
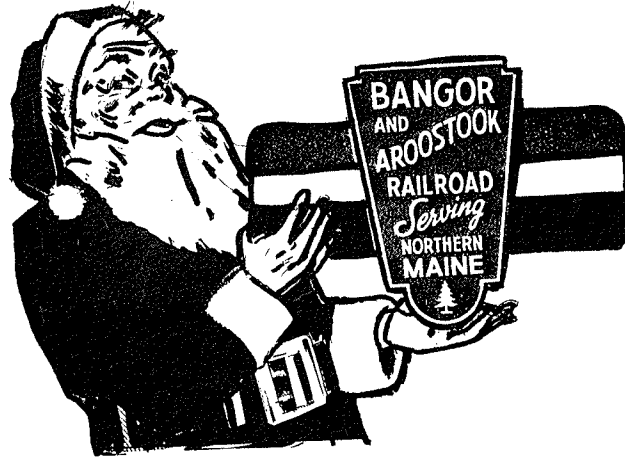


**Bangor and Aroostook Railroad**   
**HISTORICAL AND TECH. SOC.**



*HAPPY  
HOLIDAYS!*



*PHOTO BY ROBERT C. BAKER, JR.*



THE B & A HAS A NEW BUSINESS CAR "BURNT HILL"

AUTHOR - RON PALMQUIST  
16 Glen Avenue  
Cape Elizabeth , Me.  
04107

When it came time to name the latest addition to the Bangor and Aroostook's passenger roster, the name of Buck Dumaine's fishing camp on the Miramichi River in New Brunswick, Canada, seemed a natural. Burnt Hill, its called.

The Burnt Hill is an 85-foot long, lightweight sleeper-observation-lounge car that once carried passengers from Chicago to the Pacific Northwest on the Northern Pacific's luxurious North Coast Limited. The Burnt Hill was acquired by the B & A this year (1976) from a Connecticut contractor who stored the car at the Derby shops of the railroad.

The Burnt Hill was built by Pullman-Standard during the summer of 1948; a one compartment, 4-double bedroom buffet observation car. It was one of six ordered from plan 4120, lot 6781 and delivered during June and July of '48. The cars were immediately placed in service along with other cars of the new streamlined, lightweight North Coast Limited. Five of the cars were owned by the Northern Pacific and one by the Burlington, but all were painted NP's two-tone green color scheme.

The NP numbered the Burnt Hill car 393 and named it Spokane Club. Other cars in the series were 390, Ranier Club; 391, Arlington Club; 392, Tacoma Club; 394, Montana Club; and, the CB & Q's 483, Minneapolis Club. Each brought up the rear of one of six North Coast Limited consists used exclusively in Chicago-St. Paul-Seattle service. Later, the "club" names were removed and the number-only cars remained on the train until 1968 when the round-end observation cars were removed for "economic reasons." A dome-sleeper, with its elevated section outfitted as a lounge, replaced car 393 and her sisters which had to be pulled out into the yards and turned at the end of each trip.

In 1969, Richard Snyder of Lakeville, Connecticut, purchased car 393, after it had been stored for about a year at the Calumet Shops of Pullman-Standard. Of the remaining cars, number 390 was acquired by a heating and air conditioning contractor in Minnesota, and is described as in "mint" condition, occasionally used on excursion runs. The 391 was sold to be used as a real estate office, but local Minnesota ordinances zoned-out its use and it has been stripped of its trucks sitting in a vandalized condition on concrete blocks off a rural state highway.

The CB & Q was purchased in 1973 by the Solano Rail Car Co. of Oroville, California, and was placed in service as the Minneapolis Club in 1974. Car 392 is the property of airline pilot Ken Hultgren of Los Angeles, and was renamed the Hulham. It, too, was rebuilt by Solano and both of these cars are decorated in Amtrak colors. Each frequently is leased by Amtrak for use on trips to Las Vegas and Reno, Nevada, and in other charter service.

Car 394, bought by the "48" Company in March of 1960, is now the property of Emery Dillon of Aurora, Illinois. The 394 has been refurbished by the Grand Trunk Western RR. at its shops in Port Huron, Michigan, and was returned to its owner as the Montana Club in the original two-tone green of the NP, complete with North Coast Limited drumhead on its door.

Richard Snyder renamed 393 the "Deep Creek", which is a small fishing stream in Montana. The car was painted a deep green with gold stripes and lettering by the BAR at its shops in Derby.

"We did nothing more than give it a good interior cleaning", he explained, "and made a few mechanical changes so that it could operate more or less without train line facilities." And, a small electric hot water heater was added for personal needs.

"Prior to painting it," Snyder says, "we took it on a family trip from Canaan, Conn., to South Station in Boston, Mass. And, upon completion of that trip, sent it to the BAR via the B & M interchange at Worcester, Mass."

The Deep Creek was never used by the Snyders while on the BAR. However, the observation-lounge was included in the consist of fall foliage excursion trains sponsored by the "470" Railroad Club of Portlans, Me., in 1973 and 1974. The Deep Creek was delivered to the Maine Central RR at Northern Maine Junction and then to the Grand Trunk Rwy. at Danville Junction for the Portland-based excursions. The Snyder family was at home on the Deep Creek on each of the trips from Portland to Berlin, N.H. and Island Pond, Vt., and return.

It was while the Deep Creek was in storage at Derby that the BAR and Mr. Dumaine approached Snyder with the idea of purchasing the car. "Mr. Dumaine wanted a more modern business car for the railroad," said Snyder, "and they needed carrying capacity more than that which was available in their car 100." Snyder loaned the Deep Creek to the BAR for several short business trips prior to making the sale.

It was personal economics that persuaded Richard Snyder to agree to sell the Deep Creek to the BAR. "I was very pleased when they were interested in retaining it for their own use and were willing to spend some money to refurbish it," he added. "They did a superb job."

The BAR did, indeed, refurbish the Deep Creek and gave it the name Burnt Hill. The BAR also gave the car a dazzling new paint job, forsaking NP and Snyder greens for its new locomotive colors.

The Burnt Hill is striking in orange, black, grey and white, with each color separated by a white stripe. The BAR made a few interior changes, including new carpeting and paneling and installed new air conditioning units on the roof which prominently change the original streamlined appearance.

The railroad displayed the Burnt Hill for the first time in the consist of a special inspection train, which toured the line on August 17, 18 and 19 of this year. On the same train were BAR business car 11, renumbered #1 and named the Schoodic, and, BAR car 3, the Five Islands, a former Canadian Pacific baggage car built in 1950 and rebuilt by the Bangor and Aroostook into way cars. Both the Schoodic and the Five Islands are painted orange, grey, black and white and all represent one of the newest passenger paint schemes in the country.

#### Bibliography:

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Car Names,Numbers & Consists, Wayner Publications,New York,N.Y.

Spike & Tie, Blackhawk Chapter, National Railway Historical Society, Aurora, Ill.

The 470, The 470 Railroad Club, Portland, Me.

Mr. Richard Snyder, Lakeville, Conn.

Solano Car Co., Oroville, California

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The Bangor and Aroostook Railroad Company  
Special Inspection Train  
August 17, 18 and 19,  
1976

The Bangor and Aroostook Railroad introduced its new passenger car paint scheme to the public while conducting a special inspection trip on its lines. The list of guests making the trip covered the gamut of businesses and industries in Maine, New Brunswick, as well as outside of the state of Maine and province of New Brunswick, reaching into New York, Massachusetts, Vermont, etc. The news media was well represented by photographers, reporters, TV personnel. Among the honored guests was BAR Society member Ron Palmquist, TV newscaster of Station WGAN, Portland, Me.

Each of the invitees received a letter of welcome along with a detailed schedule of the train trip. The following is a brief itinerary.

Transportation was provided upon arrival at Bangor International Airport to the motel Monday evening or to Northern Maine Junction, Tuesday A.M.

At 8:00 Tuesday. a Bangor and Aroostook Highway Division bus left Northern Maine Junction for Searsport, picking up en route at the motel.

All persons boarded the train at Searsport for the three day trip over the railroad.

Lunch was served aboard the train en route to Presque Isle where the first night was spent. Part of the group stayed aboard the passenger cars while the remainder stayed at the Northeastland Hotel.

At 6:00 P.M. there was a cocktail party aboard the train at which time they were joined by many shipper friends and other Railroad personnel.

Following this, at 7:30 P.M. a dinner was served at the Northeastland Hotel.

On Wednesday, August 18, breakfast was served aboard the train at 7:30 A.M., and at 8:30 A.M. the train departed.

Lunch was served aboard the train as they traveled toward Madawaska. At 3:00 P.M. shipper friends from Fraser Paper Companies came aboard. Other members of the Railroad family also came aboard.

Following this, at 7:30 P.M. dinner was served at the Northeastland Hotel.

On Wednesday, August 18, breakfast was served aboard the train at 7:30 A.M., and at 8:30 A.M. the train departed.

Wednesday night was spent at Fort Kent with dinner aboard the train at 7:00 P.M. For those not spending the night aboard the train, accommodations were arranged and transportation provided to and from Rocks Motel.

The activity on Thursday, August 19 was a repeat of the two preceeding days with the final destination of the train at Northern Maine Junction after a stop at Millinocket.

Throughout the trip stops were made at selected maintenance projects and shippers' facilities.

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THE TRAIN CONSIST

BAR  
Unit  
#42

CACV  
Business  
Car #4

B A R  
Car #3  
Five Islands

B A R  
Business  
Car #1  
Schoodic

B A R  
Business  
Car #5  
Burnt Hill

Business Car owned by Cooperstown & Charlotte Valley Railway Corp., Occupied by Walter Rich, President, and party.

Former Canadian Pacific baggage car built in 1950. Designed and rebuilt in 1975 by Derby Shop forces for use by Mechanical Dept. wreck crew.

Business car built in 1928 by Pullman Car. Co., Chicago, Ill.

Built in 1946 for Northern Pacific Railroad. Acquired by BAR from Richard Snyder, Lakeville, Conn., in 1974 and refurbished for use as a Business Car. (Ex-Deep Creek).

THE POWER

Our locomotive is a General Motors Model F-3. The unit has a total of 16 cylinders which produce 1500 H.P.

LOCOMOTIVE SPECIFICATIONS

Dimensions:

Length over couplers 50'8"  
Extreme width 10'7"  
Maximum height 15'  
Wheel diameters 40"

SUPPLIES

Fuel oil 1200 gal.  
Sand 16 cu.ft.  
Lubricating oil 200 gals.  
Cooling water 230 gals.

WEIGHT

Total weight for the unit, fully loaded, approx. 233,000 lbs.

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THE TRAIN CREW

Conductor - CLARENCE W. GIBERSON  
Brakeman - JAMES W. GREEN  
Brakeman - ROBERT L. ADAMS  
Engineer - J. ARNOLD RAFFORD  
Fireman - ANSEL G. SNOW

CAR ATTENDENTS

CHEF	-	FOREST E. BUNKER Retired Jan.14,1975,after 33 years service as a BAR Locomotive Engineer.
COOKEE	-	WAYNE E. DUPLISEA Employed as Locomotive Engineer by BAR since 1943.
BARTENDER	-	JOHN E. SCHACHT Employed in Business Services Department.

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The Second Largest Railroad Station In Maine Was-----

In Bangor,Maine..The station is classified as a through type station.. The station building proper was 154 feet long and 82 feet wide with a wing 29 feet by 40 feet. It was built of buff-colored brick with brownstone trimmings and base. The tower on the front, 130 feet high,gives an imposing effect to the structure. The principal entrance is defined by a porte-cochere and beyond this entrance, which is about 18 feet square, there is a vestibule through which one passes to the main waiting room, 41 feet by 84 feet. This is connected with the dining room by a wide passageway. In the extension are the kitchen and store room. The women's retiring room, with toilet room adjoining, is in the main part of the building to the right of the vestibule, and the ticket office, agent's office. news stand, smoking room and men's toilet are on the opposite side. The train shed is 500 feet long and 100 feet wide. It covers eight tracks, five of which are stub and three are through. The platforms between the tracks and the station building are 25 feet wide. The baggage, mail and express rooms are in separate building, 250 feet by 30 feet, to the east of the station;baggage has to be trucked across the tracks at grade.

The station served both the Maine Central and Bangor and Aroostook Railroads,and was constructed by the Maine Central.The station was demolished on November 30,1961 after 54 years of passenger service.

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BANGOR DAILY NEWS- BANGOR'S UNION STATION OPENED ON JULY 28,1907

Bangor's Union Station opened for business on July 28,1907 "just 52 years after the first train went west"according to the Bangor Daily News of that date.

The next day the NEWS reported that Exchange Street was so busy it was to be renamed 42nd Street.

Prior to the erection of the Union Station there were two train sheds, one on Railroad Street and one at the present site.

The station has seen many celebrities enter under the 119-foot tower. The dedication of the building on July 23 "was a notable occasion. Although not wholly finished the station had been scrubbed and polished until it glittered like a new dollar, and when the special train bearing the private cars of the general officers and department heads of the Maine Central Railroad rolled in shortly before 7 o'clock in the morning,there were exclamations of general satisfaction over the appearance of things."

The Joseph Ross Corporation of Boston had the contract for the foundation and "worked between the tides." H.P.Cummings of Boston had the rest of the main station contracts. Otto Nelson of Bangor erected the baggage and mail rooms, express rooms and heating plant.

"The electroliers are of unique and appropriate design and were placed by Percy A.Bowden,foreman for Charles E.Dale of Bangor, who has the contract for lighting. There are between 350 and 400 lights in the building," one of the NEWS stories reported.

The construction of the station was under the supervision of El-bridge A.Johnston of the class of 1902 at the University of Maine who lived in Woofords. His assistant was Percy Wyman of the class of 1907.

Newspaper clippings show that the station was built by the Maine Central Railroad but somewhere along the line The European and North American Railroad acquired title and leased it to the Maine Central Railroad for 999 years. In 1955 the Maine Central Railroad purchased the North American and European Railroad for \$3,114,500 which included the station and 114 miles of track between Bangor and Vanceboro, plus four miles of branch line and 44 miles of yard and track siding.

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MARCH 23,1961-BANGOR DAILY NEWS-BANGOR UNION STATION SOLD  
To Become Shopping Center

One of Bangor's most prominent landmarks,Union Station,was sold Wednesday by the Maine Central Railroad to a three-man syndicate of Bangor men,Millard C Coffin, Henry I.Bacon and Laurence K.Paine for an undisclosed price.

Bangor assessing records show that property encompassing some five acres of land and 286,000 square feet of building was assessed in 1950 for \$372,000. The 1960 tax bill was \$10,788.

The three Bangor businessmen have plans to develop the property as a shopping center. The property extends from the old Brewer and Railroad Bridge to the Kenduskeag Stream where a \$1,600,000 parking area is to be built by the City, along both sides of the stream.

Although the price was not disclosed it was generally felt in real estate circles that the purchase price was in the neighborhood of \$115,000.

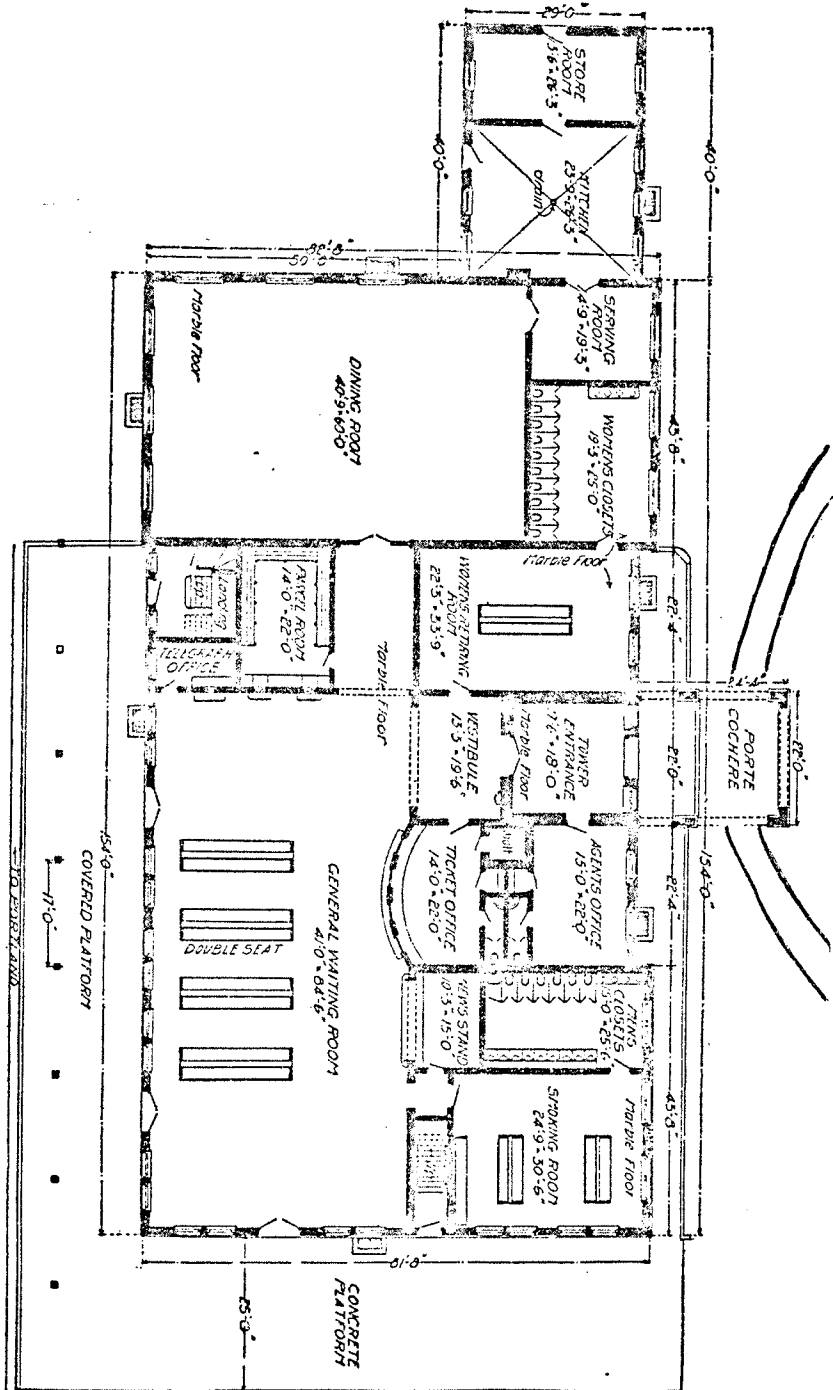
Coffin is president and treasurer of Coffin and Wimple Incorporated;Henry I.Bacon is president of the Bacon Printing Co.and Laurence K. Paine is a Bangor real estate broker and developer who recently purchased the Kenduskeag Home Gardens, a 100-house residential development.

The sale,announced by John P.Scully,head of the real department of the Maine Central Railroad,was of major significance in the Queen City whose citizens have been speculating since last September when the Maine Central Railroad discontinued passenger service to eastern Maine,as to what would happen to the old station.

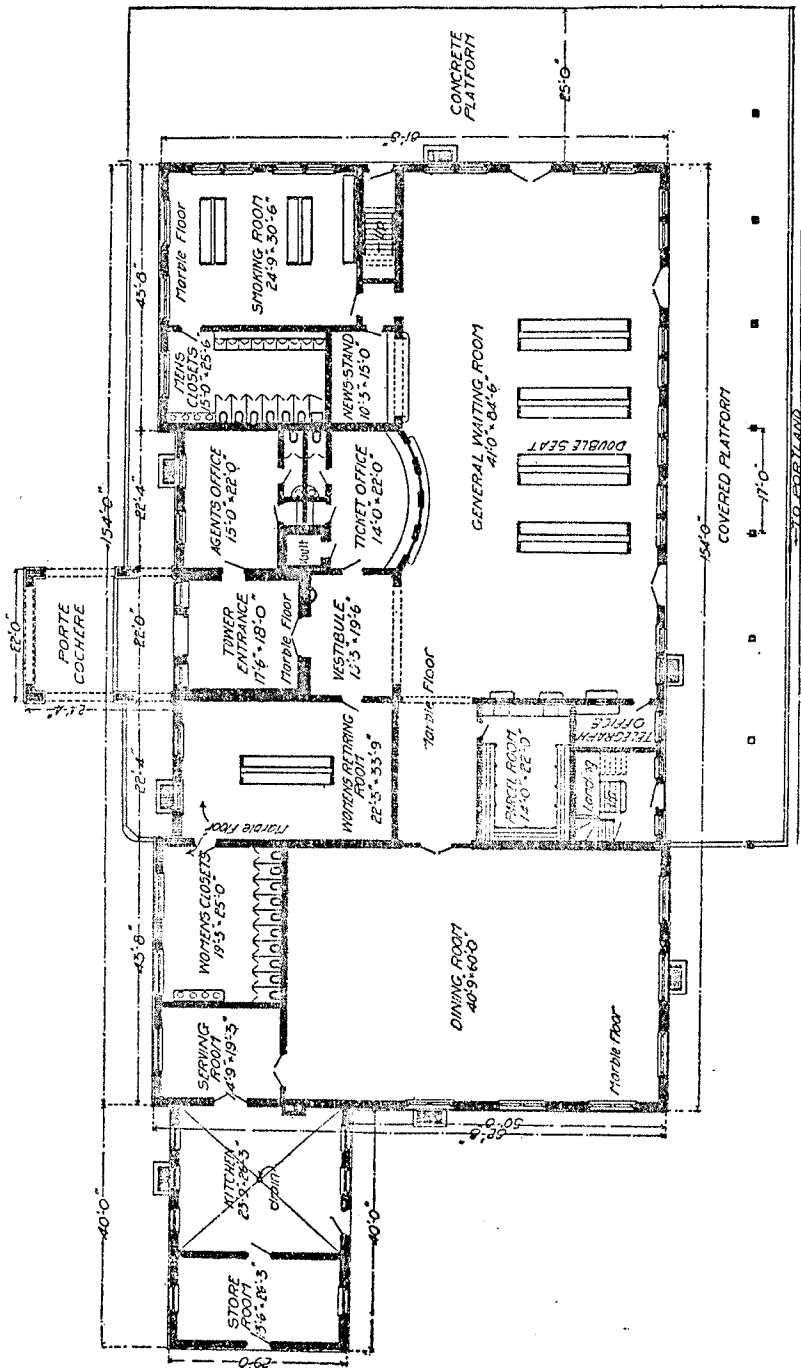
Scully said,"Several people were interested in purchasing the Union Station property.The Maine Central wanted to make sure it went into the hands of someone who will develop it for the benefit of Bangor's future.We decided therefore to sell it to Messrs.Coffin,Bacon and Paine,



# UNION STATION BANGOR, MAINE,







Plan of Bangor, Me. Station.



who told us they plan to develop it as a shopping center and for industrial use."

Neither Paine, Bacon or Coffin would disclose any details as to future plans for the old station and the adjacent land but all were enthusiastic as to the possibilities. "Believe us, we have been working not only to buy this property but to put it to its best use,"they stated.

The railroad said all tracks except the main lines and sidings to serve the former Railway Express building and train shed will be removed.

The purchasers disclosed that they were negotiating with various firms to lease the building for a shopping center or a location for a large merchandising firm.

Purchase of the station was handled by the Bangor real estate firm of Town and Country, Inc.

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THE BAR NEWSLETTER IS ISSUED QUARTERLY(MARCH, JUNE, SEPT., AND DEC.) BY THE BANGOR & AROOSTOOK RR HISTORICAL & 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. SUBSCRIPTION BY MEMBERSHIP. \$4.00 PER YEAR. SOCIETY OFFICERS ARE:  
PRESIDENT - DON GREENBURG, 5 ALDEN PLACE, HARTSDALE, N.Y. 10530  
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EDITOR - ROBERT C. BAKER, JR., P.O. BOX 562, BRUNSWICK, ME., 04011  
ASSOCIATE EDITOR & CORRESPONDING SECRETARY - WALDO H. KINGSTON,  
28 WINTHROP DRIVE, PEEKSKILL, N.Y. 10566

Address all correspondence to the Corresponding Secretary.

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From member Richard Gasset we learn that Maine Central's Beecher Falls Branch will become the new North Stratford Railroad within a month. One of the State of New Hampshire's 44 tonners is already up at Beecher Falls and Maine Central #959 will go up when repaired.

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If your interested in postcards, you might purchase a published booklet entitled "Greetings From Maine", obtainable from Old Port Publishing Co. Portland, Me., 04112. Eighty pages covers the historical background of one of the development of the picture postcard. Included within the pages are 16 chapters within which copies of previously issued postcards are shown, most in black and white, but a few in their original colors. One chapter is of Portland, others of early bridges, Old Orchard Beach, railroad stations, Lewiston, ships and the sea, hotels and inns, Bangor, harbors and waterfronts, post offices, lighthouses, Maine stareets, Vacationland, mills and industry, and Longfellow. The price--\$6.95. The railroad station section is very interesting. Incidentally if you should have any postcards of the Maine railroading scene, the Society would appreciate the chance to have a 35mm slide made for our film library. Each card made available will be returned following duplication. Send any or all cards to the Corresponding Secretary. Thank you.

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The Bangor & Aroostook Railroad was the child of the marriage of the Bangor & Piscataquis Railroad and the Bangor & Katahdin Iron Works Railway. Not much information is available about the second of the two merging parties. In February of 1976, there appeared a newspaper article, on the 22nd., in the Maine Sunday Telegram, authored by J.E. Hartman Univ. of Maine-Portland, Professor of History. Its subject was the Katahdin Iron Works with short mention of the railway that was eventually built. Since the background information about the iron works played a vital part in the birth of the Bangor & Aroostook RR, we felt repeating the article would bring a better understanding into the library of each member. Herewith that article.

INTRIGUING ENGINEERING, OBSTACLES TO MINING AT KATAHDIN IRON WORKS  
Plant Remains, Now State Historic Site, Ore Valuable Not For Iron But  
For Sulphur Content Which Some Day May Be Mined.

The construction, operation and enlargement of Maine's only pig iron producing blast furnace, which operated between 1845 and 1890, was a remarkable engineering undertaking, for the ore body was located in the wilderness of northern Maine and was of a unique type which was very difficult to smelt successfully. Both problems were eventually overcome with a Yankee ingenuity typified by the man who discovered the ore body, Moses Greenleaf, Maine's first mapmaker and promoter of industrial development.

As Greenleaf surveyed the state for natural resources which could be developed, he discovered that Indian place names offered clues to the location of soils and minerals. Around 1820, he translated the Indian name of the west branch of the Pleasant River, "Munnalammon-ungan," as "very fine paint," and when he visited the area some 35 miles south of Mount Katahdin, Smith discovered "a mountain of excellent iron" where orange, yellow and red oxides the Indians had used to make paint.

Greenleaf urged the construction of an iron industry on the site, but it was not until after his death that a New Hampshire businessman Samuel Smith, and his son attempted to exploit the discovery in 1841. A road was built from Brownville, the nearest town, and then an entire village was constructed in the wilderness- a saw mill, boarding house, store and office, several small houses, a number of barns and stables, and a blacksmith shop.

Then attention was turned to the iron industry itself.

Skilled masons constructed a huge rectangular blast furnace out of stone, and then carpenters added a loading ramp to the top of the furnace, a casting house at the base, and a nearby water-powered machine house where the air blast machinery was housed. Masons also constructed several huge brick ovens where the abundant hard wood of the area could be turned into charcoal for use in the furnace.

Thousands of bushels of charcoal were needed to run the furnace, in addition to tons of iron ore from the mountain-side which had to be "roasted" to drive off the sulphur which the ore contained. The Smith's next had to import skilled iron workers to operate the furnace, and operations had hardly gotten underway, when financial problems forced them to sell out to David Pingree of Salem, Mass. a wealthy merchant who owned thousands of acres of Maine timberlands.

Pingree reorganized the company as the Katahdin Iron Works and poured thousands of dollars into improving the plant and the Iron Works village, including changes on the furnace, new charcoal kilns and storage sheds, a new woodyard, a new store, grist mill and shingle mill, new houses, and two new farms to produce hay and grain. He considered building a canal or railroad to cut transportation costs, but decided to improve the road, instead.

The furnace was soon turning out hundreds of tons of pig iron which Pingree shipped to Boston for sale. When iron prices dropped and the iron moved slowly, Pingree added an iron refinery of the most modern type, utilizing the "puddling" process to turn the pig iron to wrought iron. The wrought iron sold no better than the pig, because some of it was low quality which gave it a poor reputation in the market. Managerial and personal financial problems caused Pingree to cease operations in 1857, but in 1863 as prices rose due to the demands of the Civil War. Pingree made plans to resume production, but he died before this could be accomplished.

Ownership of the iron works passed to a group of Bangor businessmen led by Thomas Egery, who leased the property to another group led by Owan W. Davis, Jr., also of Bangor, in 1876. Davis was energetic manager who toured the best iron works in the country before he began rebuilding the Katahdin plant around the nucleus of the old stone blast furnace. Davis added to the height of the furnace, replaced the loading ramp with elevators, the waterwheel with turbines, and built new charcoal kilns. He also enlarged the old boarding house and renamed it the Silver Lake Hotel to cater to the tourist trade.

By 1877, the furnace was back in production, but some of the ore was of poor quality like Pingree's.

Undaunted, Davis hired a Swedish mining engineer and set up a chemical laboratory to test the ore and iron. After considerable experiments, they discovered that silicone in the iron, rather than the suspected sulphur, was the root of the problem, and Davis and the Swede designed and patented a special roasting kiln in which to treat the ore before it was smelted, a process which solved the problem and resulted in pig iron of extremely high quality.

Davis was next faced with an increased cost of transporting the iron to market, which he quickly solved by organizing the Bangor and Katahdin Iron Works Railway, to connect the plant with the railroad at Brownville which opened in 1882. With the transportation problem solved two more serious difficulties soon arose.

In 1883, a major creditor of the iron works failed, forcing the company into bankruptcy. Davis convinced the other creditors to accept 12 cents on the dollar and the plant continued to operate, but the next year a hurricane fanned sparks from the charcoal kilns into a conflagration which almost completely destroyed the plant.

Undaunted, Davis organized a new company, sold stock, and was soon rebuilding the plant in the most modern, efficient manner. Corrugated iron was used for siding and roofing, two new safety elevators were installed, a new ore roasting kiln was built, and an auxiliary steam engine added to run the operation in time of low water. The furnace was back in operation by late 1885, and was soon setting new production records.

Sales were good, especially to manufacturers of railroad car wheels who found the soft Katahdin pig perfect for their needs. The U.S.Navy purchased some iron for the engines of some of their new cruisers then under construction, and Davis' patented kiln attracted national attention.

However, Davis ran into other problems he could not solve. Although he continually increased the capacity of the blast furnace, production was no match for the new plants being built in Pennsylvania and elsewhere. Also, as the hardwood around the iron works was cut over, costs increased as wood had to be hauled from farther afield.

In late 1888, Davis was ousted from his position as manager of the iron works by two young Bangor businessmen, Fred W.Hill and Charles D. Stamford, who purchased the company controlling interest.

The new managers were enthusiastic at first and pushed sales of the pig iron aggressively, but they soon concluded that the Katahdin Iron Works could not compete in the long run with the large, coke-burning furnaces of Pittsburgh and in 1890 they shut down the operation.

Over the years the huge plant decayed away until today all that remains are the huge stone blast furnace and one charcoal kiln, now part of a State Historic Site.

Ironically, the huge ore body is still valuable today, not for its iron, but its sulphur, and it was purchased in the early 1950's by Allied Chemical Company of New York. Some day, mining may resume, and the "Factory in the Wilderness" will live again.

-----  
WELCOME to the following Newcomers.....

1. Albert Wellman, 1000 Coddington Center, Santa Rosa, Ca., 95401
  2. Linwood P. Adams, Jr., P.O. Box Y, Robin Hill Rd., Wilton, Me., 04294
  3. Dwight A. Smith, c/o Conway Scenic Railroad, Box 434, Conway, N.H. 03860
  4. Forest G. Bunker, 9 Manson St., Pittsfield, Me., 04967
  5. Edward N. Strow, 6040 "A" St., Philadelphia, Pa., 19120
  6. William J. Neidermyer, 6811 Century Ave., Middleton, Wisc. 53562
  7. Charles J. Keller, 60 Tuscano Ave., Revere, Mass. 02151
  8. Philip Weisman, 2 Maple St., Apt. 1, Hallowel, Me. 04347
  9. William R. Linley, 755 Byng St., Fredericton, N.B., Canada E3C 3H5
  10. Furtin Powell, Box 23, Round Pond, Me. 04564
  11. Ronald J. Sebastian, 652 Thacker St., Des Plaines, Ill. 60016
  12. B.E. Grant, 12 Parkway No., Brewer, Me. 04412
  13. Mel Lawson, 7961 Ann Arbor St., Dexter, Mi. 48130
  14. Richard A. McLeod, 106 East Orange St., Shippensburg, Pa. 17257
  15. Sidney R. Branson, M.D., Stonehedge, South Windham, Me. 04082
  16. Leroy B. Cookson, 2003 Essex St., Bangor, Me., 04401
  17. Robert K. Goertz, 112 Princeton Arms South, Cranbury, N.J. 08512
  18. Paul D. Putnam, P.O. Box 391, Hartland, New Brunswick, Canada, E0J-1N0
  19. Howard D. Goodwin, 10 Monument Neck Rd., Buzzards Bay, Ma., 02532.
  20. Don Valentine, Jr., (New England Rail Service) P.O. Box, 701, Keene, N.H. 034
  21. Robert W. Emerson, 825 E. Broadway, So. Boston, Ma., 02127
- ADDRESS CHANGE... Peter Osgood, from 1628 Mammoth Rd., Hooksett, N.H. to  
125 Vaquero Lane, Apt. 103, El Paso, Texas, 79912
- PHOTO CREDITS--Cover by Robert C. Baker, Jr.; Bangor Union Station, Walker  
Transportation Collection, Baverly Historical Society; "Burnt Hills" from  
of Ron Palmquist, Cape Elizabeth, Me.



FINALLY DEPARTMENT !

Two issues ago we reported that Athearn was releasing a new 57 foot mechanical reefer car..Paul Schulhaus,our Treasurer,part time; but full time college student and, on the side, employee at a New York City hobby shop, reports that the expectant 'baby'has arrived in person.The kit is numbered 5463, it carries 11128 on its sides.The list price is \$3.25. Paul further reports that its a good looking model.

MAKE UP ACCOLADES DEPARTMENT

In the last issue we handed out pats on the back for giving us help in the form of advertising. We left one out. We are speaking of "The 470 Club", P.O.Box 641, Portland, Me. 04104... We're sorry for the omission.

Oops number 2.

The cover of last issue had a photo of the Searsport to Bangor freight. Robert C.Baker,Jr.,was the cameraman.The photo spot--at Herman,Me,while the train was northbound.

SOMETHING NEW IN THE PROTOTYPE DEPARTMENT

"THE MAINE CENTRAL MESSENGER" the employee publication of the Maine Central Railroad supplies us with the information that during the last two months of 1975, the Maine Central received 75 new 100-ton-capacity gondolas. The bright green cars have a new paint scheme featuring the pine tree in a circle, which has been used on the last two series of boxcar acquisitions. These cars will be used essentially to transport zinc and copper ore from a Blue Hill mine and scrap from several sources in Maine Central territory.

The gons will have a capacity of 200,000 pounds and 2,244 cubic feet, making them the largest of Maine Central's gondola fleet. The 54-foot, 5-inch-long cars are numbered 1100 through 1174 and were constructed by Southern Iron and Equipment Company in Atlanta, Georgia.

Alco Historic Photos,P.O.Box 655,Schenectady,N.Y. 12301 has a catalog of locomotive drawings for \$1.00. The drawings are 6" x 8" photo negatives from which clear enlargements of original erecting cards can be made. Contact prints are available at \$2.00 each; 8 x 10's at \$3.00; 11 x 14 are \$4.25. If an order is less than five prints,add \$0.50 for postage.

"Whistle Stop" is the name of the Maritime Provinces,in Canada,first model railroad magazine. The first issue contained 16 pages of Canadian and Maine modeling data. Subscriptions are \$2.50 per year(quarterly) from Whistle Stop, P.O.Box 1609,Sackville,New Brunswick,Canada.

In reference to the Athearn 57' mechanical reefer-the number 11128 is listed in The Official Railway Equipment Register,October 1971 issue, in series 11100 to 11149,50 cars,inside length of 50 feet;inside width of 9 ft.;inside height of 9 ft.; outside length 63'9",car capacity of 131,000 lbs;side door width of 9 ft.;side door height of 8'8".

B.& A.Car #3,"Five Islands"was one of four 80 foot,all-steel baggage cars purchased from the Canadian Pacific RR in 1975 and was converted to outfit cars in the road's Derby Shops.Three of the cars are crew cars for the Engineering Department and the fourth was remodeled to provide quarters for the Mechanical Department Wreck Crew.The equipment is considered larger than cars made for the purpose in the east and has integral ventilating systems..Chief Mechanical Officer Harold Hanson said that the remodeling is expected to cost about \$42,000 and will provide Bangor & Aroostook crews with some of the best equipment of its kind in the industry.

