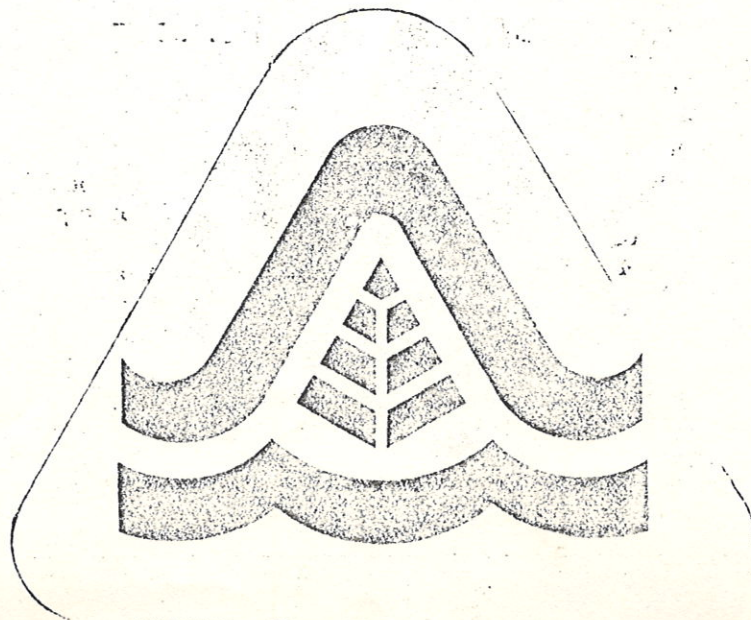
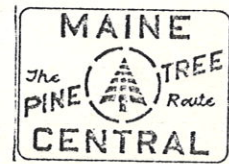
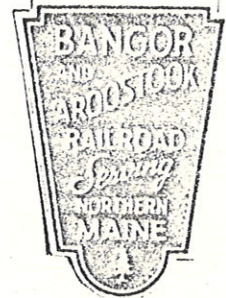
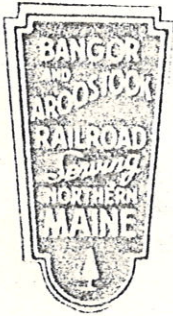


Bangor and Aroostook Railroad



HISTORICAL AND TECH. SOC.



THE BAR NEWSLETTER IS ISSUED QUARTERLY ( MARCH, JUNE, SEPT., AND DEC. ) BY THE BAR HISTORICAL AND TECHNICAL SOCIETY FOR THE BENEFIT OF ITS MEMBERS AND OTHERS INTERESTED IN ACQUIRING INFORMATION ABOUT AND PROMOTING THE RAILROADS OF MAINE. CONTRIBUTED ARTICLES AND MATERIAL FOR PUBLICATION IS WELCOME. SOCIETY OFFICERS ARE:

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#### THE BI-CENTENNIAL PARADE

The Maine Central Railroad has joined the ever expanding list of painting engines as a patriotic participant in the 200th anniversary of this country's birthdate. The MEC has deviated from the expected norm of red, white and blue colors, stars, and the numbers 200 or 1776. The railroad, needing additional motive power, took over a cancelled Seaboard Coast Line order of "U-Boats" (U 18 B), the first of this class by MEC, built by General Electric but with EMD trucks. The 10 units ( numbered 400-409 ) have been labeled " The Independence Class" and painted in yellow-and-green colors with a gold wing spread eagle in the middle of the nose of the engine unit, and named (under each cab window, at foot board level) for persons and events associated with the American Revolutionary War. The names and numbers are : #400- General Henry Knox ; #401- Hannah Weston ; #402- General John Stark ; #403- General Peleg Wadsworth ; #404- Kenneth Roberts ; #405- Arundel ; #406- Colonel John Allen ; #407- Unity ; #408- Battle of Bagaduce ; #409- Ethan Allen. ( A future issue will cover the listed names or places in greater detail ). Each unit weighs 250,000 lbs. and generates 1,800 H.P.

#### FOR \$1 A SUPER BARGAIN - AN EXCEPTIONAL OFFER

The Maine Central Railroad recently commissioned Artist John F. Gould of Newburgh, N.Y. to paint a picture depicting a freight train being pulled by two of the newly acquired "U-Boat" engines. The subject chosen by the artist shows the freight train crossing the Sheepscot River at Wiscasset, Maine. The railroad has had the picture printed in all of its original colors for distribution to selected members of the general public. Approx. 2' x 3' in size, the picture would complement any rail fan or modelers collection. BAR Society members may receive their copy by sending \$1 (to cover the cost of handling and mailing) to Mr. Bradley L. Peters, Assistant to the President, Maine Central Railroad, 242 St. John Street, Portland, Me., 04102. Mention that you learned of this offer through the BAR Newsletter and above all, please, "THANK" Mr. Peters for the generosity of the MEC.

We believe this is an outstanding opportunity too good to pass up. (My picture has already been framed and hangs on the wall for all to see. Corres. Secy.)

#### MORE AVAILABILITY OF BAR MATERIAL

A book- "New England Country Depots" by Edward A. Lewis- hard cover \$8.95; soft cover \$4.95; 160 pages, size 8½ x 11 ; vintage photos of 250 of New England depots including the New Haven; Boston and Albany; Maine Central; Boston and Maine; Bangor and Aroostook, and other New England short line R.R.'s. From: The Baggage Car, Box 81, Arcade, N.Y. 14009. BAR stations included are: Searsport; Northern Maine Junction; LaGrange; Greenville; Henderson; Millinocket; Sherman; Oakfield; Fort Kent; Presque Isle and Washington. A nice addition to anyone's railroad library.

#### STILL MORE MATERIAL

Most passenger car modelers, in striving for authenticity, go to great lengths to have their cars include interiors, complete with lighting and even to placing knives, forks and spoons on the linen covered tables. Trade publications of the model railroad industry rarely, if ever, include floor plans of passenger cars of the New England railroads. Don't despair, modeler, there is a source of supply for plans of almost every car used by the New England railroads from as far back as 1893 through 1947. Mr. George Bart, 268 Grove St., Apt. A, Charleston, S.C. 29403 has both side and floor plan views for sale, \$0.65 per plan. Write to him for current list (he has others of non-New England railroads, too. BAR plans include: Coaches for years 1894, 1907, 1910 and 1949; baggage cars for 1893, 1905, 1910, 1925 and 1949; stainless steel sleeper in 1954, "North Twin Lake"; combine in 1902; business car 100; etc.

A close inspection of a railroad timetable or railroad atlas of the State of Maine will show that the Bangor and Aroostook Railroad has interline connections with three railroads, one American and two Canadian. The Canadian Pacific interchanges at Greenville, Me. and at Brownville Jet, Me. These connections are on the Montreal-St. John, New Brunswick line. The only Canadian National exchange point is at the Northern extremity of the BAR trackage at Van Buren, Me. That leaves but one outlet from Maine through another, and the only American railroad connecting with the BAR. This interchange is at Northern Maine Junction, an intersection 4 miles west of Bangor, Me. We are speaking of the Maine Central Railroad. It is understandable that the Bangor and Aroostook RR is vitally interested in the operational and financial aspects of this sister railroad in Maine.

It was 127 years ago, (1849), that the little Androscoggin and Kennebec completed its line from Danville Junction on the Atlantic and St. Lawrence RR (later the Grand Trunk) to Waterville, Maine. While this line struggled for completion, another little road, the Penobscot and Kennebec was building eastward from Waterville to Bangor, Maine. The same interests were behind each road, seeing to it that they were built to 5'6" gauge, so they might connect with the broad gauge Atlantic and St. Lawrence, thus sending their cars into Portland, Maine, over the latter's rails.

The Kennebec and Portland (later known as the Portland and Kennebec), opened a standard gauge line from Yarmouth Junction, (also on the A. and St. L.), east to Augusta in 1852 and also in the opposite direction to Westbrook, (birthplace of Rudy Vallee), thence entering Portland over the line of the Portland and Rochester Railroad.

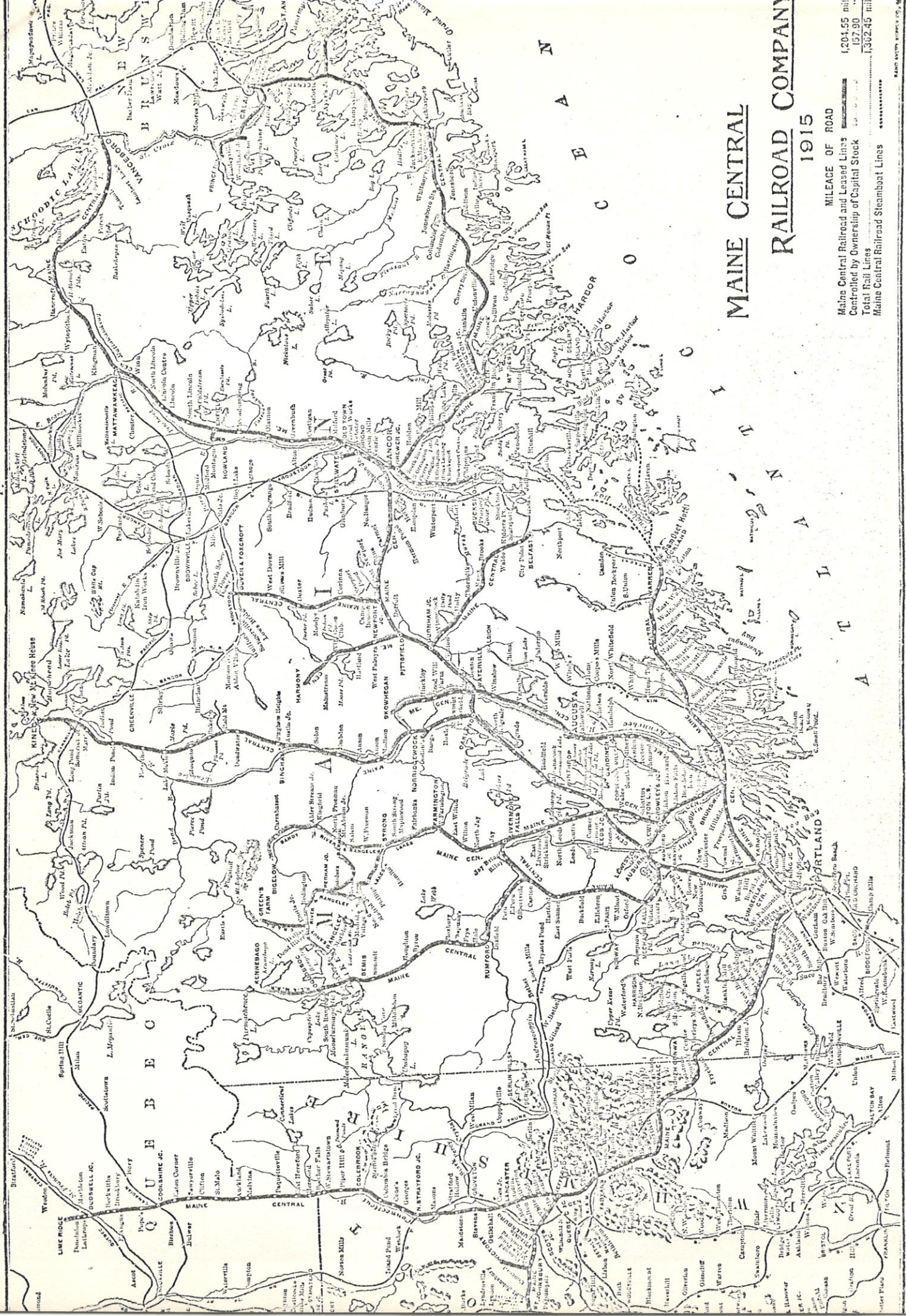
For some years rivalry was keen between these standard and broad gauge lines, but instead of continuing out-throat competition until somebody was hurt, an agreement was reached in 1862, by which the Augusta and Kennebec and the Penobscot and Kennebec were joined into one system called the MAINE CENTRAL RAILROAD. In 1870, the new company leased the Portland and Kennebec with the latter's Somerset and Kennebec, which connected Augusta and Waterville. The following two years saw the broad gauge lines converted to standard; a new line was built, from Danville to Royal Junction, (on the former P&K), which eliminated the necessity of using the Grand Trunk iron into Portland, the Maine Central thus having two good routes to Waterville, with the single route connecting on to Bangor.

The later lease of the European and North American Ry. (with its conversion to standard gauge), took the Maine Central all the way from Portland to Vanceboro, in the eastern most part of the State of Maine, right on the Canadian border.

The question of the change in track gauge resulted in a long, bitter battle, one irate stockholder even threatening to use a cannon to prevent it!

Portland interests having induced the Atlantic and St. Lawrence to use broad gauge, hoped to see it throughout the state. They had high hopes of making Portland, (with its splendid harbor), a great ocean port, the main outlet for Europe-bound Canadian rail traffic, and they feared that adoption of standard gauge track would allow much traffic to be siphoned off toward Boston over the standard gauge Boston and Maine Railroad. The Maine Central took over many other smaller lines, among which were the Portland and Rumford Falls; Washington County; The Somerset; Rumford Falls and Rangeley Lakes; Sebasticook and Moosehead Lake; Portland and Ogdensburg, (line east of St. Johnsbury, Vt.), and a part of the European and North American which lay in Maine.

A very close relationship has existed for many years between the Maine Central and Boston and Maine Railroads. They have had the same President, with various other officers exercising dual authority. Photographically speaking, it is not unusual for Maine Central power to be seen on the tracks of the Boston and Maine and vice versa. This close working had its inception in 1874, when the Eastern Railroad succeeded in purchasing a voting control of Maine Central stock. When Boston and Maine acquired the Eastern, it naturally assumed similar control.



**MAINE CENTRAL  
RAILROAD COMPANY**

1915

MILEAGE OF ROAD

Maine Central Railroad and Leased Lines

Controlled by Ownership of Capital Stock

Total Rail Lines

Maine Central Railroad Steamboat Lines

1,204.55 miles  
197.90  
1,362.45 miles

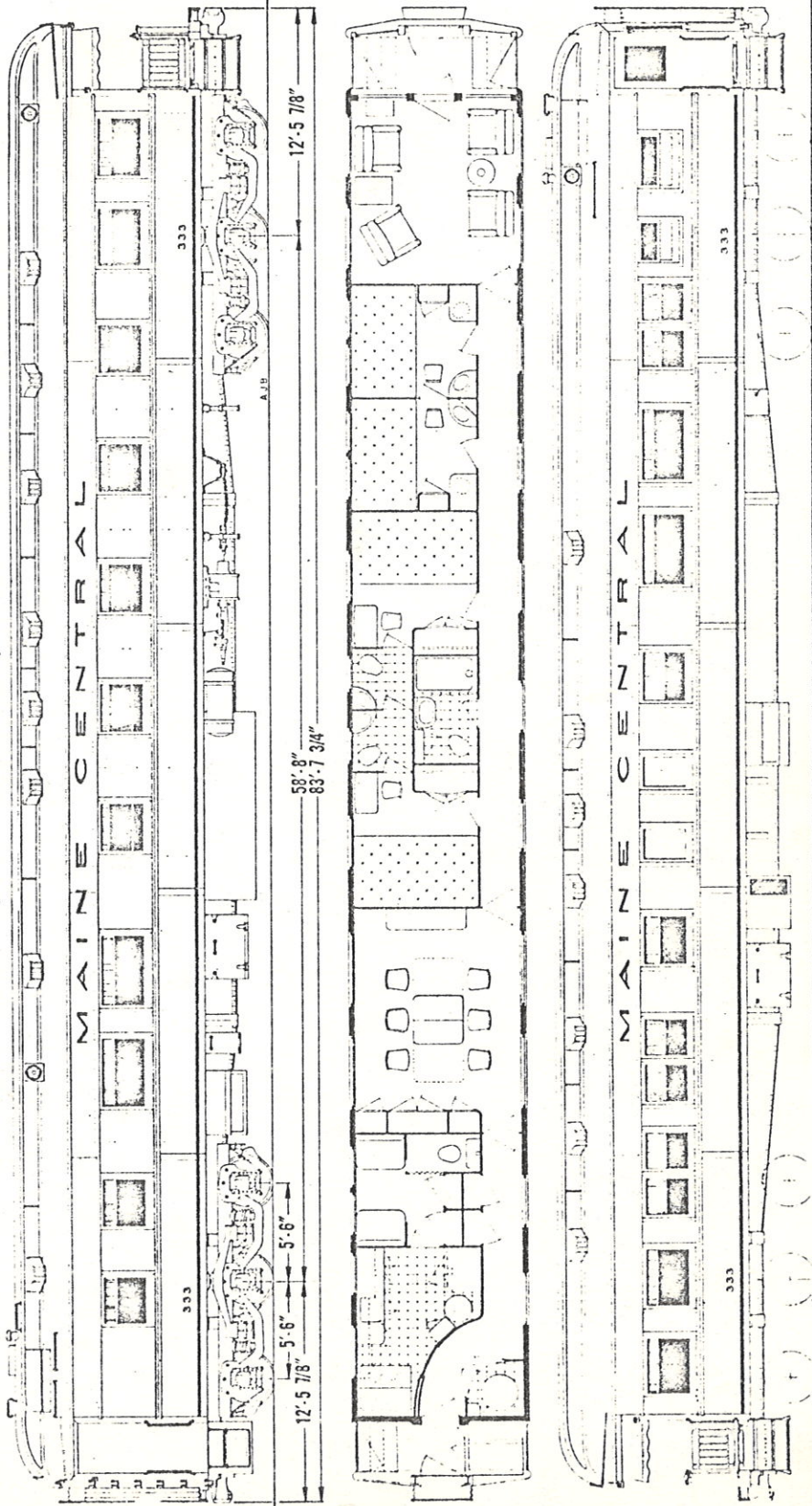
MAINE CENTRAL RAILROAD COMPANY

# Maine Central Business car 333

Drawn for MODEL RAILROADER MAGAZINE by  
ALLEN J. BREWSTER

Magazine purchaser may have photocopies of these drawings made locally as an aid to his personal model-making or tool designing. MODEL RAILROADER retains all rights to distribute copies of the drawings to others.

*FOREST GREEN BODY - YELLOW SPRING, YELLOW LETTERS AND NUMBERS.*



# NEW PROCEDURES CONCERNING RELEASES FOR PHOTOGRAPHING

Effective September 17, 1975

Maine Central Railroad Company and Portland Terminal Company have altered their procedures for granting permits for an individual to enter upon railroad property for the purpose of photographing railroad equipment. The new procedures are in effect at this time and will continue until further notice.

Permits to enter upon the property are issued as a privilege to the visitor, not a right. If the privilege is abused by an individual or individuals, permits for these parties may be refused. This privilege will continue to be available as long as the number of permits issued remains small. Each individual desiring to enter upon the property will sign a release completely indemnifying Maine Central Railroad Company and/or Portland Terminal Company. The following criteria will be adhered to strictly:

1. Each individual must sign a separate permit
2. Identity of the visitor will be established
3. The permit will be given for as brief a time as possible, but in no case for more than eight hours
4. The visitor will retain a copy of the permit which he must carry with him while on railroad property
5. Visitors will not be allowed on locomotives or other railroad equipment or in buildings

The following individuals have the authority to sign permits for this purpose:

## Executive Department

Manager, Industrial Development, Real Estate and Taxation  
Assistant to President

## Operating Department

Portland Terminal - Superintendent, Rigby  
Assistant Superintendent, Rigby  
Maine Central - Assistant Superintendent, Waterville  
General Agent, Waterville  
Assistant Superintendent, Bangor  
General Agent, Bangor

## Mechanical Department

Portland Terminal - General Foreman, Rigby Engine House  
Maine Central - Shop Superintendent, Waterville  
General Shop Foreman, Waterville  
General Foreman, Bangor Engine House

## Police Department

Chief Special Agent, Portland  
Sergeant of Police, Portland  
Patrolman, Waterville

The Chief Clerk in the Operating Department in the General Office Building at 242 St. John Street, Portland can assist you in locating one of the above individuals.

*FROM SEPTEMBER 1975 ISSUE OF "THE 470" NEWSLETTER, PORTLAND ME.*

<u>TYPE OF CAR</u>	<u>1924</u>	<u>1925</u>	<u>1926</u>	<u>1927</u>	<u>1928</u>	<u>1929</u>
PASSENGER	165	165	158	158	152	110
COMBINATION CARS	23	23	22	22	22	20
DINING CARS	4	4	4	4	4	4
BAGGAGE CARS	48	48	48	48	60	50
MAIL CARS	5	5	5	5	5	5
EXPRESS CARS	2	2	2	2	2	2
BAGGAGE & MAIL	43	43	43	41	25	25
DAIRY CARS	30	30	30	30	30	30
TOTALS	320	320	312	312	320	246

In 1929, 2 steel coaches, 1 steel smoking car and 2 steel postal cars were equipped with electric lights replacing gas lights.

1930 - 2 Hudson locomotives received, placed in service.

1930 - 5 deluxe passenger cars and 2 deluxe combination baggage-smoking cars, under construction to be delivered in 1930. Gas lighting in 10 passenger cars replaced by electric lights.

1946 - "Bar Harbor Express" between Washington, D.C., New York City (Penn. Station), and the "State of Maine" as far as Ellsworth restored in summer and operated 6 nights per week as compared to 4 nights a week during World War II.

Daytime "East Wind" was restored and thru coaches between Washington, D.C., New York City (Penn. Station), and Rockland, Me. were operated between Spring and Fall.

"Mountaineer" from Boston to White Mountains, N.H. through Crawford Notch operated daily in Summer with deluxe coaches and parlor-diner.

10 steel coaches purchased from The Reading Company.

9-1-46 Purchased 2 parlor cars (Pullman Co.) for operation between Boston and Bangor.

1947 - 8 new streamlined coaches, 2 combination coach-smoker-lounge-baggage cars, 2 restaurant-lounge streamlined cars delivered in Summer (identical purchase made by B & M RR.). Assigned to "Kennebec", "Pine Tree" and "Flying Yankee".

"Bar Harbor" operated between Washington, D.C. and Ellsworth, Me. via New York City, 3 days per week in each direction instead of 6 days per week.

"East Wind", Washington, D.C. to Rockland, Me. (in 1946) ran only between New York City and Portland, Me. in 1947.

Weekend service improved to Maritime Provinces by the inauguration of thru sleeping cars and coaches leaving Boston on Friday nights during the summer, operating on the "Pine Tree" to Bangor and reaching St. Johns, New Brunswick, Canada Saturday morning.

1949 Passenger equipment - 125 pieces. 2 old steel underframe coaches converted to work service use only.

1951 Passenger car ownership - 120 pieces. 2 restaurant-lounge cars sold. 2 combination passenger cars converted to non-revenue service. 1 baggage car destroyed, foreign line.

1952 Caboose #610 - green body, gold letters and marks.

1953 Passenger car ownership - 113 pieces.

1954 Passenger car ownership - 107 pieces. End of steam, June 13, 1954, using 4-6-2, #470, Pacific.

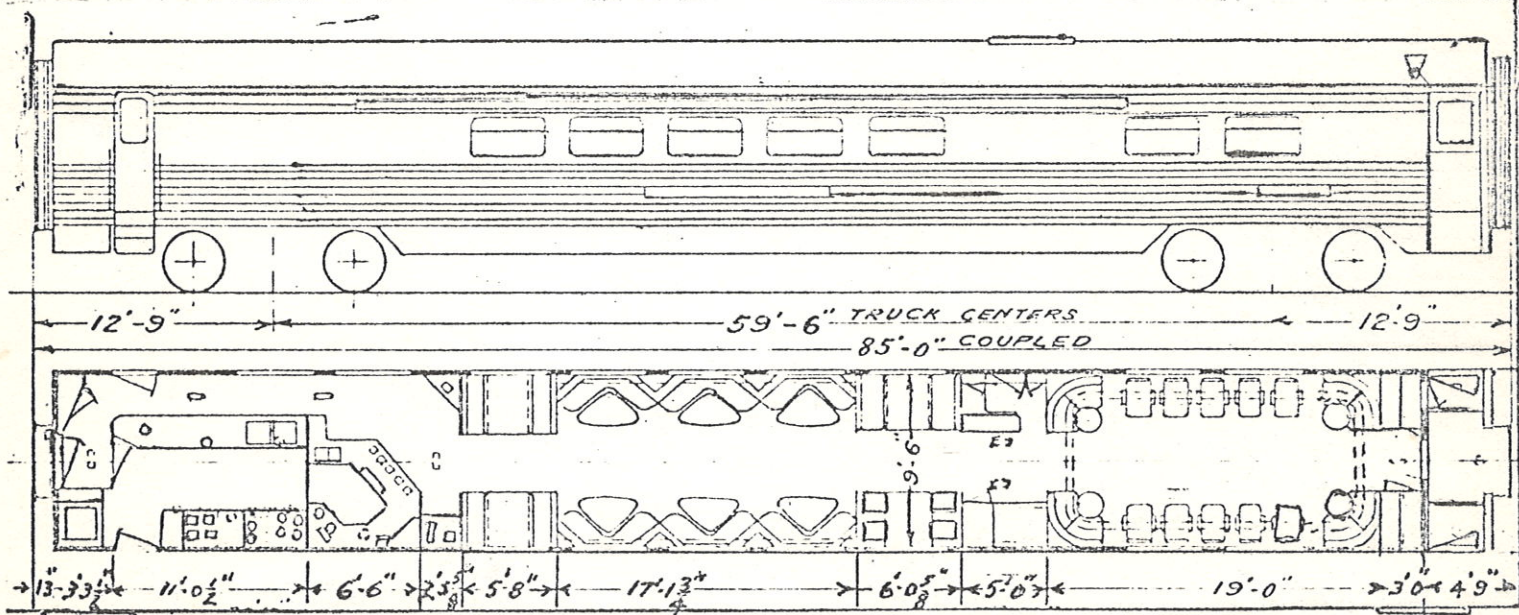
1955 Bangor to Vanceboro passenger service eliminated. Passenger equipment, 107 pieces.

1955 - 2 combination baggage-mail cars converted to full baggage cars. 2 coaches converted to non revenue equipment. 1 combination coach-baggage car destroyed on M.E.C. line, 1 coach destroyed on foreign line. 1 baggage car retired.

The Maine Central and the Boston and Maine received twelve chair and restaurant-lounge cars from Pullman Standard plant, Worcester, Mass. between June and September of 1947, as listed below:

<u>Boston and Maine</u>		<u>Maine Central</u>	
<u>44 seat Baggage Chair Car</u>			
3800	Purple Finch	540	Lumber King
3801	Blue Jay	541	Forest Queen
<u>56 Seat Chair Car</u>			
4800	Bobolink	240	Alamoosook
4801	Robin	241	Webhamet
4802	Humming Bird	242	Katahdin
4803	Black Bird	243	Parmachenee
4804	Blue Bird	244	Sagadahoc
4805	Briole	245	Abenaki
4806	Chicadee	246	Kineo
4807	Snow Bird	247	Passamaquoddy
<u>Restaurant-Lounge Car</u>			
70	Bald Eagle	15	Merrymeeting
71	Hermit Thrush	16	Arundel

Note: Since leaving the Maine Central Railroad, the two restaurant-lounge cars have been well traveled. Their first stop was with the Chicago and Eastern Illinois RR as diner-lounges; then listed in the Louisville and Nashville RR roster following the C & EI merger; #603 and #604 with C & EI; 2800 and 2801 with L & N; then in 1971 they joined Amtrak, numbered 8380 "Dixie Traveler" Lunch Counter Lounge and 8381 "Dixie Journey", Lunch Counter Lounge, running between Norfolk, Va. and Chicago, Ill., on the "Mountaineer".



Restaurant lounge cars: Built: Pullman-Standard-Worcester, Mass. 1947

Lot 6778

Maine Central - #15- Merry Meeting & #16 - Arundel

Bos. & Maine - #70- Bald Eagle & #71 - Hermit Thrush

Assigned to "The Flying Yankee", "The Pine Tree", & "Kennebec"  
Boston - Portland - Bangor service.

Sold to C&EI in 1951. Resold to L&N, Oct 1959. C&EI #603, 604. Assigned to "Georgian", Chicago-Atlanta. B&M sold Bald Eagle, Hermit Thrush to Wabash, assigned to "Cannon Ball", St. Louis to Detroit train.

