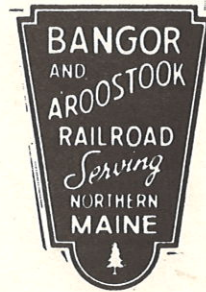
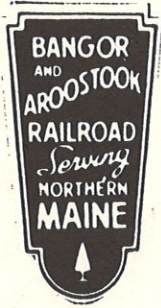


Bangor and Aroostook Railroad

HISTORICAL AND TECH. SOC.



From: The Maine Line-Bangor & Aroostook RR. employee magazine.



A BAR conductor (background) gives No. 7's engineer a highball as the railroad's crack passenger train to northern Maine prepares to leave Bangor's Union Station in the mid-Fifties. Both the train and the station are gone, but an increasing number of Americans are becoming convinced they made a bad trade-off in spurning trains for more automobiles.

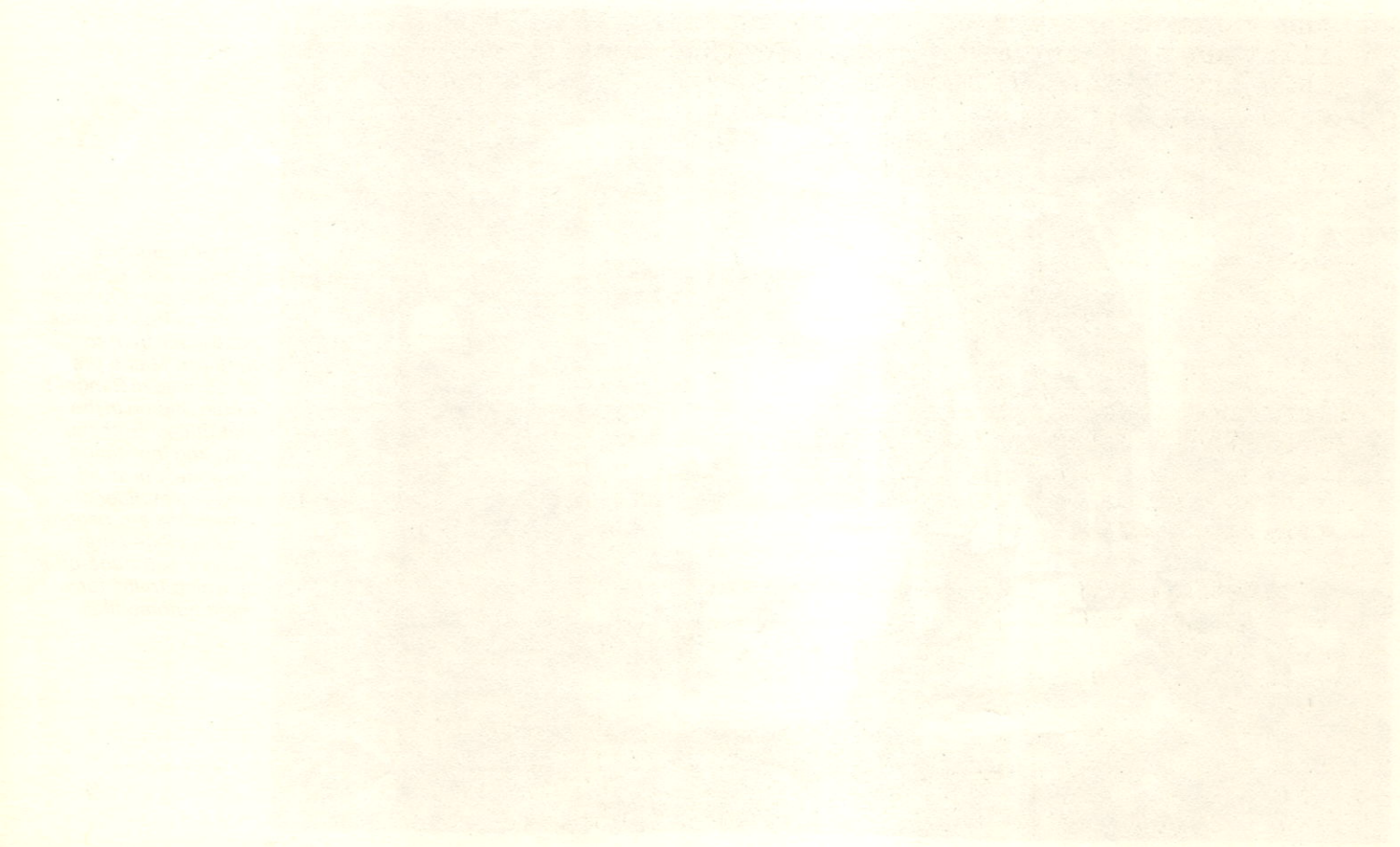
VOL. IV

JUNE

1977

ISSUE II

THE UNIVERSITY OF CHICAGO
HISTORICAL ARCHIVES



The March issue of the Newsletter featured the "American Flyer" series of passenger cars that operated on the Bangor & Aroostook RR from 1937 onward for several years. This issue, to give equal time to the Maine Central RR will cover a set of Pullman-Standard Car Mfg.Co. cars that operated on both the Boston & Maine and the Maine Central.

Vol.124, No.24, Dec.27.1947-Railway Age Magazine-with permission.

NEW COMFORT FOR NEW ENGLAND PASSENGERS

The Boston & Maine and the Maine Central re-equip three trains in their Boston, Mass., to Bangor, Me., service with 24 passenger cars built by Pullman-Standard.

The "Pine Tree", "Kennebec and "Flying Yankee" trains of the Boston & Maine and the Maine Central have been re-equipped with 24 new passenger cars built by the Pullman--Standard Car Manufacturing Company at its Worcester, Mass., plant. These Diesel-powered trains furnish fast service between Boston, Mass., and Bangor, operating on a two-hour schedule for the 114.7 miles from Boston to Portland and from 3 hours 10 minutes to 3 hours 25 minutes for the 135.4 or 138.9 miles from Portland to Bangor, depending on the route and the stops.

THREE TYPES

The cars consist of 16 coaches, 4 coach-baggage and 4 restaurant-lounge cars. They were designed after a careful study of passenger equipment throughout the nation and of the passenger requirements for the particular service. One of the results of this survey is the installation of a separate glass-enclosed smoking compartment in each car. This arrangement eliminates the necessity of a possible long walk to a smoking car and discourages promiscuous smoking in non-smoking cars, the latter being the cause of numerous complaints and a situation difficult to control successfully.

All cars are 85 ft.long over the coupler pulling faces and 10 ft. wide with roofs 13 ft.6 in. above the rail. The dry weight of the coach is 122,400 lb., the coach-baggage, 123,400 lb. and the restaurant-lounge, 133,900 lbs.

The car exteriors, including the roof are covered with fluted stainless steel moldings except for a band of maroon across the window panels. The diaphragms are of aluminum color. The diaphragm face plates, steps, step walls, all grab irons and door exteriors are stainless steel. Fluted skirts, cut away over the trucks, have hinged doors for access to equipment underneath.

The lower portion of the glass-enclosed smoking compartment is made of aluminum-faced plywood painted on the inside and covered with colonial antique tan Redolite on the outside. Stainless steel snap-on mouldings are used at the joints.

The compartment in the coaches has two settees, each seating three passengers, and four individual chairs. In the coach-baggage cars the compartment has four settees, each seating two passengers. All chairs and settees are of tubular lightweight construction, upholstered with foam rubber and covered with a needlepoint red or blue fabric.

COACH-BAGGAGE INTERIOR

A blue color treatment is used in the passenger section of the four baggage-coach cars. The ceiling is a light blue and the walls, frieze panels, light boxes on the luggage racks, pier panels, wainscoting, end bulkheads and entrance-door casings are a medium blue.

The floor covering under the seats is Hood 3/16-in. synthetic rubber flooring of blue Marbelle laid in 9-in. by 9-in. blocks. The aisle covering is of brown Marbelle with inserts of cream Marbelle. The brown Marbelle is also used in the passageways, smoking lounge, men's and women's rooms and on the luggage shelves. The seats in the main body of the car have needlepoint red covering in the men's and women's rooms and the smoking lounge the ceiling color is light yellow and the walls are medium yellow. Draperies are a light gold color and seat coverings are blue.

COACH COLOR SCHEMES

Six of the coaches have a predominating yellow interior color, six have a green motif and four a blue color base. In the yellow motif the ceiling is light yellow and the walls, frieze, wainscoting, bulkheads and door castings are medium yellow. The seats are upholstered in blue and the draperies are blue Albion cloth. Floor coverings are the same blue and brown Marbelle as in the coach-baggage cars.

The ceiling color in both rest rooms and in the smoking lounge is light blue; the walls are medium blue. Draperies in these compartments are light gold. The vanity chair, the settee and the smoking-compartment chairs are upholstered in needlepoint red.

In the green cars light green is applied to the ceilings and medium green to the walls. Floor coverings under the seats are of green Marbelle and those in the aisle are brown Marbelle with cream inserts. The rest rooms and the smoking lounge in these cars have a color treatment the same as that used in the coach-baggage cars. The coaches in blue also have a color treatment similar to the coach-baggage cars. All cars in both the green and blue schemes have seats upholstered in needlepoint red.

The drapes in all cars are Goodall Albion cloth having a cedar color on the inside and aluminum color on the outside face. Blisterproof tan colored window capping of Formica and heater grills of stainless steel are used. All stainless-steel snap-on moldings and interior hardware have a satin finish.

Stainless-steel luggage racks of tubular construction over the seats and luggage shelves at one end of each coach hold the unchecked baggage. The shelves are covered with synthetic rubber flooring of the same shades as the respective aisle floor covering and each shelf is equipped with stainless-steel retaining lips.

Broad double-glazed breather-type windows give a practically unlimited view of the attractive New England scenery through which these cars operate. The outside glass is of the special heat-absorbing type and the inner pane is safety glass. The windows have single large curtains of the cable-operated type. In addition to the curtain, the draperies at each may be drawn by one occupant partially across the window to prevent direct sun glare without robbing his seatmate of light or obstructing his view through the window.

The ladies' room is equipped with a large upholstered settee, a floor type ash receiver and an attractive gold-toned vanity mirror with special built-in soft fluorescent lights on both wings of the mirror for make-up purposes. A light-weight vanity chair and a Formica shelf are placed at the mirror. There are also two smaller mirrors fastened to the walls above the lavatory and a full-length mirror is fastened to the toilet door facing the powder room. A corner type wash lavatory is installed with the piping concealed by a stainless-steel skirt and the access opening to the liquid soap dispenser covered by a spring hinged stainless-steel door.

. The men's room has a similar type lavatory and mirror. Comb and brush shelves of stainless steel are provided in both rooms. Cove moldings throughout the wash rooms, toilets and in the body of the cars at the junction of floor and walls facilitate cleaning.

The six coaches with the yellow interior have large beveled-edge gold-toned mirrors on each of the four end bulkheads. The green and blue cars have large green-tone and blue-tone murals on the bulkheads depicting typical New England scenes. Murals in the lounges and mirrors in the restaurants decorate the bulkheads in the restaurant-lounge cars.

The seats are the Sleepy-Hollow type located on 41½-in.centers. Each seat can be independently reversed to suit a party of four. Electric water coolers are located in a special alcove, free from aisle traffic, adjacent to the glass-enclosed smoking lounge. Stainless-steel tanks hold 300 gal. of drinking water and wash water for each car.

RESTAURANT--LOUNGE CARS

The general construction of the restaurant-lounge cars is identical with that of the coaches insofar as the trucks, underframe, shell and roof are concerned. A 19-ft. lounge section at the vestibule end of the car has a seating capacity of 18 in. 10 lightweight tubular chairs facing across the car and four curved seats of two passengers each in the rounded corners. The corner seats have round pedestal-type cocktail tables with linen-finish Formica tops. The lounge chairs are upholstered in foam rubber with rich red and blue coverings in alternate seats. Interior painting follows the yellow motif used in six of the coaches.

A five-foot bar in the middle of the car is equipped with the necessary liquor storage locker, working area, and bar entirely of stainless steel. The stainless-steel glass cabinet at the back of the bar is attractively high-lighted by indirect overhead fluorescent lighting so placed that the glassware sparkles and shines. The floor is covered by a deep blue carpet.

Across from the bar is a Servel gas refrigerator for beverages. This is faced with stainless-steel to match the bar. The face of the bar has a Formica panel bordered with stainless-steel molding.

The restaurant section has two four-seat tables adjacent to the bar in sections divided from the main dining section by low partitions capped with ornate carved glass in which are etched the Pine Tree or Minute Man outlines. The four-seat tables and chairs are of tubular construction, the chairs being upholstered in foam rubber and covered with blue fabric; all table tops are of linen-finish Formica.

The main portion of the restaurant section comprises four two-seat triangular-shaped tables on each side of the car facing each other. This arrangement permits each passenger to face diagonally across the car or

to watch the scenery from the adjacent window simply by turning his head slightly. It also allows each diner to enter or leave his seat without disturbing his table partner. The wide aisle facilitates quick and efficient waiter service without congestion.

The diagonal seats and seat backs are upholstered with super-needle point red fabric. The base of the seats form a continuous curving contour of stainless steel with the cove molding at the floor joint. The floor covering in the restaurant and steward's sections is synthetic rubber in a blue Marbelle color.

The pantry equipment consists of a coffee urn, cream dispenser, electric low counter--type refrigerator, automatic gas toaster, and cabinets, all of gleaming stainless steel. All of this equipment is within arm's reach which eliminates extra steps and accelerates service. The front of the pantry is attractively faced with Formica panels and the serving counter is stainless steel with a roll down aluminum door which closes the pantry opening when not serving. A hinged serving counter separates the pantry from the kitchen.

KITCHEN FEATURES

The kitchen is 11 ft. long, exclusive of the refrigerator alcove, and is constructed entirely of stainless steel. Modern devices, such as an automatic dish washer, glass washer, electric garbage Disposall, Frialator, etc. are employed. The steam table, Frialator, and gas range (where all cooking is handled) are on the outer wall side of the kitchen. On the inside wall, the soiled dishes are delivered by the waiters through an air-operated slide to a conveyor which places them adjacent to the glass and dish washer. They are then placed on racks and set into the washing machines. With the push of a button, the machine automatically washes (at 140 deg.F.) and rinses (at 190 deg.F.) three times. The dishes are then removed and stacked in Lowerators which automatically deliver each dish or plate at the top of the stack. As one is removed, the next is automatically raised to the top. The Disposall, sinks, and a hinged fold-away type wash lavatory are also along the inside wall. The upper area is occupied with cabinets on both sides.

All cooking fumes over the gas range and Frialator are drawn upwards through ducts in which grease filters are placed and then exhausted to the atmosphere. In addition, 500 c.f.m. of fresh air is delivered at the pantry ceiling, the fresh-air inlet fan and the 500 c.f.m. exhaust fan in the kitchen being synchronized to cut in simultaneously. An additional 200 c.f.m. is exhausted through the kitchen ceiling. This fan is synchronized with the air-conditioning circuit.

Full-height service doors are located at the kitchen and corridor sides of the car so that the loading can be handled from either side. The end service door to the kitchen is of hollow construction with a broom closet utilizing the hollow space.

An 8-cu.-ft. Servel gas refrigerator is installed at the extreme end of the kitchen to take care of meats, eggs, milk, etc. The lower portion of the refrigerator is utilized for vegetable storage. It is of special interest to note that two of the three refrigerators, the toaster and the cooking use propane gas. This disposes of the old style coal range for cooking and relieves the increased electric load that would be created if electric refrigerators were used. Three 100-lb. gas tanks under the car are piped to the kitchen. As one tank is emptied the next one automatically cuts in through a system of pressure regulators.

An ingenious arrangement of apparatus involving a water-circulating pump, air pressure and electric controls produces hot water at 140 deg. F. for washing all soiled dishes in the kitchen and 190-deg. water for rinsing. This feature is a recent development used for the first time on the Boston & Maine-Maine Central cars and helps in the sanitary handling of dishes and glassware.

AIR CONDITIONING

The Frigidaire modulated system of air conditioning is used in which the cooling is of the split-evaporator type, which varies between full and half operation. This avoids off cycles and the tendency towards excessive humidity during such intervals. The refrigerating compressors are of 7-ton capacity and are operated by 15-hp. motors from the unregulated 60-volt d.c. power supply. The air is forced through multi-vent ceiling ducts by blower fans of 2,400 c.f.m. capacity. In the coaches, two exhaust fans of 300 c.f.m. each and in the coach-baggage cars four exhaust fans of 150 c.f.m. each insure a fresh air intake of 25 per cent. All recirculated air is purified by means of Dorex activated-carbon filters. Both heating and cooling are controlled by a master thermostat inside and a 50-deg. thermostat so as to maintain a standard differential, inside to outside. The heating is further controlled by thermostats and on-off switches on both sides of the car. Heating is by the Vapor zone-heating control system with copper-fin radiation.

Additional exhaust and intake fans operating on 110-volt a.c. power are installed, one each, in the pantry and kitchen to promote circulation when the air conditioning is not on and the kitchen crew is working. A unique arrangement of air ducts concentrates recirculated air from both the restaurant and lounge sections at the bar where the air conditioning evaporator is located. Air is distributed both ways from the center of the car.

LIGHTING

All cars are lighted through Luminator glass, dust-proof fluorescent light fixtures. The passenger compartments are illuminated by thirty-two 15-watt bulbs arranged as a continuous center ceiling light extending for 50 lineal feet. They are arranged in eight sections of four tubes each behind magnifying-glass lenses. These lamps are supplemented by twenty-eight 15-watt tubes in the baggage racks over the seats with individual flip-on switches. The total illumination at the reading plane is approximately 15 foot candles.

In the smoking compartments of the coaches eight 15-watt tubes are located in the ceiling directly above the seats. Additional 15-watt tubes include four in the powder rooms, one in the ladies saloon, one in the men's saloon, and five as center ceiling lights in the aisles. In addition to fluorescent lighting, each coach is equipped with five 15-watt incandescent lamps as emergency lights in the fluorescent fixtures, one in each of the two saloon lights and one each of the three passage-way lights. Incandescent lights are also located in the vestibule, luggage shelves, electrical lockers, blind end and evaporator compartment.

The restaurant-lounge cars have continuous corner lighting at the headlining utilizing the same type of glass fixtures and tubes as in the other cars. Thirty 15-watt bulbs produce continuous lighting in the lounge section and 36 15-watt tubes are used in the restaurant section. Additional 15-watt tubes include two overhead and three in the glass-display cabinet in the bar section and five overhead in the aisles.

Three of the aisle lighting fixtures include 15-watt incandescent emergency lamps. Other 15-watt lamps are located at the soffit over the serving counter, two at the serving bar, and two under the serving counter. There are also four 25-watt lamps in the kitchen ceiling, 16 in the kitchen over the working areas and one in the coffee-urn compartment. The use of incandescent lamps in the kitchen permits the crew to work without running the motor-alternator.

Each restaurant-lounge car is equipped with ultra-violet lamps in the water cooler and one in each refrigerator, another innovation in bacteria treatment for railroad equipment.

ELECTRICAL EQUIPMENT

All incandescent lights are supplied with regulated 60-volt d.c. power. The water cooler motors operate on unregulated d.c. power. The fluorescent lighting systems operate on 110-volt a.c. power supplied by 2-kw motor alternators. The restaurant-lounge cars have two of the 2-kw alternators to supply current for lights and kitchen apparatus. Each restaurant-lounge car also has a 25-hp. 200-volt a.c. motor which provides standby operation of the 35-kw generator. The other cars are equipped with 20-kw axle generators operating through Spicer drives with automatic clutches designed for a cut-in speed of 22 m.p.h.

Power during non-operating periods is supplied by 50 cell, A-16-H, 680 amp.-hr. batteries in the coaches and 50 cell, A-20-H, 850-amp.-hr. batteries in the restaurant-lounge cars.

STRUCTURAL DETAILS

The underframes and body frames are built of low-alloy high-strength steel. The center sill consists of two A.A.R. Z-sections with the top flanges welded continuously. Behind each bolster the center sills are spliced to a separately constructed built-in draft sill of welded construction. The inside sills are a continuous L-section to which all cross members are welded and the side posts are riveted.

The bolsters have a built-up arc-welded box section with two web plates and top and bottom cover plates. The crossbearers are pressed channels welded to longitudinal members. The floor cross-ties are 3-in. Z-bars located between crossbearers and welded to the longitudinal members. End sills are of built-up welded construction.

The floors of galvanized steel are the arched type with corrugations 1/2-in. deep crosswise of the car and screwed to the underframe members. The floor is of Tucolith composition 5/16-in. thick above the top of corrugations of the subfloor.

The body frames are of welded girder-type construction with plain high-strength-steel side sheathing. The girder below the windows, the letterboard above the windows and the skirts are covered with corrugated stainless-steel moldings, screwed on over the sheathing.

FOUR-WHEEL TRUCKS

The four-wheel trucks have 5 1/2-in. by 10-in. journals fitted with Fafnir roller bearings lubricated by grease instead of oil. The 36-in. rolled-steel wheels were ground after mounted to insure concentric treads. The trucks are built with General Steel Castings' alloy-cast-steel frames on which the pedestals are cast integral. Pedestal openings are 13-3/8-in. by 10-in. The equalizer springs are helical, and the bolster springs are full elliptic and helical. The damping action of the

elliptic springs is employed instead of shock absorbers.

Every journal box on one side of each car is also equipped with Decelostats to prevent the wheels sliding during brake application. Each roller-bearing box is equipped with the smoke-and stench-bomb hot-journal warning.

Waugh twin-cushion draft gear and National tightlock couplers are applied.

INSULATION

The floors, walls and doors, framing members and roof are insulated with 3-in. Stonefelt. In addition, all sheets have a 3/16-in. coating of sound-deadening and corrosion-resistant Insulmat. Tape is used to break the metal-to-metal contact between the framing members and the inside finish. Fabreeka sound-deadening mats are used to isolate noises from the car body at the following locations; center plates, truck springs, bolster ends, buffer stems, body side bearings, and on top of journal boxes.

Westinghouse and New York Air Brake D-22-P schedule (less electro-pneumatic feature), with Westinghouse Decelostats on one journal of each axle, are used. A one-lever-type hand brake is applied to the vestibule end of each car plus an additional hand brake at the blind end of the restaurant-lounge cars.

ROSTER OF PASSENGER CARS

Reference is made to B & M BULLETIN, Spring 1976 issue, released by The Boston and Maine Historical Society, Reading, Mass. pages 4 and five for the list of cars in the Boston and Maine passenger car roster.

MAINE CENTRAL RAILROAD

RESTAURANT-LOUNGE (PULLMAN-STANDARD 1947)

- #15 MERRYMEETING To C & EI 603 "Merry Young" (1957), to L & N 2800 "Dixie Traveler", rebuilt to Lunch Counter Car (1959), to AMTRAK 8380 "Dixie Traveler" (1971).
- #16 ARUNDEL To C & EI 604 "Merry meeting" (1957), to L & N 2801 "Dixie Journey", rebuilt to Lunch Counter Car (1959), to AMTRAK 8381 "Dixie Journey" (1971).

COACH (66-SEAT) (PULLMAN STANDARD 1947)

- #240 ALAMOOSOOK To MOPAC 770 (1960), To Edwards International for resale to Mexico.
- #241 WEBHANNET To MOPAC 771 (1960), To Edwards International for resale to Mexico.
- #242 KATAHDIN To MOPAC 772 (1960), To Edwards International for resale to Mexico.
- #243 PARMACHEENEE To MOPAC 773, (1960), To Edwards International for resale to Mexico.
- #244 SAGADHOC To MOPAC 774, (1960, rebuilt to MOPAC 485 (1969), to CNJ 326 (65-seat coach), to scrap (1974).

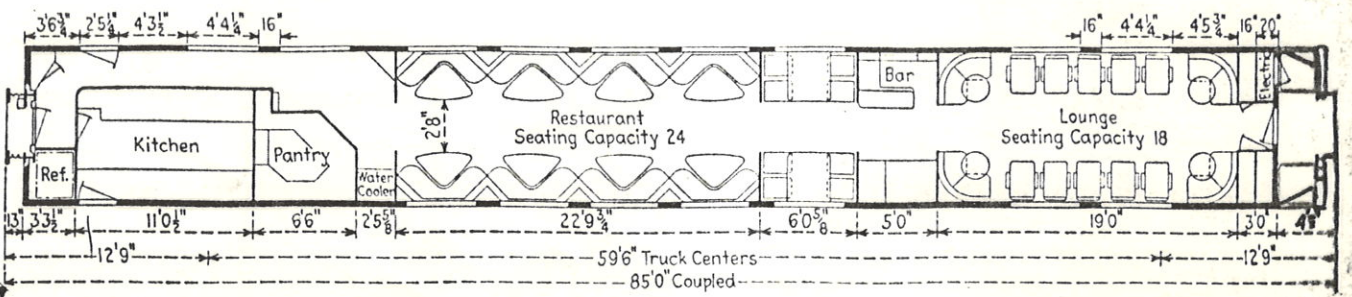
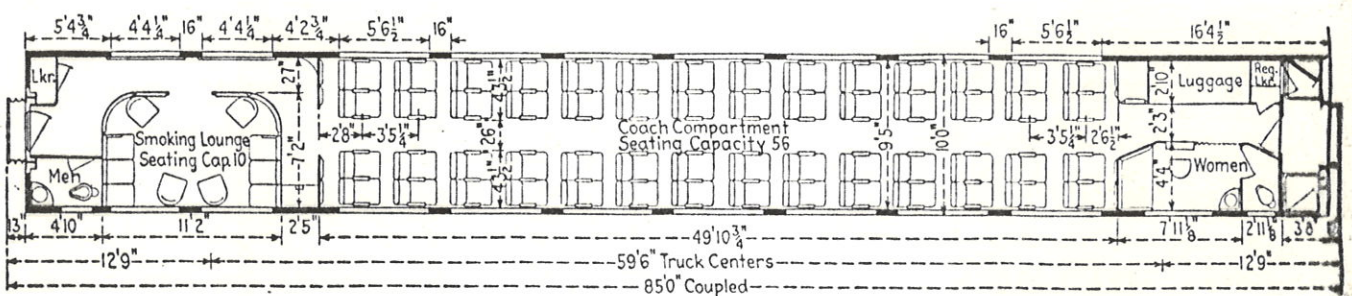
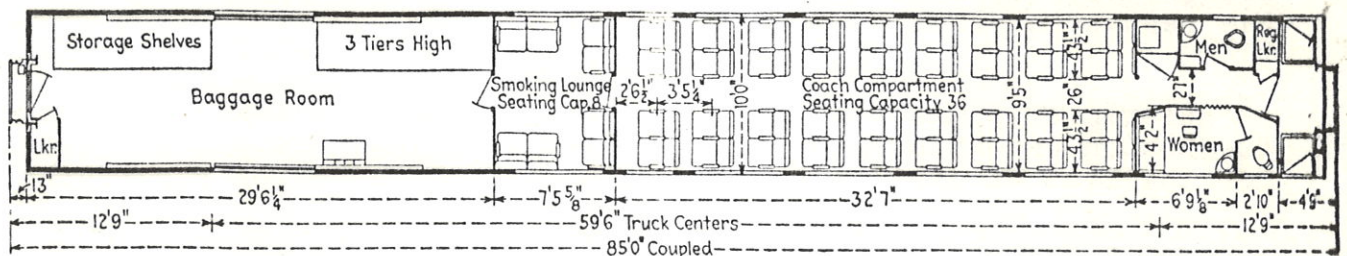
- #245 ABENAKI To MOPAC 775 (1960), To Edwards International for resale to Mexico.
- #246 KINEO To MOPAC 776 (1960), To Edwards International for resale to Mexico.
- #247 PASSAMAQUODDY To MOPAC 777 (1960), To Edwards International for resale to Mexico.

COMBINE (PULLMAN-STANDARD 1947)

- #540 LUMBER KING To MOPAC 562 (1960), rebuilt to Grill Coach.Sold to Bayless Ready-MixxCo.,St.Louis,Mo.Donated to Smoky Hill Railway and Historical Society,Shawnee Mission, Kansas. (12/1975).
- #541 FOREST QUEEN To MOPAC 563 (1960),rebuilt to Grill Coach, retired (8/1969), to scrap thereafter.

FLOOR PLANS FOR THE THREE TYPES OF CARS.

At Top-Coach-baggage;middle-coach; and at bottom,the restaurant-lounge car.



Floor plans from Railway Age,December 20,1947.

MAINE CENTRAL RAILROAD
APRIL 25, 1948

Equipment

Air conditioned coaches are limited and are assigned to principal trains also to branch lines as available.

No. 1
Coaches Portland to Bangor.
Portland to Rockland.

No. 5
Coaches Portland to Waterville.
For sleeping cars see equipment of train No. 87, table 27.

No. 7
Sleeping Car 27 New York (G. C. T.) to Farmington 10 Sec DR 2 Comp. (ex. Sun. June 25 thru Sept. 10.)
Coaches Portland to Farmington.

No. 8 GULL
Sleeping Car 429 Halifax to Boston 10 Sec DR 2 Comp.
Car 435 Saint John to Boston 10 Sec DR 2 Comp.
Car 437 Saint John to Boston 12 Sec DR. Commencing April 26.
Coaches Halifax to Saint John. Saint John to Boston.

No. 11 KENNEBEC
B&M-MC Parlor Car 110 Boston to Bangor DR until June 17, inc.
B&M-MC Parlor Car 112 Boston to Ellsworth DR June 18 to Sept. 24, inc.
Restaurant Lounge Car Boston to Bangor.
Deluxe Streamline Coaches Boston to Bangor.

No. 12 KENNEBEC
B&M Parlor Car 120 Portland to Boston DR until June 18, inc.
MC-B&M Parlor Car 121 Ellsworth to Boston DR June 19 to Sept. 25, inc.
Dining Car Van Buren to Northern Maine Jet.
Restaurant Lounge Car Bangor to Boston.
Deluxe Streamline Coaches Bangor to Boston.

No. 14 PINE TREE
MC-B&M Parlor Car 140 Ex. Sun. Bangor to Boston DR.
MC-B&M Parlor Car 141 Sun. Bangor to Boston DR.
Restaurant Lounge Car Ex. Sun. Bangor to Boston.
Deluxe Streamline Coaches Bangor to Boston.

No. 15 FLYING YANKEE
B&M Parlor Car 150 Boston to Portland DR until June 17, inc.
B&M-MC Parlor Car 150 Boston to Bangor DR. Commencing June 18.
Dining Car Northern Maine Jet. to Van Buren.
Restaurant Lounge Car Boston to Bangor.
Deluxe Streamline Coaches Boston to Bangor.

No. 16 FLYING YANKEE
MC-B&M Parlor Car 160 Bangor to Boston DR.
Restaurant Lounge Car Bangor to Boston.
Deluxe Streamline Coaches Bangor to Boston.

No. 19 PINE TREE
Sleeping Car 191 Friday only Boston to Saint John 12 Sec DR June 18 to Sept. 3, inc.
B&M-MC Parlor Car 190 Boston to Bangor DR.
Restaurant Lounge Car Boston to Bangor.
Deluxe Streamline Coaches Boston to Bangor.
Coaches Boston to Saint John Fri. only June 18 to Sept. 3, inc.

No. 20
B&M Parlor Car 122 Portland to Boston DR in B&M Train No. 12
Restaurant Lounge Car Portland to Boston.
Deluxe Streamline Coaches Portland to Boston.
Coaches Waterville to Portland.

No. 21
B&M-MC Parlor Car 250 Sun. Boston to Bangor DR until June 13, inc. (From B&M Train No. 25.)
Coaches Boston to Bangor.

No. 22 PENOBSCOT
Sleeping Cars: May be occupied at Boston until 7.30 am.
Car 70 Van Buren to Boston Ex. Sun. 10 Sec DR 2 Comp.
Car 221 Calais to Boston Ex. Sun. 12 Sec DR.
Car 220 Bangor to Boston 12 Sec DR.
Dining Car Van Buren to Bangor Ex. Sun.
Coaches Bangor to Boston.

No. 23 GULL
Sleeping Cars (Ready for occupancy at Boston 8.30pm)
Car 230 Boston to Bangor 12 Sec DR until June 17, inc. May be occupied at Bangor until 7.00 am.
Car 231 Boston to Calais 12 Sec DR until June 17, inc.
Car 232 Boston to Saint John 10 Sec DR 2 Comp.
Car 233 Boston to Saint John 12 Sec. DR. (Will not lv. Boston Fri. nights, June 18 to Sept. 3, inc.)
Car 234 Boston to Halifax 10 Sec DR 2 Comp.
Car 235 Boston to Van Buren 10 Sec DR 2 Comp. until June 17, inc.
Coaches Boston to Saint John.
Saint John to Halifax.

No. 24
Sleeping Car 245 Farmington to New York (G. C. T.) 10 Sec. DR 2 Comp. (Ex. Sat. June 28 thru Sept. 10.)
Coaches Farmington to Portland.
Deluxe Streamline Coaches Portland to Boston.

No. 25
B&M-MC Parlor Car 250 Sundays Boston to Bangor DR.
Deluxe Streamline Coaches Sundays Boston to Bangor.

No. 27 PENOBSCOT
Sleeping Cars (Ready for occupancy at Boston 8 00 pm)
Car 270 Boston to Bangor 12 Sec DR. May be occupied at Bangor until 7 00 am.
Car 271 Boston to Calais 12 Sec DR.
Car 272 Boston to Van Buren 10 Sec DR 2 Comp.
Dining Car Northern Maine Jet. to Van Buren.
Coaches Boston to Bangor.

No. 48
Coaches Bangor to Portland.
Rockland to Portland

No. 52
MC-B&M Parlor Car 140 in train No. 14 Brunswick to Boston DR.
Restaurant Lounge Car Portland to Boston.
Coaches Rockland to Portland.
Rockland to Boston June 19 to Sept. 25, inc.
Deluxe Streamline Coaches Portland to Boston.

No. 53
Sleeping Cars Philadelphia and New York (Penn. Sta.) to Rockland; also coach service. See Bar Harbor and Down Easter equipment, table 27.

No. 54
B&M Parlor Car 120 Portland to Boston DR in train No. 12 until June 18, inc.
MC-B&M Parlor Car 540 Rockland to Boston DR June 19 to Sept. 25, inc.
Restaurant Lounge Car Portland to Boston.
Coaches Rockland to Portland.
Rockland to Boston June 19 to Sept. 25, inc.
Deluxe Streamline Coaches Portland to Boston.

Nos. 55 and 56
Coaches Portland and Rockland.

No. 57
B&M-MC Parlor Car 110 Boston to Brunswick DR until June 17, inc., in Train No. 11.
B&M-MC Parlor Car 111 Boston to Rockland DR June 18 to Sept. 24, inc.
Restaurant Lounge Car Boston to Brunswick in Train No. 11.
Deluxe Streamline Coaches Boston to Portland.
Coaches Portland to Rockland.
Boston to Rockland June 18 to Sept. 24, inc.

No. 58
Sleeping Cars Rockland to Philadelphia and New York (Penn. Sta.); also coach service. See Bar Harbor and Down Easter equipment, table 27.

No. 59
B&M-MC Parlor Car 190 Boston to Brunswick DR in Train No. 19.
Restaurant Lounge Car Boston to Portland.
Deluxe Streamline Coaches Boston to Portland.
Coaches Portland to Rockland.
Boston to Rockland June 18 to Sept. 24, inc.

No. 84 BAR HARBOR
Sleeping Cars Ellsworth and Bangor to New York (Penn. Sta.) and Philadelphia. Ellsworth to Washington. See Bar Harbor equipment, table 27.

No. 85 BAR HARBOR
Sleeping Cars Washington to Ellsworth, Philadelphia and New York (Penn. Sta.) to Bangor and Ellsworth. See Bar Harbor equipment, table 27.

No. 116
Sleeping Car 221 Calais to Boston 12 Sec DR. (May be occupied at Boston until 7.30 am.)
Coaches Calais to Bangor.

No. 122
MC-B&M Parlor Car 121 Ellsworth to Boston DR June 10 to Sept. 25, inc.
Coaches Calais to Bangor.

No. 123
Sleeping Car 231 (No. 271 effective June 18) Boston to Calais 12 Sec. DR.
Coaches Bangor to Calais.

No. 129
B&M-MC Parlor Car 112 Boston to Ellsworth DR June 18 to Sept. 24, inc.
Coaches Bangor to Calais.

Nos. 162 and 163
Coaches Portland and St. Johnsbury.
Portland and Montreal starting June 18.

Nos. 166, 167 and 766
MOUNTAINEER
Diesel Powered Train. All coach class tickets honored except those for restricted excursions. No checked baggage handled on this train. Meal services and refreshments available to all passengers in Buffet Section. Parlor Car Seats individually assigned will be sold at Parlor Car rates with First Class rail fares.
Coaches Boston-Littleton and Bethlehem.
Boston-Bartlett, N. H.
B&M-MC Buffet Parlor Car 290-292 Boston-Littleton and Bethlehem.

Nos. 205 and 226
Coaches Lewiston and Rumford.

Nos. 212-214 and 213-215
Coaches Rumford and Portland.

No. 701
Coaches Portland to Bangor.
Portland to Rockland.

No. 702
B&M Parlor Car 420 Portland to Boston. / In B&M Restaurant Lounge Car Portland to Boston. (No. 1042 Coaches Bangor to Boston.

No. 707
Sleeping Car 27 New York (GCT) to Farmington Sat. only June 26 to Sept. 4, inc. 10 Sec DR 2 Comp.
Coaches Portland to Farmington.

No. 711
B&M-MC Parlor Car 105 Boston to Bangor DR.
Deluxe Streamline Coaches Boston to Bangor.

No. 721
Sleeping Car 101 Boston to Bangor 12 Sec DR.
Coaches Boston to Bangor.

No. 722
Sleeping Car 245 Farmington to New York (G. C. T.) 10 Sec. DR 2 Comp. June 27 thru Sept. 12.
Coaches Farmington to Portland.
Deluxe Streamline Coaches Portland to Boston.

No. 775
Coaches Portland to Rockland.

No. 776
MC-B&M Parlor Car 460 in Train No. 1046 Brunswick to Boston DR.
Coaches Rockland to Boston.
Deluxe Streamline Coaches Brunswick to Boston.

No. 1046
MC-B&M Parlor Car 460 Bangor to Boston DR.
Deluxe Streamline Coaches Bangor to Boston.
Coaches Rockland to Boston.

STATE OF MAINE
New York (G. C. T.) and Portland.
For equipment see table 27.

- 1 -

PRESIDENT'S PAGE

Regrettably, it has been quite a while since I have had a chance to report to you, the members, on the general state of the Society. However, I am pleased to be able to say that the present and future prospects of the BARTS are getting better every day. We have enjoyed a steady stream of new members and renewals, something which has provided us, for the first time, with funds sufficient to undertake significant projects related to the historical and technical aspects of the BAR.

The first of these projects, which is presently on the drawing boards, is a photo-roster book of Bangor & Arrostook diesels. Since we are always encouraging input from members, one approached us more than two years ago with this one. Unfortunately, at that time, funds were unavailable, but now, with funding available, we are in the process of taking this book off the drawing boards and making it a reality. We expect to publish sometime during next year.

As you can see also, significant improvements have been made in the quality of the newsletter. We now consider The BAR Newsletter one of the finest publications of its kind (Technical-Historical literature). But, in the words of W. Graham Claytor, Jr. "I'm not satisfied yet!". We have plans underway for still further improvements in the format and printing quality of the newsletter, as available funds allow.

To be sure, this society has come a long way from the weak and fledgling group we were as recently as 3 years ago. If our present rate of growth sustains itself, I have no doubt that we will become one of the largest of the various Technical-Historical groups. In the meantime, however, we are still looking for input from all members. It can take the form of suggestions on the newsletter, or for special projects, or it could be in the form of contributions to the paper. Whatever form it takes, though, we want to hear from you.

Respectfully Submitted,

Don W. Greenberg

Don Greenberg, President
Bangor & Arrostook Technical-Historical
Society

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

- PRESIDENT - DON GREENBURG, 5 ALDEN PLACE, HARTSDALE, N.Y. 10530
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Address all correspondence and change of address to Corresponding Secretary.

RANDOM NOTES

The Northwest Illinois Chapter, N.R.H.S. (P.O. Box 5632, Rockford, Ill. 61125) has published a 48 page "Guide to Railroad Photography" (\$3.25 post-paid). This book might be the closest thing we have ever had as a rail photo standard reference. It is well worth the modest price.

New Piggyback Vans

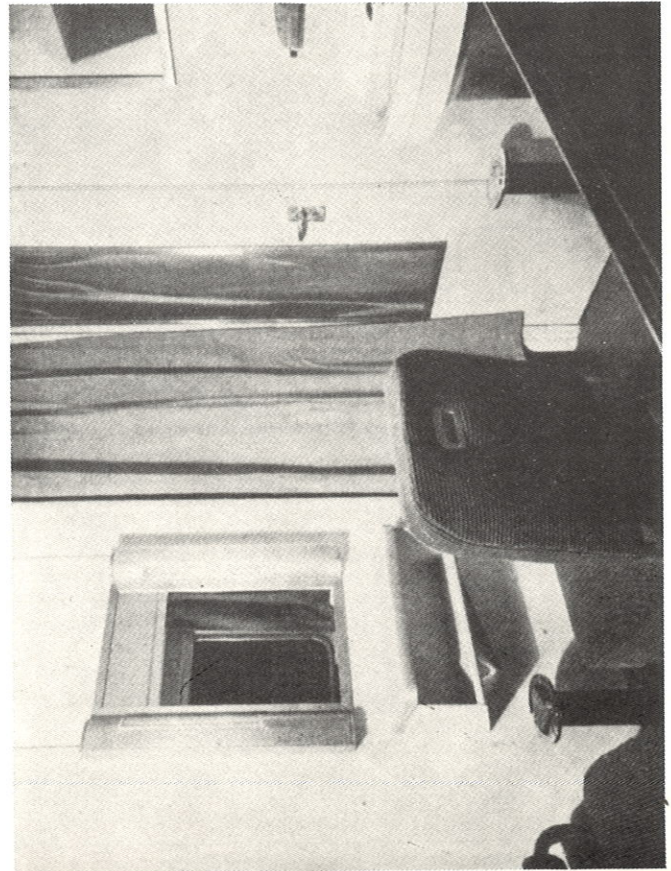
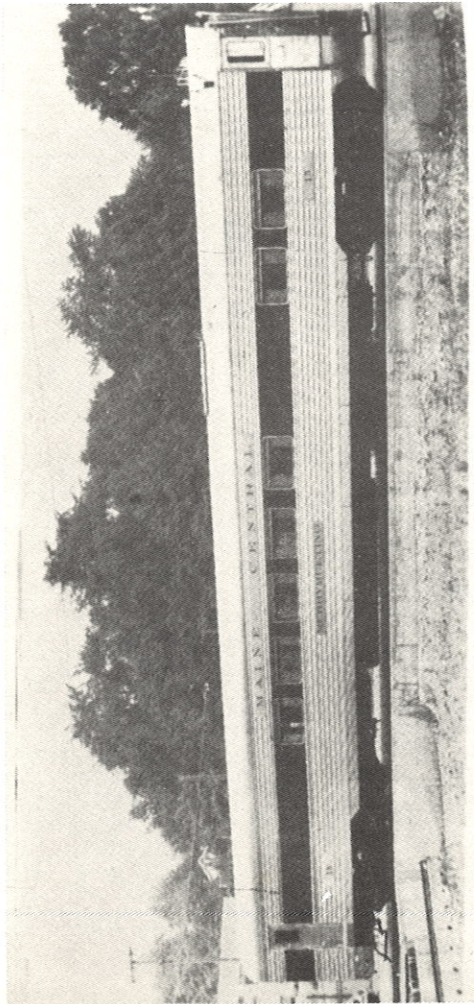
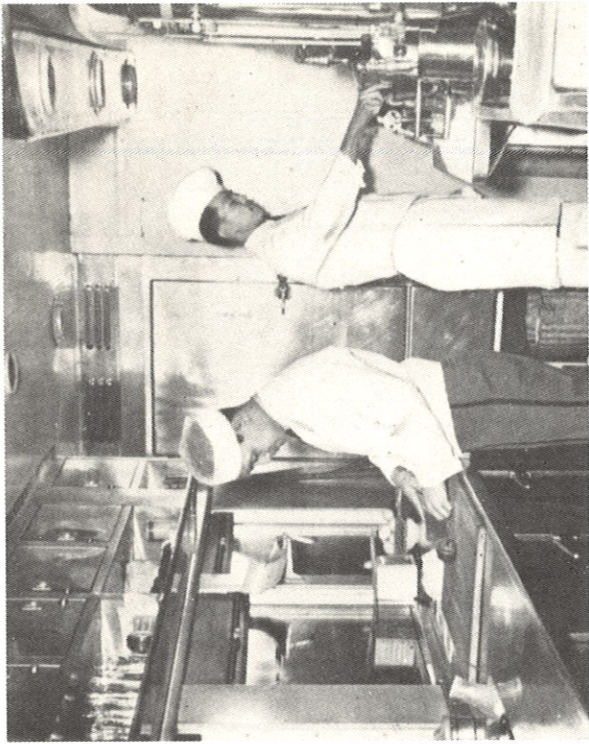
Maine Central acquired, in the summer of 1977, by lease, 100 new piggyback trailers from REALCO. The new vans are 13 feet, 6 inches high, which is a foot higher than previous trailers leased for piggyback service by Maine Central.

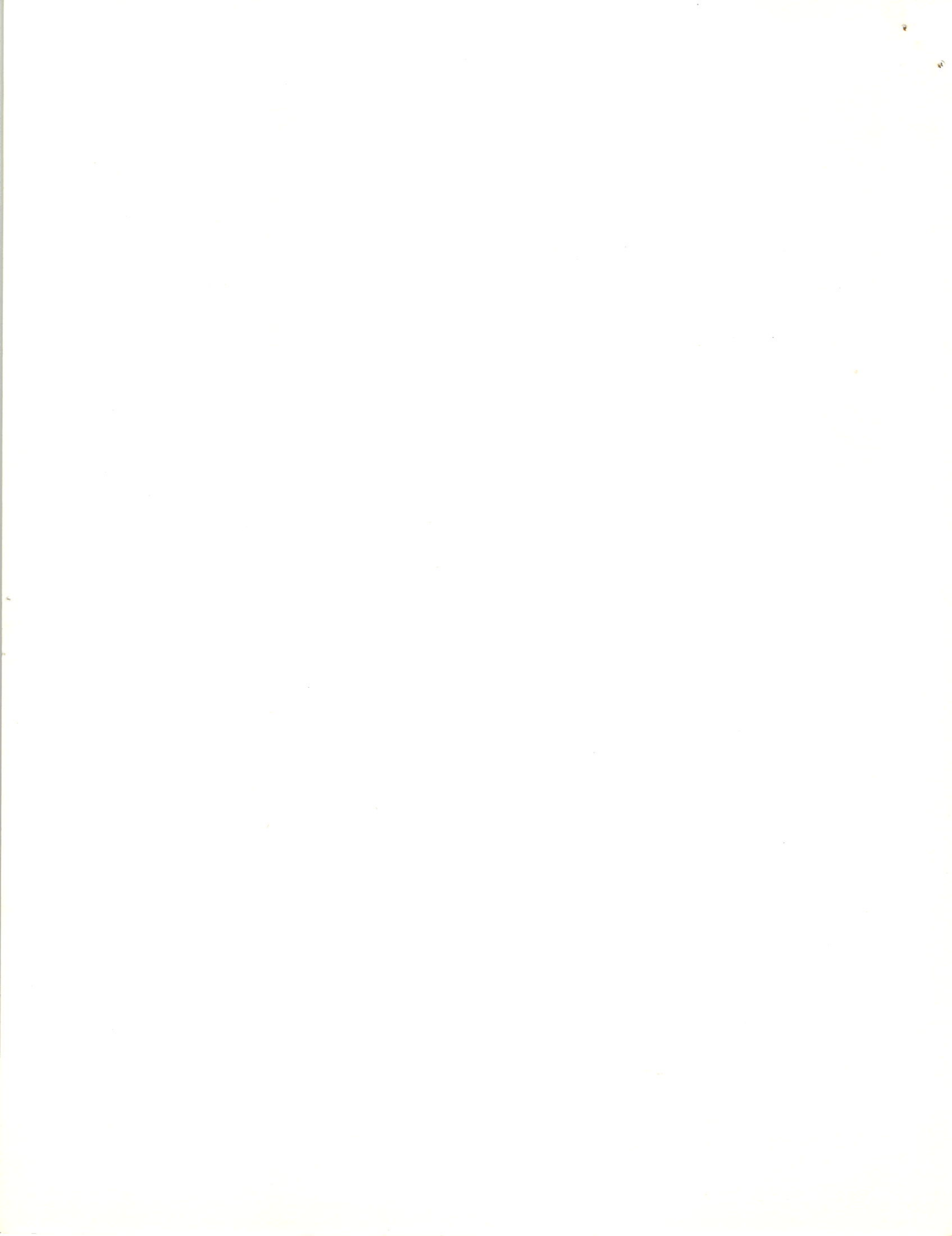
The 40-foot vans are made of plywood covered by fiberglass. This is a new concept in trailer design and from two years' experience REALCO believes they will be more durable than aluminum and less expensive to maintain. Maine Central has about 400 leased trailers in its piggyback fleet.

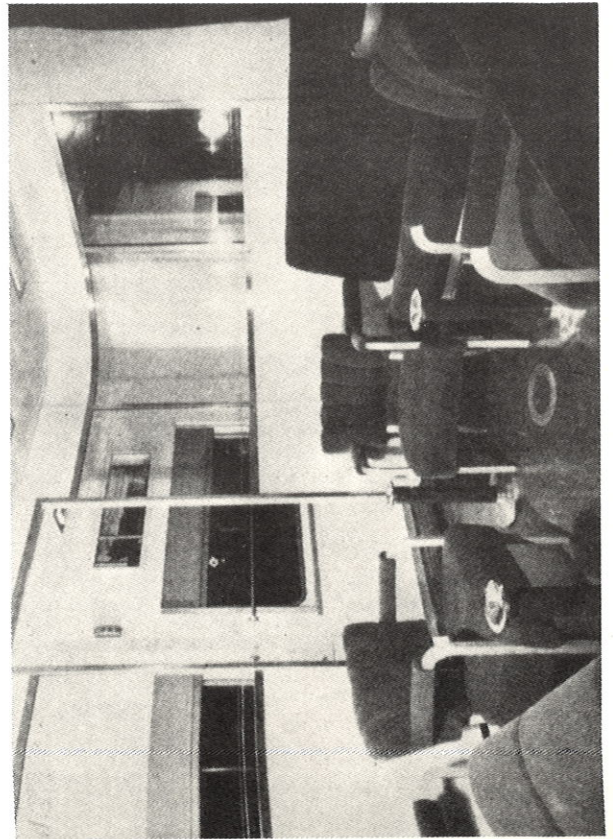
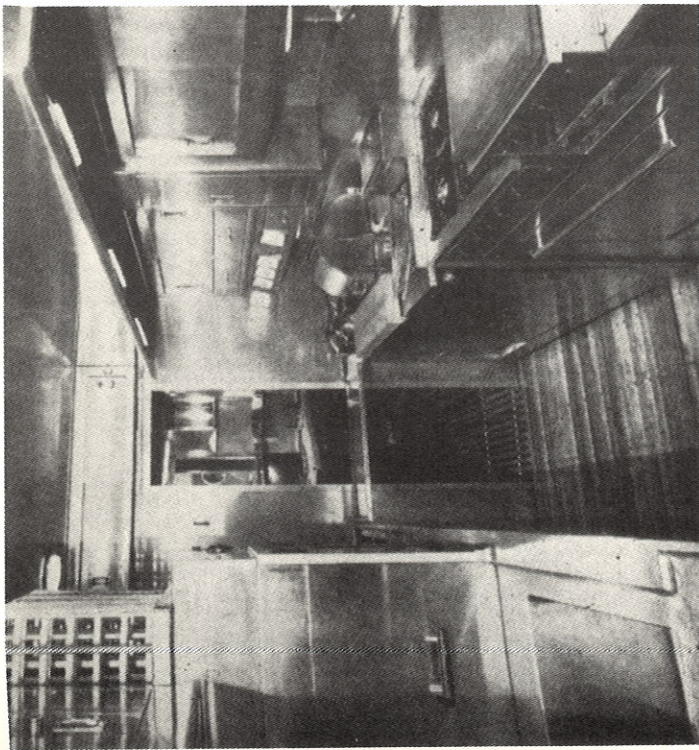
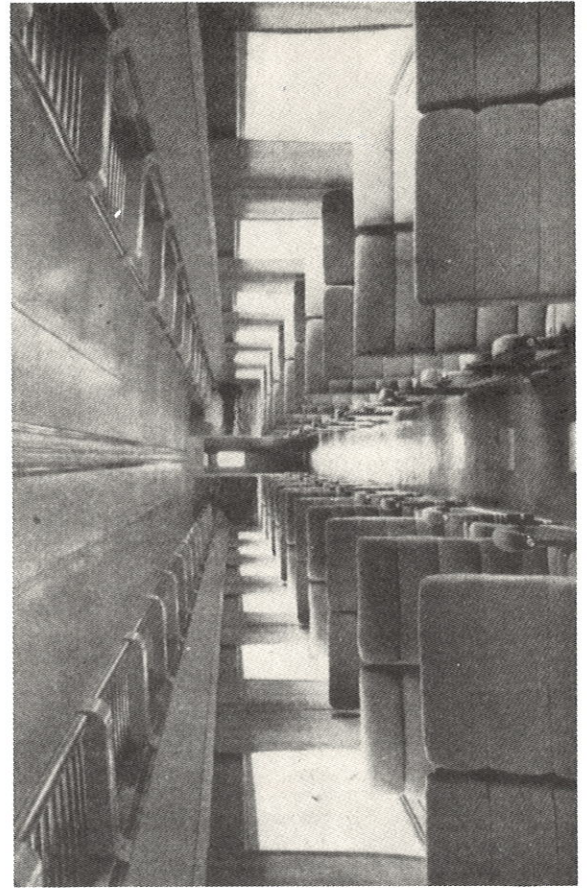
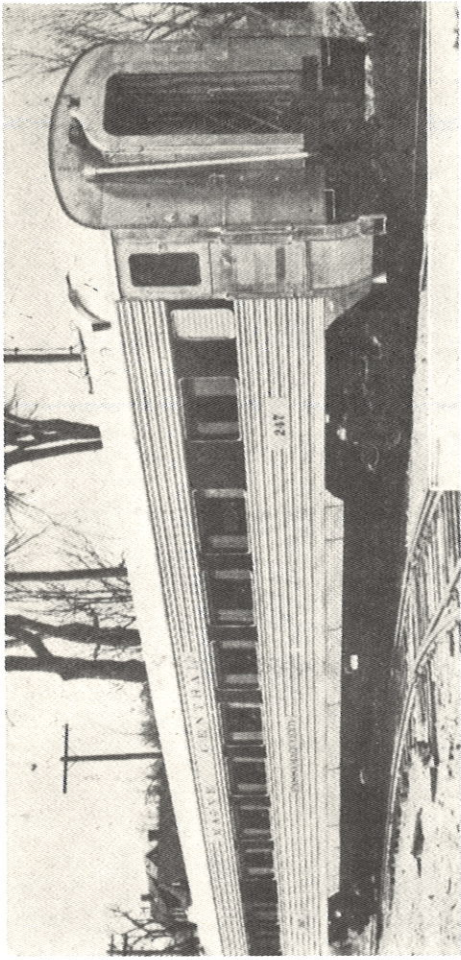
To BAR Members, Past, Present and Future... We regret the inconvenience caused to each of you for our inability of maintaining a regular schedule for releasing the Newsletter on time. This issue (mailed in April 1978) is a year in coming. Volunteer organizations somehow manage to encounter this kind of difficulty, that is, keeping up with the times. Each of the officers try the best possible to keep things rolling, but outside activities often dictate the true course of events. The President, a college student, must "hit the books" leaving little time for other activities; the Editor and Associate Editors have business commitments to adhere to. We are sure everyone will admit that ones employer commands a high priority on each persons time. I, for one, must be away from my home each work day and night, traveling in parts of Massachusetts, Connecticut, Rhode Island, New York, New Hampshire and Western Pennsylvania. leaving late Sundays, returning late Friday or early Saturday mornings. The intervening time at home is filled trying to keep up with repairs, bill paying, etc. We, the Society would like to produce a publication equal to the B. & M. Society Bulletin, but finances, manpower, etc. preclude this goal from being reached. Despite these tribulations, we will continue to produce the best that we can, with your continued assistance and participation.

Waldo H. Kingston, Associate Editor.

Thats 30 for this issue.







P. O. Box #701
Keene, New Hampshire 03431

Dear Railfan and/or Model Railroader,

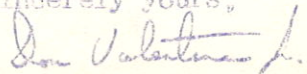
Are you seriously or primarily interested in New England railroading? Do you model a particular New England prototype or feelance based upon New England railroads? Are you interested in quality coverage of any American railroad even if it isn't in your region? If your answer to any of these questions is in the affirmative New England Rail Service has something new for you!

We at New England Rail Service would like to introduce you to the magazine of New England railroading, both prototype and model. We would like to introduce you to our new quarterly, THE NEW ENGLAND STATES LIMITED, or just THE LIMITED. We aren't spending a lot of money on fancy advertising letters because we have spent our money where it counts.....on the magazine itself. THE LIMITED has grown from 32 to 40 pages of top quality material on all of our New England railroads from small, now defunct country trolleys to the current operations on the BAR. Thus, while we do cover the B & M and the New Haven, we give the other lines, both past and present, equal coverage. Each issue contains an editorial pertinent to the New England railroad scene or something we are involved with and feel people should be aware of. The Mail Bag contains letters from readers which are often extremely interesting. Then there is New England Rail News, two or three feature articles, always well illustrated, of a historic or current nature; equipment rosters and maps. In addition to these, our modeling column, The Back Shop, gives general information on modeling many of the things covered in feature articles such as the various milk cars seen on New England railroads. This column is tied to feature articles, at least in part, as much as possible. Scale plans for interesting equipment are also included with feature articles, or in The Back Shop pages, especially for the benefit of modelers. To date these have included plans for a Maine Central outside braced milk car, an early well flat car designed by a New Englander for a New England shortline to ship granite on, and a customized combination car rebuilt by the B & M for the Suncook Valley R.R. and having passenger, baggage and R.P.O. sections! Additionally, The Back Shop contains up-to-date information and reviews on new or expected items of interest to those modeling the New England scene.

In short, THE LIMITED contains something for everyone, the active train chaser and photographer, the railroad historian, the armchair railroader, the professional railroader who wishes to learn more about the regions railroads and the modeler. Our first issue sold out in ten weeks. Despite increases in the number printed for each subsequent issue all are going rapidly. The magazine is a fine, quality publication which anyone interested in New England railroads would be pleased to receive. You don't have to take our word for it, you can read RAILFAN Editor Jim Boyd's review of THE LIMITED at the end of the "railroadiana" section on page #7 of the April 1978 issue of RAILFAN. To quote Jim, "This neat and professionally prepared publication features well edited and illustrated articles on New England railroading from Rutland milk cars to the modern operations of the BAR in addition to including good modeling data along with prototype coverage". In addition to what has already been published we have plenty of new and interesting articles coming up this year and a few surprises as well.

Our cover price was increased from \$2.00 to \$2.50 with the third issue due to the 25% increase in size (from 32 to 40 pages) and increased costs. Subscription prices were also raised from \$8.00 for four issues to \$9.00 for all subscriptions received after April 15, 1978. The new subscription rate does offer subscribers a savings, however, in addition to the news sheets which are only included in subscriber copies. Subscribe now before you miss another issue!

Sincerely yours,


Donald B. Valentine, Jr.
New England Rail Service

