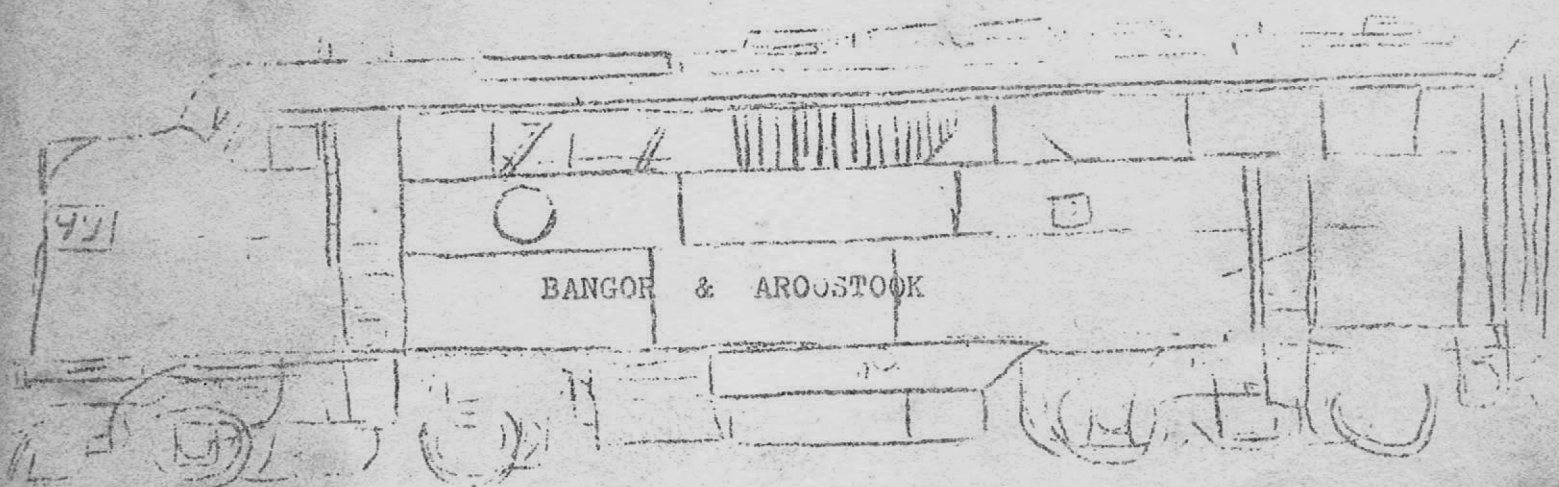


BAR

BAR

NEWSLETTER

VOLUME 1 NUMBER 8 NOVEMBER 1974



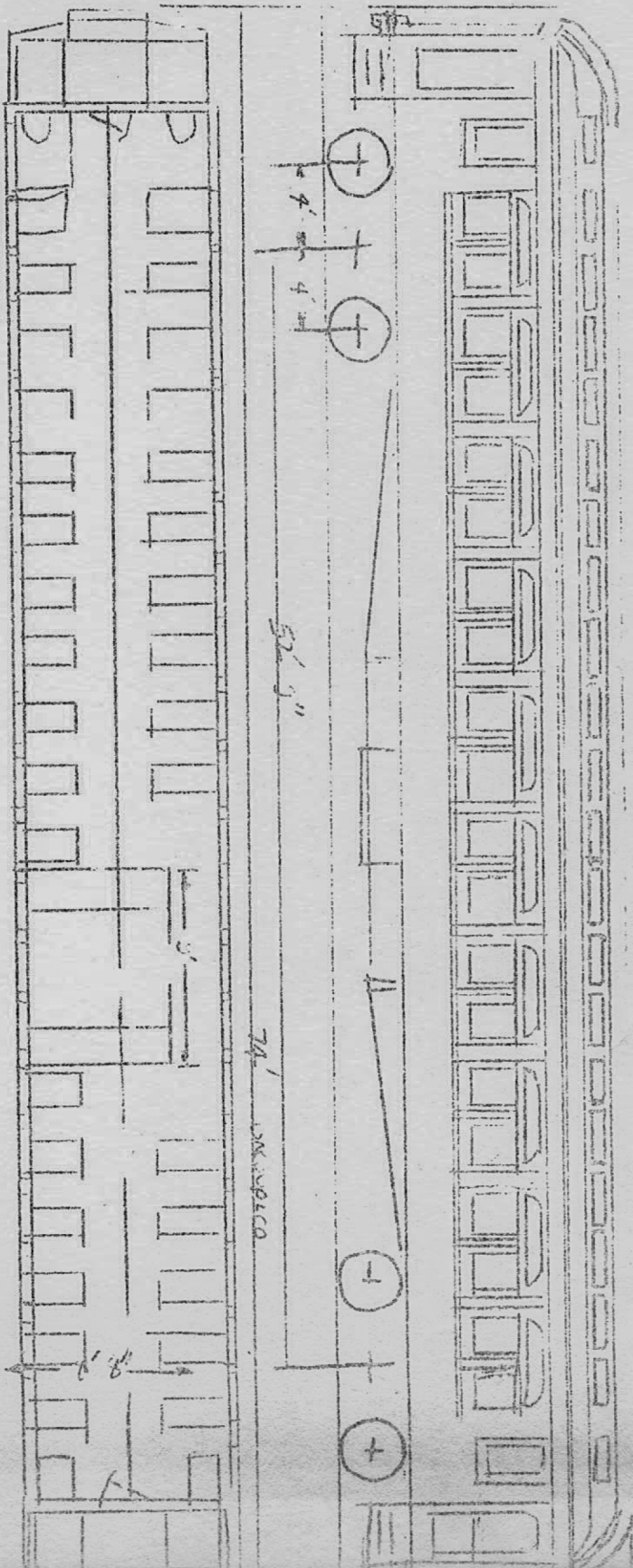
INSIDE:

1st BAR NEWSLETTER PICTURE PAGE
HISTORY OF THE BAR (PART 1)
PASSENGER CAR DRAWINGS

AN UNFINISHED BUSINESS UNION BAR

PERIOD 1 - 1890 - 1895

Back in the year 1890, Arrostook county in Northern Maine was still a place where land was plentiful and people scarce. It did, however, possess a wealth of resources including lumber, and great watersheds. It was at about this time, 1890, that it first occured to two men, Albert Burlingh, and Franklin Crom, that these vast undeveloped resources should be opened up by rail. These men weren't, however, starting from scratch when they built the Bangor & Arrostook. There were several already existing railroads in the area at the time they began construction. These included the European & North American, and the Atlantic & St. Lawrence. The first of these, the E & NA, was the brainchild of one John Alfred Poor, (he was VERY poor by the time he finished the venture), a man whose dream it was to link London by the North American continent by rail. The Atlantic & St. Lawrence was also one of Poor's ventures. It connected Portland with Montreal. This connection eventually became part of the Grand Trunk, but the European & North Eastern didn't lose it's corporate autonomy until the year 1956, when it was purchased outright by the Maine Central. By leasing these existing lines the then-fledgling BAR was able to push it's own rails into Houlton on the 25th day of December, 1893, Christmas Day. In the second installment, we will look into the early operating history of the BAR, from 1891 until



ANY REPRODUCTION OF THESE DRAWINGS IS STRICTLY FORBIDDEN.

NUMBER	CLASS	LENGTH OVER BUFFERS	SEATING CAPACITY	LIGHT	HEAT	KIND OF END	WIND
93	C	74' 0"	78	ELEC.	STEAM	W	WOUB
DATE BUILT	1910	SIZE OF JOINTS	5" x 9"	CONSTRUCTION	STEEL U-FRAME		

BAR GAS ELECTRICS

DATE BUILT

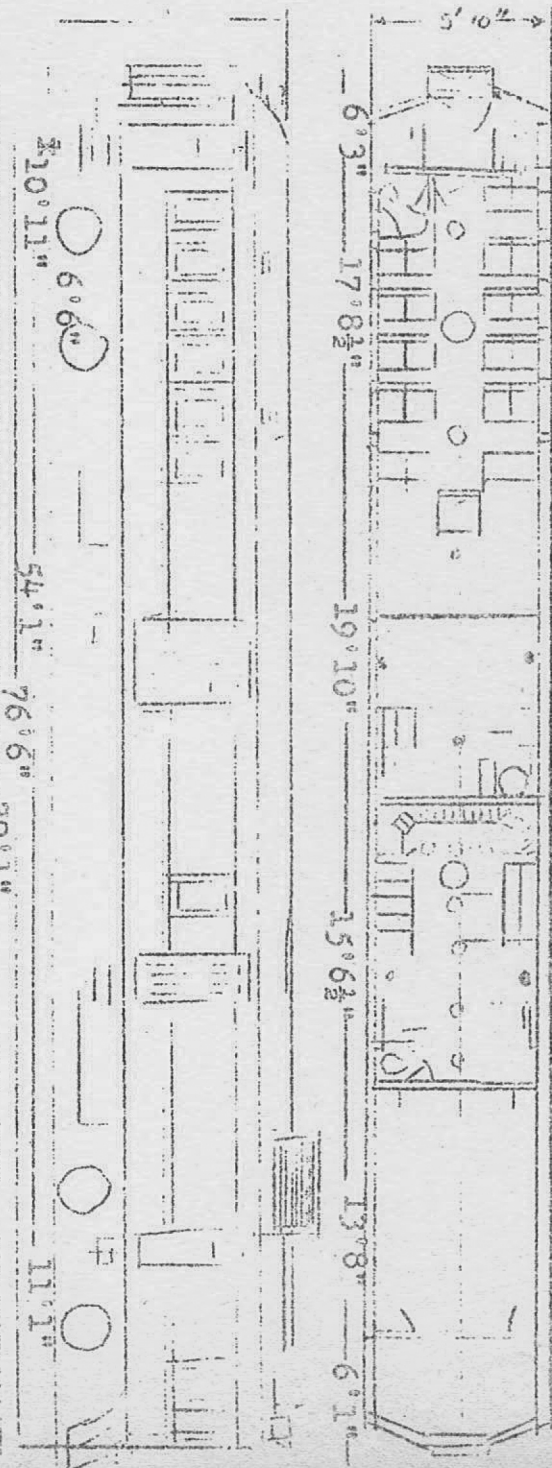
BUILDER

PRESENT NUMBER*

5

1930

W.E.M. CO.



WESTINGHOUSE DIESEL ENGINE
6 cycle 9x12-4 cycle
400 H.P.

TRACTION MOTORS
2 West. 585 A2 525V

GEARS
20:56

TRACTION EFFORT
20,400

JOURNALS
F6x11-R 5x9

WHEELS
36" St.

AIR BRAKE EQUIPMENT
BT-6, CLASP, 18x12 CYL

AIR
D03-P

DRAFT GEAR
MINER A5XB

COUPLERS 5"x7"
TYPE "E" SW. BUTT

BATTERY
EXIDE 64V MVAH-13

FAN
F-288A

FAN MOTOR
Y-36V-10, 600V

LIGHTING
ELECTRIC

HEATER
No. 557

SEAT CAPAC
22

HANDBRAKES
F. PEACOCK-R. MINER

ROLLER BEARINGS
SKP-F. 6x11-R. 5x9

PILOT HEIGHT
6"

EXTERIOR WIDTH
10'8"

BAR NEWSLETTER
NOVEMBER, 1975

THE PAST, THE PRESENT, AND THE FUTURE OF THE BAR TECHNICAL SOCIETY:

It's fairly needless to say that we have in fact faced innumerable hardships in trying to accomplish what we set out to do. Without trying to invent SOB stories, we still must say that we've been frustrated at every turn. Our frustrations have included botched printing (The appearance of our membership application on the reverse side of the October Newsletter cover is a classic example), poor postal service, poor record keeping, lack of funds, lack of staff, in some cases, lack of information. We do believe, however, that when we haven't been befouled by hardship, we've been a considerable help to BAR fans nationwide. We think that to say most members have learned from us in one year what it would otherwise take them five or ten to learn about BAR otherwise. On an individual basis, we have helped BAR enthusiasts, members and non-members alike, to achieve their desired ends, whether those involved modeling, acquisition of photographic materials, or just general knowledge. We don't, however, stop here. From here, we go on to a picture page, a bigger and much-improved newsletter, etc. We would like to call a membership meeting in Maine in the summer of 1975, and, sometime in the distant future, sponsor a fantrip. Our plans, like our problems and frustrations, are innumerable, and, like all groups, we need to know where we have succeeded and where we have failed. We therefore request that members and subscribers to the newsletter detach the following questionnaire and return it to us.

Name _____

Address _____

Question # 1 - Has the BAR Technical Society helped fulfill your information needs about the BAR? YES _____ NO _____
why or why not?

3) Has the BAR Technical Society helped you in ways other than the newsletter?

YES _____ NO _____ If so, How?

4) What (if any) are your suggestions for improving our society, our newsletter and what suggestions if any have you for undertakings the society should consider?

5) All in all, do you feel you have profited from your membership in the society, and to what degree?

YES _____ NO _____ A GREAT DEGREE _____ SOME DEGREE _____ A LITTLE _____
NOT AT ALL _____

6) Do you plan to renew your membership when it expires?

YES _____ NO _____

Please detach this survey and return to:

BAR TECHNICAL SOCIETY
28 Winthrop Drive
Peekskill, NY 10566

THANK YOU

INFORMATION WANTED BY MEMBERS

Member Paul Schulhaus, 91-10 214th st Queens NY would like to acquire the following Athern HO pre-1969 production kits:

MEC 40° Box, Green w/yellow lettering

BAR Red, white & Blue 40° Box, "State of Maine"

Also wanted are the original kit numbers. Anyone with these items or this information, please contact Mr. Schulhaus.

Member Waldo H. Kingston would like an original dining car menu from the "Flying Yankee". Anyone with this item, please contact him at 28 Winthrop Drive, Peekskill, NY 10566

~~Member Tommie [unclear] Box [unclear] [unclear] W. Virginia, would like [unclear] [unclear] [unclear] [unclear] [unclear] [unclear]~~

~~at [unclear] [unclear] [unclear]~~

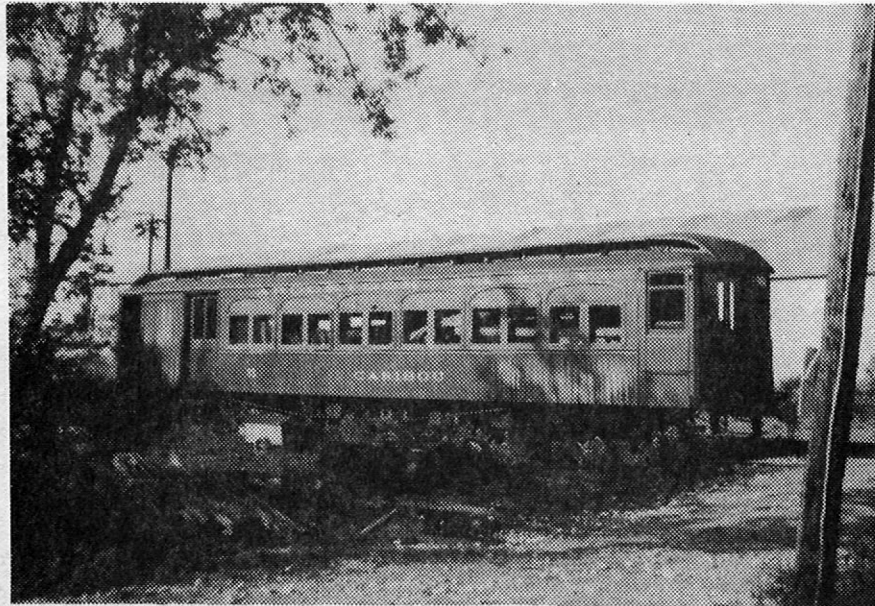
The society would like information about a caboose reported to be in transit to the BAR via Rigby yard, Portland.

NEWS BRIEFS

SEVERE TRAIN CURTALEMENT on the BAR as a result of slackening business.

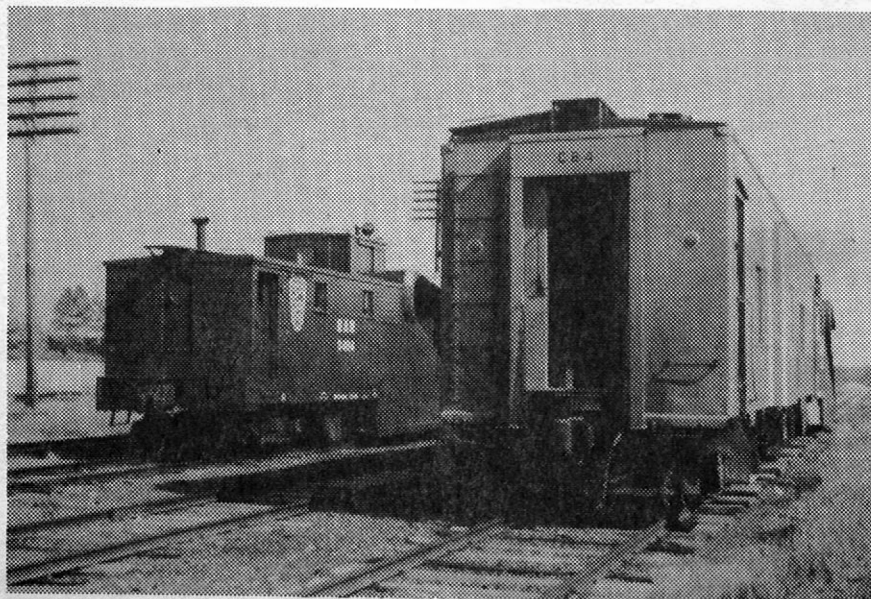
PIC(T)URIE PACIE

OCTOBER, 1966



Walde Kingsten

NORTHERN MAINE JUNCTION, SEPTEMBER, 1965



Walde Kingsten