

*Ret to SEL*

**Bangor and Aroostook Railroad**

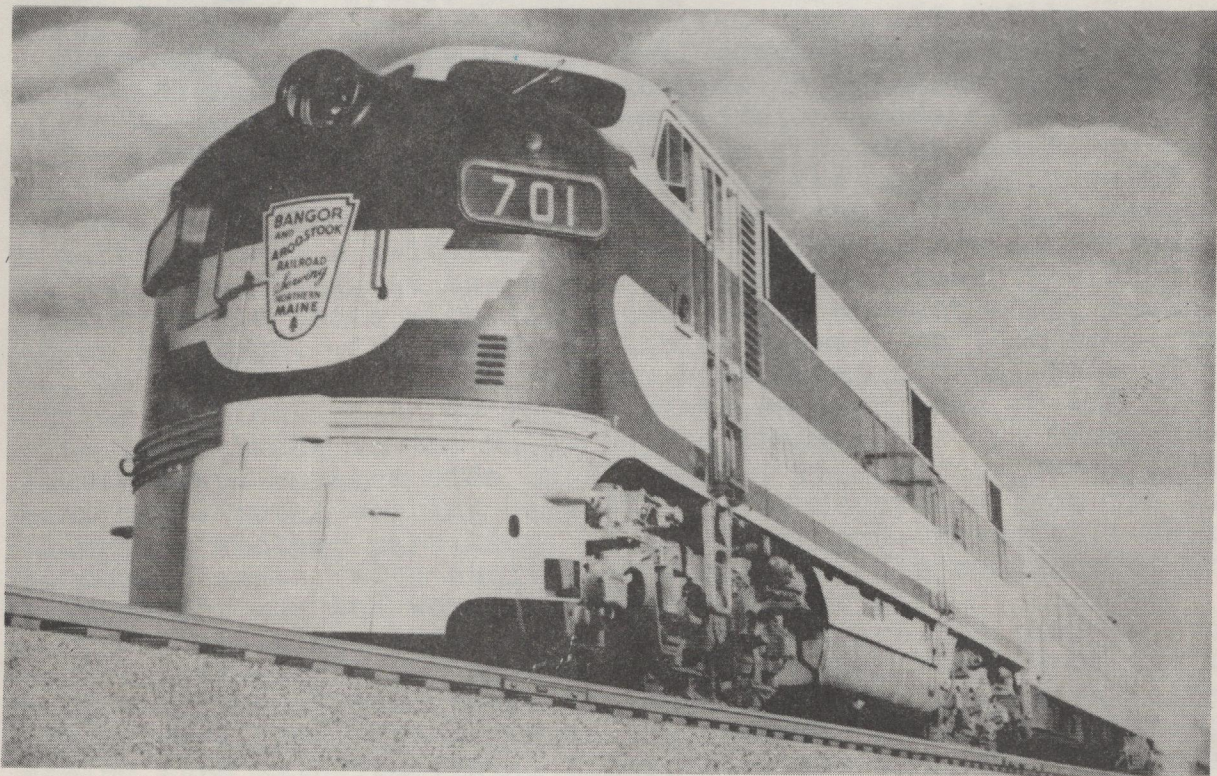
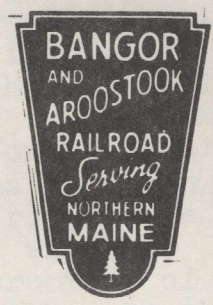
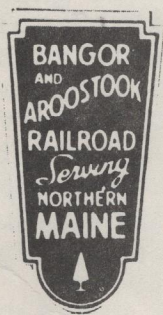


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**ISSUE I**



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Railway Age, Vol.103, No.22--August 15, 1937 ---with their permission.

BANGOR AND AROOSTOOK INSTALLS LIGHTWEIGHT COACHES

The Cars Are Of Cor-ten Steel Construction--Complete Buffet kitchens Have Gas Refrigeration--Air-Conditioning System Includes Ultra-violet Sterilizer.

During the summer of 1937 the Bangor & Aroostook received from the Worcester, Mass., plant of the Pullman-Standard Car Manufacturing Company, five streamlined passenger cars which were placed in service as a part of the equipment of the "Aroostook Flyer" running between Bangor, Maine and Van Buren, Maine, with connections for Portland, Maine and Boston, Mass. Two of the cars are full coaches; the remaining three are combination coach-buffet cars, with a small but complete, dining-car kitchen to furnish full meal service. Among the outstanding features of these cars is the complete installation of the Sturtevant spray type system for controlling temperature and humidity, supplemented with an installation for ultra-violet-ray air sterilization which, together, provide a safeguard for the health of passengers both summer and winter.

The new cars, in the major portion of the construction of which Cor-ten steel was used, are 84 ft. 8-3/4 in. in length over the body end posts and have an inside width of 9 ft. 4-9/16 in. The roofs are of the oval type and the cars are 13 ft. 4 in. high. The four-wheel trucks are spaced 58 ft. 8-3/4 in. apart. The weight of the coach is 111,300 lb. and of the buffet coach 117,600 lb.

The seating capacity of the full coaches is 84 passengers each. There are men's and women's lavatories on opposite sides of the aisle at one end of each car. The buffet coaches are divided into three compartments each. At one end is a kitchen and a pantry which, with the lateral corridor at the end of the car, occupies 19 ft. 11 in. on the floor plan. Separated from the pantry and kitchen by a partition and a swinging door is a buffet-lounge compartment 22 ft. 9-1/2 in. long. At the end adjoining the kitchen are four stationary double seats with individual backs on each side, facing each other in pairs, with removable tables between so that 16 persons may be served at once. The tables have Formica tops. Back of the dining section are three lounge seats on each side of the car, placed with their backs to the wall. Beyond these seats, in turn, are three double seats on each side of the aisle. The buffet-lounge compartment has a total seating capacity of 34. Separated from the buffet-lounge by another partition, is the coach end, which will seat 24 in double seats, with individual backs. In this compartment are lavatories for men and women at the end of the car.

The headlinings throughout all the cars are finished in Ivory enamel semi-gloss. The coaches and coach compartments of the three buffet cars have side walls finished in French gray with wainscotting of dark blue. The seats in the coaches are of the rotating reversing type with individual backs. They are upholstered in plain rust colored Chase mohair.

The side walls and wainscotings in the dining-lounge sections of the three buffet coaches are finished in coral and maroon, light and dark green, and the third car is cream and brown. This provides a different color scheme in each of the three cars, with upholstery of rose, green and brown mohair of fancy patterns in each, respectively.

The distinctive quality of these compartments is further heightened by the plain, heavy carpets covering the floor in rich maroon, green and brown. Window drapes are effective in gold with the tie-backs giving a drape effect.



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The cars are striped very effectively with red stripes and black mouldings at the window sills and red stripes above the windows and at the base of the ceiling, set off with bright polished aluminum moulding. Circular plate glass mirrors with chromium frames are placed in the bulkheads at the ends of the passenger compartments as well as on either side of each partition in the buffet cars. The baggage racks are chromium plated, of the continuous type, in passenger compartments. The floors under the seats are covered with limoleum in plain rose taupe jaspe. The aisles are covered with 6 in. by 6 in. linotile laid checkerboard in colors of aquamarine and tourmaline. The cars are equipped throughout all compartments with two rows of Prismatic indirect ceiling lights, one on either side of the center, with one light over each double seat.

The small but completely equipped, dining car kitchen is entirely of stainless steel. The kitchen units are completely modern in design and are assembled in two complete sections extending the full length of the kitchen on either side with a service arch and shelf of stainless steel near the door to the dining room and lounge section. The kitchen is provided with Servel Electrolux gas refrigeration throughout and a modern gas range provided with gas broiler and oven. The gas is supplied from four Philgas cylinders of 100 lb. capacity each. Steam is also supplied to the kitchen for the coffee urns and steam tables.

The cars are fitted with Westinghouse air brakes, with Simplex unit cylinder clasp brakes on the trucks. Lighting and axle generator equipment, including the Spicer gear drive, were supplied by the Safety Car Heating & Lighting Company. Generators are rated 7.5 kw.

The cars are fitted with Sturtevant Railvane spray-type air-conditioning equipment. The equipment consists of the main blower unit, consisting of double fans and motor, with outside air filter and grille, which is mounted between the vestibule ceiling and the roof of the car, and the washer casing which is suspended by a light structural-steel frame from the roof of the car under a removable roof hatch. The return-air grilles in the ceiling near the end of the car are connected by duct to the fan suction box. The double fan outlet is connected by duct with the washer casing. At its opposite end the latter is connected directly to the center air duct, from which the air is delivered into the car at approximately ceiling height.

In the construction of the cars extensive use has been made of alloy steels to reduce the weight. Each car is fitted with electro-mechanical air-conditioning equipment. The center sills, which are composed of two flanged channel pressings placed horizontally, one above the other, and separated by closely spaced single-piece cross-ties, and the draft sills are of Man-ten steel, while Cor-ten steel has been extensively used in the other underframe and body members as well as for the side sheets and letter boards. The frame members are pressed-steel sections. The construction is of the type employed in the cars previously built at the same plant for the Boston and Maine and New York, New Haven and Hartford Railroads. In each car, care has been taken to provide smooth exterior surfaces. The fixed window sash are placed as nearly flush with the outside sheathing is unbroken from end to end of the car. The roofs are of turtle-back construction. The lower ends of the side posts are curved in slightly where they join the side sills. The side sheets terminate at the bottom of the side sills.

The interior finish of the cars is Masonite Presdwood for the wainscot and ceilings and open-hearth steel sheets at the bulkheads and pier panels. The latter are corrugated to produce a fluted column effect.



The floors are insulated with a 1-inch layer of lightweight Salamander which is laid on the sub-floor of light-weight Cor-Ten steel. Between the Salamander and the upper floor is a 1-inch air space. The upper floor consists of a light corrugated Cor-Ten steel plate, the corrugations of which are filled with cork and the whole surfaced with 1/2 in. of dense cork, over which the battleship linoleum wearing surface is applied.

The seats in the coaches are Heywood-Wakefield, two-passenger revolving-type chairs, without center arm rests. The cushion frames are of light tubular construction and considerable aluminum is used to reduce weight. Each double seat may be rotated independently, the operation being performed by first pulling the seat slightly toward the aisle, which unlocks it. When the rotation is completed the seat automatically locks by sliding back to its normal position with respect to the side of the car. The four seats at the bulkhead do not rotate.

Each coach is provided with two toilets which are on opposite sides at the same end of the car. Both are fitted with porcelain basins provided with hot and cold water and porcelain flushing toilets. Each is fitted with a plate-glass mirror, a black Micarta shelf, and Nibroc paper towel dispensers. Masticoke floors are applied in the toilets.

The cars are lighted by Spotray lens units, developed by Luminator Incorporated, Chicago, to meet the specifications of the railroad company and the car builders. There is a lighting unit over each seat, making a total of 42, arranged in two rows of 21 each. Each unit contains an indistinctly frosted, 25 watt lamp enclosed by a cylindrically shaped diffusing and distributing glass bowl.

The enclosing bowl is 3 1/2 in. in diameter and 2 1/2 in. deep. The bottom is formed in the shape of a clear condensing lens, which directs a major portion of the light downward and distributes it evenly over the reading plane. The controlled angle of each beam is such that the passenger is not disturbed by lights in front, nor troubled with shadows from lights behind.

The sides of the units have been fired with a dense white diffusing glass enamel, which delivers a small amount of light to illuminate the ceiling and gives a cheerful appearance to the car. The amount of diffused light is not sufficient to cause objectionable glare. The illumination varies between five and six foot-candles on a reading plane 45 deg. to the horizontal and between eight to ten foot-candles on a horizontal plane 36 in. above the floor when the voltage at the socket is 62. Diffusing enclosed bowl fixtures made by the Safety Car Heating & Lighting Company are used in the toilets and corridors and two deep bowl enameled reflectors made by the same concern are used in each vestibule.

Power for air conditioning and lighting is supplied by a General Electric direct-current generator, mounted inside the truck frame and driven from the axle by gears. The wheelbarrow or nose-suspended railway traction type of mounting is employed and the gears are rigid, there being no provision for slip couplings or shear pins. The machine has a continuous rating of 20 kw. at 1,100 r.p.m., delivering 267 amps. at 75 volts. The generator, complete with gear pinion, gear cover, axle collar, axle-bearing linings and spring-nose support assembly, weight 1,640 lbs.

Generator control equipment, consisting of a reverse-current relay, main generator contactor, field contactor, voltage regulator and field reversing switch, are mounted on a panel in a car locker. The locker also includes lighting switches controlling two lighting circuits. Alternate pairs of lights are connected to each circuit.



The battery which supplies power when the generator is not working is an Exide Ironclad EPTA battery, rated 500 amp.hr. at 64 volts. A triple double-throw battery switch, mounted on the end of one of the battery boxes, makes it possible to charge batteries from either 80-volt or 40-volt charging circuits.

The cars described in the above paragraphs were among the many manufactured at the Osgood Bradley works of Pullman-Standard Car Manufacturing Company in Worcester, Mass., which was officially known as the Pullman-Bardley Car Corporation. After the first prototypes of this new series were built for the New Haven Railroad, 50 in the initial order, delivered in January 1935, the A.C. Gilbert Company, New Haven Ct. toy manufacturer, produced models of the car for its American Flyer line of plastic and tinplate electric trains. From then on, the prototype cars carried the moniker "The American Flyer Cars". The ruggedness and soundness of these cars was demonstrated by their being in use 30 years after the date of initial service.

Because of a favorable reception by the traveling public of these streamlined cars, other railroads placed orders for similar styled ones. As best possible, the following is a list of those railroads that made purchases of this series:

Bangor & Aroostook RR - Buffet-coaches, #150-52; coaches, #230, 231; baggage and mail, 566-569.

Boston and Maine RR - 10 main line coaches, #4600 plus; 21 suburban cars, #1200 plus; interior colors, tan and yellow.

Kansas City Southern - 4 coaches for the Kansas City-Port Arthur "Flying Crow", #230-33..1938 colors, green with red-and-yellow striping and aluminum roofs.

Lehigh Valley - 10 coaches for the "Black Diamond" and "John Wilkes", New York - Buffalo; #1510-1519. 5 coaches had seating capacity for 92 passengers; and 5 other coaches for 82 passengers with a smoking lounge for women. The outside colors were Cornell red with black - and - white striping.

St. Louis Southwestern - 10 coaches for Dallas-St. Louis-Memphis "Lone Star", #400-409. The St. Louis Southwestern cars integrated into the Southern Pacific system were painted red and orange. In 1957 they operated in commuter service in the San Francisco area as nos. 2200-2209 until their retirement in 1960.

The floor plans, elevations and the class book diagrams of the Bangor & Aroostook RR cars are from the collection of George Barth, 268 Grove St., Apt. A, Charleston, S.C. 29403

Cover photo from Bangor & Aroostook RR annual report of yesteryear. All other photos from E.B. Luce Corp. - Pullman Standard Car Mfg. Co.

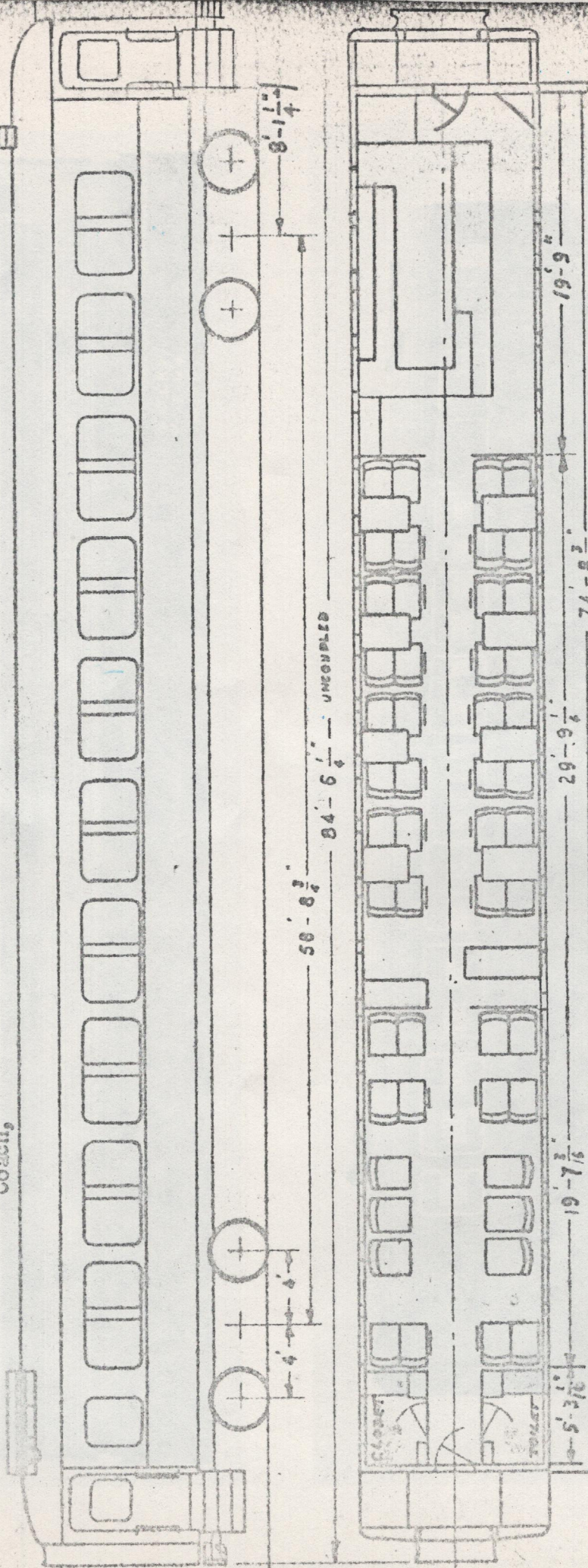
Address changes---

1. Central Maine Custom Hobbies, Linwood P. Adams, Jr., P.O. Box Y, Robin Hill Road, Wilton, Me., 04294.
2. Richard Gassett, 4 Cragie St., Natick, Mass., 01760
3. Dwight A. Smith, P.O. Box 947, North Conway, N.H. 03860
4. James E. East, P.O. Box 87, Milford, Ct., 06460
5. Peter Osgood, 2196 A Field Road, El Paso, Tx 79906.

Thanks you for letting us know of the above changes. We can continue to send the "Newsletter".



BANGOR & AROOSTOOK BUFFET - LOUNGE CAR # 150 & 151 Built for "The Aroostook Flyer" :  
Orig. called: Buffet-Coach, Built - 1937 Also assigned to "The Potatoland Special"



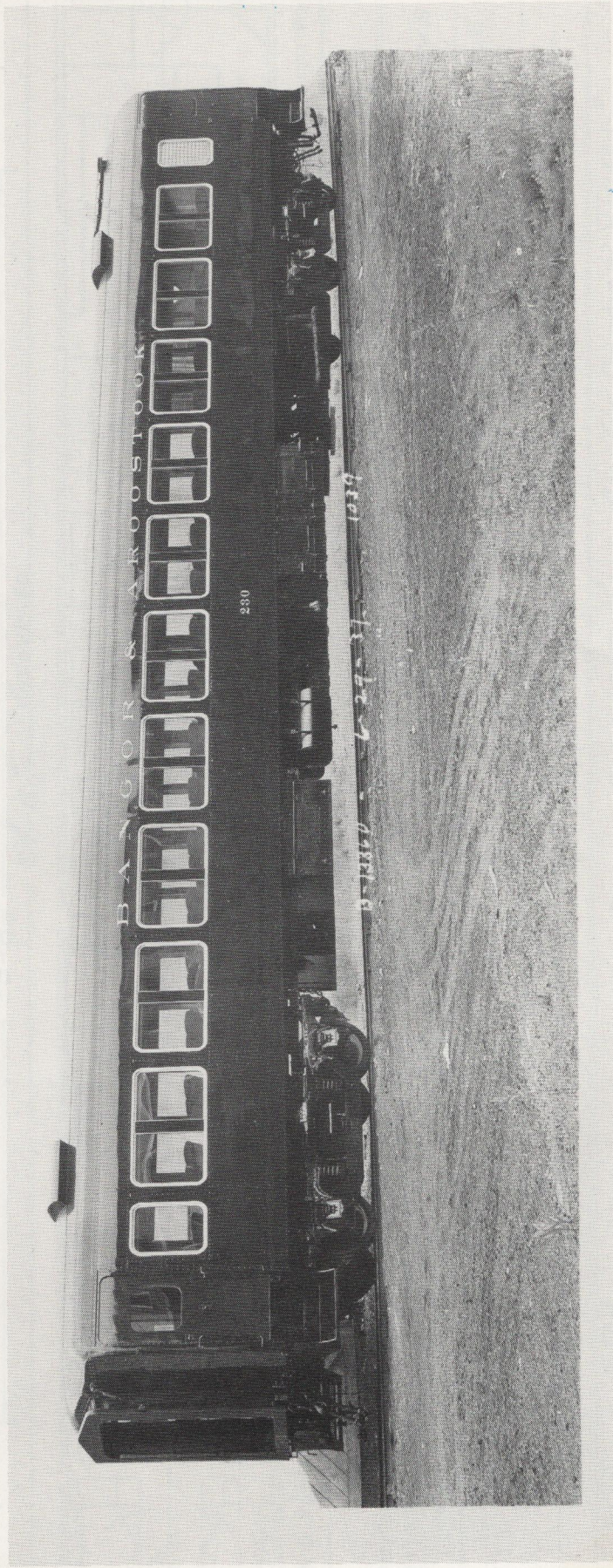
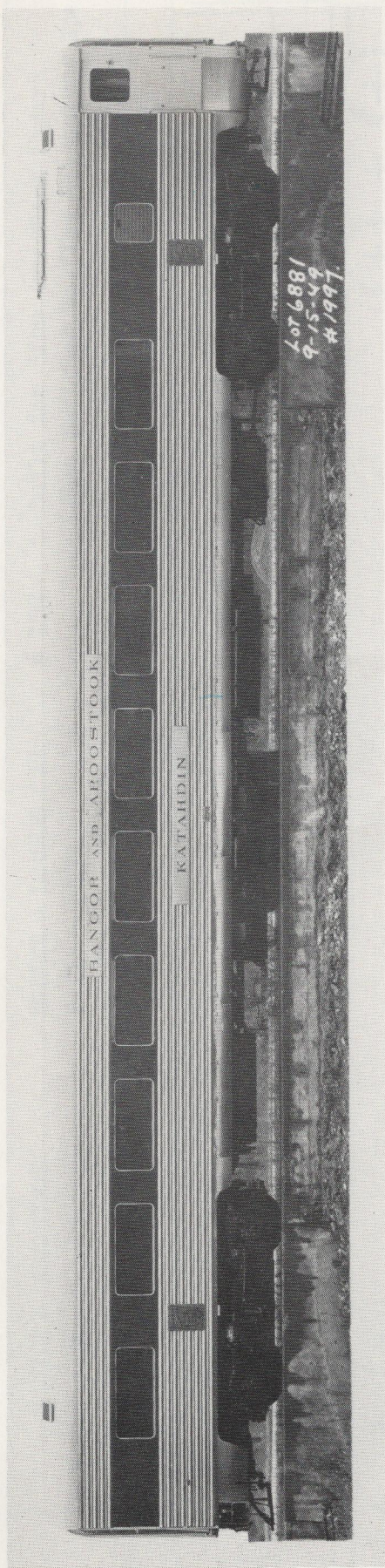
These cars were called BUFFET CAR in the BAR, McQ, B&M - consist pages of the Official-Guide, for 1955 :

LINE	OLD	NUMBER	NEW	CLASS	LENGTH OVER BUFFERS	LENGTH OF MAIL COMPARTMENT	NO. AND SIZE SIDE DOORS BAGGAGE END	SEATING CAPACITY	LIGHT	HEAT	KIND OF END	WINDOWS
A	-	150		BLA.	64' 6 1/2"			50	ELEC.	VAPOR	W.	DOUBLE
B	-	151		"	"			"	"	"	"	"
C												
D												
LINE	DATE BUILT	SIZE OF JOURNAL	SIZE OF WHEELS	CONSTRUCTION								
A	1937	31x9"	36"	ALL STEEL								
B	"	"	"	"								
C	"	"	"	"								

BOTH CARS BUILT BY OSCAR BRADLEY HUNT, HUNTER STANDARD CAR CO., WORCESTER, MASS.  
#150 sold to the Grand R.R. June 1962, Re-numbered AS 8557

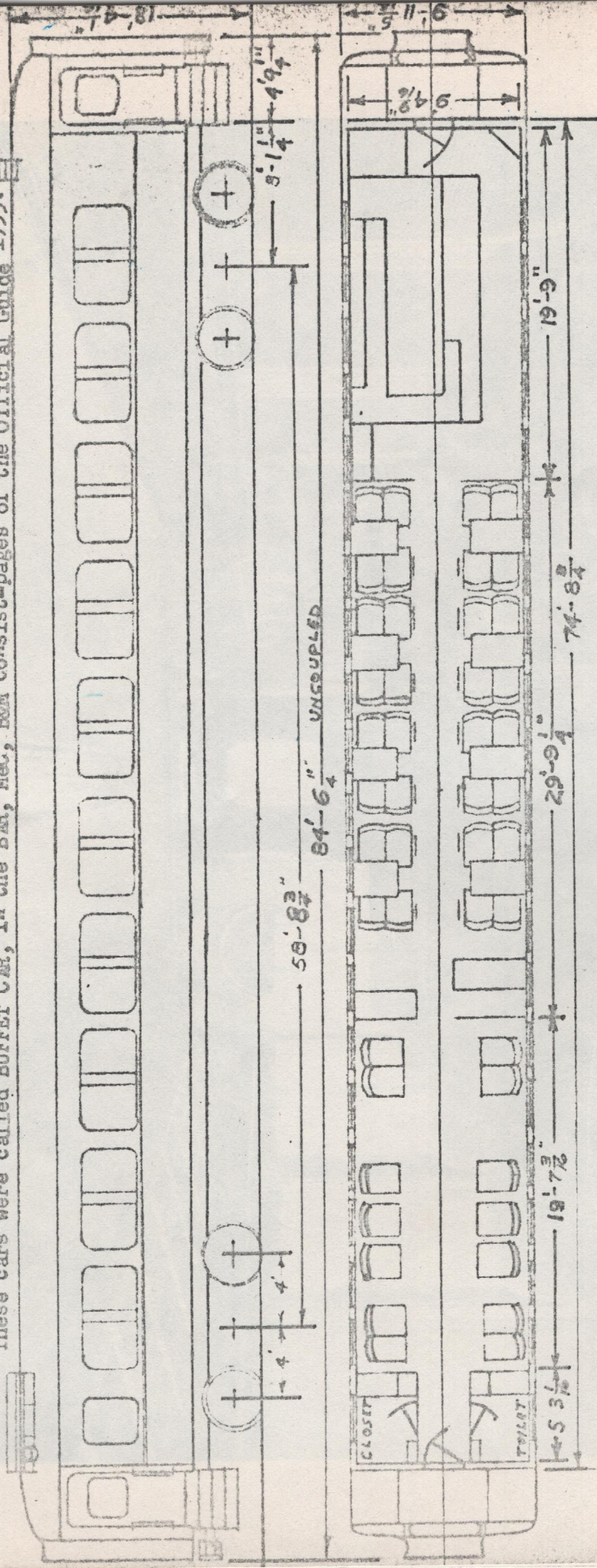
Bangor & Aroostook Timetables Advertised these Cars in the early 1940's :  
"enjoy .... Safety and Comfort with economy when you Travel To Northern Maine, .... Travel via THE AROOSTOOK FLYER, .... Streamlined, Air-Conditioned DE LUXE Coaches with Buffet Lounge .... FAST DAY SERVICE BETWEEN Bangor and Van Buren with convenient connections to all points."





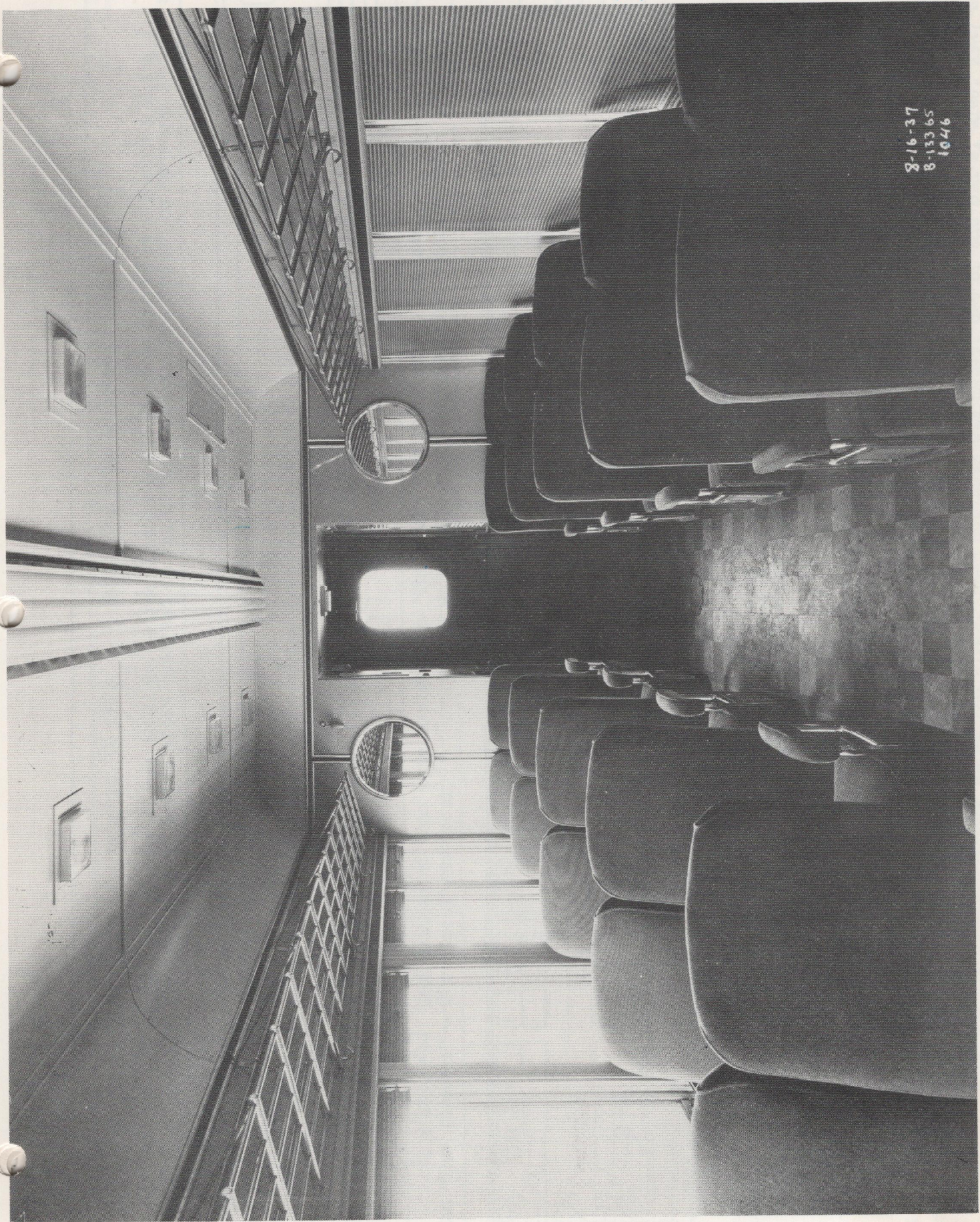


BANDER & BROOKLYN BUFFET - LOUNGE CAR # 152 Built for "The Arrostok Flyer"  
Orig. called: Buffet-Coach, Built - 1937 Also assigned to "The Potatoland Special"  
These cars were called BUFFET CAR, in the BAR, MeC, B&M consist-pages of the Official Guide 1955:



NUMBER	CLASS	LENGTH OVER BUFFERS	LENGTH BAGGAGE SPACE	SIZE OF MAIL COMPARTMENT	NO. AND SIZE SIDE DOORS BAGGAGE END	SEATING CAPACITY	LIGHT	HEAT	KIND OF END	WINDOWS	WEIGHT
152	BLA	84'-6"				46	ELEC.	VAPOR	DOUBLE	DOUBLE	117,600
DATE BUILT	SIZE OF JOURNAL	WHEELS	CONSTRUCTION	THIS CAR ONE IN A SERIES KNOWN AS "THE AMERICAN FLYERS"							
1937	5" X 9"	36"	ALL STEEL	BUILT BY OSGOOD BRADNEY PLANT, PULLMAN STANDARD CAR CO. WORCESTER, MASS. REPRINTED IN SILVER AND BLUE IN MAY 1954.							



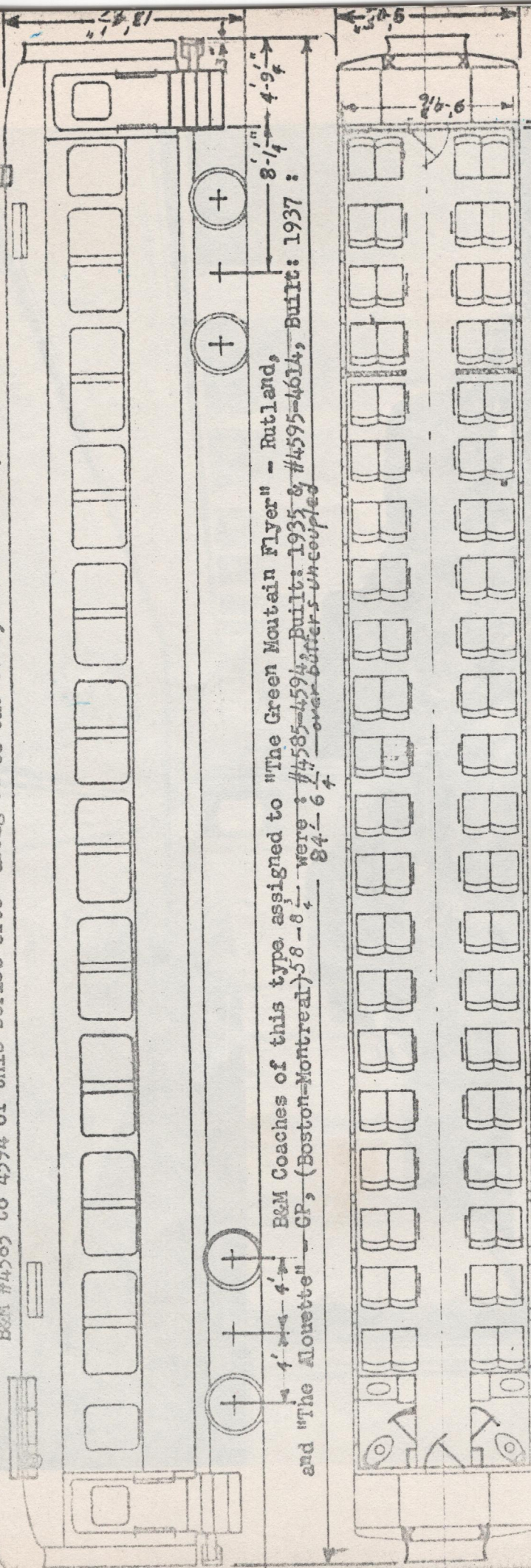


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BANGOR & AROOSTOOK DE-LUXE COACHES Built for "The Aroostook Flyer", in 1937

These cars practically duplicate to light-weight Coaches built for the New Haven & Boston & Maine in 1930's: B&M #4585 to 4594 of this series often assigned to the CV's, "Ambassador", Boston to Montreal in 1930's:



B&M Coaches of this type assigned to "The Green Mountain Flyer" - Rutland, and "The Alouette" - GP, (Boston-Montreal) were: #4585-4594, Built: 1935 & #4595-4614, Built: 1937:   
 ~~over buffers unoccupied~~ 84-6 1/4

74'-3 1/2"   
 B&M version of this Coach, assigned to the CV's, "Ambassador" and 74' 8 3/4" the Boston-Section, of the Rutland's, "Green Mountain Flyer":

AGE	NUMBER	CLASS	LENGTH OVER BUFFERS	LENGTH BAGGAGE SPACE	SIZE OF MAIL COMPARTMENT	NO AND SIZE SIDE DOORS BAGGAGE END	SEATING CAPACITY	LIGHT	HEAT	KIND OF END	WINDOWS	WEIGHT
	NEW	CSA	84' 6 1/4"			84	ELECT.	VAPOR	"	"	DOUBLE	111500
	230	"	"			"	"	"	"	"	"	111400
	231	"	"			"	"	"	"	"	"	"

THIS SERIES OF CAR KNOWN AS "THE AMERICAN FLYERS"   
 In 1939 "The Aroostook Flyer's" consist was usually: 4-6-0, #242, Mail-Baggage Car, #566-569 series, De Luxe-Coach, #230 or 231, & Buffet-Coach, #150-152 series. At times a wooden, open-platform Baggage Car & Buffet-Coach, #150-152 series. At times a wooden, open-platform Baggage Car would be on the Flyer. When business was heavy, one of the BAR's, Alco. 1927 built, #251 series Pacifics (with Striping) would be on the train.   
 BOTH CARS BUILT AT OSFORD BRADLEY PLANT, PULLMAN STANDARD CAR CO, WORCESTER, MASS. REPAINTED IN SILVER AND



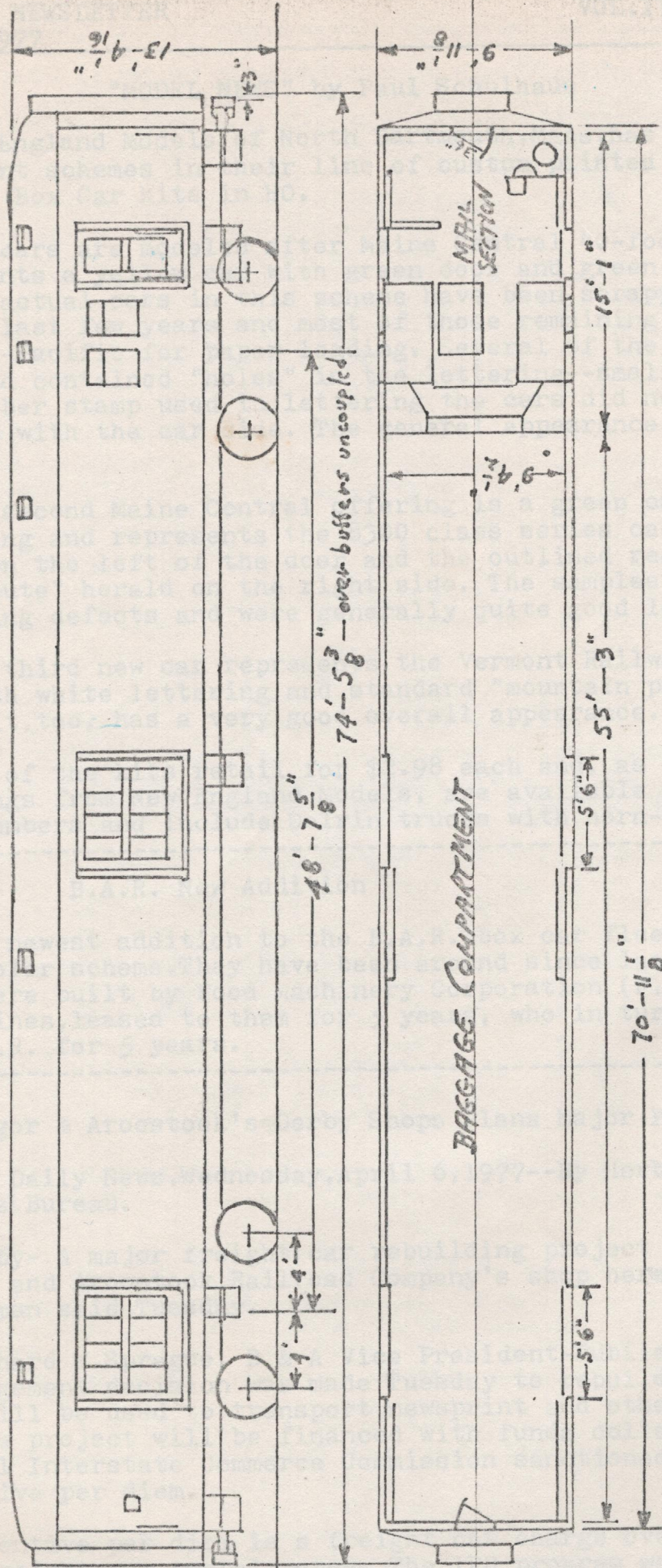


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BANGOR AND ARROSTOCK R.R.  
BAGGAGE AND MAIL CARS.

13



LINE	NUMBER	CLASS	LENGTH OVER BUFFERS	LENGTH BAGGAGE SPACE	SIZE OF MAIL COMPARTMENT	NO AND SIZE SIDE DOORS BAGGAGE END	SEATING CAPACITY	LIGHT	HEAT	KIND OF END	WINDOWS	WEIGH
A	566	BM	74' 5 3/8"	54' 9 3/4"	15' - 3/4"	4 - 5'6" x 6'0"		ELECT.	VAPOR	X	D-MAILEND	96,700
B	567	"										96,500
C	568	"										96,500
D	569	"										97,300
LINE	DATE BUILT	SIZE OF JOURNAL	SIZE OF WHEELS	CONSTRUCTION	FLUSH TOILET	LAVATORY						
A	1937	5 1/2" x 10"	36"	ALL STEEL	YES							
B	"	"	"		YES							
C	"	"	"		YES							

Built By Pullman Car Co. Ossage Bradley Plant, Worcester, Mass.



"MODEL NEWS" by Paul Schulhaus

New England Models of North Dartmouth, Mass. has released three new paint schemes in their line of custom painted and lettered Athearn Box Car kits in HO.

Two cars are modeled after Maine Central 40-footers. One kit represents a yellow car with green door and green lettering. Many of the actual cars in this scheme have been scrapped by the MEC. in the last few years and most of those remaining are assigned to Georgia-Pacific for paper loading. Several of the model samples examined contained "holes" in the lettering--small areas where the rubber stamp used in lettering the cars did not make full contact with the car side. The general appearance of this car is good.

The second Maine Central offering is a green car with yellow lettering and represents the 8300 class series car with the large "MEC" on the left of the door and the outlined rectangular "Pine Tree Route" herald on the right side. The samples contained no lettering defects and were generally quite good looking.

The third new car represents the Vermont Railway's green 40' Box with white lettering and standard "mountain peaks" herald. This kit, too, has a very good overall appearance.

All of the kits retail for \$2.98 each and, as with all past offerings from New England Models, are available in two different road numbers and include Delrin trucks with horn-hook couplers.

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B.A.R. New Addition

The newest addition to the B.A.R. box car fleet sports a baby blue color scheme. They have been around since last October, at least. They were built by Food Machinery Corporation (F.M.C.) for Union Tank Lines, leased to them for 5 years, who in turn subleased them to B.A.R. for 5 years.

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Bangor & Aroostook's Derby Shops Plans Major Project

Bangor Daily News, Wednesday, April 6, 1977--By Herb Cleaves, News, Machias Bureau.

Derby- A major freight car rebuilding project will begin at the Bangor and Aroostook Railroad Company's shop here this summer, a spokesman said Tuesday.

Richard W. Sprague, B & A Vice President-Public Relations, said a management decision was made Tuesday to rebuild 100 boxcars. The cars will be used to transport newsprint and other paper products and the project will be financed with funds collected through a special Interstate Commerce Commission sanctioned tariff known as incentive per diem.

Incentive per diem is a freight car charge over and above regular freight car rental rates. The IPD program was initiated by the ICC in 1970 to encourage maximum use of freight cars by eliminating car delays on non-owner railroad lines. Funds collected from the special tariff may be used only for specific car rebuilding



projects..

There has been some indication that the ICC may be considering discontinuance of the incentive per diem program, Sprague said. Completion of the proposed B & A rebuilding project is contingent on the continuance of the IPD program although some of the boxcars will probably be rebuilt even if the program ends, he said.

Car rebuilding projects at Derby have enhanced employment opportunities in the Piscataquis County area during the past two years. Since the start of the Incentive Per Diem program over \$6 million has been returned to the Maine economy through payrolls and purchases of materials at Derby, Sprague said.

B & A expects to maintain its current work force at Derby until mid-1978. The railroad is nearing the end of a program of rebuilding wood product cars for use between Aroostook County and the newly expanded International mill at Jay.

"B & A will have spent \$1,255,000 in converting 120 boxcars to woodchip cars and 187 end-rack pulpwood cars to side stake cars for eight-foot pulpwood when the program is completed this spring" Sprague said.

The above news article forwarded to the Society by member David G. Smith, Box 814, Camden, Me. 04843. Thank you.

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#### OLD COACH, CABOOSE WILL RIDE THE RAILS AGAIN

Cars resurrected for Vermont line.

By Dave Parker, Waterbury, Ct., Sunday Republican, April 3, 1977

Canaan - Two ancient wooden railroad cars completed a roundabout 12-day journey this week from Derby, Maine through Canada and south to Canaan, Ct. Now they sit behind Canaan Union Station.

Lakeville's Richard A. Snyder, owner of the 106-year old depot, owns the old cars, too. He plans to restore them here for use on his newly-acquired Otter Valley Railroad in Proctor, Vt.

Snyder is pleased with the cars, one an 1890-vintage wooden passenger coach, the other a caboose. He bought both from the Bangor & Aroostook Railroad.

The coach, he said, was built by the Jackson and Sharpe firm. It will be refurbished, largely in Canaan, for use as sleeping quarters for the crew of his four-mile ski and excursion railroad.

The old side-door caboose will be outfitted as a "snack bar" car for passengers on the Otter Valley run.

"The Bangor and Aroostook once used the side-door caboose for delivering mail to small towns in rural Maine," Snyder explains.

To get the old cars to Canaan, in this day of railroad confusion, reorganization and abandoned lines, required the services of four railroads, the Bangor and Aroostook, the Boston and Maine, the Canadian Pacific and Conrail.



The cars traveled by fits and by starts, from Maine through portions of Quebec, to Newport and Wells River, Vt., down to Springfield, Mass., west to Pittsfield, and thence down the still-functioning Berkshire line of Conrail to the railhead and Snyder's depot at Canaan.

The Otter Valley Railroad which Snyder plans to revitalize this year, runs from the marble-quarrying town of Proctor near Rutland in central Vermont up a nearby ski resort mountain.

The Vermont venture seems a plausible one for Snyder. A prominent Lakeville contractor, he served for two years recently as an executive of Amtrak, the national rail passenger service. Deeply interested in railroads for decades, he has for years maintained his own private car in the Bellows Falls, Vt., area.

(Editors note; -Mr. Snyder was the owner of the Pullman built car "Spokane Club" for the Northern Pacific Railroad, sold by him to the Bangor and Aroostook RR, renamed the "Burnt Hill" and covered by a feature article in the BAR Newsletter dated Dec. 1976).

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We Welcome the following new members to the Society:

1. Gilbert Harriman, R.D.#3, Edinboro, Pa. 16412
2. Thomas F. Morris, 9 Sherman St., Natick, Mass. 01760
3. James K. Beranek, 421 Fourth Ave., South, Mount Vernon, Iowa 52314
4. David G. Smith, Box 814, Camden, Me. 04843
5. Arthur Doucette, 38 Mathews Ave., Waterville, Me. 04901
6. Frederick L. Bradford, 299 Hanover St., Hanover, Mass. 02339
7. Joel J. Balano, 1 North Main St. Port Clyde, Me. 04855

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We are pleased to announce the addition, as Associate Editor, to our staff, of Ron Palmquist, 16 Glen Ave, Cape Elizabeth, Me.

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THE BAR NEWSLETTER IS ISSUED QUARTERLY (MARCH, JUNE, SEPTEMBER, DECEMBER) 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 TO THE NEWSLETTER BY MEMBERSHIP, DUES ARE \$4.00 PER YEAR. THE SOCIETY OFFICERS ARE:

- PRESIDENT - Don Greenburg, 5 Alden Place, Hartsdale, N.Y. 10530  
TREASURER - Paul Schulhaus, 209 West 16th St., New York, N.Y. 10011  
EDITOR - Robert C. Baker, Jr., P.O. Box 562, Brunswick, Me. 04011  
ASSOC. EDITOR - Ron Palmquist, 16 Glen Ave, Cape Elizabeth, Me. 04107  
ASSOC. EDITOR & CORRESPONDING SECRETARY - Waldo H. Kingston,  
28 Winthrop Drive, Peekskill, N.Y. 10566

Address all Society correspondence to the Corresponding Secretary.

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Photo page 1. - Top-Car "Katahdin", built 9-15-1949 for Maine Central RR., 85'-0" coach, bld. at Osgood Bradley plant, Worcester, Mass, by Pullman Standard Car Mfg. Co.

Bottom-B & A 84 passenger deluxe coach, car #230, "American Flyer" series, built 6-29-1937 at Osgood Bradley plant, Pullman Standard Car Mfg. Co.

Second photo-Interior shot car #152, combination coach-buffet car, "American Flyer" series, passenger car compartment, built 1937.

Third photo- interior shot, car #152, built 1937, view of dining room from kitchen.



SCHEDULE AS OF DECEMBER 1, 1940

Page 12.

SERVICE VIA CONNECTING LINES

For Boston and Maine Trains Between Portland and Boston see Table 28.

BANGOR AND AROOSTOOK R. R.

CONNECTIONS AT NORTHERN MAINE JUNCTION AND BANGOR

READ DOWN				Mls.	READ UP				
P. M.	A. M.	Noon	P. M.		A. M.	Noon	P. M.	A. M.	
19 30	9 40	12 16 0	0.0	Lv Boston	B. & M.	Ar	17 26	9 52	
11 55	11 25	11 50	114.7	Ar Portland	R. R.	Lv	15 15	9 25	
12 05	12 05	11 55	0.0	Lv Portland (M. C. R. R.)		Ar	15 00	9 40	
11 28	11 50		27.6	" Brunswick			14 15	9 21	
12 08	1 26		54.5	" Gardiner			13 41		
12 25	1 39		60.9	" Augusta			13 30	12 32	
12 18	2 10		80.2	" Waterville			12 56	11 57	
11 30	2 49		100.9	Lv Pittsfield		Ar	12 25		
11 45	3 01		107.9	Lv Newport Jct.		Ar	12 13		
13 26		14 56	129.7	Ar Northern Maine Jct.		Lv	11 43		
13 50		3 40	135.4	Ar Bangor		Lv	11 30	12 35	
Ex. Sun.	Ex. Sun.			<b>Table 23</b>				Ex. Sun.	Ex. Sun.
502	512						503	509	
A. M.	P. M.						P. M.	P. M.	
3 20	4 35		0.0	Lv Bangor		Ar	1 58	10 40	
3 32	4 47		5.7	Ar Northern Maine Jct.		Lv	1 40	10 30	
3 50	4 52		5.7	Lv Northern Maine Jct.		Ar	1 35	10 23	
4 27			30.3	Ar South Lagrange		Lv		9 46	
4 40	5 45		38.3	Ar Derby		Lv	12 41	9 25	
5 00			38.3	Lv Derby		Ar		C. P. TRAM	
5 30			55.4	Ar Dover-Poxcroft		Lv	11 10		
6 40			63.1	Ar Guilford		Lv	10 30		
8 15			90.7	Ar Greenville		Lv	8 55		
12 05				Lv Greenville (C. P. Ry.)		Ar		12 25	
2 05				Ar Jackman		Ar		10 50	
4 30				Ar Megantic		Lv		8 00	
4 50	5 50		37.7	Ar Milo		Lv	12 32	9 20	
5 08	5 59		42.2	Ar Brownville		Lv	12 23	9 10	
5 58			75.6	Ar Norcross		Lv		7 23	
6 08	6 47		81.0	" Millinocket		Lv	11 30	8 11	
9 56	7 26		105.0	Ar Sherman		Lv	10 50	7 26	
7 24	7 47		116.1	Ar Island Falls		Lv	10 31	7 06	
9 26			165.1	Ar Ashland		Lv		4 55	
10 31			220.2	Ar Eagle Lake		Lv		3 47	
11 10			220.2	Ar Fort Kent		Lv		3 10	
8 19	8 31		142.2	Ar Houlton		Lv	9 46	6 97	
10 30	10 40		195.4	Ar Fort Fairfield		Lv	8 25	6 25	
10 06	9 49		187.9	Ar Presque Isle		Lv	8 20	4 29	
10 36	10 14		202.5	" Caribou		Lv	8 05	4 02	
11 50	11 15		235.6	Ar Van Buren		Lv	7 05	3 00	
12 15			235.6	Lv Van Buren		Ar		8 30	
1 35			230.4	Ar Madawaska		Lv		6 44	
1 50			265.2	" Frenchville		Lv		6 27	
2 15			279.9	Ar Fort Kent		Lv		6 03	
P. M.	P. M.						A. M.	A. M.	

BELFAST AND MOOSEHEAD LAKE R. R.

CONNECTIONS AT BURNHAM JUNCTION

READ DOWN				Mls.	READ UP			
Ex. Sun. & Mon.	Mon. Only	Ex. Sun. Only	Ex. Sun. Only		Ex. Sun. Only	Mon. Only	Ex. Sun. Only	Ex. Sun. Only
A. M.	A. M.	P. M.	P. M.					
9 210	9 110	2 50	2 450	Lv Burnham Jc. Ar			7 500	
9 315	9 315	3 10	3 000	" Winnecook... Lv			7 300	
9 415	9 415	3 20	3 025	" Unity... Lv			7 200	
10 000	9 545	3 27	3 032	" Thorneike... Lv			7 100	
10 200	10 200	3 36	3 050	" Brooks... Lv			6 400	
10 330	10 330	3 50	3 065	" Waldo... Lv			6 314	
10 445	10 445	3 59	3 080	" City Point... Lv			6 205	
10 560	10 560	4 05	3 095	Ar Belfast		Lv	6 000	
A. M.	A. M.	P. M.	P. M.				A. M.	

BRIDGTON AND HARRISON RY.

CONNECTIONS AT BRIDGTON JUNCTION

READ DOWN				Mls.	READ UP			
Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only		Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only
A. M.	P. M.	P. M.	P. M.					
9 26	9 13	5 13	5 13	Lv Bridgton Jct. Ar			7 50	
9 33	9 25	5 25	5 25	" Rankins Mill... Lv			7 43	
9 41	9 33	5 33	5 33	" Twin Lake... Lv			7 35	
9 48	9 42	5 42	5 42	" West Sebago... Lv			7 26	
9 51	9 42	5 42	5 42	" Perley's Mill... Lv			7 21	
9 57	9 48	5 48	5 48	" Ingalls Road... Lv			7 16	
10 05	9 57	5 57	5 57	" South Bridgton... Lv			7 11	
10 09	10 05	6 05	6 05	" Sandy Creek... Lv			7 06	
10 15	10 15	6 12	6 12	Ar Bridgton... Lv			7 00	
A. M.	P. M.	P. M.	P. M.				A. M.	

ST. JOHNSBURY & LAKE CHAMPLAIN R. R.

CONNECTIONS AT ST. JOHNSBURY

READ DOWN				Mls.	READ UP			
Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only		Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only
A. M.	A. M.	P. M.	P. M.					
5 55	6 15	2 55	2 55	Lv St. Johnsbury... Ar			12 35	
7 28	7 50	4 35	4 35	" Greenboro... Lv			11 26	
7 50	8 10	4 56	4 56	" Hardwick... Lv			11 06	
8 25	8 45	5 37	5 37	" Morrisville... Lv			10 35	
9 10	9 30	6 22	6 22	Ar Cambridge Jct. Lv			9 50	
9 55	10 15	6 43	6 43	Lv Cambridge Jct. Ar			12 25	
10 40	11 00	7 28	7 28	" Fairfield... Lv			11 28	
11 00	11 20	7 46	7 46	" Sheldon Jct. Lv			11 02	
11 30	11 50	8 14	8 14	" East Swanton... Lv			10 43	
11 40	12 00	8 40	8 40	Ar Swanton... Lv			10 25	
A. M.	A. M.	P. M.	P. M.				A. M.	

GRAND TRUNK—CANADIAN NATIONAL RAILWAYS

CONNECTIONS AT PORTLAND, YARMOUTH JCT., DANVILLE JCT.

READ DOWN				Mls.	READ UP			
Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only		Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only	Ex. Sun. Only
A. M.	A. M.	P. M.	P. M.					
7 30	7 53	12 2	12 2	Lv Portland (G.T.S.) Ar			5 55	
8 18	8 41	12 7	12 7	" Yarmouth Jct. Lv			5 31	
8 52	9 15	12 10	12 10	" Danville Jct. Lv			5 09	
9 15	9 38	12 13	12 13	Ar South Paris... Lv			4 37	
9 35	9 58	12 16	12 16	" Bryant's Pond... Lv			4 14	
9 52	10 15	12 19	12 19	" Bethel... Lv			3 56	
10 13	10 36	12 22	12 22	" Gilead... Lv			3 40	
10 34	10 57	12 25	12 25	" Gorham... Lv			3 22	
11 23	11 46	12 28	12 28	" Berlin... Lv			3 07	
11 45	12 08	12 31	12 31	" Groveton... Lv			2 20	
12 15	12 38	12 34	12 34	" No. Stratford... Lv			1 59	
12 30	12 53	12 37	12 37	Ar Island Pond... Lv			1 35	
1 29	1 52	12 40	12 40	" Ar			1 20	
2 13	2 36	12 43	12 43	Ar Coaticook... Lv			12 10	
2 20	2 43	12 46	12 46	" Lennoxville... Lv			11 32	
3 09	3 32	12 49	12 49	" Sherbrooke... Lv			11 25	
4 24	4 47	12 52	12 52	" Richmond... Lv			10 39	
5 22	5 45	12 55	12 55	" St. Hyacinthe... Lv			9 18	
5 40	6 03	12 58	12 58	" St. Lambert... Lv			8 18	
5 40	6 03	1 00	1 00	Ar Montreal... Lv			8 00	
P. M.	P. M.	P. M.	P. M.				A. M.	

For Equipment see Page 3.

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on any

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‡ Daily, except Monday. Train goes no farther. / Stops on signal.

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\* Regularly assigned cars air-conditioned. ) By connecting train.

⊙ Stops to leave passengers holding tickets from east of Bangor and from B. & Ar. R. R.  
⊙ Stops to leave passengers from Bangor and points east, including passengers from B. & Ar. R. R. and to pick up passengers.

\* Streamlined Train. All seats reserved; reservations accepted in advance. Limited in its equipment and will receive passengers only to the extent of its seating capacity. All tickets honored, except those for restricted excursions. No checked baggage handled on this train.

A Bus connection made at Presque Isle. B Bus.  
E Mixed Passenger and Freight.

P Stops to leave passengers holding tickets to B. & Ar. R. R.  
T Stops to leave from east of Portland. k Saturdays only.  
g Will stop only on holidays at Deverly, 8.31 a. m., Lynn, 8.43 a. m., arrive Boston 9.08 a. m.