

THE RAILROAD ENTHUSIAST

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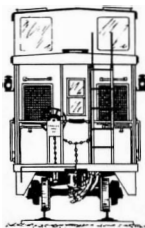


Bangor & Aroostook #51, a BL-2 1500 HP road-switcher, in the old color scheme. The BAR was one of the "larger" users of the BL-2, with eight units on the roster. All units are still in service, and have all been over-hauled to include latest improvements. Photo from collect of Frank DiFalco.

THE RAILROAD ENTHUSIAST

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SLOW TRAIN TO KEENE

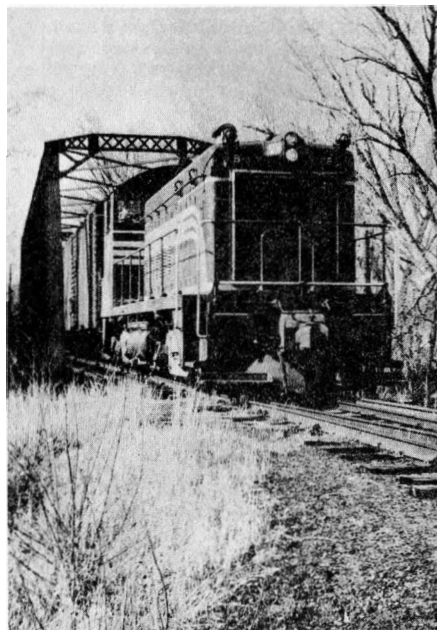
VICTOR J. CAMPBELL

At various times, mention had been made at some of the New England Division meetings of the Boston & Maine mixed trains that were apparently still operating in spite of the fact that no mention was made of them in the road's timecards, either public or employee, since 1956. These mixed accommodations were running not because the railroad particularly wanted them - or the very few passengers that rode them - but because the franchises originally granted the B & M (or its predecessors) by the State of New Hampshire for the two lines in question specifically stated that passengers must be accommodated if freight service were to continue. This happy circumstance (assuming you're a railfan and not an official of the B&M) enables the rail aficionado in the Northeast to ride a fast disappearing bit of genuine Americana - the backwoods and definitely "local" mixed train.

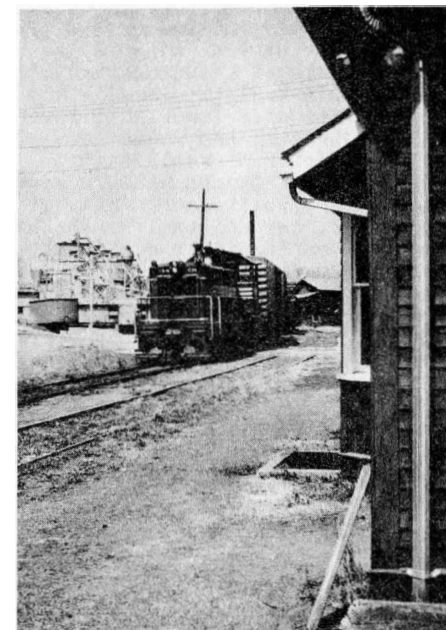
Having ridden the mixed train from Portsmouth to Manchester, New Hampshire, in 1959 (when the passenger accommodations were in the rear-end wooden combine that now runs behind #31 on the Strasburg in Pennsylvania), we wondered if, in 1965, one could still ride the forty miles by rail; in the back of our minds ran thoughts of the other mixed train that appeared in that last public listing in '56 - the run from Dole Jct. (north of East Northfield on the Connecticut River main line in New Hampshire) to Keene, New Hampshire, a city of 17,600 on the B&M Cheshire Branch. During a conversation with Mr. George Gallagher, the road's Superintendent of Passenger Transportation, about an R.R.E. excursion, we asked if one could still purchase a ticket and ride either or both of these mixed's. "Pretty sure you can still ride the Portsmouth, but I'm not sure about the Ashuelot (the Ashuelot Branch - Dole Jct. to Keene); let's check and see if the tariff's still on the books." A search through one file revealed a current conductor's pocket tariff book; sure enough, there they were - on page eight the one-way coach fares for the Portsmouth Branch, on page fourteen the same for the Ashuelot. "Looks like you are right." Next question was on schedules - the Ashuelot ran (in May, 1965) except Sunday from East Deerfield (freight yard for the north-south east-west junction of the Fitchburg and Connecticut River main lines at Greenfield) at 7:45 AM, up the Connecticut River to East Northfield, Dole Jct., and over the branch line to Keene and re-

turn to East Deerfield. Listed as EK-1 and -2 in the B&M's freight schedules, West Swansey (see map) and return, the local more often than not has cars to set off or pick up at Keene.

On an overcast Saturday morning last May (1965), another Army lieutenant and I left Fort Devens in Ayer, Mass., at six in the morning, arriving at East Northfield depot at 7:30. The depot had been closed, the agent-operator's job abolished, and the junction with the Central Vermont's line to New London, Conn., converted to automatic control from the B&M tower at Greenfield, thirteen miles south. At 8:20, we heard the whistle of the local coming northbound through Mount Hermon, and shortly thereafter were flagging the train to a halt. The caboose steps stopped in front of us (we suspect the engineer knew what we were doing there), and a none-too-happy looking conductor stood on the end platform. When he learned we wished to ride to Keene and pay our fare, a look of disbelief and chagrin crossed his face: after a moment's hesitation, he motioned us aboard.



KE-2 (Southbound leg of the trip) crosses Ashuelot River bridge just south of Keene, N.H. Photo by Vic Campbell.



EK-1 mixed switching the yard at Winchester, N.H. Station at the right. Photo by Vic Campbell.

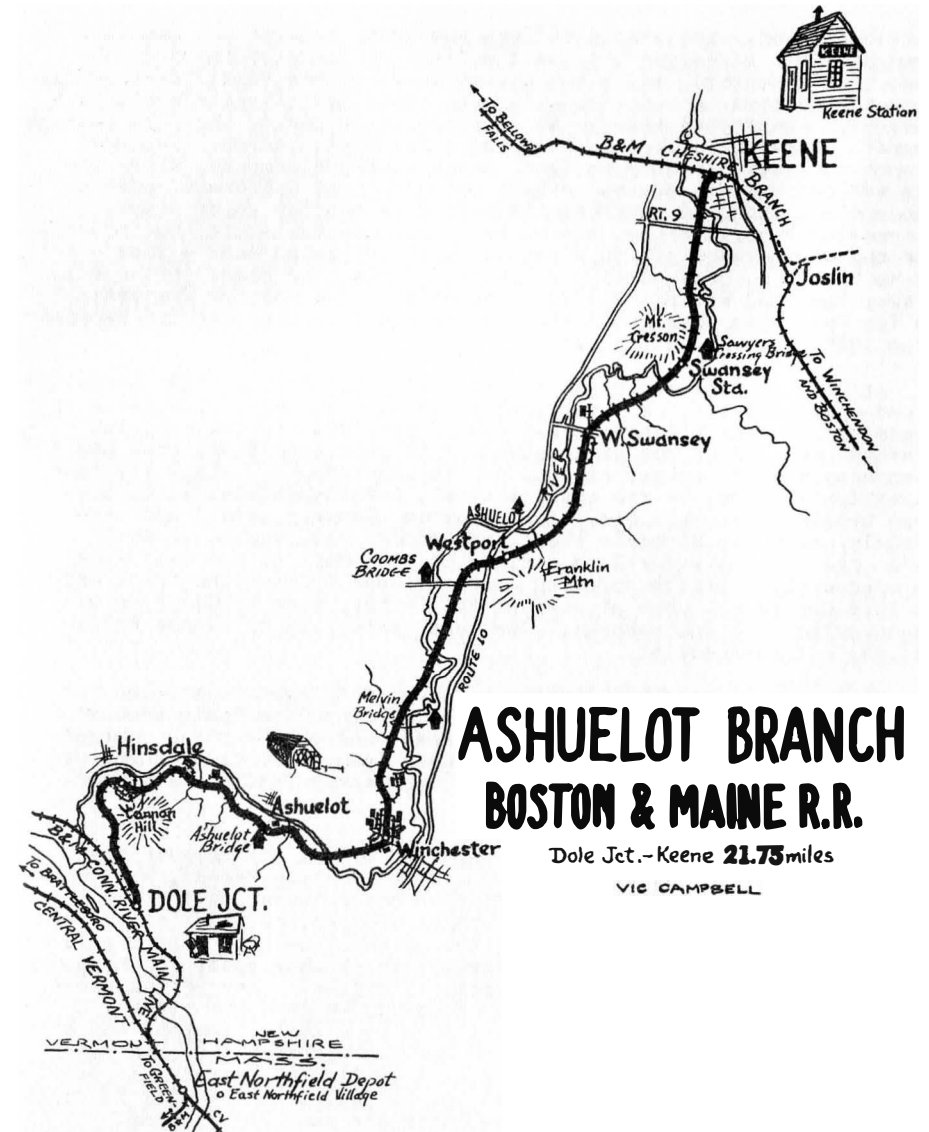
The conductor, Mr. R. Richards from Greenfield, spoke up, "I don't have any tickets to sell you; don't even know the current fare, so I'll have to take your names and have the Boston office send you a bill." I could picture the amazing response the clerk in Boston would give as this memo passed over his desk. Apparently, very few passengers (almost none) ever rode this accommodation, for I sincerely doubt any of the local people know that the freight carries passengers or would want to ride in a caboose, albeit a modern steel one, to travel twenty-two miles in seven hours. When he saw our cameras, though, Mr. Richards made us welcome to use the cupola as a vantage point for our pictures.

The trip starts officially at Dole Junction, two and one quarter miles north of East Northfield depot on the B&M's own Connecticut River line on the east side of the river. Between Brattleboro and East Northfield, the B&M and the CV each has its own line, although used jointly, the B&M on the east, the CV on the west bank. (See map) The train over "the Ashuelot" is not required to take on passengers at East Northfield, in Massachusetts, but only after it reaches Dole Jct., in New Hampshire, and therefore within the limits of the franchise in question; but the junction is relatively isolated, and even though we had to pay the mainline fare East Northfield to Brattleboro (next tariff station), we had been advised to flag the train at East Northfield. The "station" at Dole Junction is in tragic condition without door or windows, and really is more a shelter for crews using the dispatcher's line telephone than a passenger facility.

Our train, composed of EMD 1200 hp yard switcher #1226, one tank car, four box cars and the new steel cupola caboose, braked to a stop at Dole Jct. to call Greenfield for clearance onto the Ashuelot Branch; this section of main line was not too long ago converted to C T C under the eye of the Train Dispatcher at Greenfield. After waiting for several minutes for authority, our engineer released the brakes, notched back the throttle, and we began our excursion over the backwoods Ashuelot. Paralleling Dartmouth College Road (Route 63) along the side of Tower Hill for a short distance, the flanges soon were protesting the sharp curve to the east around the base of Cannon Hill, entering Hinsdale Station. The old gray station sits on the north side of Cannon Hill, high above the center of the town, which is on the opposite north bank of the Ashuelot River. Further to the northwest, beyond town, is the Hinsdale Raceway, home of the harness and turf racing for the Vermont - New Hampshire - Massachusetts area surrounding it. Hinsdale has an agent-operator half days in the morning who spends the rest of the day attending to his duties as agent-operator at Winchester, a few miles further along the branch. Agent L. A. Caron keeps his office in the station in excellent order even though the exterior is decaying rapidly; behind the station is a freight house at which were set off a few loads, and two empty box cars picked up and added to our light consist. All cars outbound from the branch are consolidated at Winchester, where there is enough track to move around; they are then picked up in one stop southbound from Keene, making the return run less time consuming.

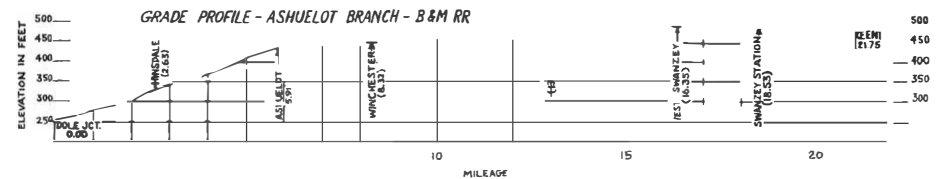
Between Hinsdale and Ashuelot are three paper-processing plants. The first, Paper Service Company, is around the curve about one half mile from Hinsdale, and manufactures tissue paper for institutional and industrial use from reclaimed scrap paper. The siding to the plant runs sharply downgrade from the "main" track, and even with two or three cars to be set off, some skillful braking and spotting on the part of engineer B. C. Moon is required. The branch has negligible grades over its entire length - the ruling grade on the line northbound is the approximately 0.75% section from Dole Jct. to Ashuelot Village (see profile). Getting a roll on the train is not too difficult, therefore, and the time between stops is not what makes this train so slow; the stops themselves require most of the time. Conductor Richards estimates that about twenty five thousand dollars in freight revenue comes from this branch every week, including inbound pre-paid and collect receipts as well as originating traffic, which is considerable in itself. This volume of loads and empties, being switched and set out on track that wasn't designed for the larger cars now in use, consumes both time and the analytic ingenuity of the engineer and conductor to accomplish what has to be done with the least number of moves possible.

The switching at the tissue plant completed, and air run up, the local was again on the move as we took up our cupola positions to concentrate on recording the journey in slides and movies of the train and the pastoral scenery with which the branch is abun-



ASHUELOT BRANCH BOSTON & MAINE R.R.

Dole Jct. - Keene 21.75 miles
VIC CAMPBELL



dantly endowed. The branch follows the south bank of the Ashuelot from Hinsdale to beyond the small village of Ashuelot (part of the town of Winchester), and although the trees in the valley were mostly bare at the time we rode the line, one could well imagine the beauty that would await the ralfan in late spring or during the fall foliage season. A few miles further, around a few tight curves, lies the second industry directly on-line, Ashuelot Paper Company, where one car was set off and several others reshuffled at different spots on the siding. About a quarter mile beyond is another paper plant, Winchester Paper Company, served by a facing-point siding northbound, and the engine went off to place an empty and bring back a load - or so we thought. Because of the downgrade from this plant to the main track, the load was allowed to coast back to the rest of the train on its own, with brakeman Levine on the wheel in case the car decided to go off too much on its own.

Made solid again, the train jolted to a start around a broad open curve in the river toward Ashuelot Village. The means of crossing from the village itself (population 300) to the Ashuelot station (boarded up but still standing in good condition) that has seen many wagons, pungs, sleighs and then automobiles since its construction in 1864, is the open latticed, Gothic-ported white covered bridge. Lt. Phillips, from Columbus, Georgia, and I had previously asked Mr. Richards where this bridge was, and he asked if we'd like to stop and take a picture of it. Why, of course! When we reached the station crossing, our engineer spotted the front end so it would show in our picture of the bridge, then moved up so we could swing onto the caboose. Just one indication of Yankee hospitality, railroad style!

Beyond the station and unused freight house, our whistle sounded for a minor road crossing before the train rumbled over the through truss bridge to the west bank as the river coursed abruptly northward. A local family waved from their front porch, to which the response was the engineer's apparently familiar wave and two tugs on the whistle cord.

Winchester (Town population 2411), the largest town on the branch with the exception of our destination, Keene, was booming with freight activity. A plant that manufactures wood flour from chips and sawdust, for use in the making of plastics, lies on the west side of the main track just beyond the recently painted depot (sold by the B&M to a sign painter, the railroad leases back space in the south end of the station as an agent-operator's office). Beyond the plant on the west side is a former grain elevator now used for storage by the wood flour concern. On the east side is a lumber company and a box factory; along the river next to the box plant is the remains of a log-feeding device once used to pull logs floated downstream from the timbered hills farther north in the valley, into the mill for processing and finishing - now the raw materials come in by truck.

An official in Boston, Mr. J. R. Cafferty, said "Take your dinner" when we first inquired about the length of the trip, but it turned out that the engineer and head-end brakeman, Mr. Galway, always ate at the hotel restaurant across the river in town, so we accompanied them. The hotel, next to the towering spire of the church and the wide green, certainly is nothing elaborate, but the food is good, the pies delicious (and generously cut), and the prices reasonable - the railroader's criteria for a place to eat. After a walk back to the station, and as the sun burned through the grayness, we took pictures of the considerable switching movements that had to be done to set out the loads, pick up more, and arrange them in proper position in the cut for classification at East Deerfield. On a busy day, more than three hours is often required before leaving Winchester northbound.

Since we had no inbound cars for Westport, West Swanzey or Keene, after switching the Lawrence Company leather plant north of Winchester, the train consisted of only #1226 and the caboose all the way to Keene, where we were to pick up four cars. In effect, we were the only revenue northbound from Winchester, and had almost a private train. There were several points where the train ran between pastures and the river, with the rising hills on both sides. Crossing to the east bank of the Ashuelot and over Route 10 at grade near the covered Coomb's Bridge, we entered the hamlet of Westport (a village in Swanzey), population 170. There is no industry, no siding, no station at Westport, only a grayed station sign on a post proclaiming to whomever might find reason to ride the train to Westport that this is where he should get off.

Rolling north along the east bank of the river now, we approached West Swanzey station, half a mile east of the village itself (population 900), which has a passing siding where the station formerly was located, on which an occasional car of coal or lading for an off-line receiver in the village, is set off. Beyond the highway overpass on the west side is another siding leading across the field to a wood products factory.

At Swanzey Station, we noted the location of what looked like the foundation for a former station on the west side of Sawyer's Crossing, and a hundred yards or so to the east, another covered bridge newly painted in dark red and white which made a colorful addition to our pictures as it glowed in the yellow of the afternoon sun. Just beyond Mt. Cresson the track swings onto a tangent and runs straight to Keene. Before crossing Ash Swamp Brook on a plate girder bridge, the train whistled for the private road crossing at the home of RRE member Harry Worcester. At first glance, it appeared that this might be North Swanzey station, if ever one existed; Mr. Worcester has a collection on his land, on both sides of the track, of everything from a track motor car to a semaphore signal, all neatly painted.

After trundling over the brook, the lead truck of #1226 was guided sharply to the left over a short relocation that is the only bend in the otherwise straight run to Keene, to avoid an area washed out several years ago. A through truss bridge provides the entry to Keene, over the Ashuelot for the last time, after slowing for the new flasher-protected Route 10 by-pass. Stopping briefly at Winchester Street to flag the only crossing on the branch that requires such protection, we arrived at Keene at the "station" that was formerly the yard office when the more conventional depot at Main Street was still standing (as late as 1959, the year after Cheshire Branch passenger trains were omitted from the timecard). The local freight from Bellows Falls had dropped a loaded box car and three piggyback flats with five trailers at the yard from which the Steantown trains departed in their second year of operation in 1962. At Bellows Falls, close clearance does not allow the piggyback cars to operate through the tunnel under Main Street, so these and any over dimensioned cars are routed via the Cheshire Branch to Keene, then over the Ashuelot Branch to the main line, and connections at East Deerfield yard.

All the picture taking had made us hungry, so I dashed across the street to the diner on Depot Street to get something to take along on the return trip. This took a little longer than expected, and our train sat on the track opposite all ready to go about five minutes, before the food was ready. A quick dash to the train, a climb up the cupola ladder, and we sat back for the return to Winchester and East Northfield, eating our sandwiches as we glanced out at the pastoral scenery and livestock wandering through the fields adjacent to the right-of-way. Because of the drought, and the fact

that diesels have been known to start fires (it is suspected that this was the cause of the fire that destroyed the oldest covered railroad bridge in use in the United States last spring on the Hillsboro Branch, at Bennington, N.H.), the local was followed by one of the B&M's International-Harvester Hi-Rail pickup trucks.

The run to Winchester did not take long, and the cars that had been made up for the return to East Deerfield earlier in the day - ten box cars - were added to make our train south of Winchester eleven box cars, including eight loads, and three piggyback loads. The sun was descending in the west as the train followed the Ashuelot through the villages of Ashuelot and Hinsdale, and after receiving clearance, swung onto the main line at Dole Jct. The crew of the Hi-Rail truck came up behind us and closed the switch behind them, since they were to follow us south to East Northfield, where they could take off by road.

Back at our starting point at 7:30 P.M., after eleven hours of travel, we bade the crew farewell, and took their advice to eat at Bill's Restaurant in Greenfield, on the return to Fort Devens. This stop was indeed rewarding.

Several weeks later, when we each received our bill for three dollars and eighteen cents for the round trip East Northfield to Keene, memories of an indeed enjoyable day drifted back. A pleasant way to get there, and interesting - the slow train to Keene, that is.

MYSTERY PHOTO

by Paul Kutta

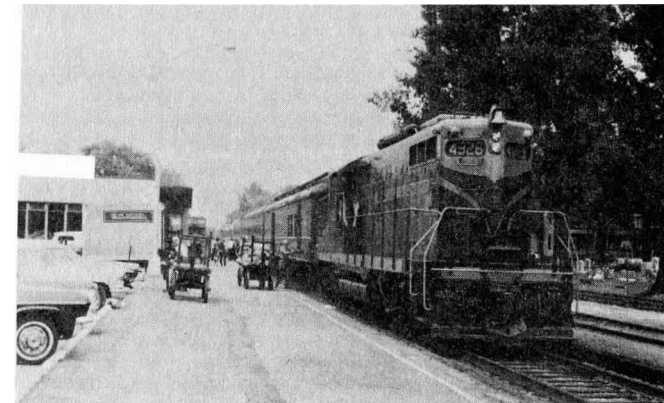
Last issue, besides using a well known station - the mystery photo was taken at Buzzards Bay on the New Haven Railroad - we were revealed by TRAINS magazine. You will recall the photo story on bridges included the famous bridge at that spot. Congratulations to all who identified Buzzards Bay, your names are listed below:

J. W. Reading, Princeton, N.J.	Sam Vaughan, Prides Crossing, Mass
D. A. Strom, Scotia, N.Y.	R. V. Cavicchi, Whitman, Mass.
R. A. Newbegin, Waban, Mass.	S. R. Branson, S. Windham, Maine
H. U. Camp, South Hampton, Mass	A. Hamilton, Kennebunkport, Maine
P. B. Boivin, Livingston, N.J.	R. Hurst, Walpole, Mass.
J. H. Burt, Winchester, Mass.	A. R. Eugley, Jr., Exeter, N.H.
P. M. Whitman, Providence, R.I.	W. H. Higginbotham, Mt. Vernon, NY
E. Spear, Newton, Center, Mass.	P. S. Johnson, Melrose, Mass.
C. L. Taylor, Dayton, Ohio	J. A. Haas, New Milford, N.J.
T. L. Sanderson, Natick, Mass.	H. M. Etter, Shippensburg, Pa.
R. C. Gerstley, Weymouth, Mass.	W. F. Closson, Croton-on-Hudson, NY
D. B. Downer Jr., Boylston, Mass	J. J. Speer, Chattanooga, Tenn.
H. F. Greene, Boston, Mass.	S. Barriger, St. Louis, Mo.
H. H. Harwood, Chestnut Hill, Mass.	J. R. Linville, N. Bergen, N.J.
	D. E. Geddes, Neshanic Station, NJ
G. R. Whitman, Arlington, Mass.	P. H. Danish, Brooklyn, N.Y.
R. C. Barrett, Reading, Mass.	M. S. Bitsko, New York, N.Y.
W. H. Boynton, Roxbury, Mass.	M. K. Pierce, Greenwich, R.I.
D. Derow, Arlington, Mass.	S. T. Lofthouse, New York, N.Y.
F. Donovan, West Medway, Mass.	W. G. Flyer Jr., Babson Park, Fla.
I. N. Drake, Danville, Va.	R. Morgenfruh, Huntington Sta., NY
R. F. Brown, Laurel, Md.	E. E. Sanderson, Mystic, Conn.
V. T. Keene, Brunswick, Me.	R. S. D. Roy, Irvington, N.Y.
R. D. Capon, Auburndale, Mass.	

Two members came awfully close, but identified the picture from the wrong side of the Canal, stating the photo was taken at Bourne, Mass. They were J. F. Black, Jr., Worcester, Mass., and Mr. & Mrs. W. G. Flyer, Lake Wales, Florida.

In connection with this quiz, Howard Greene wrote the following when he submitted his answer: "I remember one morning my wife drove me from our cottage (Pocasset) to the Bay to catch the early train to Boston. Most trains from Hyannis had a Woods Hole connection at the Bay, but not this one. The conductor was still asleep, I guess, as he was thinking of a Woods Hole connection. So, he gave the engineer the high ball, thinking the train would pull up, and then back onto the Woods Hole section when it came in. Then he would get aboard.

We got nearly to Onset before the baggage man pulled the whistle cord. We stopped, and then backed to Narrows. The baggage man ran back to the Bay, but in the meantime the conductor had come to and taken a taxi to Onset. So, the train and a very red-faced conductor finally got together at Onset."



This issue, we are approximately three hundred rail miles north-north west of Buzzards Bay, and its after 1:00 P.M. A freight only branch leaves the main line at this point. Our train, which is running on borrowed time, was one of the finest trains in New England in the Twenties. In 1929, the train featured "Radio Service", and carried a 26-1 parlor observation. The train is a blood relative of "The Bootlegger". If you know where we are, drop a card to Paul Kutta, Shadyside Avenue, South Nyack, New York. The experts can give us the station name, train name number and direction.

BANGOR & AROOSTOOK RAILROAD

Current locomotive roster compiled by Sy Reich

RR. Class	Road Nos.	HP	Builder	Slide's Model	Wheel Arrngt.	Traction Effort	Weight	Date Built	Notes
J	10-11	2000	GM-EMD	E7A	ATA-ATA	36,600	322,500	1949	2
K	20-23	1000	GM-EMD	NW2	B-B	28,000	245,800	1949	3
K(1)	30-34	660	GE	Y	B-B	26,000	196,000	1936	3
H	40-45	1500	GM-EMD	F3A	B-B	32,500	233,700	1947-8	4
H	46-47	1500	GM-EMD	F3A	B-B	32,500	233,700	1948	5
	600-603	1500	GM-EMD	F3B	B-B	32,500	226,300	1947-8	5
I	50-57	1500	GM-EMD	8L2	B-B	32,500	246,065	1949	7
L	60-71	1500	GM-EMD	GP7	B-B	40,000	246,424	1950	8
L	72-75	1500	GM-EMD	GP7	B-B	40,000	246,424	1952	8
L-1	76-80	1750	GM-EMD	GPP	B-B	60,986	250,640	1954	

Roster, accurate as of Aug. 30, 1965, is based on data from BAR and PRR chief mechanical officers and locomotive builders: GM-EMD (General Motors, Electro Motive Div.) and GE (General Electric). Notes: (1) Nos. 10, 11 ex 700, 701; (2) Nos. 20-23 ex 800-803; (3) Nos. 30-34 ex NYNH&H 0901-0905; Nos. 31-33 scrapped; (4) Nos. 40-45 ex 500-505; Nos. 41-43 rebuilt; (5) Nos. 600-603 sold to Pennsylvania Railroad, renumbered 930B-933B; these units were traded to EMD for GP30's; (6) Nos. 46, 47 ex 506, 507, rebuilt; (7) Nos. 50-57 ex 550-557; (8) Nos. 60-75 ex 560-575.

(Reprinted from Railroad Magazine by permission)

BANGOR and AROOSTOOK RAILROAD

by Clint Whitney

The Bangor & Aroostook railroad became 75 years old on February 13, 1966. In 1891 the company was incorporated. It had a charter from the Legislature to build a railroad and not much more in tangible assets. Yet, less than two years later - on Christmas Day, 1893 - a Bangor & Aroostook train rolled into Houlton.

So that Houlton might have its long sought Christmas present, the ties were laid on the snow for the last few miles, but the trick was not fully operational for another week. This drive to reach Houlton by Christmas was symbolic of the spirit that built the Bangor & Aroostook. It was the creation of an aroused Aroostook County, sparked by a proposal, made by Albert Burleigh of Houlton.

In one respect There was nothing new in the proposal. Construction of a direct line from Bangor to the County line had been discussed for years, but Burleigh, added a new note. On December 18, 1890 he published "The Burleigh Scheme" and said in effect, "let's stop looking elsewhere for capital and build the line with our own resources."

He was addressing his proposal to a County with 50,000 residents, an estates-value of only \$10 million, despite its vast size, and total banking resources of \$700,000. Even in 1890, these were meager resources with which to build a railroad and time and again, they were almost too meager.

That the job was done, is the proud heritage of the Bangor & Aroostook. There is no finer railroad in the United States and no railroad that serves a finer territory or a finer people, especially the many loyal men and women who operate the Bangor & Aroostook Railroad.

Geographically, Aroostook is a part of New England, economically it is almost a land apart and the same was true of its history. In the years of the nineteenth century, only 50,000 persons occupied its 6,500 square miles and most of them lived along the northern and eastern borders. Although surrounded by an area rich in history, Aroostook had almost none.

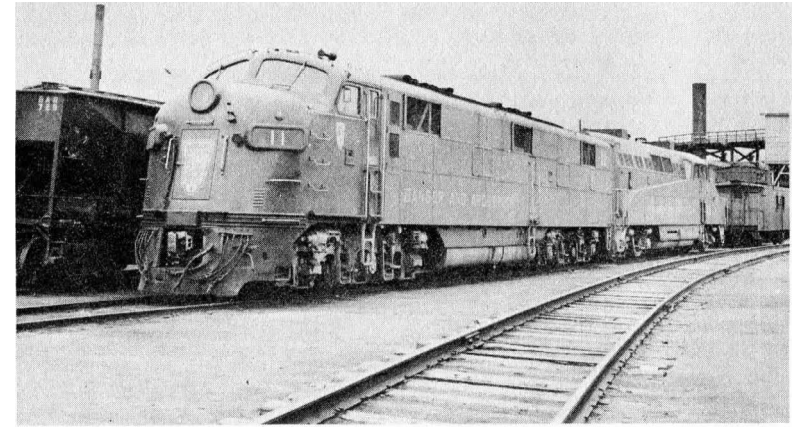
Commemorative Tablets recorded settlements elsewhere in New England and in New Brunswick and Quebec, as well, but as time is measured in New England, Aroostook had no early settlements.

French, British and American troops fought for much of New England and Eastern Canada and the victory settled the land they won. No one fought for Aroostook until less than 30 years before the Civil War.

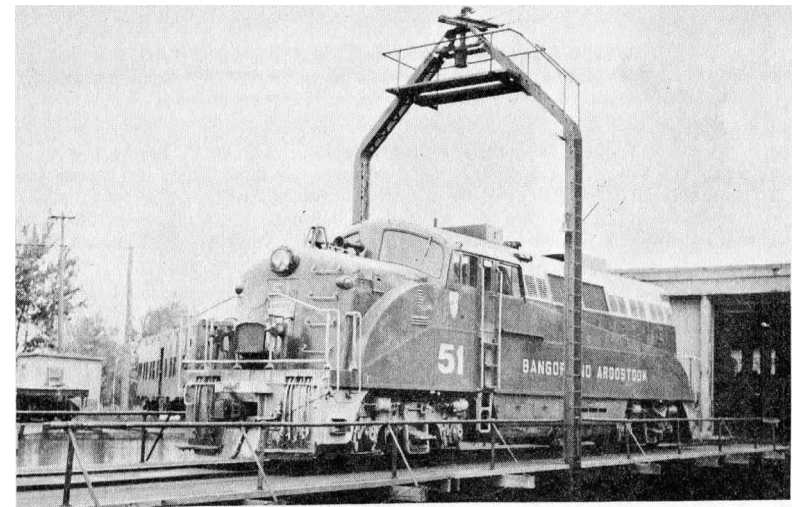
When war did come, it really was no war at all, but a highly vocal and bloodless dispute between neighbors over who owned the land in an area, with its boundry in dispute.

The Webster-Ashburton Treaty of 1842, disposed of the boundary dispute and with it the Aroostook War, as it was known to historians and citizens of the State of Maine. The now established boundary gave the American logger ownership of a vast tract of timber which the Canadian logger had claimed as his and over which they had quarreled.

The Aroostook logger cut his trees in the United States, but marketed them principally in Great Britain. As farming expanded, the potato grower found his only direct access to the New England market was a wagon road built from Bangor, during the Aroostook War.



BAR may be short on miles, but they're big on know-how. Above is one of the two "E-" units which the company forces regeared from passenger service into freight units. EMD sent mechanics from LaGrange to observe. Although units are slippery, they MU'd with other types of units for road freights. Rear unit is one of the popular BL-2s. Photo from collection of F.DiFalco



One of the BL-2's rides the turntable at Northern Maine Jct. These units, the only ones equipped with dynamic braking, is preferred by the crews, and is generally found MU'd with a Geep, an E-unit or an "F-3". Photo by Frank DiFalco

Aroostook desperately needed a railroad if it was to grow. But when it came -- as it did to Houlton and to Presque Isle and Caribou, some 20 years after, it came from New Brunswick. Ironically, by 1871 there was a railroad running directly to Bangor that was only 60 miles down the wagon road from Houlton. It was the fabulous European & North American, the brain-child of John Alfred Poor, a native of Andover, Maine and as a young man, a lawyer in Bangor.

Poor may have had stars in his eyes, but he was no novice when it came to railroads. He had conceived and built the Atlantic & St. Lawrence, now a part of the Grand Trunk System. It linked Portland to Montreal and, as one resident said later, "Stopped the grass from growing in the streets of the city of Portland."

In the late summer of 1871, Poor's line from Bangor to Vanceboro met the rails built by the Canadians from St. John at McAdam Junction. It was time for a celebration and, with the extension to Halifax now only a year away, President Grant came to Bangor to participate. In fact while Poor certainly was not the father of the Bangor & Aroostook, it can be argued that he had some claim to being considered its grandfather.

During the latter part of 1891 and the spring of 1892, time was spent in surveying a proposal concerning a route to Houlton and thence to Van Buren, with branches to Fort Fairfield and Ashland. Grading was started at Brownville in June and to Houlton, in July.

It was slow, hard work. Access roads, over which to bring supplies for the construction crews, were few and far between and sometimes impassable. The winter of 1892-93 was unusually severe and forest fires were a threat in the summer of 1893. The tracks reached Houlton on Christmas Day only because the ties had to be laid on the snow. On January 1, 1894, the track was finally ballasted, and the main line finally reached Van Buren on November 23, 1899.

The Bangor & Aroostook, which had been no more than a gleam in a hopeful man's eye 25 years earlier, was a railroad, with 630 miles of track.

Railroad revenues rose to \$582,832 in 1895 and the profit was \$19,193. Twenty years later revenues were \$4,035,694 and the profit was \$240,608. Seldom has a dream been more fully realized.

Successful years passed and Dec. 31, 1917, found the railroad with its financial house in good order. It also found it under government control; a step accepted by all local and national railroads, pooling their resources, to aid the war effort in Europe. In September, 1920, the Federal government returned the complete operation of the railroads to their owners.

As the second 25-year period drew to a close, the railroad found itself in two sharply contrasting situations. Financially, it was in trouble; physically, it was sound as a dollar. A review of figures reflected the changing economy of the Bangor & Aroostook. The big trees were disappearing in the vast forests that the railroad had opened and woodsmen were now cutting the smaller trees for pulpwood, to feed the expanding paper mills.

By any yardstick, the railroad in 1950 was once again a sound property, in fact, more so than at any time in its history. As late as 1946, five steam locomotives had been purchased as additions to two acquired in 1944 and seven in 1945. In early 1947, approval was given for the construction of an electrically operated coaling plant at Oakfield, to fuel the railroads expanding steam power.

In the fall of 1947, the company bought its first diesel. From then on diesels arrived at a constantly accelerating rate. Indeed they came so fast, no steam power was required after 1952.

By January 1, 1957, the Bangor & Aroostook owned no less than 1,428 refrigerator cars. The acquisition of more equipment, whenever the need is established, is a firm policy of the Bangor & Aroostook. As a result, for its size, it is the best equipped railroad in the United States.

PROCLAMATION

STATE OF MAINE

WHEREAS, the Bangor and Aroostook Railroad Company was incorporated February 13, 1891 in the State of Maine and has served the citizens of this great State for three quarters of a century; and

WHEREAS, railroading provided the transportation links that led directly to far-reaching settlement and industrialization of these United States; and

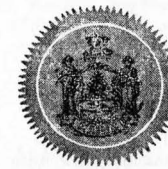
WHEREAS, the railroads of this nation today play an increasingly important role in our continued prosperity and economic well-being through the transportation of goods to and from our major market areas; and

WHEREAS, the Bangor and Aroostook Railroad will celebrate its 75th Anniversary on February 13, 1966;

NOW, THEREFORE, I, John H. Reed, Governor of the State of Maine do hereby proclaim February 13, 1966 as

BANGOR AND AROOSTOOK RAILROAD DAY

in the State of Maine and call upon all of our citizens to join in the observance of this day in recognition of the founding of this railroad firm which has contributed vastly to the growth of the Great State of Maine.



Given at the office of the Governor at Augusta and sealed with the Great Seal of the State of Maine, this First day of February, One Thousand Nine Hundred and Sixty-six, and of the Independence of the United States of America, the One Hundred and Ninetieth.

By the Governor

Barth M. Cook
Secretary of State

John H. Reed
John H. Reed

Although the 75-year history of the Bangor & Aroostook falls quite naturally into three equal sections one thread runs almost unbroken through all three: The potato crop in Aroostook County. On March 28, 1961 W. Gordon Robertston who succeeded Curtis Hutchins as President in 1957, told the stockholders: "You will note a new name in this year's annual report, Bangor & Aroostook Corp is now the parent corporation of your corporate enterprise.

"As a result of the recent corporate reorganization, holders of 90.5 per cent of the Bangor & Aroostook Railroad Company common stock have exchanged their railroad stock and have become stockholders of the corporation". The avowed purpose of the new corporation was diversification into other fields through acquisition.

On October 1, 1964, the Bangor & Aroostook corporation merged with Punta Alegre Sugar Corporation. Punta Alegre had lost all of its principal assets through evaporation by the Castro government in Cuba. With only cash remaining, Punta Alegre had sought to reenter the sugar refining business through purchase.

In one sense, the Bangor & Aroostook Railroad today is a paradox. It is the father of a young and growing family, but has none of a father's usual responsibilities. Indeed, its responsibility is almost wholly to itself. Although now 98.7 per cent is owned by Bangor Punta Alegre, it is wholly autonomous as an operation, with its own officers and directors and no loss of its identity.

The late Stewart Holbrook, an eminent and perspective historian whose native state was Vermont, but whose home, in later life, was the Pacific Northwest, made note of this in his story of "American Railroads". In a chapter devoted to the Bangor & Aroostook Railroad and written 20 years ago he said: "Aroostook is a County of Maine. It is also more than a County. It is a region, an empire, a state of mind for the Aroostook, as it is known in Maine, was the last frontier in Eastern United States and the material and spiritual effects are still to be seen and felt there".

As he subsequently explained, "There are two reasons why the Aroostook, alone in all New England, remained frontier country up to little more than 50 years ago. For one thing, it was the most remote section of New England. For the other, its sovereignty was in doubt until 1842, when Webster - Ashburton Treaty was signed by the United States and Great Britain". In sum, Aroostook loves life as it can be loved only when men have confidence in themselves and faith in the future. Aroostook is a region. "The Aroostook", as Holbrook said, "is an Empire."

"A.4" Pacific Rail Tour

By George C. Davies, member of the RRE from England.

In view of the rapid decline of the steam traction, particularly passenger hauled trains, negotiations were put in hand with British Railways, London Midland Region, to hire one of the four remaining "A.4" Pacifics for a tour starting in Manchester, to Crewe and Derby and return, to operate on March 6th, 1966. After many delays and long waits for various difficulties to be overcome, the tour was advertised in January, 1966.

There were 200 reserved seats for the Williams Deacon's Bank employees (those were taken up immediately) and 300 seats offered to the general public at 37/6d (\$5.33) a head. I had over 1000 letters applying for these places, and had to turn many a genuine rail enthusiast away. The success of the tour financially therefore was assured. The next worry was, would everything else fit into place.

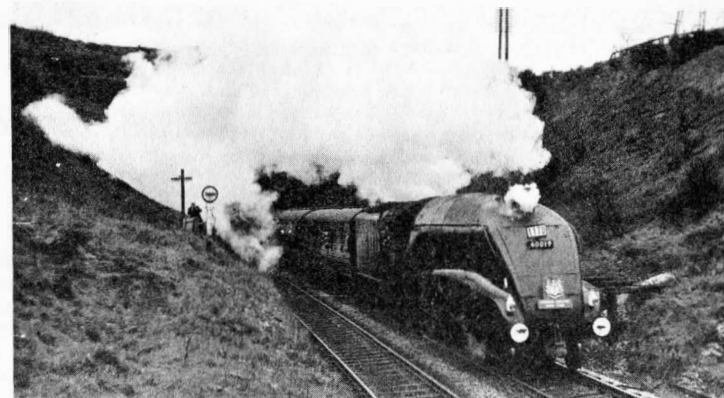
I was advised by British Railways that the locomotive to be provided for our train of ten coaches and abuffet car would be #60019, "Bittern", of Aberdeen (Ferryhill) Shed. When would they bring her from Aberdeen, and where would she be stabled? The answer was Thursday, March 3rd, and the shed - of all places - my home town STOCKPORT!

March 3rd duly arrived, but no engine! Where was it? En route, I was told, and then a succession of telephone calls informing me where it was until finally, at 1:20 A.M. Saturday, there she was on Stockport Shed.

Saturday, March 5th, was spent in cleaning, polishing, coaling, etc., getting everything shipshape for the Sunday trip. An endless stream of visitors was endured by the Stockport Shed locomotive staff, and the number of photographs taken must have numbered thousands. Eventually, Sunday morning arrived, and off we go to Manchester (Piccadilly), where we are due to depart at 9:30 AM. It's 9:20, and Bittern is backing on to her heavily loaded train - hundreds of people milling around. Then, what was probably my greatest thrill in many years of watching trains, etc. An invitation to join the men on the footplate for the whole day!! And so we were ready for the off. Driver Vernon Blair, Fireman Jimmy Carroll, Inspector Frank Roy and yours truly, travelling on the footplate of one of the finest engines in the world.

Away right on time, and up with the regulator (throttle), blow on the chime whistle, and Crewe here we come. Four miles out, and we are doing 50 mph through Heaton Chapel Station. Special whistle for Mrs. Davies and daughter who are waving from the station platform. Slow to 40 mph through Stockport Station, and then disappointment - at the number of permanent way slacks encountered on the way to Crewe. Oh well, never mind. Perhaps better luck on the way back.

We arrived at Crewe about 10:20 AM, where "Bittern" was taken off to go on to the South Shed for water. Meanwhile, we were hauled into the Crewe Locomotive Works by 47521, an ex-L.M.S. 0-6-0 Tank Locomotive, and then proceeded to walk around the various shops looking at the steam repairs and the newly built diesel locomotives. One very interesting item was to see the Stanier Pacific "City of Birmingham" in immaculate condition awaiting transfer to the Birmingham Museum.



Leaving Kildgrove Tunnel enroute from Crewe to Derby. Photo by D. Smith, Rugby, England.

Departing from Crewe at approximately 12:30, we went again non-stop to Derby, where hundreds of enthusiasts were waiting for us. A top speed of 75 mph was attained over this stretch of line which was not too bad considering the various curves and restrictions imposed. At Derby, we had a look around the Locomotive Works, and here it was very noticeable that there was no sign of steam at all. Only diesel repairs and new construction. What a change from ten years ago when one could not fail to see ex-Midland Railway 0-6-0's or Fowler Tanks! Oh well, such is progress I suppose, but there is always the feeling that one wishes one could turn back the clock.

Having seen what we wanted to see at Derby, it was back to #60019 for the non-stop journey home to Manchester. Departing at 4:30 P.M., this was uneventful apart from the Crewe to Manchester portion, 36½ miles. Crawling through Crewe station at about 20 mph, we then travelled the next 5 miles to Sandback at no more than 30 mph because of the subsidence from the salt mines. Once we passed Sandback station, Vernon opened her out, and by the time we had reached the top of the bank at Chelford we were doing about 85. Of course this couldn't be maintained (track repairs again), but we finally arrived in Manchester (Piccidilly) at 6:50 P.M., in a time of 39 minutes from passing Crewe. This isn't bad for 36½ miles when the first five miles are restricted to 30 mph.

A great day out, thoroughly enjoyed by all who participated, and all now awaiting the next tour. This is already being arranged for November 20th, and will comprise a trip to Doncaster and York from Manchester, hauled by an ex-Southern Railway (Bulleid-built) Pacific.

GREEN MOUNTAIN MIXED

by A. R. Merrill

With warm weather a certainty for a few months, we in the rail fan fraternity can start thinking of different or unusual rail trips we can take. A tour I unhesitatingly recommend is the Green Mountain Railroad's mixed between Bellows Falls and Rutland. Though many of us have ridden the line on either a steam excursion or even when the old Rutland had regularly scheduled trains burnishing the rails; today's trip with a diesel engine is still "a good take in". To this writer's knowledge it's the only road in this part of the country that runs a mixed and welcomes passengers.

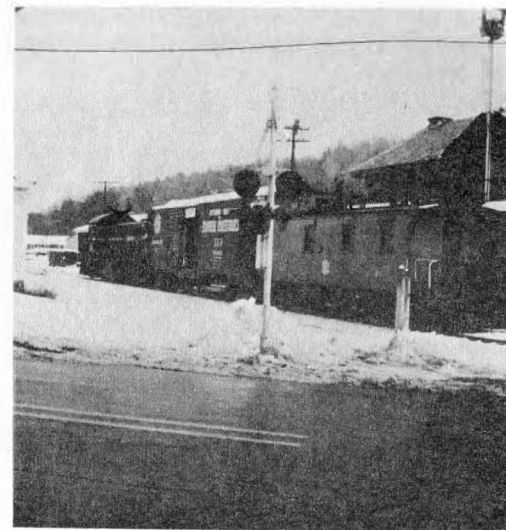
As you cannot be sure on which days of the week (Sun. through Sat.) the train will run, it is advised that you contact the road before you plan to ride the mixed. For those who wish train information write:

Mr. R. W. Nimke
General Freight Agent
Green Mountain Railroad Corp.
Chester Depot, Vermont 05144

or phone Chester Depot: 802-875-7384

Anyone calling the road will find Mr. Nimke to be most helpful in giving you the information you want. If a group is planning to ride the train, advance notice is even more desirable so that comfortable accommodations can be arranged. Probably the old combine that the Rutland used in mixed service would be substituted for the buggy.

Prior to making the trip, I had called to find out whether or not the mixed was running Dec. 15th. A worse day could not have been chosen weatherwise for the drive to Bellows Falls: it ran the gamut from awful to worse; snow, rain, sleet, fog, and drizzle. By the time I arrived at the enginehouse in No. Walpole, the weather had improved to just plain fog, fresh from the Conn. River.



Green Mountain Railroad mixed at Chester Depot, Vermont, on December 15, 1965. Photo by A. R. Merrill.

I introduced myself to the congenial Superintendent, Robert Adams. He in turn made the introductions to the rest of the crew. On this particular day, Sid Bustard, a veteran Rutland engineer was at the throttle; Conductor Mowry Hawkes, a former B. and M. employee at the No. Walpole enginehouse; and Bert Osgood as Brakeman. Mr. Osgood was with the Canadian Pacific in the state of Maine for many years. I don't know when I've met as fine a crew on one train.

We, (the crew and myself) drove from the enginehouse to Bellows Falls where we picked up our train. After a few minutes wait the pot bellied stove in the buggy (#33) was fired up, and the engine (#405) was run around to the other end of the buggy, and at precisely 11:30 AM, we were on our way.

We drifted through Riverside past the line of passenger cars patiently awaiting the warm weather crowds. On both sides of the line further on I could see where Beaver had been cutting trees and building dams. I was told by the crew that it isn't the least bit unusual for them to stop the train and destroy a dam before they could continue because the water had inundated the rails. Two stops were made at Chester Depot, the first at Vermont Talc where an empty was picked up, the next was at the station itself. The stop at the station was for fuel, and is also for passengers to pay their fare of \$5.00 round trip and sign the waiver enabling them to ride in the cab. We then proceeded to Gassetts, where the empty was dropped at Eastern Magnesia Talc's siding and two loads were picked up. As a point of information, talc when processed is used for fertilizer, roofing, in paints, and baby powder. Eastern Magnesia is a good customer of the Green Mountain Railroad as they ship ten to twelve loads weekly.

Proctorsville Gulf is a forbidding looking formation from a cab window. The sheets of ice and icicles along the jagged rock walls did little to ease the closed in feeling one gets going through the gulf.

We coasted through Ludlow, in an almost Christmas card type setting, for by now we had run into a very brief snow flurry. I was very much surprised at the appearance of the old passenger station. It stood resplendent in a fairly recent coat of forest green paint. I understand

that this repainting project was undertaken by the Ludlow Chamber of Commerce and Junior Chamber of Commerce.

The balance of the trip into Rutland was quite uneventful. Only one stop was made and that was at Samica switch (Rutland yard limits) where the Conductor called to ask the Vermont Ry. for clearance into Rutland. We arrived in Rutland at 3:00 p.m., under a brilliant sun. By the time the yard work was completed, which consisted of dropping the two loads, and picking up three empties, (two boxcars and a covered hopper), we had just time enough for a cup of coffee before our 3:30 departure.

The return trip was somewhat of a repeat of our trip up, a stop at Samica switch to inform Vermont Ry. we had cleared the yards. At Gassetts, the two empties were dropped at Eastern Magnesia's siding. The empties, along with the car that was set out in the morning, would be loaded in time for the next days freight. The covered hopper was dropped in the yard at Gassetts. The remainder of the trip was uneventful, nothing to do but settle back in the cupola, finish eating my lunch that I'd been nibbling at, and enjoy the scenery in the waning daylight. A stop was made at Chester Depot to water the engine. At 6:00 p.m. sharp we arrived back in Bellows Falls. I was tired but delighted that I had taken this trip.

(Addenda: At the time of this trip the B. and M. did not interchange with the Green Mountain RR. The two roads now interchange and their has been a slight increase in freight handled by the Green Mountain line. The engine is stored in the enginehouse at No. Walpole, as the Green Mountain crews can cross the diamond on their own. Passengers for the mixed must still board by the canal bridge, as the agreement does not allow passengers on B. and M. trackage).

CINDERS from CPR STEAM

Vic Campbell - NEDivision
on duty at Fort Meade, Maryland

The news came in abundance this past year for railfans across the country - a new tourist line here, one opening up fifteen miles from the front porch and another connecting with it! At least that's the way it seemed to some of us steam fans, (Interesting Items Dept. - Lt. General Train, commander of the new enlarged First Army area, with headquarters at Fort Meade, is a dyed-in-the-wool railfan) as Trains, Railroad, newspapers, radio and other media proclaimed the boom in steam locomotives and railroads using them. It seems the old steam locomotive has run the full cycle from junk to collector's item in record time, faster than the proverbial Model T. Anyone with the interest and the wherewithal is beating the bushes from California to Germany to locate his own operating railroad steamer.

One such person with the requisites in the Pennsylvania area is teacher-railroad historian George Hart, who was instrumental in influencing the Reading executives that they should resurrect a T-1 4-8-4 for railfan excursions back in the late fifties. Now head of Rail Tours Inc., in the York, Pa., office building of the Maryland & Pennsylvania (Ma & Pa) Railroad, Mr. Hart presents the image of a hard-working engineer rather than a teacher when he is working around his operation at York. He is busy keeping his Canadian Pacific 4-6-2 #1286 and Reading O-6-OT #1251 in operational order; a second CPR 4-6-2, #1238, provides parts or patterns for the 1286. (Mr. Hart is not the owner of the ill-fated ex-Hampton & Branchville steamer used the year before on the York Southern operations over Ma & Pa rails.) Mr. Hart was able to operate his Pacific although Nelson Blount's sister engine #1293 was sidetracked because Hart's engine, having been retubed in 1958 (and not used again until purchased by Hart in 1964) and intended for service within the U.S., had the ICC clearance

necessary for immediate operation; Mr. Blount has had to do considerable work on his engine to prepare it for the inspectors, now that his line is a common carrier.

During the spring, summer and fall of 1965, Mr. Hart was operating the 1286 over a section of the Ma & Pa from York to Yoe (although the run was originally to run to Red Lion, a few miles south of Yoe, a pile trestle between the latter towns was the drawback, the weight of the 1286 would be calamitous). The line is dotted with crossings and weed-grown winding track, neither of which permitted the coal-eater to perform at speed (see Trains News Photo, January, 1966, issue) or at reasonable cost. The 1251, purchased from Mr. Hart's old friends at the Reading, was brought in and used, and although it is capable of hauling a few cars on the York to Yoe section, is too light and not powerful enough to handle the excursions with large crowds over the entire York to Delta, Pa., run Mr. Hart would like to offer more often. Several trips were run to Delta and return this fall and winter, the most recent on January 16, using the 1251, ex-Reading coaches, and the CPR open car (no, not open-end car, just open like Steamtown's several - no windows, except that this was originally built as such by CPR for its Rocky Mountain scenic excursions); A medium weight Consol or like engine is being sought for this Ma & Pa run.

The 1286 was champing at the bit it seemed, every time it gave the familiar two toots rolling out of York, but it never got the chance to open up and roll. Working behind the scenes for months, Mr. Hart negotiated with the Western Maryland officials to run a trip from York over the WM southwest into Maryland; finally in late July, the approval came from Baltimore, and the first long-distance trip for the 1286 was scheduled for August 14th from York south to Porter, Pa., then west on the secondary east-west main line through Hanover, Gettysburg and over the 2% Jack's Mountain grade to Blue Ridge Summit, and Hagerstown, Maryland. Publicity on this and following trips was limited, apparently due to lack of equipment and hauling limitations, but the trip itself was noteworthy, if for no reason other than establishing another Class I steam hoothold to replace Reading.

Chasing the train by car (a Second Lieutenant's salary doesn't afford too many luxuries, and I planned to go to Vermont the following week, August 21st, for the CVt steam run), I soon found out that the roads from Gettysburg west over Jack's Mountain to Hagerstown were narrow, winding, and often misleading (even with an Army map-reading course, the Maryland route signs do leave a lot to be desired). Despite this, I managed to stay ahead of the train and get some good slides and movies at Gettysburg, Ortanna, the horseshoe curve at the start of the grade west of Fairfield, through Gladhill, Smithsburg, into Hagerstown. The rolling smoke covered everything in sight, including the trackside photographers, but it was indeed inspiring to see that linkage go flashing by, punctuated by the deep whistle. The whistle on the 1286 was the Canadian Pacific air-operated on-off type, but a new whistle is due to be installed that will allow the veteran WM engineer a chance to show his individuality with the whistle cord. The run over the mountain with seven cars (five repainted ex-Reading coaches, one WM coach and the CPR observation) required some hard work for the large drivered Pacific, and at several points on the grade, amateurs and professionals were recording both the sights and sounds of the 1286 in full action. Wheel slipping was held to a minimum, as the engineer had no margin to ham it up for the tape recorders.

The trip was a success - the only complaint heard being that there were not enough stops for those who were actually paying the tariff to take pictures (a stop at Gettysburg was a don't-get-off-the-train, we're-only-making-a-quick-water-stop pause that lasted for twenty minutes!!) The time allowed at Hagerstown, about two and a half hours, was occupied by taking pictures in the city park of WM Pacific

602 on display, Hager House, and the engine terminals and yards. Some of the members from New York were aboard (Art Bird, Ernie Rollins and several others as I recall now) and were obviously happy with the idea of WM steam trips. The pooling of power on freights in and out of Hagerstown using Reading, B&O, C&O and WM power pointed ahead to the then rumored plan for merger of all these roads with the N&W; there was equipment representing all these lines at the engine terminal along with some from the PRR.

After the layover at Hagerstown, the 1286 backed onto the train for the return to York; she made a magnificent sight after looking at diesel electrics for so long, as the ka-thump-thump of her air pumps, the high-pitched whistle of her generator, and the blast of steam from the cylinder cocks gave notice that the Pacific was ready to roll her train along the steel trail eastward. Western Maryland's roadbed was an excellent place for her to roll, too; it is maintained as many railfan's from the Northeast have never seen on some of the lines in the area, and the 1286 took it all in stride with a pride of being able to do once more what she hadn't done for more than five years of hibernation.

In following months, with the WM very pleased with the results of the initial experiment, more 1286 ventures were scheduled: a repeat trip to Hagerstown on September 5th, a trip to dockside at Port Covington, Baltimore, on September 19th, where the excursionists were treated to a three hour cruise around Baltimore harbor and Chesapeake Bay. No WM trips were scheduled for the fall foliage season since WM was committed to run the Baltimore NRHS Blue Mountain Express, but trips using the 1251 on runs to Delta over the Ma & Pa were made.

The prospects for '66 and the 1286 look fine - with more and better trips on Mr. Hart's fire. I'd suggest that anyone interested in these contact Mr. George Hart, % Rail Tours Inc., 470 East Market Street, York, Pa. Because of limitations of equipment, trips have been soldout almost as soon as flyers are received by potential riders. The cinders have settled along the WM right - of - way, but not for long - only until the 1286 unleashes some more!



CPR 1286, engine used in York - Hagerstown trips over WM; shown on Ma & Pa south of York, Pa. Photo by Rail Tours Inc.

BELLEVUE, OHIO

by Warren L. Smith

For most of our readers, the town of Bellevue, Ohio, is known for one thing - it is a railroad junction. To many, the size or importance of Bellevue may be nothing, since they've never had the opportunity to visit. Until 1956, when I spent a summer vacation there, it meant nothing to me, other than the fact that it should be a good place to get pictures.

Prior to December 1, 1949, four Class I railroads served Bellevue. It was on the main line of the Nickel Plate, the last yard before the St. Louis-Peoria lines separated from the Buffalo - Chicago line. It was also on the main line of the Wheeling & Lake Erie Railroad, about half way between their northern terminal of Toledo and their main shops at Brewster, Ohio. With this combination, Bellevue could literally be termed the focal point of the 2-8-4 Berkshire type steam locomotive, with 79 of them on the NKP roster and an additional 32 operating on the W&LE.

In addition to the above, the PRR Columbus, Ohio, to Sandusky, Ohio, branch also goes through Bellevue. For the railfans convenience, the NKP tracks are used for a mile or so through town, just at the point where the W&LE and NYC lines are crossed. Although this may appear as a branch on the PRR, it is a very heavy tonnage line, handling coal north from the Ohio and West Virginia coal fields to the PRR Lake Erie Coal Docks at Sandusky. All trains were powered with the great 2-10-4 J-1s, always 150 loads north and 150 empties south. Did I say all trains were powered with the J-1s? Well, that was a mistake, since that year, again for the benefit of the railfans, the PRR was also running a number of Santa Fe 2-10-4s on this line!

The fourth railroad to serve Bellevue is the New York Central. For the Central, however, this is really a branch, a local freight a day being powered by an EMD SW-1200. So, not too much to say about that track.

On December 1, 1949, the NKP took over the W&LE, thus reducing by one the number of individual railroads at Bellevue. That did not cut down on the amount of rail activity, however. In fact, the two lines were operated as two distinct districts, and not too often would a former W&LE Berkshire be seen on the NKP, or vice versa. While I was there, a derailment west of town blocked the main line to Chicago. To keep the yards fluid, and trains running, it was decided to operate the westbound freights north over the W&LE, to Toledo, where they would then continue west via the Toledo - Leipsic branch. Road power, NKP 700s, would be put on the point, and a 200-series O-8-0 switcher would haul the entire train from the yards, around the interchange track onto the W&LE line, where a W&LE 800-series 2-8-4 and caboose would couple on ahead of the 700s. In that fashion, they'd then double-head out of town.

Facilities at Bellevue were among the newest and most modern in the country. The NKP had built a new round house and terminal facilities in 1946 - 1947, and the employees were proud of them. The round house floors were spotless, regardless of what work was going on. No place could you see grease on the floor, tools lying around, or anything out of place. Engines were maintained in the same manner, always getting a good wash-down between runs.

In addition to the 2-8-4s previously mentioned, the NKP also had one Hudson fired up. Number 175 was not regularly assigned to any passenger runs, they were all diesel, but she was a-

available for local freights, work trains and spare, in case a diesel did break down. A number of older Mikados were also on hand, those that were fired up were being used on local freights. However, Geeps and RS-3s were on the roster in increasing numbers, and the older power was seeing less and less service.

Today, only two railroads serve Bellevue - the New York Central and the Norfolk & Western. That's right, the Norfolk & Western. Last year, the I.C.C. allowed the N&W to merge with the NKP, Wabash and P&WV. To connect with the NKP, the N&W bought the PRR's Columbus - Sandusky branch. But, Bellevue is still a busy rail center. The N&W's first major improvement was to spend \$35 million for a new freight classification yard and engine terminal at Bellevue.

Here then is Bellevue, Ohio - then and now.

