
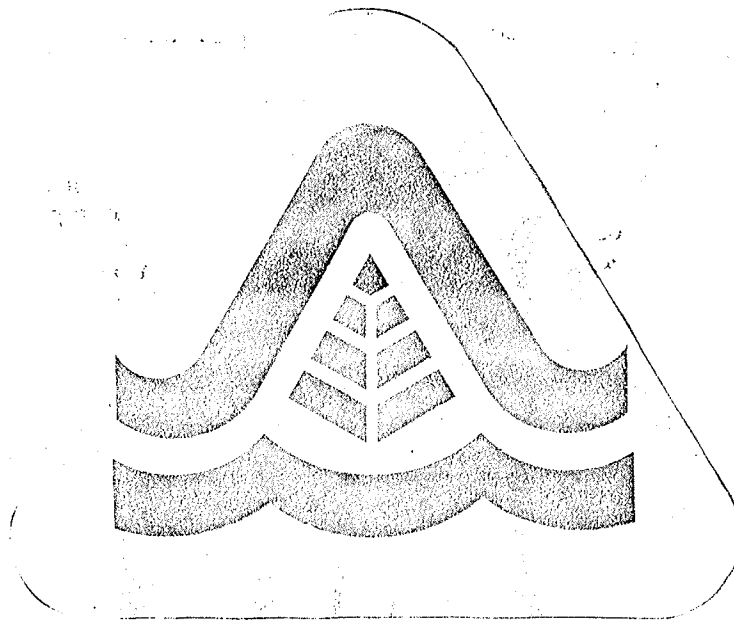
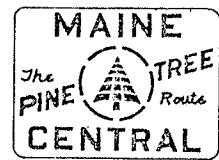
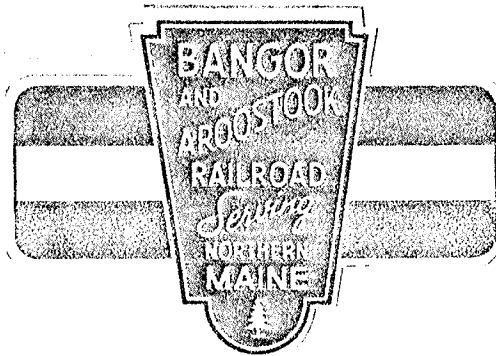
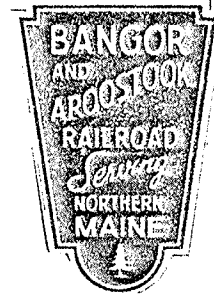
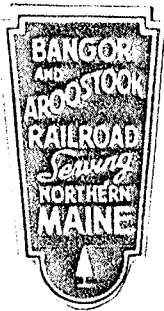


Bangor and Aroostook Railroad   
HISTORICAL AND TECH. SOC.



THE BAR NEWSLETTER IS ISSUED QUARTERLY ( MARCH, JUNE, SEPTEMBER, AND DECEMBER) 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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AN APOLOGY IS IN ORDER\*\*\*WE REGRET THAT THE PHOTO PAGE SUPPOSED TO BE IN VOL.II,NUMBER I, SUMMER 1975 DIDN'T MAKE IT.OUR COPIES RECEIVED FROM THE PRINTER WERE BELOW THE STANDARDS WE HAVE ESTABLISHED.AS A RESULT WE FELT IT BEST NOT TO INCLUDE THE PAGE IN THAT ISSUE. WE HOPE TO CORRECT THIS OMISSION IN THE NEAR FUTURE.

DECALS - There are five principal sources of decals for the HO and N scale modelers of railroad equipment(freight,passenger and engines):(1) Wm.K.Walters,Inc.,4050 North 34th St.,Milwaukee,Wisc,53216;(2)Miller Advertising Co(The Herald King),1627 Lilac Drive, Manitowac,Wisc.54220;(3) Champion Decal Co.,P.O.Box 1178,Minot,North Dakota,58701;(4) SMP Industries,P.O.Box 72,Hudson Rd.,Bolton,Mass.,01740;and (5)Micro-Scale Decals by Krasel Industries,Inc.,1821 Newport Circle,Santa Ana,Ca.92705.Each has a catalog that can be obtained ,some through your local hobby shop,others from the manufacturer.The same applies to decals.One source of SMP Industries decals,if you live outside of the Massachusetts area,is through a special mail service.One among those mail order houses is Jack's Trains, Christmas Tree Lane,Rutland,Mass.,01543.Do not try to order direct from SMP,your order will be forwarded to Jack's Train. The current list of Accu-(de)Cals from SMP as follows: (Price per set \$0.90)(When ordering from Jack's Trains please include the following to cover costs of shipping and handling-5%of order(o.50 minimum)plus 0.10 for each bottle of paint ordered): Bangor and Aroostook RR.

Number	Description
H2-B025	40' Box Car,Freight car red,large lettering and numbers.
H2-B60a	50' Box Car,State of Maine,Red,white and blue.
H2-B90a	50' Box Car,International orange,Triangle herald 9000
H2-B10b	50' Box Car,Freight car red,large lettering and numbers
H2-R01a	40' Ice Reefer,Reefer orange,large letters and numbers
H2-R11a	50' Mechanical Reefer,Reefer orange,large lettering and numbers
H2-DFo4b	F-3(F-5)Diesel Freight Blue with Yellow lettering.40-47.
H2-DFo4a	F-3(F-5)Diesel Freight Black,Orange & Grey;orange letters.40-47.
H2-DFo4d	F-3(F-5) " " " " " " ;white letters.40-47.
H2-DFo5b	BL-2 Diesel Freight,Blue with Yellow lettering.50-57
H2-DFo6b	GP-7/9 Diesel Freight Blue with Yellow lettering. 60-80.
H2-DFo6c	GP-7/9 " " Black,Orange & Black,white letters.60-80.
H2-DFo8a	GP-38 " " Blue with Yellow lettering. 81-88.

Maine Central Railroad.

H3-DF05a	GP-7 Diesel Freight Maroon/Green/Yellow.Yellow lettering. 500's.
H3-DF05b	RS-3/11 Diesel Freight Maroon/Green/Yellow.Yellow lettering. 500's.
H3-DF06a	F-3/7 Diesel Freight.Maroon/Green/Yellow.Yellow lettering. 600's.
H3-SW03a.	SW-9 EMD Switcher.Maroon/Green/Yellow.Yellow lettering. 300's.

In the last issue of the Bulletin we included a copy of procedural information to be used by photographers interested in "getting close" to railroad equipment on Maine Central property. The same procedures apply to photographing railroad equipment on the property of the Bangor and Aroostook Railroad. At Northern Maine Junction,check with the receptionist in the headquarters building;at other locations,check with the highest authority there.

DID YOU KNOW-----The Parlor-Cafe-Observation car #194 "Piscataquis" was built by American Car Foundry in 1902 as Private Car #100,rebuilt on April 6,1929 at the Derby,Me.,shops to a Cafe-Parlor Car. In 1930 it ran as designed,on the Northern Maine Section of the "Flying Yankee". DID YOU KNOW----that Diner 195,Pullman built in 1907,was first numbered 101,then renumbered to 195 in May 1926,and ran between Millinocket and Phair serving breakfast northbound,the dinner southbound.There are photos of each car in the book "Steam,Steel & Limiteds" published by Kratville. See page 58.

The following information is reprinted with the permission and through the courtesy of the Bangor & Aroostook Railroad, Public Relations Department. Taken from the 75th, Diamond Jubilee issue released on February 1, 1966.

### Keeping the Cars Rolling

Among the notable achievements of the Bangor and Aroostook Railroad Company is one that is little known to the present generation. Before it had even finished building a railroad, the company built a town.

Initially it was called Milo Junction; today it is known as Derby and is the home of the railroad's principal shops.

Derby owes its birth to an improbable railroad with an equally improbable name,--the Northern Maine Seaport. It had no equipment, only 54 miles of track and no thought of ever operating a train.

Actually, although a corporation in its own right, with a charter issued in 1904 to prove it, the Northern Maine Seaport was no more than an extension of the Bangor and Aroostook from South LaGrange to Searsport.

The Bangor and Aroostook was committed to leasing its track and the men who built the Bangor and Aroostook also built the Northern Maine Seaport.

It was, in short, the product of the same hard thinking that brought the Bangor and Aroostook down through Browville to an interchange with the Maine Central at Old Town, instead of Mattawamkeag. Moreover, the objective was the same; a longer haul for the Bangor and Aroostook through a new interchange at Northern Maine Junction with a deep water terminal at Searsport as an invaluable byproduct.

As a part of its initial construction program the Bangor and Aroostook had provided repair facilities for its equipment in 1896 at its Old Town terminal. Later it had built a car shop at Houlton.

But in 1905, with the construction of the Northern Maine Seaport scheduled for completion before the year's end, the track from South LaGrange to Old Town, as a part of the main line, was on borrowed time and with it the repair shop.

Those entrusted with finding a new location for the railroad's shops eventually came up with a hay field just south of Milo.

It was adjacent to the intersection of the Bangor and Piscataquis and the Bangor and Katahdin Iron Works, the two railroads that, through their acquisition, had made it possible for the Bangor and Aroostook to start laying track north from Browville.

In one respect the location made good sense; in another it seemingly made no sense at all.

It would move the shops from the end of the line to an intermediate point, which is where a railroad's shops should be. But there was little manpower in Milo for work in the shops and no housing for imported labor.

A less imaginative railroad would have looked elsewhere. But for the Bangor and Aroostook this was no insoluble problem. Indeed to its management the solution was obvious; a town was needed so a town would be built.

Included in the construction program was a hotel with 45 bedrooms and a dining room and 46 employee houses, "all with bathrooms, hot water boilers, ranges and electric lights".

A report to the stockholders said "the dwellings are upon an elevated plot, well removed from the shops and clear of the yards" and ended on this cryptic note: "Special attention has been paid to sewerage."

There is no record of any requests for an explanation, but an inquiry, had it been made, would have disclosed the fact that a hill to the north was a barrier to the Milo sewage system so the new town was, of necessity provided with one of its own.

The plan for the shops themselves were consistent with the plans for an entirely new community. This was no here today and gone tomorrow project. Despite its youth and the need for a great deal more track, the Bangor and Aroostook dug up \$414,448.95 for a truly permanent installation.

Aside from several storage sheds, all of the buildings were solidly built with brick. They included a two-story office and stores building, a one-story car shop with an area of 54,000 square feet and a locomotive shop that was 242 feet long.

Between the car shop and the locomotive shop was a 75-foot transfer table which moved back and forth above a repair pit whose length was 369 feet. Nearby were a planing mill and an engine house.

To be continued.....

It is one thing to design and construct buildings that will stand the test of time. It is quite another to design a physical layout that will withstand obsolescence. The railroad's engineering department was, to an amazing degree, as successful with the second assignment as it was with the first.

While many of the operations within the buildings have changed, the physical plant today is not substantially different from that of 1906.

Housing is a somewhat different story. As time developed an increasing sense of permanence among the employees in the shops, the demand for houses grew and, as a natural consequence, a hotel room as a home became more and more unattractive.

To meet this demand, the railroad added houses until their total reached 76. Most of them are now owned by the employees. The hotel, which ceased to function as such years ago, is now a community center.

For the first ten years, the new shops at Derby built no more than an occasional freight car and it was a replacement for a car retired or wrecked.

But in 1917 President Percy Todd announced that Derby was scheduled to build 150 box cars over the next twelve months. The reason for this change in policy was clearly stated: "The enormous prices asked by equipment companies".

The project foundered for lack of sufficient manpower at Derby, because of the war, and equipment companies supplied the 150 cars and the 1,200 more acquired in 1921-1923.

There would be no more box cars purchased from outside sources for the next 15 years. In 1924 Derby embarked upon a program of buying underframes and running gear from equipment manufacturers and building the box itself. It was, of course, a woodworking operation.

Only 77 cars were built that year, but 175 were built in 1925 and 400 in 1930. There were no further additions to the box car fleet until 1938. That year 665 cars were acquired and they came from an equipment company for one compelling reason, - they were all steel cars.

This is not to say that it was physically impossible to build an all-steel box car at Derby since it wasn't. However, it entailed the purchase of the component parts of the box as well as the underframe and running gear. Hence it is no more than an assembly job and the estimated cost, per car, did not warrant its undertaking.

Since no box car had been built for eight years at Derby there was no impact on its current operation from this decision.

But the replacement of steam power with diesels some ten years later was a completely different story. It made the engine house obsolete as well as most of the work in locomotive shop.

Physically the shop no longer needed much of the floor area that had been required to keep the steam locomotives in operation.

That space today is occupied by what the Bangor and Aroostook calls its contract shop. It is, to say the least, an unusual operation for a railroad.

Many of the machine tools with which it is equipped are of little use to the railroad itself and much of the work it undertakes is for others. Moreover, while it is expected to operate at a profit, no one has ever anticipated a really substantial return from the contract shop.

Hence there must have been something more than a compulsion to use unoccupied space to account for the contract shop. And, in truth, there was. The prime objective was the utilization of men; the highly skilled machinists who had worked on the steam locomotives.

To keep them employed, tools were bought and work was solicited. The shop's stock in trade was, and still is, that of all contract shops; open time on a variety of machines for manufacturers who either lacked the machine facilities needed or whose orders have exceeded their own capacity.

While it is an interesting and imaginative operation it is, of course, no more than a side line at Derby whose primary job is to keep the railroad's rolling stock in first class condition with some car and locomotive rebuilding as a secondary function.

To the Bangor and Aroostook, "first class condition" is no catch phrase. Its ratio of cars idled for repairs to the total owned is one of the lowest in the railroad industry, and has been for many years.

Indeed, prompt and adequate maintenance of both its equipment and its right of way is a tradition with the Bangor and Aroostook that is almost as old as the railroad itself.

Reporting an almost disastrous year in 1908, because of a near failure of the potato crop, Franklin Cram concluded:

"Every effort was made to curtail expenditure consistent with not neglecting the property. Especially has the company intended to maintain the integrity of its equipment. It had on June 30 (1908) every locomotive, every unit of passenger train equipment and within about one percent of every unit of freight rolling stock it acquired in, and since, 1893, - the year in

which construction of the road was commenced.

"All was in serviceable condition barring ser offs for ordinary repairs.."

Twenty-four years later Percy Todd reminded the stockholders of the "100 per cent standards for equipment maintenance of the American Railroads Association,"no more than 18 per cent of the locomotive fleet in need of reapiir and 5 per cent of the freight car fleet. Percentages of the Bangor and Aroostook,as of December 31,1932,were,he said,2.4 and 3.6 respectively.

Impressive though these figures are, they pale when compared to those today.On December 31,1964,there were no locomotives out of service and the freight car bad order ratio was 1.8 per cent.

In short,the "integrity" with which the Bangor and Aroostook maintains its equipment is,if anything,greater toady than it was yesterday. But it is being maintained in many different ways and in different places.

Part of this is attributable to changes in the equipment itself,as witness the diesel and the all-steel box car,part to technilogical developments over the years and part to geographic factors.

Insofar as the third is concerned,the car shop in Houlton was closed in 1925 and all of the railroad's repair work was consolidated at Derby. The policy of concentrating repairs at Derby went unchanged until the diesels came. Then,strange though it may sound,the compelling factor that led to the construction of repair facilities elsewhere was the Medford Cutoff.

Freight trains bring in diesels in need of repair and effeciency dictated the use of through trains because of the greater numbers. However, all Bangor and Aroostook through freights travel over the Medford Cutoff which runs east of Derby.

There was only one feasible solution of this problem; a diesel repair shop at either Oakfield or Northern Maine Junction. A study of al that was involved led to the rejection of Oakfield and in 1954 an engine house at Northern Maine Junction was converted into a diesel shop for running repairs and major overhauls.

Subsequently rip tracks were laid at Northern Maine Junction for out-of-doors box car repairs. Obviously this is a summer operation and its justification is employment fot the large force of car inspectors required at Northern Maine Junction during the other nine months of the year.

Service at an interchange point for mechanical refrigerator cars became increasingly imp-erative in 1964 as the railroad's ownership of this type of car multiplied.As a result servicing facilities were constructed in 1965 at Northern Maine Junction,but not facilities for major repairs which are made at Derby.

At Derby itself,\$300,000 was expended in 1957 for a completely modern paint shop that includes shot blast and hot spray equipment.

Trackmobiles have replaced a cable in the operation of the transfer table between the car shop and the locomotive shops. Posts have been removed to permit the use of fork lift trucks. Individual drive motors have eliminated overhead belting.

The stores department has been streamlined and what was once the engine house now provides space for snowplow repairs and overflow work from the car shop.

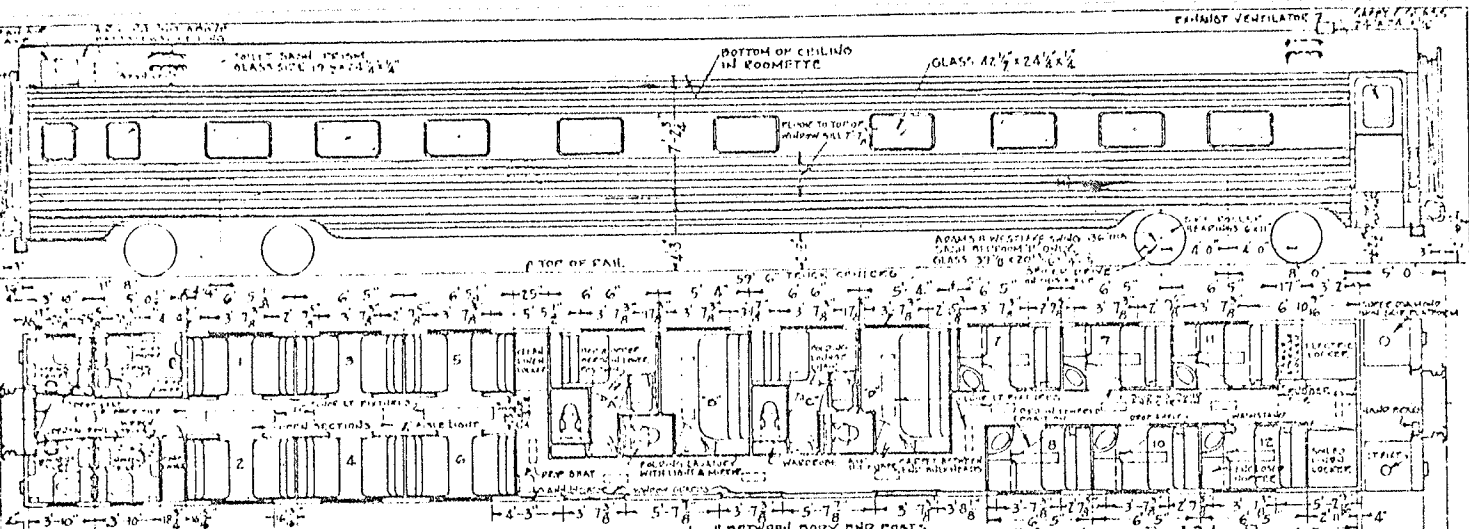
The net of all this is a highly effecient operation with,nevertheless,one of the highest maintenance of equipment ratios in the railroad industry.

To understand this seeming paradox requires more than a casual knowledge of railroad accounting.

The ratio itself is the percentage relationship between what a maintenance equipment department spends and what a railroad takes in as operating revenue. But operating revenue does not include rental income,earned by the equipment.

Thus the maintenance of equipment department of the Bangor and Aroostook Railroad is charged with the expense of maintaining locomotives and freight cars("expense" includes well over \$1,500,000 in depreciation)yet is credited with none of the net rental earnings which,in 1964,exceeded \$2,000,000.

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FREE BREAKFAST ON THE B.A.R.----- Its true,free breakfast was given to all sleeping car passengers on the B.A.R. during the year 1955.The decision to serve the free breakfast-which included juice, eggs, bacon, muffin or toast and coffee - stem from the success of the free morning coffee service available to bedroom and roomette passengers during the year of 1954. (From Railway Age Magazinw, Issue of Feb.21,1955-Page 7.)



**"BEACH" series Sleepers :** 85'-6" UNCOVERED 79'-2" OVER BODY END POSTS. Duplicates built for B&M and BAR.

**ALL STEEL CAR-Low alloy high tensile steel construction throughout, built in 1954 and 1955 by P.S.C.M. Co., Worcester, Mass.** BATTLES OF CAR END, UNDER FRAME AND UNDER EQUIPMENT PAINTED BLACK, UNDER CHASSIS, UNDER OF VESTIBULE PAINTED BLUE. ALL OTHER EXTERIOR IS STAIN STEEL. AVERAGE WEIGHT OF CAR BODY WITHOUT PASSENGERS AND WATER 14,000 LBS. VESTIBULE 2,000 LBS. VESTIBULE 20,000 LBS. OPPOSITE VESTIBULE 20,000 LBS. AVERAGE WEIGHT OF CAR BODY WITH PASSENGERS AND WATER 20,000 LBS. TRUCK WEIGHT VESTIBULE 20,000 LBS. OPPOSITE VESTIBULE 20,000 LBS. AIR CONDITIONING - R.C.H. CO. 8 TON CAPACITY UNIT EVAPORATOR FROM ELECTRO-MECH UNIT HAVING AIR SERVICES CO. PM VISCOSUS OIL V.F.E. CO. BODY HUNG CRYSTALINE POLYMER WITH VAPOR CO. STOPPING TIME CONTROL FOR HEATING AND COOLING. ALL ELECTRICAL POWER FURNISHED BY O.E. CO. BODY HUNG COMPRESSOR (2 H.P. GENERATOR AND 25 H.P. A.C. MOTOR) WITH O.E. CO. GENERATOR AND VOLTAGE CONTROLS.

**ALL OTHER LIGHTS AND INCANDESCENT LIGHTS** - LEVEL DEPENDENT CO. DOUBLE INDICATION BUILT-IN ELECTRIC MAPPER LAMPS.

**TRUCKS** - O.E. CO. 4 WHEEL 6' 11" ALL COIL SPRING OUTSIDE SWING HANGER WITH S.E. CO. FOLDED SPRINGS AND MONOR CHECK ASSEMBLY. NOISE INSULATED WITH FURFLEX PADS AND EQUIPPED WITH FURFLEX AND 12" 10" DEPENDENT CYLINDERS AND AUTOMATIC SLACK ADJUSTER FOR A.S.F. CO. CLASS BRAXE.

**FURNITURE** - BEDS AND BEDS IN BEDROOM, ROOMETTE AND OPEN SECTIONS BY PULLMAN CO. GENERAL FIREPROOFING CO. NO. 5313 FOLDING LOUVER CHAIR IN BEDROOM. HEAVY WOOD-WAXED CO. FURNITURE IN ALL OTHER CABS. BEDROOM, ROOMETTE AND OPEN SECTION FURNITURE UPHOLSTERED IN GOODALL FABRICS. BEDROOM SUPER HEAD END. VESTIBULE SEAT, SEAT AT END OF CAR AND SLEEPERS AND 2 FOLDING CHAIRS UPHOLSTERED IN GOODALL FABRICS. BEDROOM MATTERESS SEAT OF STEEL CONSTRUCTION WITH TOP LAYER OF 1 1/2" THICK SPONGE RUBBER.

**FLOOR CONSTRUCTION** - STEEL AND ALUMINUM CONSTRUCTION IN PASSAGEWAYS BETWEEN BULKHEADS, BEDROOMS, OPEN SECTIONS AND ROOMETTES. ARMSTRONG CO. 3/4" THICK RUBBER TILE IN BEDROOM AND IN PASSAGEWAYS FROM END TO END OF BULKHEAD AT BOTH ENDS OF CAR. TERRAZO FLOORING IN SALOON, ARMSTRONG CO. 1/2" LINOLEUM IN LUGGAGE SPACE AND WATERPROOF TAPPET FLOORING IN BEDROOMS. FLOORS ARE PAINTED.

**WINDOWS** - WINDOW CO. 3" WEATHER TYPE FURNISHED ALUMINUM FRAME WITH 1/4" INSULATED GLASS INSIDE AND 1/4" INSULATED GLASS OUTSIDE.

**SALOON WINDOWS** - CLEAR LAM. P.E. GLASS INSIDE. 1/4" INSULATED PRISM GLASS OUTSIDE. SWING SHADE IN BEDROOM "O" ONLY.

**STEAM HEAT** - VAPOR CO. FIN TYPE RADIATION THERMOSTATICALLY CONTROLLED. OVERHEAD AND FLOOR HEAT TO OPERATE IN CONNECTION WITH AIR COND. AND CONTROLLED FROM CRYSTAL PANELS IN CONTROL LOCATIONS. HEAT IN BEDROOMS, OPEN SECTIONS AND ROOMETTES CAN BE MANUALLY CONTROLLED BY STEAM TRAILING, VAPOR CO. 2" FLANGED END VALVE, BAKCO 2" STEAM (AND AIR BRASS) WITH 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL.

**FOR FUTURE CONVERSION TO FULL HOT WATER** - HIGH PRESSURE OPERATION. PAROCK LEVER TYPE THERM AND REVERSE VALVE AND BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL.

**WATER AND PASSENGERS** - HOT AND COLD RUNNING WATER IN SALOON, BEDROOMS AND ROOMETTES. CUP AND FLUSH TYPE WATERS AND FOLDING WASHSTANDS IN SALOON AND BEDROOM. HOT AND COLD WATER SUPPLY AND FLUSH TYPE WATERS AND FOLDING WASHSTANDS IN SALOON AND BEDROOM. HOT AND COLD WATER SUPPLY AND FLUSH TYPE WATERS AND FOLDING WASHSTANDS IN SALOON AND BEDROOM. HOT AND COLD WATER SUPPLY AND FLUSH TYPE WATERS AND FOLDING WASHSTANDS IN SALOON AND BEDROOM.

**NON GAL. GALV. STEEL** - ALL UNDER CAR SUPPLIED BY WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL.

**DRIFT DEAF** - WASH HEAD CO. TWIN CUSHION WITH TOP WITH 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL.

**FRONT DEAF** - WASH HEAD CO. TWIN CUSHION WITH TOP WITH 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL. HEAT EXCHANGE BATTERIES - WIA 1/4" SCHEDULE 40S WITH 2" AIR CONTROL VALVE, F & P VALVE AND WHEEL DRIVE CONTROL.

**PANTRY CURTAINS**, ILLUMIN. ANNUNCIATOR SYSTEM - 2 CHIMNEYS AND 22 PORTS, PUSH BUTTONS AND CALL BUZZERS IN ROOMS.

N. Y., N. H. & H. R. R.  
NEW HAVEN  
APRIL 21, 1955  
DIAGRAM

STAINLESS STEEL SHEATHED STREAMLINED  
6 SECTION-4 BEDROOM-6 ROOMETTE SLEEPER  
CARS 527-537

APPROVED  
A. P. Rachel  
M.E.

ASS'T. M.E. 25905

built : 1954-1955 by P.S.C.M. Co. at Worcester, Mass. Plant :  
6 Sect-4 Dbl BR-6 Rmt, Stainless Steel Sheathed Sleepers of this type built for:

- New Haven**
- Baileys Beach .....
  - Crescent Beach .....
  - Grove Beach ..... CV's "The Vermonter", St. Albans-NY, 8-4-1956
  - Hammonasset Beach ..
  - Maturuck Beach .....
  - Monument Beach ..... CV's "The Washingtonian", Montreal-NY, Apr. 26, 1959
  - Nantasket Beach .....
  - Ocean Beach ..... CV's "The Washingtonian", Montreal-NY, Aug. 4, 1956
  - Popponesset Beach .. CV's "The Montrealer", Washington-Montreal, Apr. 1959
  - Rocky Neck Beach .....
  - Sound Beach ..... CV's "The Vermonter", St. Albans-NY, July 1957  
& CV's "The Washingtonian", Montreal-Washington, Apr. 1959
- Handled in "The Washingtonian" & "The Montrealer" between Wh River Jct. & New York, Penna. Station.**

- Bangor & Aroostook**
- North Twin Lake ..... Boston to Van Buren, Me.: "Potatoland Special", via B&M-MeC "Gull" from Boston
  - South Twin Lake ..... Van Buren, Me. to Boston: "Potatoland Special", via B&M-MeC "Penobscot" to Boston

- Boston & Maine**
- Hampton Beach ..... "The Gull", Boston to St. John, Via B&M-MeC-CP, Summer 1955
  - Rye Beach ..... "The Gull", Boston to St. John, Via B&M-MeC-CP, Summer 1955
  - (Rye Beach seen on "The Gull", 3-28-1956, 6-13-1956, 6-22-1956, 6-29-1956 & 7-6-1956).
  - Old Orchard Beach .... "State of Maine Express", New York-Portland, Summer 1956.
  - Salisbury Beach ..... "State of Maine Express", New York-Portland, Summer 1956.

On Aug. 17, 1956, OLD ORCHARD BEACH appeared on tail-end of the 15-car, PRR-NH-B&M-MeC's, All-Pullman, "Bar Harbor Express", at Providence, going North. Was running as "Car NP-15", New York-Portland, Me.

NY-Vermont Sleeper  
Handled in the  
"Vermont" Train  
No. 303 White Riv  
Jct. to St. Albans