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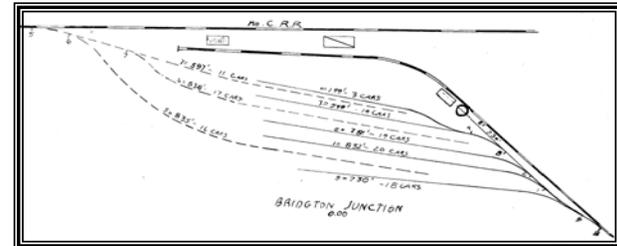
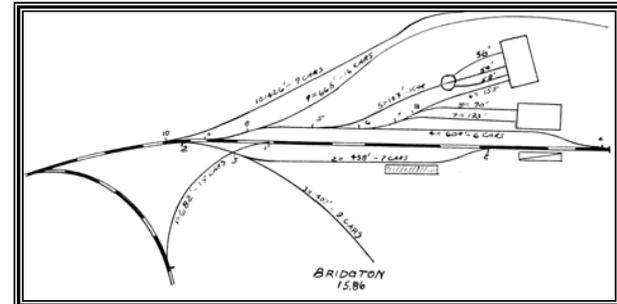
**Bridgton & Saco River
Tank Cars 21(Now 14) & 22**



**A Modeler's reference
By Peter S. Barney And Tim Mulina**

To my wife Joan who bought a ticket
on my train many years ago.

Peter S. Barney, March 2011



All historical photos and drawings from
the collection of: Peter S. Barney.

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Bridgton & Saco River
Tank Cars 21/14 & 22

Table of Contents

Introduction and Preface 4
Drawings of Both Cars..... 6
Historical Photos (Bridgton & Edaville)..... 7

.....**The Cars in 2010**.....
Car 22 - Side Without Dome Ladder 20
Car 22 - A End 39
Car 22 - Side With Dome Ladder 47
Car 22 - B End 52
Car 22 - Trucks & Underframe 60

Car 14 - Tank Only 68

Other titles in this series 77

Published March 2011

EXCERPT.....

The Bridgton Tank Cars

Tank cars are some of the most interesting railroad cars because of their shape-the tank above the trucks in contrast to the boxy look of most freight cars.

While the three-foot narrow gauge lines had numerous tank cars, some specially built as tank cars, such as the UTLX / "Gramps", Conoco (CONX) and Texaco cars on the Colorado lines, there were a few with tanks mounted on flat cars. The only two Maine two foot gauge tank cars were owned by Standard Oil Company and placed on flat cars owned by the Bridgton and Saco River Railroad and provided for the use of the tanks.

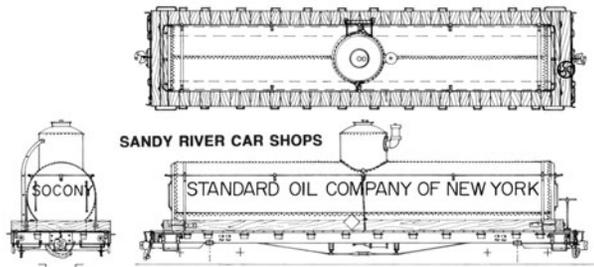
The smaller car at 3500 gallons arrived about 1901 and was mounted on flat car #22, while later, the larger car (5000 gallons) came in 1920, and initially was mounted on flat car #21, but then remounted ...continued in the book.

The paint schemes on the cars is a matter of discussion. Car #22 was at first an unlettered silver or possibly gray. Both cars may have been black with white (**STANDARD OIL COMPANY OF NEW YORK** lettering) in the early 1920's, then a "silver" with the name in black, and finally no lettering, just badly rusting silver/gray.

The smaller car, number 22, usually made two trips to empty one standard gauge tank car, while the cars operated as a pair after the second car arrived.

The fuel dealer in Bridgton had one tank, then two, then two vertical tanks.

With the construction of thecontinued in the book.....

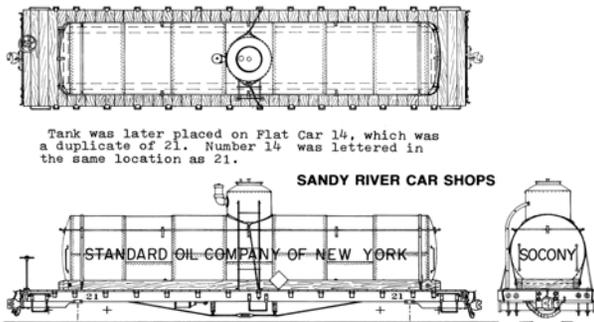


These two drawings were originally made for Sandy River Car Shops for their kits of these cars. The drawings are used with permission of SRCS.

Above is Tank Car 22. This is the car that in the past many years has been at the Maine Narrow Gauge Museum in Portland, ME sitting there wearing number 14 and now sits in front of the Bridgton Chamber of Commerce building next to Route 302.

Below is Tank Car 14/21. It is the larger of the two cars and features a tank made up of smaller plates that are riveted together rather than just a long solid piece. The tank was removed from the flat car which was then used as basis for a passenger car at Edaville. The tank sat in Edaville's "junk" yard for a long time but now it is at Sheepscot, Maine where it is awaiting restoration.

Take note of the curvature in the ladder tops between the two cars.



Tank was later placed on Flat Car 14, which was a duplicate of 21. Number 14 was lettered in the same location as 21.

Ellis Atwood liked the tank cars and frequently ran them in the passenger trains around the bogs. Here is the black painted 14 in the passenger train.

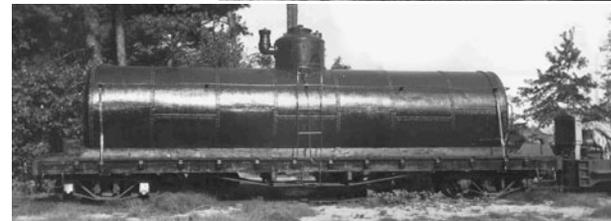


Both cars were repainted in shiny Black paint about 1955 as part of a campaign to put business advertising onto the cars for a fee.

Here is 14 painted and ready to go with the AMOCO sign just visible on the car side.



Below is a blank "canvas" awaiting a sponsor.



The Cars in 2010

Car 22 - Side Without Dome Ladder



Car 22 at the Maine Narrow Gauge Museum was repainted into the Silver tank with the black Standard Oil lettering. It was painted with the number 14 on the flat car during our photography sessions which is incorrect as car 14 carried the larger tank which was made from individual panels which were riveted together.

Photos of the "real" tank of number 21/14 are the last chapter of this book.



Bridgton & Saco River Tank Cars

Unlike most other flat car decking of narrow gauge cars, these decks are just butted up against each other instead of having any special cut joints which was more usual to see.



Each end of the flat car has an end step and a grab iron. The grab iron is wider than the end step.



Also when the steps and grabs were added to the cars, the side stake pockets had to be moved closer to the center of the car. The original holes can be seen in the center and lower pictures here and on other pages in this book.

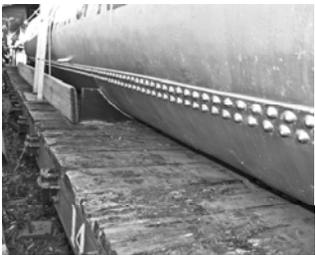


Bridgton & Saco River Tank Cars



The flange of the vent is tightly riveted to the side of the dome. The rivets are much smaller in diameter than those used on the side and ends of the car too.

Missing on this side of the car is the stirrup step directly below the bottom of the ladder that should be bolted to the car side. At some point it got removed along with the brake wheel/staff.



Bridgton & Saco River Tank Cars

Car 22 - B End

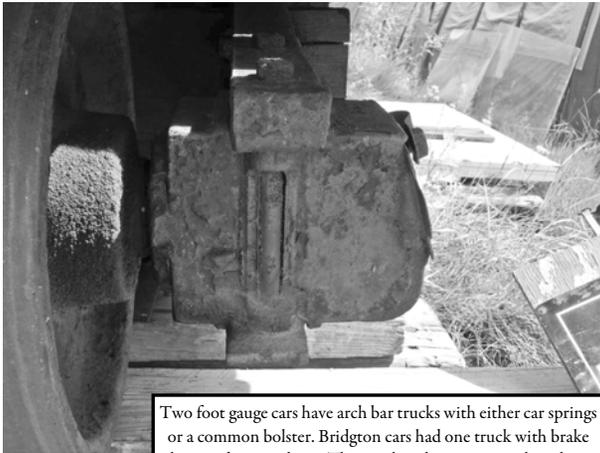


The brake wheel & staff normally would have been sticking up on this end of the car and placed just to the left of the draft gear.

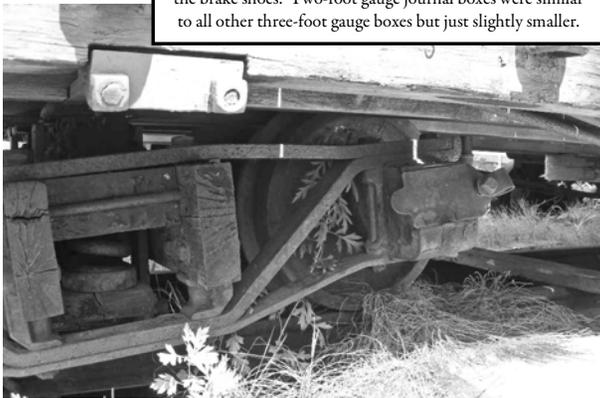


Bridgton & Saco River Tank Cars

Car 22 - Trucks & Underframe

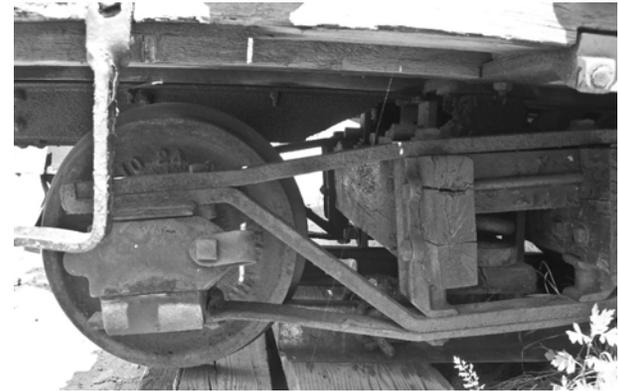


Two foot gauge cars have arch bar trucks with either car springs or a common bolster. Bridgton cars had one truck with brake shoes and one without. This truck is the sprung truck without the brake shoes. Two-foot gauge journal boxes were similar to all other three-foot gauge boxes but just slightly smaller.



Bridgton & Saco River Tank Cars

11



The other truck, further from the brake wheel, was a "winged" truck with extensions on the truck frame to hold the cross member which held the brake shoes, see below.



Bridgton & Saco River Tank Cars

12



There are a number of places on both pages where the truck body bolster diagonal truss rod crosses from under the side sill of the car and angles upwards toward the intermediate sill and the centerline of the car. These photos and the top two on the next page are the winged truck with the extra hardware to hang the brakes from it. Compare the top bar of them to see the differences. Also look to see which is sprung.



Bridgton & Saco River Tank Cars

13

Car No. 14 Tank Only

At the time of these photos the tank from No 14 was at the Sheepscot Museum site awaiting restoration.



The No. 14 tank is laid on its side allowing photos of the underside of the tank with the dome cover off. The tank itself is very rusty having lain in the Edaville Junkyard for nearly 20 years before being transported to the Maine Narrow Gauge Museum.



14

Bridgton & Saco River Tank Cars

Between the words **MACHINE** and **COMPANY** in the casting of the top is a broken bracket. That is where the chain that kept the lid handy was attached. The crews would unscrew the lid and let it hang over the side when filling the tank. See page 29 for it on the other tank.



The dome is marked with the name of **Harrisburg Foundry & Machine Co. Makers Harrisburg, PA 1873.**

The threads that the lid screwed down on to the top of the tank are visible in the lower photo as well.



Bridgton & Saco River Tank Cars

Looking inside the dome is the top of the drain lever. The rod connects to the drain in the bottom of the tank. The drain pipe is shown on the next page and in the lower 2 photos on page 74.



Bridgton & Saco River Tank Cars

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17

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18

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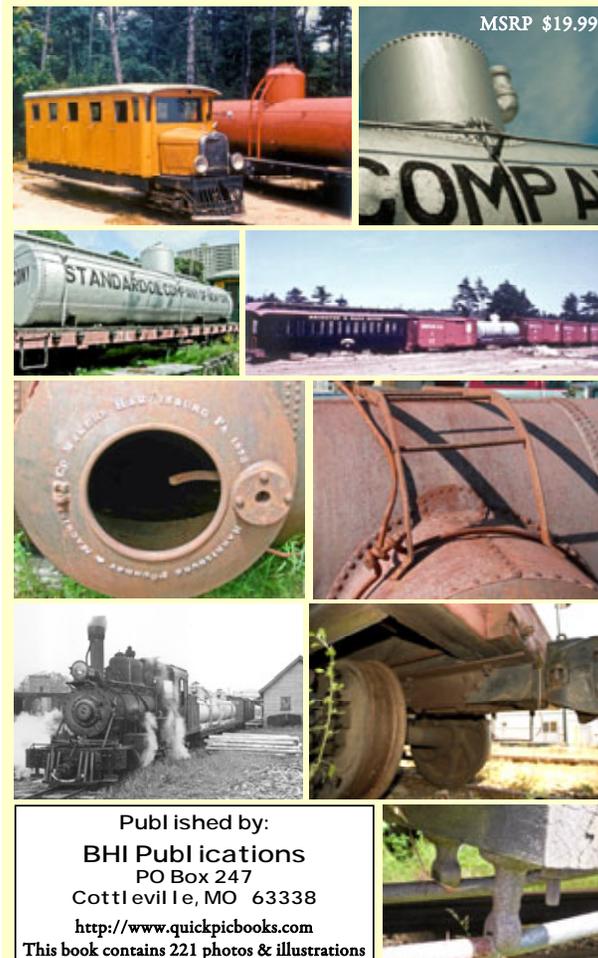
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