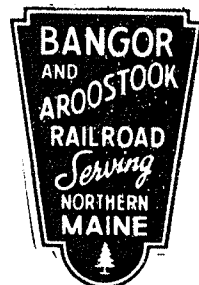


Bangor and Aroostook Railroad



**HISTORICAL AND TECH. SOC.**



**VOL. III**

**SEPT**

**1976**

**ISSUE III**

ACCOLADES:

It takes many things to start any organization, let alone keep it going. One necessary ingredient is advertising, not the paid type, but word of mouth and the "freebee" type. Within the last three months the BAR RR Historical & Technical Society has benefited from such written notices of our existence and we wish to acknowledge them at this time.

They are:

The Boston & Maine RR Historical Society  
ASODCO (American Society of Dummy Couplers)  
Railroad Model Craftsman Magazine  
Railfan Magazine  
Railroad Magazine

There is also a second ingredient that is needed. And that is its members. Especially the new ones. Since the last "NEWSLETTER" we have added and we welcome the following newcomers:

1. Thomas E. Pray, Jr., 146 Sharon Lane, Grover City, Ca. 93433
2. Louis H. Beaudoin, 73 E. Broadway, Apt. 19, Derry, N.H. 03038
3. Douglas W. Macomber, 142 Wilder Terrace, West Springfield, Ma. 01089
4. Bruce P. Curry, 23 Andreit Cres., Ottawa, Ontario, K2J 1G8
5. Thomas J. Edwards, 8 Maple St., Lyndonville, Vt. 05851
6. Ron F. Gallant, 172 Hawthorne Drive, Apt 22H, New London, Ct. 06320
7. David W. Shepherd, 2464 South Taylor Road, Cleveland Heights, Ohio 44118
8. Douglas N.W. Smith, 201 Besserer St., Apt. 4, Ottawa, Ontario, K1N 6A9
9. Ronald J. Visockis, 324 Jacques Cartier, Valleyfield, P. Que. J6T 4T2
10. Richard J. Bolan, 19 Little Brook Rd., Darien, Ct. 06820
11. James E. O'Neil, Box 151, Chesterfield, N.H. 03443
12. James Mulligan, 121 Traincroft, Medford, Ma. 02155
13. Dennis R. Houle, P.O. Box 88, West Roxbury, Ma. 02132
14. Robert W. Plath, 12 Hiscock Place, Yonkers, N.Y. 10704
15. Richard Gibson, 1284 Brainard Road, Lyndhurst, Ohio 44124
16. Grant D. Whipple, Box 90, Shore Road, Cape Neddick, Me. 03902
17. James W. Gibson, 309 Electric Ave., Rochester, N.Y. 14613
18. Freeman M. Fogg, 1 Cedar St., Stoughton, Ma. 02072
19. Norman E. Bateman, P.O. Box 803, Bangor, Me. 04401
20. David C. Beardslee, 1487 North Livernois, Rochester, Mi. 48063
21. Robert A. Dillman, 8 Ward Drive, Danbury, Ct. 06810
22. Arthur E. House, 362 Old Line Ave., Laurel, Md., 20810

Change of address:

1. Roger C. Keim, from Apt. 8-D, 1161 York Ave, New York, New York to 51 Norfolk St., Bangor, Me. 04401
2. Tom Heinrich, from P.O. Box 325, Mullens, WV 25882 to General Delivery, Iaeger, WV 24844.

Along with the change in address for Tom Heinrich goes our "Congratulations" for his recent promotion to Roadmaster by his boss, the Norfolk and Western Railroad.

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Interested in dining car china? If so, then send \$8.00 to Sandknopp Publications, Edina, Mo. 63537 for their book "Nothing Could Be Finer" a compendium of railroad china, 75 pages long.

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Another newcomer:

23. Rembert W. Patrick, Jr., 2115 N.W. Seventh Place, Gainesville, Fla. 32603

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RANDOM ITEMS:

COMET FILMS, BOX 8741, BOSTON, MA. 02114 has a New England Railroad Calender for 1977 for sale. Available now for \$3.00 postpaid. This year featuring 13 black and white photos of steam, diesel and electric motive power. Main line action includes; Boston & Albany, New Haven, Maine Central, Boston & Maine, Montpelier and Barre and Bangor & Aroostook. Also represented are Steamtown, Narragansett Pier and Wolfboro Railroads. A year-at-a-Glance calender is shown on the back cover. The photos are 7 x 11 in size. Page size is 11 x 17.

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New member Robert W. Plath of Yonkers, N.Y. brings to our attention the availability of a booklet entitled-"Moosehead Souvenir Booklet-a collection of articles". It contains 82 articles of various length about all aspects of that region. While the information provided about the BAR (referred to as the B & A RR in the book) Greenville branch and also the Canadian Pacific mainline which passes through the town is sketchy, and of little technical interest, other articles deal with the paper and wood industries in the area, the stagecoach lines which once connected with the railroads, the steamship service once provided on the lake, and other topics provide more detailed information and may be of interest. A number of photographs of historical interest are included. A copy may be obtained by writing to the Greenville Chamber of Commerce, Greenville, Me. enclosing a check for \$5.00 to cover the full cost of the 100 page softcover book.

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MODEL NEWS!

CENTRAL MAINE CUSTOM HOBBIES, a relatively new firm, based in Farmington, Maine, is producing a line of very reasonably priced, custom-painted HO diesel shells (available separately or with drive, or in dummy form).

The shells are all currently Athearn and are available in BAR as well as Maine Central and Boston & Maine, in a variety of schemes. All samples that we have seen thus far are extremely well done.

BAR offerings include:

GP-9	All blue with yellow lettering
GP-9	Black/Orange/Gray with white lettering and triangle
GP-9	Black/Orange/Gray with white lettering, stripes, V paint ends
GP-9	Jeremiah O'Brien "Spirit of 1776" Red/White/Blue
F 7 A	All blue, aluminum underframe, yellow lettering
F 7 A	Black/Orange and Gray, white lettering
SW 1500	Black/Orange and Gray, white lettering

Prices include complete engine or shell and handrail installation. Kadee automatic couplers \$1.25 extra. Allow 3 to 5 weeks delivery. C.O.D. with a 25% deposit. Send certified check or money order. Add 5% if order is under \$25.00 for shipping charge. Coming soon-CP and CN engines. Write for complete information at address of Box 167, Farmington, Me. 04938.

Paul Schulhaus and Ron Palmquist.

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MODEL NEWS:

New England Models, 814 State Road, North Dartmouth Ma., 02747 is offering an ever expanding line of custom painted and lettered HO 40' box cars in several New England roads. The cars are nicely done, with rubber-stamped lettering (a la Athearn, only better) with extremely fine printing and exact color separation on cars with multiple colors.

The line includes four New Haven schemes, four B & M schemes, and a Vermont Ry. bright red car. Cars lettered for BAR, MEC, CP and other Northeast roads are promised for the future.

Each car is available with two different road numbers and also in an unnumbered version, so the modeler can use quite a few of the same style car with a minimum of work to avoid duplicating road numbers.

Prices range from \$2.98 to \$3.98 and include horn-hook couplers and standard Athearn delrin trucks. Nice models. For more information write to them.

Paul Schulhaus

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The last two issues of the model railroad trade publications have carried a notice by Athearn of the coming of 57' Mechanical Refrigerator car kits, (stock #5463) at a cost of \$3.25 per kit. A canvass of the hobby shops in the New York City and northern New Jersey area have not turned up any of the new releases as yet. But a string of several of these cars, with the road numbers altered, will make a fine sight on any layout, and at a reasonable cost.

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The June 1976 "Newsletter" lightly touched on an additional source of photos of the New England Transportation system. At this time we will be more specific. Our reference was directed at "The Walker Transportation Collection" administered by The Beverly Historical Society, 117 Cabot Street, Beverly, Mass. 01915. They have one of the largest collections of railroad and other New England transportation pictures in existence. There are over 16,000 pictures in this collection. They include steam railroads, coastal and inland steamship lines, electric railway (including street or trolley car type) and industrial transport. Lists of photos in the collection may be purchased from the trustees of the collection. The BAR Society has purchased two lists to date: (1) the Bangor & Arcostook RR, 15 single pages, cost of \$1.50 for the set. (2) The Maine Central RR, 21 single pages, cost of \$2.10 for the set. Both lists cover a wide range of subjects which includes steam engines of predecessor lines and of the parent railroad; gas electric cars; diesels; passenger rolling equipment; cabooses; work cars; snow plows; flangers; Jordan spreaders; cranes; freight cars; stations; depots; busses; views and other miscellaneous scenes. For the detailed lists, we suggest that you write to the Beverly Historical Society. They will include information on prices (which are reasonable) and ordering information.

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HISTORY OF THE BANGOR & AROOSTOOK RAILROAD \_ PART 2. 1891-1910

The B & A had completed trackage into Houlton on Christmas day, 1893. On New Years day, 1894, operations started. As of 1895, the lines to Caribou and Fairfield were completed and in operation. Still to come was completion of the Van Buren line. This was not done until 1899. The reason? Money was in short supply. According to the B & A's 75th Anniversary magazine "at times, in the initial stages, it (money) had been so short to the point where (founder Albert) Burliegh had to pledge his personal credit before work could go on". Undaunted by money problems, however, the founding fathers continued until 1901, when lines to Limestone and Patten were completed. Leases were negotiated in 1905 which were to extend operating right to Fort Kent and Searsport. That latter remains an extremely important point on the system, as B & A realizes a great deal of revenue from rail-sea transfers and leasing out various dock rights to shippers and truckers. A small spurt of additional construction started in 1907 with the installation of the so-called "Medford cut-off", and ended in 1915 with the completion of a bridge spanning the St. John River at Van Buren, linking the Bangor & Aroostook to the Canadian National. In the intervening eight years, construction projects had included construction of a branch from Van Buren to St. Francis, and another from Squa Pan to Stockholm. There was also a line constructed from Mapleton to Presque Isle.

Almost from day one after the completion of construction, the Bangor & Aroostook had turned a profit. In 1895, the road netted \$19,193 on gross revenues in excess of  $\frac{1}{2}$  million. Twenty years later, in 1915, profits were \$240,608 on gross revenues of more than \$4 million.

The 75th Anniversary magazine summarized the story of the 1st. quarter century. "Statistics tell the story. Less than 20 years after the railroad was chartered, population in the county had grown from 50,000 to 75,000; the value of its' estates from \$10 million to \$25 million; and its total banking resources from \$700,000 to \$5,500,000. The increase in potato shipments was even more dramatic; from 47,000 tons to 301,477 tons. Seldom has a dream been more fully realized."

Coming soon : Part III, History of the B & A, the second quarter century, 1915-1940.

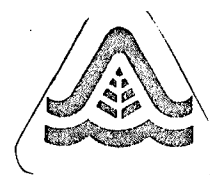
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The New Bangor & Aroostook RR Logotype! Introduced in 1971.

When the first rebuilt general purpose boxcar rolled off the production line at the Derby, Me. Shops in June of 1971, it wore a bright new color scheme and a new, modern, redesign of the railroad's logotype. The color closely resembled the international orange used on aircraft and other vehicles where high visibility is a safety factor. It's the same color worn by several of the railroad's snowplows.

The new logotype was the product of the Tom Kane Agency of Bangor, working with a committee from the railroad. The actual design work was done by Art Director Charles Cronin. He was given broad guidelines in working out the new trademark; make it clean and bright, something that represents Maine and its resources.

"The finished design,"he said, "incorporated the elements of the state's mountains and its great resources of water and forest. We have strayed somewhat from the traditional railroad elements of heralds and wings and cross sections of tracks because we felt the Bangor and Aroostook is very much the product of the land it serves. The blue/green of the stylized mountain and water representation contrasted nicely with the white field. The Maine spruce in the center carries through the strong triangular design element of the mountain and the background field".



The whole concept of the new design was intended as a physical reminder that the railroad is breaking the traditional.

"It does not mean that we're looking for change just for its own sake,"Executive Vice President Alan G.Dustin emphasizes. "It does mean, however, that we're going to use every new tool, every new idea at our disposal to make this company the best railroad anywhere. The people we serve don't deserve anything less. And neither do the men and women who are the railroad."

"We don't kid ourselves that because we change our design the rest will naturally follow. Doing that is just to remind ourselves, and to tell our public, that this railroad is a whole new ball game. We know that the other improvements meant sweat and hard work. I can't think of a better time or place to stand up and declare our intentions than when we begin a car rebuild program that could run up to \$1 million that year, the first of its kind on our railroad. And I think it's a good omen that these cars wear the first impression of our logo."

Mechanical Department employees at Derby shops started the former 10,000 series cars through the line May 17,1971. At least 35 of the 10,000 series, which were originally built in 1957 were completely rebuilt and new, heavier 70-ton trucks and center plates were added to bring the load potential from 50 to 70 tons. The standard draft gear was replaced by 15-inch travel, end-of-car cushioning device to protect lading.

Only the car's superstructure was original after rebuilding. The project required more than 350 manhours per car and it was worth \$17,000 when completed.

Funding of the program was made possible by increased car earnings. The incentive program was continued, as many as 70 cars were built in the next nine months.

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#### ANOTHER STATION ENTERS THE PAGES OF HISTORY-THE MAINE CENTRAL RAILROAD

##### MARCH 1976- CHERRYFIELD DEPOT CLOSED-FOR GOOD

Washington County shippers carried their fight to save it to the Maine Supreme Judicial Court, but the Maine Central Railroad station in Cherryfield on the Calais branch has been abandoned after seventy-seven years of service. In successfully arguing for discontinuance of the little station in the down east bluebarrens, railroad attorneys cited legal precedent from a western court decision which ruled that public benefits derived from the continuance of a depot do not outweigh the loss by the railroad in maintaining the station.

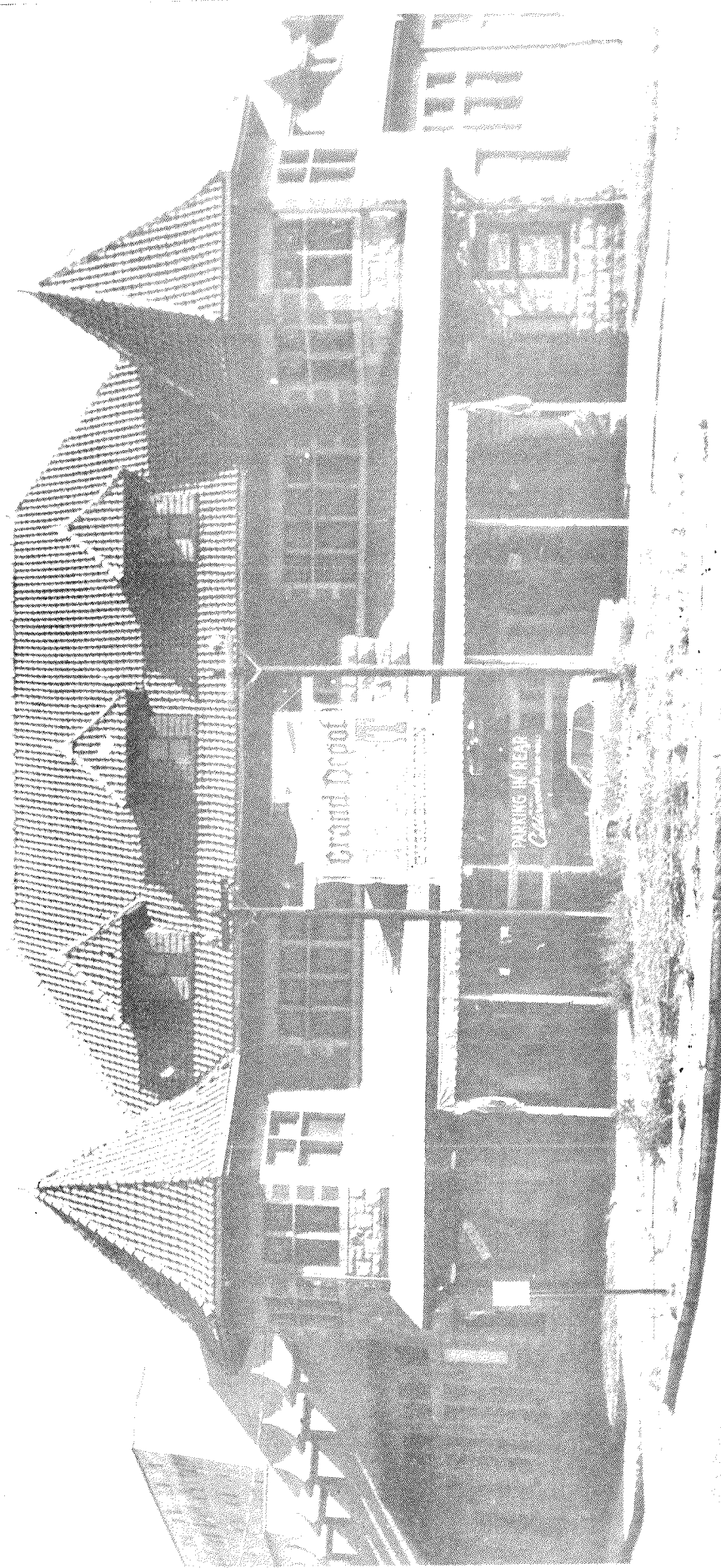
PORTLAND, MAINE; ITS LAST TWO STATIONS

As a young boy, residing in a small suburban town to the west of Boston, I would look forward with great anticipation to each summer "vacation" that my family would take and spend in Maine at my grandfather's summer home on an island in Casco Bay (Portland harbor). The long trek started several weeks before the actual trip. My parents would gather the necessary clothes, cans of food, a large can of KLIM, and parcel post them to grandfather's cottage to be there when we arrived. The morning of the long trip started about 4 a.m. with a "substantial" breakfast of grapefruit squares, oatmeal, toast and milk. There were 8 suitcases to be toted; two by my brother, two by mom and dad and two by me. We walked to the end of our street to catch a bus to the end of the nearest trolley line (at Spring Street). Boarding the trolley, we rode it to Forest Hills (Mass.), an hour to an hour and a half. Up stairs to get on the elevated system, through the heart of Boston, getting off at the "North Station" stop. Downstairs to the waiting room in the North Station, purchasing tickets for the trip to Maine. Through the gates, down the cement platform, up into the passenger cars to pick out the best seats. The boys usually got the window seats. At noon, Mom opened the lunch boxes she had prepared. (You could buy lunch boxes in North Station before the train left for Portland). The other way to eat was on one of the diners some of the trains carried. At the end of our railroad trip we pulled under the great train shed at Portland, Me. Outside of the station there was another trolley, waiting to take the railroad passengers to many parts of the Portland area. The trolley we selected would go through the heart of Portland, Congress Square, and on to the waterfront. There we would debark from the trolley and walk onto the piers of The Casco Bay Lines, an interisland steamship line, which had wooden boats, steam engines and a wonderful steam whistle to let all know that the steamboat was about to make a landing. While the Casco Bay Lines had many boats, I was acquainted with one more than the others. That was the "Tourist" which carried its human and freight cargo down the Bay, destination, among several islands, of Little Johns. As the days passed, the nostalgic sound of wafting steam engine whistles could be heard twice a day coming from the twice a day passenger trains leaving in the morning, and coming into the Grand Trunk Station on India Street in Portland.

Today, 1976, both stations are memories, the trolley system replaced by rubber tired, emissions emitting diesel buses. The Casco Bay Lines still operates to down the bay islands, but limited to a few instead of many islands. The former India Street station is an empty lot. The Congress Street station turned into a shopping center, with the largest store operator giving up the ghost after a few years operation. And regrettably there has not been any passenger service to Maine for several years. (Maine and South Dakota are the only states with no Amtrak service as yet.)

The Railway, Sept. 25, 1903 and Railway Age, Vol. 34, No. 47, 1903 carried the following information about the Grand Trunk stations.

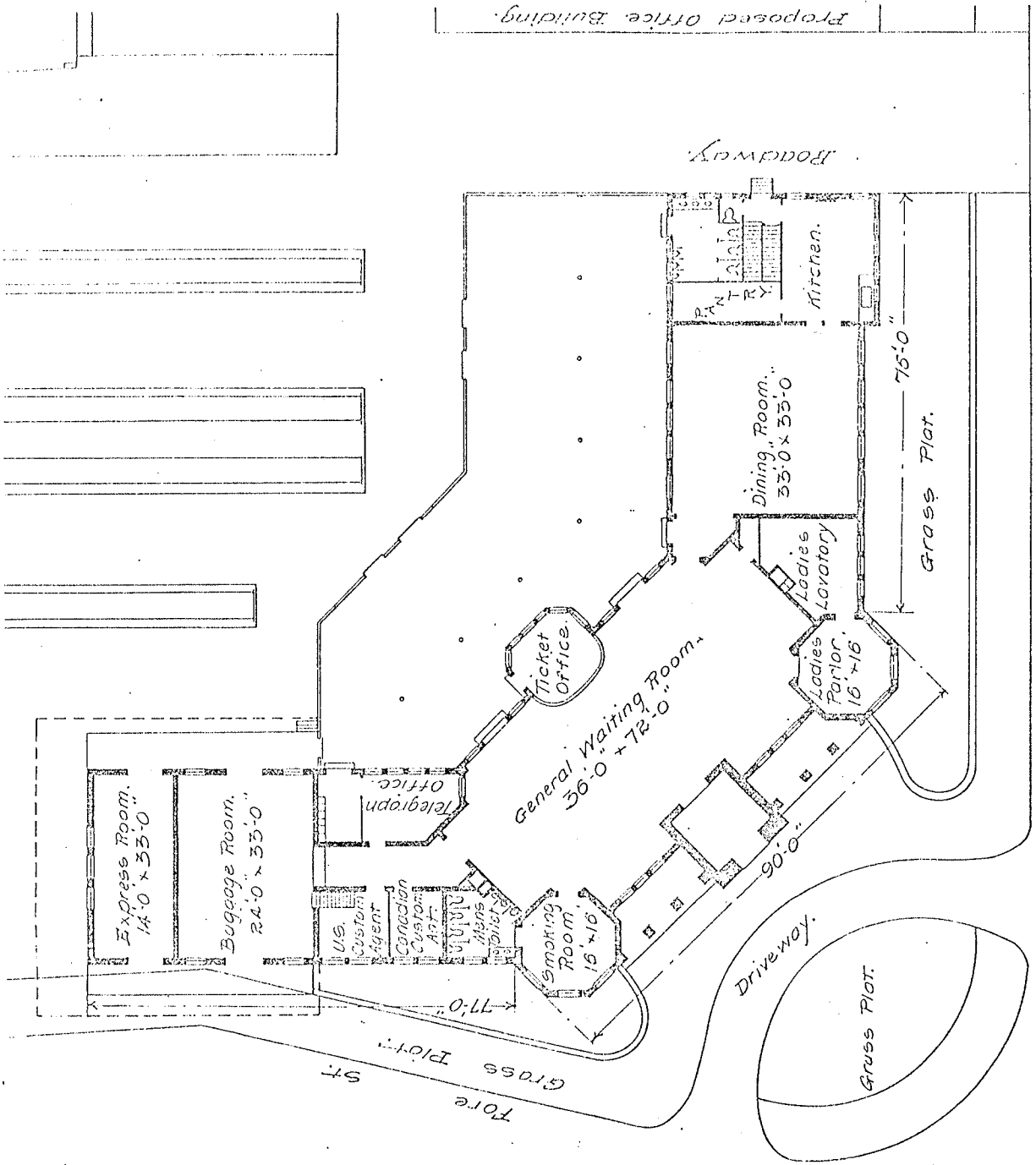
During the past year the Grand Trunk has added to its facilities for handling passenger traffic by the erection of a number of stations at various points along its line. Among the more important of these are those at Portland, Me., Flint, Lansing and Durand, Mich. To the casual traveler these stations are of themselves evidence of the position which the Grand Trunk has assumed among the trunk lines and to the everyday user of the stations the benefits will appear in a larger degree.



Grand Depot

PARKING IN REAR





THE RAILWAY AGE  
9/25/1903

India St.  
GROUND PLAN OF NEW GRAND TRUNK STATION AT PORTLAND, ME.

The new station at Portland, which is just about completed, extends along India Street, 140 feet, and the same distance on Fore Street, standing back from the sidewalk a distance of 20 feet. The principal front of the station, which is 90 feet in length, runs at an angle of 45 degrees from India to Fore Street. The architecture of the building is in the Romanesque style and the material for the exterior is granite and mottled pressed brick. The roof was covered with Spanish tile.

The main waiting room will be 36 by 72 feet. It is 30 feet in height to the point where groined arches intersect upon the ceiling. Above the lobby is placed a row of windows glazed with leaded glass. The walls of the waiting room are finished to the height of 12 feet in white marble and above that in decorated plaster. The floors are of mosaic tile. At the south end of the waiting room is a niche 7 by 18 feet for a large fireplace, and a corresponding niche at the north end of the building will be used for a newspaper and parcel stand. The ticket office is located directly opposite the main entrance. It is built of marble and bronze and the walls are 12 feet high. The opposite corners of the building are devoted to smoking room and ladies' room, with toilet rooms adjoining each. The ladies' room and the smoking room will be wainscoted in antique oak, 7 ft. high, richly paneled. Just south of the main room is a dining room 32 by 33 feet, which is finished in marble corresponding to the finish of the waiting room, having a seating capacity of 32 people in addition to the capacity of the lunch counter. Along the Fore Street side rooms are arranged for baggage, express, telegraph and customs purposes as shown on the plan.

The architects of this building are Messrs, Spier & Roh, of Detroit, Mich.

The Portland, Me. Station-The Maine Central Railroad-Article from Railway Review, issue of May 5, 1888.

This new and handsome station will be opened about June 1, and it will be a great improvement on the old one. It is located at the foot of Congress street, and it will enjoy ample street car facilities to and from it (which the other station did not have). After it is opened the Commercial street station will be abandoned, torn down, and the space used for a freight yard. The turning of all through trains on a Y, which has been a cause of delay heretofore at Portland, will be done away with when the new station is opened.

As will be seen from the cut, the building is unique and handsome. It is constructed of granite from the quarries of the Maine & New Hampshire Granite Co. It has an ample train shed which rests on iron trusses and posts. The station proper was built by James Cunningham of Portland. The shed was built by Cofrode & Saylor of Philadelphia. The cost of the station, train sheds and approaches will be about \$400,000. It is owned by the "Portland Union Railway Station Co.," of which Arthur Sewall is President, Thos. P. Shaw, treasurer and Wm. A. Allen, Chief Engineer. The shape and disposition of each room will be seen from the floor plan, which seems to offer every convenience. The cafe will be handsome, and will be managed by Mr. Albert C. Dam, formerly of the Union Square and Hotel Dam, of New York.

The station will be used by the Maine Central, Boston & Maine (both divisions), The Portland & Rochester and the Portland & Ogdensburg. A line will also be built to it by the Grand Trunk for junction purposes.

Waldo H. Kingston

MORE ON THE PORTLAND STATION:

From page 505; June 23, 1888 edition of Engineering News and American Railway Journal.

The Union Depot at Portland, Me., will be opened for traffic June 25, 1888. Although there is considerable finishing work yet to be done. The building is of granite supplied by the Maine and New Hampshire Granite Co. and has a clock tower 128 feet high. The train shed is 500 feet long. The depot will be used by the Maine Central, Boston & Maine and Portland & Ogdensburg railways. It is owned by the Portland Union Railway Station Co. The station was built by Jas. Cunningham of Portland and the train shed adjoining by Cofrode & Saylor of Philadelphia. The cost of the entire project will amount to several hundred thousand dollars.

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From the Railway Age Gazette, June 1888.

The Union Passenger Depot at Portland, Me., plans for which were published in the issue of the RAILWAY REVIEW of May 5, 1888, is a large handsomely designed two-story terminal side station. The building is constructed of granite with a large square tower at one corner with an iron train-shed along one side of the main building. The building is 304 ft. long and 48 ft. wide. There is, near the centre of the building, a large general waiting room, 81 ft. X 46 ft., with a ticket office at the centre of the room, on the track side. The entrance to this room from the street is by means of a broad platform, and also a porte cochere. On one side of this general waiting room there is a door to a smoking room, 38 ft. X 20 ft., with a gentlemen's toilet-room at the rear of the smoking-room. There is a ladies' room opening from the general waiting room, with a ladies toilet-room attached. Beyond the smoking room and the ladies' parlor at the end of the building there is a baggage room 31 ft. X 46 ft. At the other end of the general waiting-room there is a small telegraph-office, and a passage-way to a dining room, 66 ft. X 46 ft. connecting with the dining room there is a small private dining room and a serving room, with stairs leading to the upper floor, where the kitchen is located. Beyond the dining room there is a second baggage room, 26 ft. X 46 ft. and an express office, 26 ft. X 46 ft. The architects of the building are Messrs. Bradley, Winslow & Wetherall.

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OTHER IMPORTANT DATES ABOUT THE PORTLAND STATION

Nov. 23, 1933-The Union Station restaurant, located in Union Station, will be closed Dec. 1, 1933 because of a lack of patronage, it was announced in the Portland Express. The restaurant, used by travelers from all over the country since 1888, has in late years been operated by the Armstrong Company. Announcement of the closing the first of next month was made by Manager Samuel P. Buck.

D. C. Douglass, executive vice president of the Portland Terminal Co. lessor of the space occupied in the station, said that in all probability the large dining room will be renovated and a smaller restaurant operated by one of several persons who are interested in such a project. A section of the present dining room may be used by the Postoffice Dept. for the handling of mail to and from trains.

\* \* \* \* \*  
PORTLAND EVENING NEWS-JUN. 26, 1934----ICC Grants Right To Pool Service With B. & M.--Further Strides For Port Seen.---

The Canadian Pacific, the Canadian National and the Boston & Maine railways were authorized Tuesday by the ICC in Washington to pool night passenger service operated during the summer between Montreal, Portland and Kennebunk.

For the first time in history, this will bring Canadian lines into

Union Station and will give direct connection between Montreal, Old Orchard, Biddeford and Kennebunk. Many Canadians come to Old Orchard in the vacation season and there is a large passenger traffic between Biddeford and Canadian points.

Possibility of further development of the Port of Portland was seen here as a result of the authorization, looked upon in railroad circles as an entering wedge for a unification of local rail terminals as well as the existing physical connection of the Maine Central and Boston & Maine through the Portland Terminal Company.

Pressure brought in recent years by the Dominion government upon the Grand Trunk Railroad to limit its Portland freight and passenger service here in the interests of Montreal and St. John has given rise to frequent reports that the Canadian Pacific contemplated an entry onto Portland and development of business here which the government lines have been obliged to reject because of political pressure.

The including of the Canadian Pacific with the Canadian National and the Boston & Maine in the night passenger pool with divided net earnings authorized by the ICC is considered significant as indication of possible future plans of larger magnitude.

Authorization of the joint use of Union Station was looked upon by William S. Linnell who in 1927 sponsored a movement to unite all of Portland's rail and water terminals, as a step toward that goal. It may revive sentiment for a union terminal.

\* \* \* \* \*  
PORTLAND EXPRESS--Oct, 16, 1948--UNION STATION GETS FACE-LIFTING--Cleaning Inside and Out Begun.---Union Station exterior is getting a complete washing in line with what a railroad official described as a "general program of improvements."

Cleaning the red granite structure will take about six weeks.

Other improvements include a new paint job for the lobby, the second it has received since it was modernized in 1945 and the redecoration of the Armstrong Company's station restaurant.

The building was erected in 1888 in French chateau style using the then popular red granite mined at Redstone, N.H.

The project is expected to be finished before Thanksgiving.

\* \* \* \* \*  
PORTLAND EXPRESS--June 25, 1949--REMODELING RESTAURANT AT RAILROAD STATION.--

The Armstrong Company's Union Station Restaurant is undergoing an extensive renovation, John D. Morse, restaurant manager announced today.

Improvements will include a koroseal tile floor of Copenhagen blue, walls of walnut formica and ceiling of coffee brown. The eating place will be equipped with a new combination soda fountain and salad bar, serving counters covered in formica and stainless back-bar and cooking facilities. Two large mechanized "hogs" believed the first to be installed in a commercial establishment in New England will dispose of all refuse material and eliminate garbage problems.

The transition from the "Old" to the "New" is expected to be completed by July 20.

\* \* \* \* \*  
PORTLAND EXPRESS--Oct. 13, 1954--NEW MAIL FACILITIES AT RAILROAD--

Facilities for handling railway mail are being enlarged at Union Station in a \$100,000 project. A spokesman for the Postal Transportation Service has said the work is related "only slightly" to a study of methods of handling mail on moving trains in Maine. The all-metal prefabricated building is 120 ft. by 50 ft. The station is to be enlarged to give more room to Postal Transportation Service work.

\* \* \* \* \*

PORTLAND PRESS HERALD-May 2,1959-UNION STATION PADLOCKED--Baggage Foreman Roland A.Bearor of the Portland Terminal Co.snapped shut a padlock on one of Union Station's waiting room doors at 12:45 a.m.Saturday-for the first time in the station's history.All station doors will be locked between 12:45 and 6 a.m.daily from now on.

Under the new reduction in train runs between Boston and Bangor which went into effect this week,no trains stop here during those hours.

No one thought-back in June 1888,when Union Station was opened-that there'd ever be need for locks on the waiting room doors.

So Portland Terminal Co.officials had to hustle around and find apparatus to do the job.Neither of the rear doors to the waiting room had any provisions for locks though the front doors have been resplendent for some time with the Yale variety of fastenings.

When Union Station opened, the Maine Central was proud of the boast that it had more rail mileage in New England than any other line-542 miles.The station was another milepost in the overwhelming rail boom that ripped through this country after the Civil War.

Since the 1920's,the automobile has steadily cut into the passenger train business.On Feb.24,1958,the ticket office at Union Station closed its doors from 1:30 to 6:30 a.m.daily.

\* \* \* \* \*  
PORTLAND PRESS HERALD-Apr.1,1960-UNION STATION TO BE CLOSED THIS SUMMER-

Portland's 72-year-old Union Station,a long,granite structure modeled somewhat along the lines of a French chateau, will be closed this summer.

The Maine Central Railroad said a smaller frame building will be erected on the opposite side of the tracks to serve passengers of the maine Central and Boston & Maine.

Joseph H.Cobb,MCCR public relations director,said no decision has been reached as to disposition of Union Station,at Congress and St.John Sts.

Only a week ago,the railroad also announced a new,smaller station would be built at Bangor.

Cobb said the moves are in line with a Public Utilities Commission suggestion to:"Take steps to dispose of surplus equipment,unneeded terminals and station facilities whenever and wherever possible".

The suggestion was in a decree forbidding the railroad to abandon all passenger service but permitting discontinuance of two of its four round trips between Portland and Bangor.

\* \* \* \* \*  
PORTLAND EXPRESS-Oct.3,1960-EMPTY STATION SHED AND THE END OF THE TRACK-

Workmen are taking up the steel rails from an area across Congress Street from Union Station(now Portland Station).It was used as a marshalling yard for passenger cars while the Maine Central Railroad ran passenger trains. There are no plans for use of the area. Only the Boston & Maine still runs passenger service into the station.The veteran State of Maine Express to New York will die Oct.29,1960 it was announced yesterday.

\* \* \* \* \*  
PORTLAND EXPRESS-Oct.28,1960-HISTORIC UNION STATION TO CLOSE TOMORROW NIGHT.-

The Maine Central Railroad will close 72-year-old Union Station tomorrow night.The only sign of life left in the historic building will be its clock.

The clock,reputed to be one of the most accurate in New England,will continue to run,although train service at the station will cease after the Boston & Maine Railroad ends its State of Maine Express run tomorrow. Operations will shift to a passenger station platform across the tracks. Future use of the building is still in doubt,although reports persist that it may become a shopping center or supermarket.

\* \* \* \* \*  
PORTLAND PRESS HERALD-June 23,1961-Maybe it was the 15 minutes and 133 cranks required to wind it each week.Maybe it was the Double Three-Legged

Gravity Escapement mechanism that kept it running 72 years(that name's enough to scare anyone).

Maybe it was the need for a glass house 10 ft.by 12 ft.to house the works-or a drop of 40 ft for a 1,500 pound weight

Maybe it was the difficulty of dismantling the mechanism(now taken care of).

Whatever it was,Union Station is coming down-but its four-faced clock lingers on.

But the impressive timepiece isn't standing in solitary splendor somewhere tolling off the hours as it did on Union Station.

Instead it's unused and lonely,waiting in a Portland Terminal Co. warehouse for someone to claim it,bring it back into useful circulation.

"We've crated it,weatherproofed it and stored it,"Joseph H.Cobb,Terminal Co.public relations director,said Thursday.

The distinguished timepiece has been offered:free to any individual or organization with a suitable place available where a historical clock can continue to tell the time".

All the receipt has to do is provide transport for the clock to its new destination.

Portland Terminal Co.made the offer last December.Five or six requests for it were received."But no one apparently was interested enough to move it" Cobb explained mournfully."The offer is still open,"he said. And the crating will probably make the timepiece that much easier to move.

Interest in the clock revived this week because Union Station was sold to Boston real estate developer Samuel W.Poorvu.The clock wasn't included.

\* \* \* \* \*

PORTLAND PRESS HERALD-Aug.9,1966-ONCE UPON A TIME-Portland,Me.Union Station was built in 1888.It was designed in a style similar to a French chateau. In that era as many as 65 trains arrived and departed from the Forest City daily.The old station was at the foot of State Street on Commercial Street and there was no arrangement for through car service between the Maine Central and the Boston and Maine railroads.A newspaper commented: "At the time operations began for the building of the new Union Passenger Station where it now stands,the Congress Street Station was established to 'break in'the people of Portland to the new condition of things,for it was a radical change to establish a road's terminal so widely separated from the old and so far out of town,as it then appeared to the public." The station was torn down in 1961.

\*\*\*\*\*

FROM THE DOWN EAST MAGAZINE-MAY 1976 Issue- RAILROAD MUSEUM AT GILEAD. Edward M.Quinn operates a steam era Railroadiana Museum which is decorated with old railroad signs on the outside and filled inside with railroad equipment and other memorabilia of the Grand Trunk Railway,now a part of the Canadian National. The museum,located on the Bog Road off Route 2 near Bethel,is open from May to November.Curator Quinn is the fifth-generation descendent of a railroading family,and worked for the Canadian National for forty-five years until his retirement in 1971.

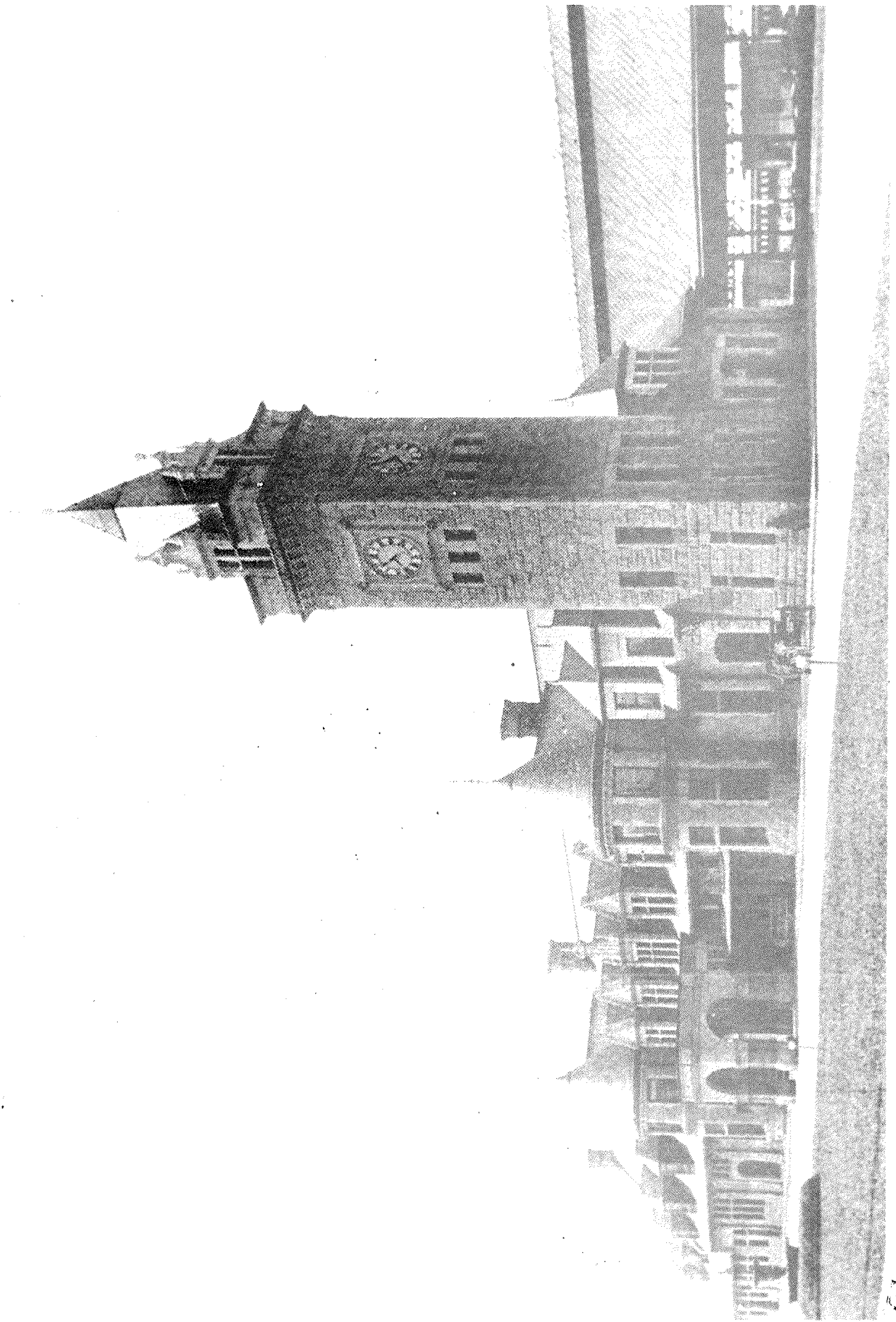
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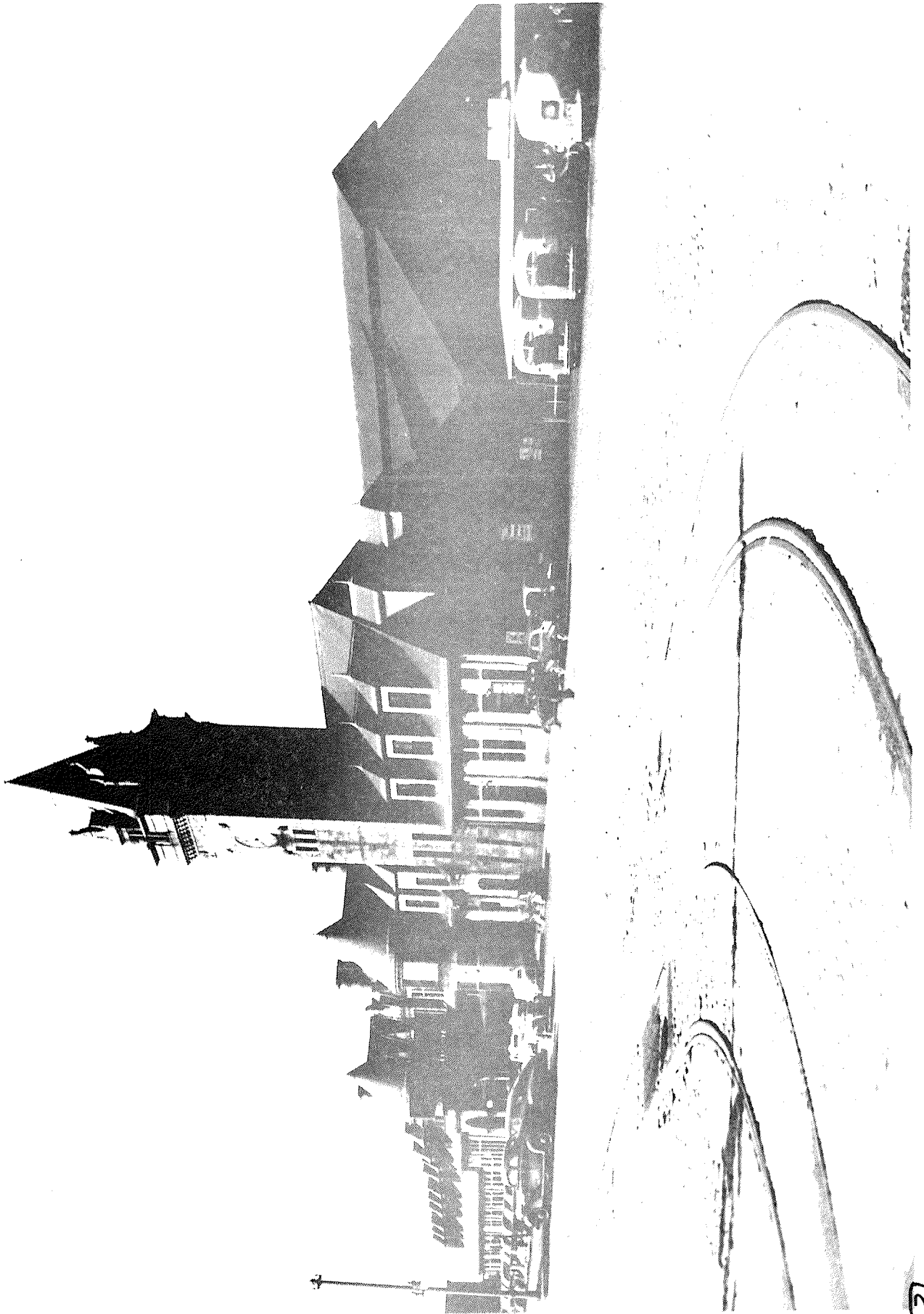
THE BAR NEWSLETTER IS ISSUED QUARTERLY(MARCH,JUNE,SEPT.,AND DEC.)BY THE BANGOR & AROOSTOOK HISTORICAL & TECHNICAL SOCIETY FOR THE BENEFIT OF ITS MEMBERS AND OTHERS INTERESTED IN ACQUIRING INFORMATION ABOUT AND PROMOTING THE RAILROADS OF THE STATE OF MAINE.CONTRIBUTING ARTICLES AND MATERIAL FOR PUBLICATION IS MOST WELCOME.THIS IS A NON-PROFIT ORGANIZATION.SUBSCRIPTION BY MEMBERSHIP,\$4.00 PER YEAR.SOCIETY OFFICERS ARE:

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- TREASURER - PAUL SCHULHAUS,209 WEST 16th.St.NEW YORK,N.Y. 10011
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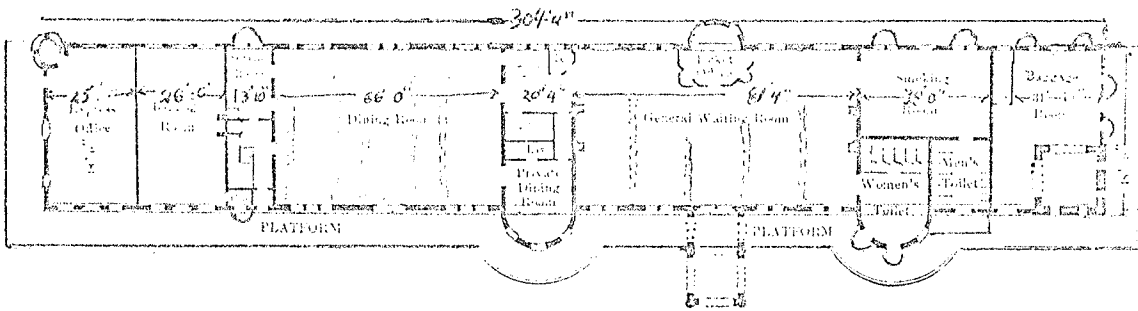
WINTHROP DRIVE,PEEKSKILL,N.Y. 10566.

Address all communications to the Corresponding Secretary.









UNION STATION—PORTLAND, ME.—GROUND FLOOR.

Photo captions and credits.

No. 1---The original Union Station, built in 1888, at Congress and St. John Streets, Portland, Maine, photo taken in the 1890's. This photo from The Walker Transportation Collection, Beverly (Mass.) Historical Society, 117 Cabot St., Beverly, Mass.

No. 2--This photo of Union Station, April 1947 from Sullival Camera Craft, 736 Forest Ave., P.O. Box 1437, Portland, Me., 04104. Note the trolley car tracks in foreground and buses to the right. Tracks not in use.

No. 3---Photo from The Walker Transportation Collection, Beverly Historical Society, 117 Cabot St., Beverly, Mass. The front of the Grand Trunk Railroad Station on India Street.

**GRAND TRUNK -- CANADIAN NATIONAL RAILWAYS**  
CONNECTIONS AT PORTLAND, YARMOUTH JCT., DANVILLE JCT.

READ DOWN			Table 27			READ UP		
Ex. Sun. & Mon.	A. M.	Mls.	Ex. Sun. P. M.			Ex. Sun. P. M.		
	7 30	0.0	Lv Portland (G.T.S.)	Ar	5 55			
	7 53	12.2	" Yarmouth Jct.	"	5 31			
	8 18	27.6	" Danville Jct.	"	5 09			
	8 52	47.4	Ar South Paris	Lv	4 37			
	9 18	61.3	" Bryant's Pond	"	4 14			
	9 35	70.1	" Bethel	"	3 56			
	9 52	80.1	" Gilard	"	3 40			
	10 13	91.6	" Gorham	"	3 22			
	10 31	97.9	" Berlin	"	3 07			
	11 23	122.2	" Groveton	"	2 29			
	11 45	124.6	" No. Stratford	"	1 59			
	12 15	149.6	Ar Island Pond	Lv	1 35			
	12 30		Lv	Ar	1 20			
	1 23	174.5	Ar Coaticook	Lv	12 10			
	2 13	192.9	" Lennoxville	"	11 52			
	2 20	196.0	" Sherbrooke	"	11 25			
	3 09	220.6	" Richmond	"	10 39			
	4 24	261.4	" St. Hyacinthe	"	9 18			
	5 22	290.9	" St. Lambert	"	8 18			
	5 46	296.6	Ar Montreal	Lv	8 00			

Dec. 1, 1940 For Equipment see Page 3.

**DECEMBER 1, 1940**  
**BELFAST AND MOOSEHEAD LAKE R. R.**  
CONNECTIONS AT BURNHAM JUNCTION

READ DOWN				Table 24				READ UP			
Ex. Sun. & Mon.	A. M.	P. M.	Sun. Only	Ex. Sun. & Mon.	A. M.	P. M.	Sun. Only	Ex. Sun. & Mon.	A. M.	P. M.	Sun. Only
	9 10	2 50		2 50	Lv Burnham Jc. Ar			7 40	8 20	2 05	1 55
	9 15	3 00		3 00	" Winnecook, Lv			7 45	8 25	2 15	2 05
	9 25	3 10		3 10	" Unity			7 50	8 30	2 25	2 15
	9 30	3 20		3 20	" Thoudiac			7 55	8 35	2 35	2 25
	10 00	3 27		3 27	" Knox			8 00	8 40	2 45	2 35
	10 20	3 35		3 35	" Brooks			8 05	8 45	2 55	2 45
	10 40	3 45		3 45	" Waldo			8 10	8 50	3 05	2 55
	10 55	3 50		3 50	" City Point			8 15	8 55	3 15	3 05
	10 50	4 05		4 05	Ar Belfast	Lv		8 20	9 00	3 25	3 15

**BRIDGTON AND HARRISON RY.**  
CONNECTIONS AT BRIDGTON JUNCTION

READ DOWN				Table 25				READ UP			
Ex. Sun. & Mon.	H2	H4	Sun. Only	Ex. Sun. & Mon.	H1	H3	Sun. Only	Ex. Sun. & Mon.	H1	H3	Sun. Only
	9 20	6 13		6 13	Lv Bridgton Jct. Ar			7 50	8 35		
	9 25	6 25		6 25	" Rankins Mill Lv			7 55	8 40		
	9 30	6 35		6 35	" Twin Lake			8 00	8 45		
	9 35	6 45		6 45	" West Sebago			8 05	8 50		
	9 40	6 55		6 55	" Perley's Mill			8 10	8 55		
	9 45	7 05		7 05	" Ingalls Road			8 15	9 00		
	9 50	7 15		7 15	" South Bridgton			8 20	9 05		
	9 55	7 25		7 25	" Sandy Creek			8 25	9 10		
	10 00	7 35		7 35	Ar Bridgton	Lv		8 30	9 15		

**B. and M. R. R.**

VIA DOVER

**PORTLAND TO BOSTON**

Dec. 1, 1940

VIA PORTSMOUTH

Table 28	Ex. Mon.	Ex. Sun.	Ex. Sun.	Sun.	Daily	Sun.	Ex. Sun.	Ex. Sun.	Sun.	Sun.	Ex. Sun.	Table 28	Daily	Ex. Sun. & Mon.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun.
	8	132	*134	1050	*10	1040	163	*12	*2042	*1044	*16		22	218	226	236	250	2524
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
Portland	Ar	4 25	7 00	8 30	9 00	11 35	3 20	3 30	5 15	5 40	5 45	1 50	4 25	7 00	11 35	5 30		5 45
Old Orchard Beach	Ar	7 21	8 30	9 00	9 15	3 43	3 52				6 05			7 21				
Biddeford		7 31	8 47	9 22	11 55	4 00	4 00				6 24			7 31	11 58	5 54		6 09
Kennebunk		7 48	9 05	9 36	12 11	4 04	4 04				6 43			7 45	12 11	6 07		6 24
Wells Beach		7 57	9 14	9 44	4 13	4 23					6 43			7 57		7 15		
North Berwick	Ar	8 10	9 27	9 54	12 29	4 23	4 34				6 43			8 10	12 29	6 36		6 50
Dover	Lv	5 26	8 31	10 15	12 47	4 40	4 59				7 45			5 26	8 31	12 43		
Exeter		9 00	10 36	1 03	5 01	5 27					7 45			7 40	9 28	12 45		7 01
Haverhill		6 07	9 23	10 58	1 30	5 21	5 40				7 45			8 07	10 45	1 55		7 34
Lawrence		6 18	9 35	11 10	1 42	5 32	5 50				7 45			8 15	11 00	2 07		7 57
Boston	Ar	6 52	10 10	11 45	2 15	6 03	6 31	7 20	7 45	8 35	10 40			8 15	11 22	2 27		8 18

**B. and M. R. R.**

VIA DOVER

**BOSTON TO PORTLAND**

Dec. 1, 1940

VIA PORTSMOUTH

Table 28	Ex. Sun.	Ex. Sun.	Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Sun.	Ex. Sat.	Sun.	Table 28	Ex. Sun.	Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.
	101	107	*1005	*11	*15	123	147	1027	23	1001		207	203	217	235	*19	21	*265
	A. M.	A. M.	A. M.	A. M.	Noon	P. M.	P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Boston	Lv	2 20	8 30	9 00	9 40	12 00	1 15	4 55	6 10	5 30	7 45	8 30	12 30	3 30	4 30	7 00		11 35
Lawrence		3 13	9 06	9 37			1 49	5 30	6 44	5 30	8 07	8 52	12 47	3 47		7 21		
Haverhill		3 33	9 20	9 40			2 01	5 42	6 54		8 18	8 59	12 56	3 55		7 33		
Exeter		4 02	9 42	10 11			2 23	6 08	7 15		8 25	9 04	1 01	3 59		7 38		
Dover		4 41	10 08	10 35			2 45	6 39	7 35	10 54	8 45	9 18	1 16	4 14		7 55		*12900
North Berwick		5 01	10 23	10 51			2 59	6 56	7 51		9 04	9 31	1 32	4 28		8 11		*12920
Wells Beach		5 12	10 34				3 03	7 07			9 04	9 31	1 32	4 28		8 11		*12920
Kennebunk		5 21	10 43	11 09			3 14	7 15	8 09		9 04	9 31	1 32	4 28		8 11		*12920
Biddeford		5 36	10 58	11 23			3 27	7 28	8 21		9 04	9 31	1 32	4 28		8 11		*12920
Old Orchard Beach		5 47	11 06				3 32	7 35	8 27		9 04	9 31	1 32	4 28		8 11		*12920
Portland	Ar	6 08	11 25	11 47	1 46	*1 50	3 53	7 54	8 45	11 56	3 30	10 08	10 35	2 45		9 37		*12925

REFERENCES FOR TABLE 28 SEE PAGE 12.

Change of address: We have been notified that the Society President has changed his address. We extend our congratulations to him on his enrollment at George Washington University in Washington, D.C. as a Freshman student. His new address will be: Box 729, 1900 F St. NW, Washington, D.C. 20052. The Society wishes him well.

-----  
Oops No.1.----Many of the members will find that their copy of page no.6 in the March,1976,Volume III,Issue No.1 maybe missing.Inadvertently we omitted this page during the assembling of the entire issue and failed to realize at the time the issue was mailed.If,on checking you find you were a lucky one and have page 6,then ignore the enclosed extra copy.To the others,add the page to your issue.

-----  
Car 54-Where are You?--We first mentioned about the trip of C-54 in the June issue of the Newsletter.Since then,a couple of the members have indicated that they would follow up on the whereabouts of the ex-BAR caboos. In the meantime-----

We have received a letter from the proud owner of this car.He is Frank B.Judge,746 Main St.,Acton,Mass.01720.Mr.Judge reported that he had purchased the C-54(blt.in 1914) in January of 1976 and had it shipped,as we reported,in June to a siding in Acton,Mass.He is in the finishing stage of restoration,aiming at a target date of October 1st. and then send it to the Wolfboro RR,Central Division;hopefully in time for the last Fall Excursion trip.Mr.Judge was most thoughtful to enclose a set of color photos showing the "hard"work needed to restore the caboos. We envy Mr.Judge and his new "baby".Good luck.

-----  
Ooops No.2----In the March,1976 issue we incorrectly quoted the Railroad Station Hist.Society Jan-Feb,1976 Bulletin.It was indicated that the Maine Central Railroad discontinued passenger service in 1958.... The truth of the matter is that discontinuance took place two years later. We regret the publishing of information not entirely correct and am pleased that we can issue correct information.

-----  
Since the completion of page number 1,we have added the following new members,to whom we welcome:

- 24.Robert E.Peterson,956 Richelieu Drive,Plainwell,Mi.,49080
- 25.Richard L.Hanson,53 Webster Ave.,North,Bangor,Me.,04401
- 26.Richard F.Cole,100 Prospect St.,Cambridge,Ma.,02139
- 27.Terry Connors,11 Colonial Drive,Keene,N.H. 03431
- 28.Owen Petit-Clair,176 Passaic Ave.,Roseland,N.J.07068
- 29.Peter Osgood,445 Mast Rd.,Manchester,N.H.03102
- 30.William Baird,Box 152,Jackman,Me.04945
- 31.Frank B.Judge,746 Main St.,Acton,Ma.01720
- 32.Neil MacDonald,RFD#2,Box 215,Bangor,Me.,04401

-----  
Those of you who collect railroadians should investigate the Railroadians Collectors Association.Dues are \$6.00 per year and worth every penny.Write Dan Moss,405 Byron Ave.,Mobile,Ala.36609 for details.Be sure to include a self addressed stamped envelope.

-----  
If you're a Southern Railway fan,drop a line to The Southern Railway Historical Society,P.O.Box 2761,Augusta,Ga.30904.

-----  
The December 1976 Newsletter will feature the Union Station at Bangor,Me., two articles by member Ron Palmquist;(1)an inspection trip over the BAR from Searsport to the north,and(2)a detailed story of the latest acquisition to the passenger fleet,a sleeper-observation car,formerly running on the North Coast Limited operated by the Northern Pacific Railroad.A black and white,8 x 10 photo will show off the new colors.

Thats 30 for this issue.

## BANGOR &amp; AROOSTOOK RR HISTORICAL &amp; TECHNICAL SOCIETY-MEMBERSHIP LIST

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57. Robert A. Dillman, 8 Ward Dr., Danbury, Ct., 06810
58. Arthur E. House, 362 Old Line Ave., Laurel, Md., 20810
59. Rembert W. Patrick, Jr., 2115 N.W. Seventh Place, Gainesville, Fla. 32603

Perhaps you are not aware of it, but The Smithsonian Institution in Washington, D.C. has in its possession many negatives of the Pullman Photographic Collection.

In 1969 Pullman-Standard gave the Smithsonian Institution 13,000 glass and film negatives covering railroad cars produced at the firm's main plant in Pullman, Illinois (Chicago). The negatives date between about 1888 and 1932, with a few scattered negatives dating as late as the 1950's. Pullman retained the great majority of the post 1932 negatives for its own records.

Gaps and unexplainable voids exist in the negatives received. Many exterior views are missing. However, the surviving negatives provide a reasonably complete record of the some 45,000 passenger cars built at the Pullman car works.

The following lists have been prepared as a guide to the collection: I.-Private cars (with an index to business cars); II. & III.-Passenger cars by Railroad (a two part list; A-M and N-Z); IV.-Pullman cars; V.- Street Railway and Rapid Transit. Those wishing to order prints may purchase copies of the above lists at one dollar each or may consult a master list at their office during public office hours; weekdays, 10:00 A.M. to 5:15 P.M. We request an advance notice. They will not conduct individual searches by telephone or correspondence. The negative files are not open to the public but in time they hope to have a complete set of file prints. Refunds and exchanges are not possible. Be sure to specify Pullman negatives when ordering.

Complete identification of all negatives was not possible. In some instances, the spelling of car names or ownership remains in question. All unidentified views have been listed under Pullman. Pullman owned cars are listed in the Pullman list; however, assigned cars may be inadvertently included in the Railroad list. Similarly, cars for subsidiary lines like the Michigan Central might be listed under both the Michigan Central and the parent New York Central. These lists are admittedly a provisional guide. They welcome corrections and hope to produce corrected editions at some future time.

A price list and order form will be furnished with each list. Again, please be sure to specify Pullman negatives when ordering.

The complete address is: PULLMAN PHOTOGRAPHIC COLLECTION, Division of Transportation, Smithsonian Institution, Washington, D.C. 20560.

The B. A. R. Society is ordering a set of the lists for its library. The Society will purchase any photos of the Northern New England Railroads. A future issue of the Newsletter will cover the availability of these photos. Feel free to purchase your own lists.

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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. CONTRIBUTING ARTICLES AND MATERIAL FOR PUBLICATION IS WELCOME. THIS IS A NON\*PROFIT ORGANIZATION. SOCIETY OFFICERS ARE:

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- TREASURER - PAUL SCHULHAUS, c/o Davidman, 209 West 16th St., New York, New York 10011
- EDITOR - ROBERT C. BAKER, JR. P.O. Box 562, Brunswick, Me., 04011
- ASSOCIATE EDITOR & CORRESPONDING SECRETARY - WALDO H. KINGSTON, 28 Winthrop, Dr., Peekskill, N.Y.

Address all communications to the Corresponding Secretary. Subscription by membership, \$4.00 /yr.  
\*\*\*\*\*

ATTENTION - The Society has recently made an addition to its photographic collection. Our library now has a color negative of the cover of the B.A.R. 56th Annual Report of 1949 which shows Diesel Engine #700 pulling a three car plus passenger train. The engine, in blue and grey with yellow divider lines; logo on the nose. Each car has a blue window band. Two procedures are available, (1) The society will send a color photo, postpaid, 8 X 10, \$3.50, or, (2) The Society will mail the negative to you, registered mail, and you have a local shop handle the processing. You pay for the registration both ways. (We will try to have a slide made from the original thus reducing the cost to you).