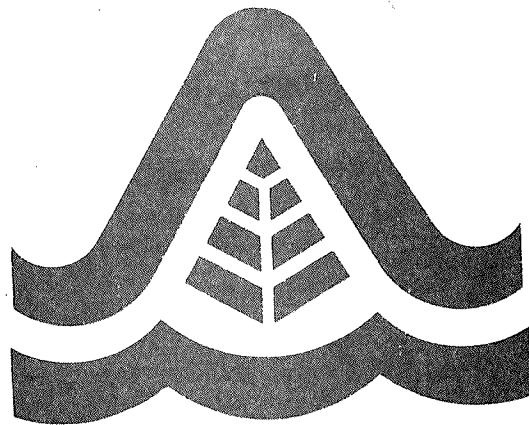
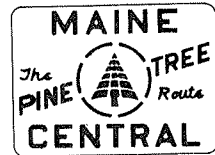
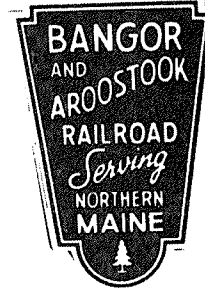
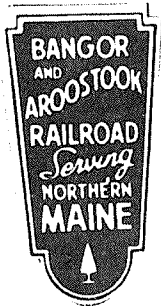


# Bangor and Aroostook Railroad

## HISTORICAL AND TECH. SOC.



VOL. III

JUNE

1976

ISSUE II

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The BARRR.HIST.& TECH.Society welcomes the following new members:

- 1.Ron Palmquist,16 Glen Ave.,Cape Elizabeth,Me.,04107
- 2.John Kozinski,194 Fredrick St.,Peekskill,N.Y. 10566
- 3.Richard E.Forst,1561 Cherry St.,San Carlos,Calif.,94070
- 4.Thomas G.Hoback,1250 La Playa,No.108,San Francisco,Calif.,94122
- 5.Dennis J.Rich,131 Dunnlea Rd.,Fairfield,Ct.,06430
- 6.James E.East,140 Harkness Dr.,Milford,Ct.,06460
- 7.Richard Nickerson,15 Bay View,North Weymouth,Ma.,02191

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Change of address!

Gary C.Parker,from-RFD#1,Sabattus,Me.,04280 to 848 B Arrowhead,Ft. Benning,Ga,31905.

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Modelers and rail fans alike should find READY,WILLING AND ABLE page of help to them.For the modeler,this page provides representative cars of the freight fleet,the placement of car numbers(the actual series of numbers are given in parenthesis).The location of the car lettering(and the actual type of lettering used). For the rail fan, the car numbers and series will aid in identification of cars long after the photo has been taken.

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Included with this Newsletter,is a 35 mm color slide of Maine Central Independence series,#404-"Kenneth Roberts".This slide,a companion to the BAR 1776 of last year,is by the camera of Robert C.Baker,Jr.,a member of the Society and its Editor..Our thanks to him for the addition to all of our collections.

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Many of the members may not be aware of the existence of The Railroad Station Historical Society.That Society issues "The Bulletin" six times a year.Their dues are \$3.00 per year.If you care to join,write to William F.Rapp,Editor,430 Ivy Ave.,Crete,Nebr.,68333.If your a station buff,and you are a BAR member,then try to acquire the January-February issue,Vol.9-No.1,1976,for gracing one half of the front page is a magnificent photo of the BAR-MEC Union Station,at Bangor,Me.It was through this station that MEC and BAR passenger trains passed(except Portland to Montreal trains which used Crawford Notch in north central New Hampshire).Incidentally,a future issue of the Newsletter will have a floor plan and additional photos of this same station.The Bangor station was demolished on November 30,1961 after 54 years of service.Maine Central discontinued passenger service in 1958.The last BAR passenger train ran into Bangor on September 4,1961

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We neglected to mention,along with the Bangor station photo,that the Bulletin carried other station photos of the BAR.They are Bradford, Derby(in 1950),Brownville,Norcross(in 1950),Millinocket(in 1957), Sherman(in 1946),Island Falls(in 1950),Oakfield(in 1955),Houlton(in 1955),Presque Isla(in 1957),Caribou(in 1972),and Van Buren(in 1972). The photographer was Richard L.Hanson,53 Webster Ave.,North Bangor,Me.,04440

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Lastly,the other photo shows a jumbo mechanical refrigerator,one of 206 in that series.Used largely in the frozen foods traffic,the huge cars helped the BAR rack up a score of nearly 2600 carloads of frozen foods in 1965.The car body is painted in orange,the lettering and numbers in black.

## JEREMIAH O'BRIEN : A BICENTENNIAL ENGINE

Traveling about Maine during the bicentennial year is a red, white, and blue locomotive named the "JEREMIAH O'BRIEN". The locomotive was unveiled by the Bangor and Aroostook Railroad in December 1974, when Mrs. Robert Crane, chairwoman of Maine's Washington County Bicentennial Commission, christened the locomotive with a bottle of champagne in a ceremony more in keeping with naval tradition than railroad custom.

The Bangor and Aroostook's bicentennial locomotive, appropriately numbered "1776", honors a patriot who led a group of Maine woodsmen in a spontaneous rebellion against the British warship, *Margaretta*, off Machias, Maine (then a part of Massachusetts), on June 12, 1775. The fiery 31-year-old Irishman and his patriots forced the British crew to surrender in a battle which James Fenimore Cooper later called "the Lexington of the Sea". Observing the 200th anniversary in June, Machias residents reenacted the incident.

Jeremiah, born in Kittery, Maine, in 1744, was the eldest child of Morrie and Mary O'Brien. The family moved to Scarborough and later settled in Machias in the 1760's to engage in the lumbering business.

Reports from Lexington and Concord reached Machias in early May 1775. Provoked at the news and sympathizing with the colonial cause, a group of rebellious townspeople gathered at Job Burnham's Tavern, which today is maintained as a museum by the local Daughters of the American Revolution Chapter. At the suggestion of Benjamin Foster, a liberty pole was erected to protest British actions.

That spring, Captain Ichabod Jones, a wealthy Machias merchant, had sailed his ships, *Unity* and *Polly*, to Boston to obtain provisions for Machias inhabitants in exchange for lumber. Since the British troops in Boston were in need of additional lumber to build barracks, Jones agreed to supply it. To make certain Jones fulfilled his commitment, British Admiral Graves ordered the armed vessel *Margaretta* to accompany Jones' sloop.

When Jones arrived in Machias on June 2, 1775 with the two ships and the British escort, the townspeople resented the idea of supplying lumber for its intended purpose and refused to load the cargo. The people became more hostile when Captain James Moore, in command of the British ship, *Margaretta*, ordered the liberty pole to be removed.

Foster conceived a plan to stop Jones from delivering the lumber. He and other rebels decided to seize the British officers while they attended church on Sunday, June 11. Their plan was foiled when the vigilantes were spotted approaching the church, and the British officers were able to escape to their vessel, sailing it a short distance down the river.

The next morning Foster gathered a crew, boarded the schooner *Falmouth Packet*, and headed down river in pursuit of the *Margaretta*. Unfortunately Foster's schooner ran aground.

Meanwhile, Jeremiah O'Brien, with his brothers and other rebels, had seized the *Unity* and began to approach the *Margaretta*, which was fleeing toward the open sea. The latter ship was heavily armed, but for reasons unknown Captain Moore failed to make use of the power at his disposal. Jeremiah, in command of the *Unity*, brought his ship close to the *Margaretta* so that his brother was able to leap aboard the British vessel.

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As the two ships parted, John, the brother, was forced to jump overboard but was rescued by the crew on the Unity. O'Briens ship again pulled alongside the Margaretta, and the Unity's bowsprit split the British mailsail. Attempting to demoralize the rebel crew by destroying its leader, Captain Moore threw hand grenades toward Jeremiah, but O'Brien remained unharmed. When the rebels finally boarded the Margaretta to find Captain Moore mortally wounded, the leaderless British crew surrendered. The Margaretta was brought back to town and her arms transferred to the Unity, which was renamed the Machias Liberty.

When the news spread throughout the colonies, O'Brien was hailed for leading the effort which boosted the morale of those fighting for the colonial cause.

In 1811, President Madison appointed O'Brien collector of customs for the Machias district, a position he held until his death in 1818.

Today the U.S. Navy has several new destroyers under preliminary construction. One will be named the Jeremiah O'Brien, the fifth naval ship to be named in honor of O'Brien. The new "O'Brien" will be officially christened in March, 1976, and the ship is scheduled for delivery to the Navy in early 1977.

At one point there was a proposal before a Congressional Committee to appropriate money for a monument to the Irish-American. The proposition received strong support from several societies, including the Ancient Order of the Hibernians. Some of the descendants of the O'Brien family as well as some patriotic societies felt that the hero was at least entitled to be called "an unhyphenated American". Appearing before the committee in support of the project, was George W. Baird, Rear Admiral of the Navy, who pointed out O'Brien's record. Soon thereafter the original support began to wane.

However, Secretary of the Navy John D. Long, a Maine native and former governor of Massachusetts, thought the name entitled to consideration. Under his influence a naval destroyer was named for him, and the U.S.S. O'Brien was launched on September 24, 1900.

The material for the "O'Brien" article came from the Jan., 1976 issue of NORTHERN LIGHTS, the official publication of Supreme Council, 33rd, Ancient Accepted Scottish Rite of Freemasonry, Northern Masonic Jurisdiction, United States of America, to whom we are indebted for the material.

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#### A TEN-LOCOMOTIVE SALUTE TO THE BICENTENNIAL SPIRIT

Not wishing to be outdone by other railroads on showing its bicentennial spirit, the Maine Central has chosen its latest addition to the locomotive roster to be named "The Independence Series" ten engines, each with a selected name having an historical background. Initiated in the summer of 1975, here are those engines:

1. GENERAL HENRY KNOX (locomotive Road Number 400) - This trusted friend and advisor of General Washington supervised the crossing of the Delaware on Christmas Eve, 1776, when American troops surprised and soundly defeated Hessian soldiers.

2. HANNAH WESTON (Locomotive Road Number 401) - This grand lady of the patriotic cause carried powder and lead to Machias, Maine for the naval battle between the Colonial sloop Unity and the British warship, Margaretta.
3. GENERAL JOHN STARK (Locomotive Road Number 402) - "Send every man from the farm who will come and let haying go to hell," urged this Colonial Colonel in a message to his wife prior to the battle of Bennington, Vermont.
4. GENERAL PELEG WADSWORTH (Locomotive Road Number 403) - Second in command of the unsuccessful expedition against the British at Penobscot, Maine; built the first all-brick home in Portland, Me.
5. KENNETH ROBERTS (Locomotive Road Number 404) - Left an illustrious career in journalism to write biographical sketches about his beloved Maine - novels characterized by the authenticity of their historical setting.
6. ARUNDEL (Locomotive Road Number 405) - This first of Roberts' novels after he left the Saturday Evening Post, captures the history and lore of his native Maine.
7. JOHN ALLEN (Locomotive Road Number 406) - Accused of treason by his native Nova Scotia for keeping the Indians from deserting to the British, a factor which could have led to the fall of Maine.
8. UNITY (Locomotive Road Number 407) - Turned by its crew into a warship for an afternoon, this American Lumber Sloop defeated the British Man-Of-War Margaretta in the first battle of the Revolutionary War.
9. BATTLE OF BAGADUCE (Locomotive Road Number 408) - The Patriots suffer defeat as they attempt to capture Fort George at Castine, Maine.
10. ETHAN ALLEN (Locomotive Road Number 409) - Proclaimed an outlaw and with a price on his head, this adventurer led his Green Mountain Boys to victory over the British at Ticonderoga and to capture of its invaluable artillery supplies.

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NEWS ITEM FROM MEMBER RON PALMQUIST, CAPE ELIZABETH, ME.

Banger & Arcostook caboose, C-54 arrived in Rigby Yard, South Portland, Me, June 1, 1976, en route to Acton, Mass. The caboose windows were boarded up and the cupola wrapped and tied to keep out the elements. According to information tacked to each side of the caboose, dated 4-26-76, the car is in good mechanical condition and was ordered to be placed next to the caboose while in transit at a 50 mph speed limit. Date of departure from Rigby Yard is unknown. It was spotted on 6-2-76 on a caboose storage track in the West side of the yard. Instructions on the car side indicated the caboose would eventually be stored on a siding in Acton. The owners name was not listed on the dispatch card.

THE SMITHSONIAN INSTITUTE(PULLMAN CO.)PHOTO COLLECTION

The "Newsletter" of March 1976 carried a notice of the availability of photos of the Pullman Car Co. from negatives held by the Smithsonian Institute in Washington, D.C.

Four lists of photos have been received by the BAR Society. Part #1 and Part #2 name 10 New England railroads, both southern and northern. They are the Bangor & Aroostook; Maine Central; Montpelier and Wells; New Haven; Old Colony; Portland and Rochester; Portland and Rumford Falls; and the Rutland RR.

For the Society library, a set of five different photos were purchased and received, of the Portland and Rumford Falls Railroad. Four exterior and one interior view. I must say, that the quality of the results is superb. For the modeler, especially those who do interior work, these photos will provide excellent help. For those doing only exterior painting and decal placement, these photos will again, provide invaluable assistance.

From the Bangor and Aroostook Railroad, the photos are;

Car Type	Car Name	Lot	Year Blt.	Remarks	View	Photo Number
Business	100-Suitsme	6176	1928	Obs. Room	Int.	32804
"	"	"	"	Room B	"	32805
"	"	"	"	"	"	32806
"	"	"	"	Room C	"	32807
"	"	"	"	"	"	32808
"	"	"	"	Rood D	"	32809
"	"	"	"	"	"	32810
"	"	"	"	Dining Room	"	32811
"	"	"	"	"	"	32812
"	"	"	"	Kitchen Area	"	32813
"	"	"	"	"	"	32814

From the Portland and Rochester Railroad, the photos are;

Car Type	Car Name	Lot	Year Blt.	Remarks	View	Photo Number
Comb.	21	1487	1888c		Ext.	186
Mail		"	"		Int.	187
Coach	23	1835	1891		Ext.	1484
"	"	"	"		Int.	1485
Comb.	9	2093	1895		Ext.	2956
"	"	"	"	Bagg.end	Int.	2958

From the Portland and Rumford Falls-Photos are;

Car Type	Car Name	Lot	Year Blt.	Remarks	View	Photo Number
Coach	7	2057	1894		Ext.	2796
"	9	"	"		"	2796B
"	"	"	"		Int.	2797
"	"	"	"		"	2798
Comb.	54	2058	"		Ext.	2799
"	"	"	"		"	2800
"	"	"	"	Coach end	Int.	2803
Coach	9		1899c	Corr.	Ext.	4633
"	"		"	Bad cond.	Int.	4634
"	"		"	Scratched	"	4635

From the Maine Central Railroad-Photos are;

Car Type	Car Name	Lot	Year Blt.	Remarks	View	Photo Number
Coach	125	2015	1893		Ext.	2343
"	"	"	"		Int.	2344
Smkr-Coac.	231	2022	"	Coach end	Ext.	2370
"	"	"	"		Int.	2371
"	"	"	"		Ext.	2946
Coach	141	2081	1895		"	2947
"	"	"	"		Int..	2948
"	"	"	"		"	2949
Smoker	232	2088	"	Fair cond.	Ext.	2950
"	"	"	"		Int.	2951
"	"	"	"	Fair cond.	"	2952
Coach		2082	"	Scratched	"	2954
Baggage		"	"		"	2955
Express	340	2154	"	Broken	Ext.	3248
Comb.	450	2165	1896		"	3328
Mail		"	"		Int..	3330
Baggage	314	2154	1895		Ext.	3334
Smoker	232	2549	1900		"	5152
"	"	"	"	Scratched	Int..	5153
"	"	"	"		"	5154
Baggage	317	3194	1905		Ext.	7905
Coach	150-54	3193	"		Int.	7908
"	27	3307	1906		Ext.	8524
"	"	"	"		Int.	8525
Baggage	319	3308	"		Ext.	8527
Diner	1200	3371	"	Cracked	"	8630
"	"	"	"		"	8631
"	"	"	"		Int.	8632
Coach	178	4235	1914		Ext.	17616
"	"	"	"		Int.	17617
"	"	"	"		"	17618
"	252-254	4236	"		"	17621
"	"	"	"		"	17622
Comb.	324	4237	"		Ext.	17624
"	"	"	"	Postal end	Int.	17626
Postal	612	4425	1917		Ext.	21510
Baggage	327	4426	"		"	21515
Smoker	255	4427	"		"	21571
Coach	181	4428	"		"	21575

Photo list ,part #1, covers railroads from A(Alabama Great Southern) to MP(Missouri Pacific). In between there are 157 other railroads listed. The A.T. & S.F. RR has 13 pages of car photos listed (single spaced typing); A.C.L., 2 pages; B. & O., 6 pages; C. of G., 1½ pages; C. & O., 3 pages; C.R.I. & P., 3 pages; C. St. P. M. & O., 1½ pages; D.L. & W., 1½ pages; D. & R. G. W., 1½ pages; El Paso & Western (South), 1 page; Erie, 1½ pages; FEC, 1½ pages; GN, 1½ pages; Hocking Valley, 1½ pages; IC, 5 pages (includes 5-car, streamlined articulated "Green Diamond" train); LV, 1-3/4 pages; MEC, almost one full page; and MP, 3 pages. Photo dates start as early as 1885, and span the years in between to 1954.

For passenger car buffs, whether they are rail fans or modelers, these lists should more than satisfy their needs to look at the output of one of the largest manufacturers of railroad passenger car equipment. The Society, Photo Library Section, has received 5 photos of the Portland and Rumford Falls Railroad.

Photo list, part #2, covers N(Nashville, Chattanooga and St. Louis), through W(Wisconsin Central). In between there are 105 other railroads. Quantity wise, the National Railways of Mexico have 3 pages; (average 50 lines per page); NYC and Hudson River, 1 page; NYC, 6 pages; NY, C&St. L. (Nickel Plate), 2 pages(1904-1936); NH, 2½ pages; NP, 2½ pages; Pennsylvania Lines, 2 pages; Pennsylvania Railroad, 1½ pages; Pere Marquette, 1 page; Philadelphia and Reading, 1 page; RF&P, ¾ page; Rio Grande du Sol (Brazil) 1 page; SAL, 1 page; Southern, 4 pages; SP, 10 pages(1888-1949); ST. L. & SF (Frisco), 1 page; UP, 9 pages(1887-1942);

If any member wishes to purchase lists for their own library, feel free to do so. If any member is interested in one to three specific road, the Society will forward a copy of a listing of that railroad upon the receipt of a S.S.A.E. plus a cost of \$0.15 per page.

The information about the availability of photos from the Smithsonian Institute is by no means the only source of photos. The Society has just learned of another, very important library of photos. We have received two lists of Northern New England Railroads, specifically the Bangor and Aroostook (486 photos) and the Maine Central (1041 photos). A detailed description of both lists, and other lists from this source will be reviewed in the next "Newsletter". Among the many items in the MEC list are 99 different stations; 15 depots; 6 enginehouses; etc. The BAR list has 15 pages and the MEC list has 21 pages. More later.

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About this "Newsletters" full page photo-from the collection of Ron Palmquist, Cape Elizabeth, Me.

On Wednesday, June 15, 1955, the Bangor and Aroostook Railroad participated in "Operation Alert", a nationwide mock atomic bomb attack on the United States. Some 6,000 persons were evacuated from Bangor to outlying areas, with the BAR evacuation train used by 200 persons. Newspaper accounts said the trains were run smoothly and on time. But 500 sandwiches destined for the evacuees were loaded on another train by mistake.

The consist was a BAR 'E' unit, five passenger cars and a business car. A lightweight passenger car and a heavyweight RPO can be seen spotted on nearby tracks.

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THE BAR NEWSLETTER IS ISSUED QUARTERLY (MARCH, JUNE, SEPT., AND DEC.) BY THE BANGOR & AROOSTOOK HISTORICAL AND TECHNICAL SOCIETY FOR THE BENEFIT OF ITS MEMBERS AND OTHERS INTERESTED IN ACQUIRING INFORMATION ABOUT AND PROMOTING THE RAILROADS OF THE STATE OF MAINE. CONTRIBUTING ARTICLES AND MATERIAL FOR PUBLICATION IS MOST WELCOME. THIS IS A NON-PROFIT ORGANIZATION. SOCIETY OFFICERS ARE:

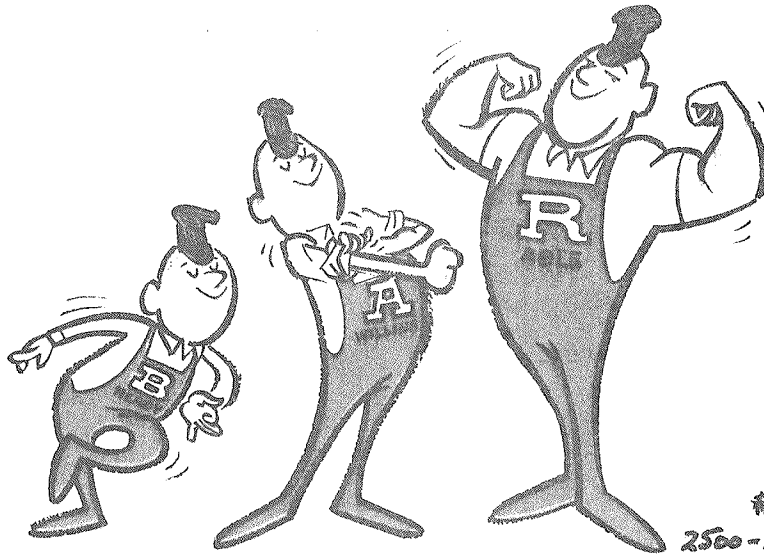
PRESIDENT - DON GREENBURG, 5 ALDEN PLACE, HARTSDALE, N.Y. 10530  
TREASURER - PAUL SCHULHAUS, c/o DAVIDMAN, 209 WEST 16th. st. New York, N.Y.  
EDITOR - ROBERT C. BAKER, JR. P.O. BOX 562, BRUNSWICK, ME., 04011  
ASSOCIATE EDITOR - CORRESPONDING SECRETARY - WALDO H. KINGSTON, 28 WIN-  
THROP DRIVE, PEEKSKILL, N.Y. 10566

ADDRESS ALL COMMUNICATIONS TO THE CORRES. SECY. SUBSCRIPTION BY MEMBERSHIP.

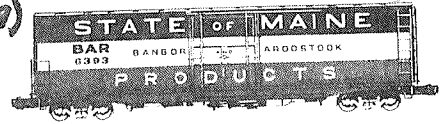


The information on this page below the line is a copy of an advertisement that appeared on the back page of one of the past issues of the company magazine "Maine Line". The page is being duplicated to be of help to modelers and rail fans alike.

# READY, WILLING, and ABLE

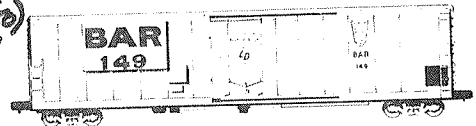


6300-6499 (199)



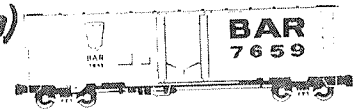
CUSHION UNDERFRAME BOX CAR

100-149 (52)  
LGM 49'9"



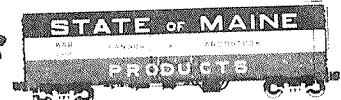
MECHANICAL REFRIGERATOR (Jumbo) CAR

7500-7856 (339)



RS REFRIGERATOR CAR

#2500  
2500-2579 (8) REEFER



BULK POTATO CAR

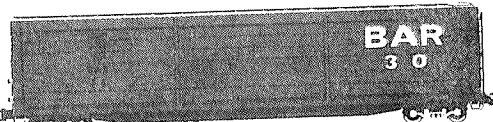
The Bangor and Aroostook Railroad may very well be termed "The Custom Line" for the shipping and procurement needs of northern Maine. Its facilities and services are keyed to the northern Maine economy with custom made equipment for the efficient transport of the products of northern Maine's farms and factories.

Bangor and Aroostook lines extend from the northern tip of the State to its year 'round ocean port at Searsport. Thus, no matter what your commodity, no matter where the destination, local, national or worldwide the B and A is ready, willing and able to provide efficient, economical transportation.

Bangor and Aroostook's marketing department, too, is always ready, willing and able to help you in planning efficient movement of your product to or from northern Maine. This department is always available to cooperate with you in planning trackside locations for new or expanding industry or for any marketing service involving transportation.

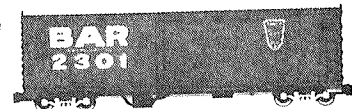
For fullest cooperation on shipping needs and marketing services, remember, we're ready, willing and able to lend you a hand.

24-49 (18)  
BOX CAR  
SPECIAL LUMBER SERVICE  
18' SIDE DOOR

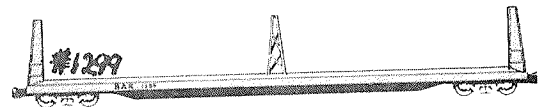


ALL-DOOR LUMBER CAR

2301-2449 (65)



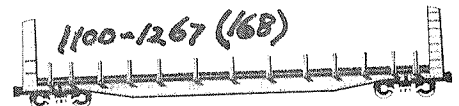
INSULATED BOX CAR



JUMBO PULPWOOD RACK CAR

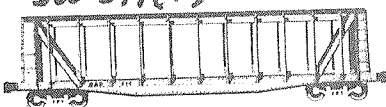


END RACK PULPWOOD CAR



END RACK LUMBER FLAT CAR

500-599 (99)



OPEN STAKE RACK LOG and PULPWOOD CAR

51-56 (6) LGM 28'6"

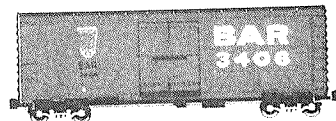


COVERED HOPPER CAR

#1753 (60-764 (42))



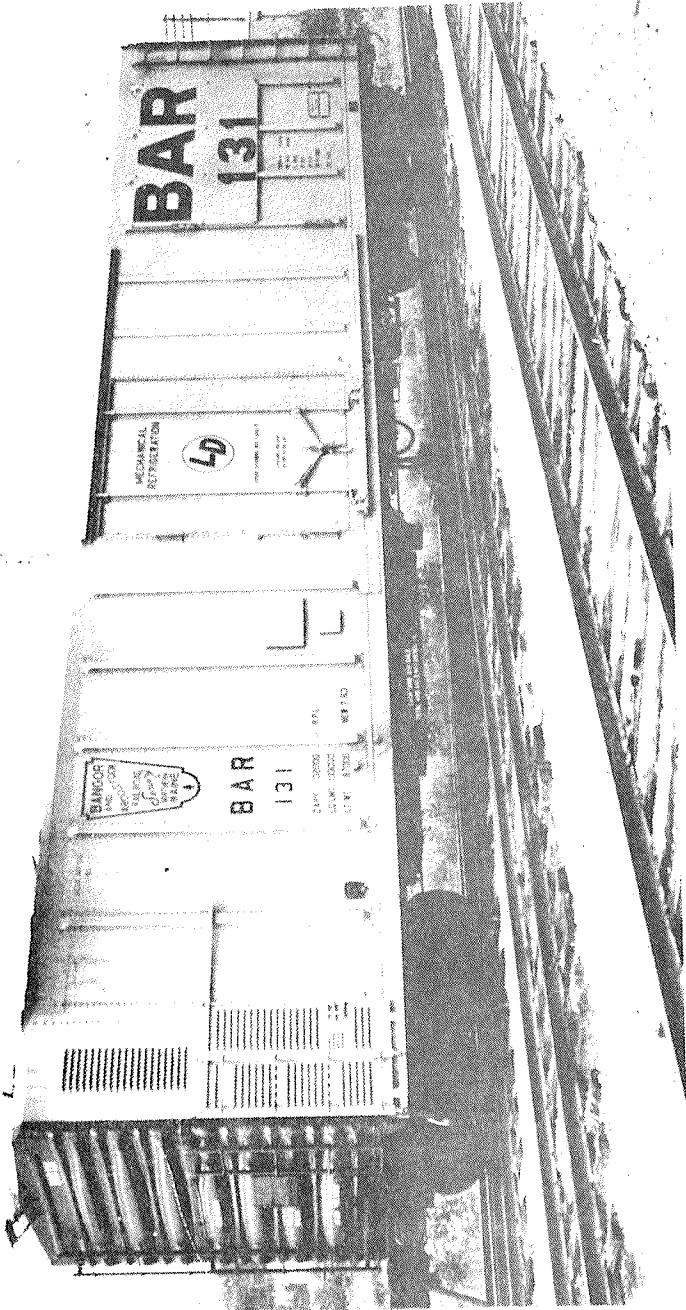
HOPPER CAR



WOOD CHIP CAR

3400-3539 (140)

# BANGOR and AROOSTOOK RAILROAD



BAR  
131

MEDICAL  
REFRIGERATION  
D

DANGER  
DO NOT OPEN  
DOOR  
WHILE  
REFRIGERATING

BAR  
131

24VOLT 200000 BTU  
120000000 BTU  
120000000 BTU