

Spring 2020

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



Talking It Over



“Change is the only constant in life.”
-Heraclitus, Greek Philosopher

In 2002, when the news of the Bangor and Aroostook being declared bankrupt hit the local news, I was catapulted into action. I was completely oblivious to the number of people around the world who had photographed, were interested in and cared about the Bangor and Aroostook. I set out to photograph it – because someone had to. That decision would be a turning point that lead, indirectly, to these very pages being written. Here we are in 2020, some 18 years after the B&A's bankruptcy and the property has now been sold for a third time. In a weird bit of foreshadowing – a couple of issues back I ran a bunch of photos from the Iron Road era, showing a lot of Canadian Pacific locomotives on the B&A. Now the portion of the B&A owned by the Central Maine and Quebec along with the former Canadian Pacific lines in Vermont, Canada and from Brownville Junction to the Maine border has been sold to the Canadian Pacific. What this means for the future is unclear. One thing is certain – the former Bangor and Aroostook lines still provide transportation for Maine goods and jobs for Maine people and that is unlikely to change.

With this issue coming out in the midst of a global health crisis that we are likely to feel the effects of for years, if not decades, one cannot help but wonder what the economic effect on the former Bangor and Aroostook will be. We will simply have to find out, in the course of time.

If you're looking for something to do – don't forget to catch up on all the Maine Line Magazines!

Be safe and be well!

-”Joey” Kelley, Editor

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'Bangor and Aroostook' 9017

Charges westbound
through Bodfish, Maine

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One-of-a-kind:

CM&Q's 9017 is a nod to the
B&A heritage of part of their
line

Behind the Paint:

9017's custom paint story

<http://mainelinemagazine.joeykelleyphoto.com>

WHAT HAPPENED TO THE OLD B&A?

When the Bangor and Aroostook System went bankrupt, the entire property was sold to the Montreal Maine and Atlantic Railway. The MM&A filed for abandonment in February 2010, requesting to abandon Milepost 109 to 260, essentially Millinocket to Madawaska. However, the track from Van Buren to Madawaska was not included in this – MM&A presumably wanted to retain the mill traffic and send everything through the CN interchange via the bridge between Van Buren and St. Leonard. If this had worked – the MM&A would have abandoned everything in the middle – leaving the vast majority of Aroostook County without any sort of rail service, while giving the MM&A the originating and terminating traffic at the Madawaska mill.

The State of Maine stepped in and bought what the MM&A was threatening to abandon. Eventually, a new subsidiary of J.D. Irving was created – the Maine Northern Railway – after the State of Maine accepted Irving's bid to run the line. The MM&A still owned the portion to the Madawaska Mill however. Eventually, this was sold to one of the Irving companies. As a result, the Maine Northern has become a familiar sight in the county, with green and yellow locomotives replacing the familiar B&A colors in places like Fort Kent.



New Brunswick Southern lettered 2319, 2317 and their slug roll past the Fort Kent station, 5/22/2019, Joey Kelley photo, JoeyKelleyPhoto.com

Elsewhere along the old Bangor and Aroostook, along with the former Canadian Pacific lines to the west of Brownville Junction purchased by Iron Road and operated as the Canadian American, the Montreal Maine and Atlantic retained ownership until the company's bankruptcy in 2013.

The Central Maine and Quebec came on the scene in March of 2014, having bought the railroad and some of the locomotives from the MM&A.



CM&Q painted lease unit 3812 leads two cars from the Pan Am Railways Office Car train across the bridge in Milo, Maine, still proudly proclaiming Bangor and Aroostook Railroad. January 28, 2018 – Joey Kelley, JoeyKelleyPhoto.com

Rumors began to circulate that the Central Maine and Quebec was to be sold, it seemed almost as soon as they took over. Eventually, the rumors were confirmed as the Canadian Pacific Railway officially announced on their website they would be buying the CM&Q on November 20, 2019.

Although the purchase is still not approved by the Surface Transportation Board, tentatively a decision will be published in June of 2020.

By the time the next issue of the Maine Line rolls around, we should know what the future of the old Bangor and Aroostook will be, but right now, it looks like it will be split between two owners, of Canadian origin.



One image shows both a return to the past and a sign of the future. These two CP locomotives lead the Eastbound Job #2 through Greenville Junction, very early in the morning of February 4, 2020, right over where the Greenville Branch once was. Joey Kelley, JoeyKelleyPhoto.com, Shawn Melvin lighting assistant

WHY CP IS COMING BACK TO MAINE

An Editorial – by Joey Kelley

Canadian Pacific was the first Canadian Transcontinental Railroad. In 1889 they finished the final piece and connected St. John New Brunswick with the rest of the Canadian rail network, via a route through the State of Maine. By the time 1989 rolled around, they had 'sold off' the line through the State of Maine to an internal subsidiary, in an attempt to duck union and governmental regulations about crew sizes. The experiment didn't work – and CP abandoned everything East of Montreal. The property was sold to Iron Road and operation resumed.

So why, after selling everything off, would CP want back in? In my opinion – it has to do with the way that railroad traffic patterns have changed in the last couple of decades. Across North America, railroads are hauling a lot of traffic across the continent. Shipping containers of goods are off loaded up and down the West coast and shipped via rail to the East coast, reloaded onto ships and taken to Europe.

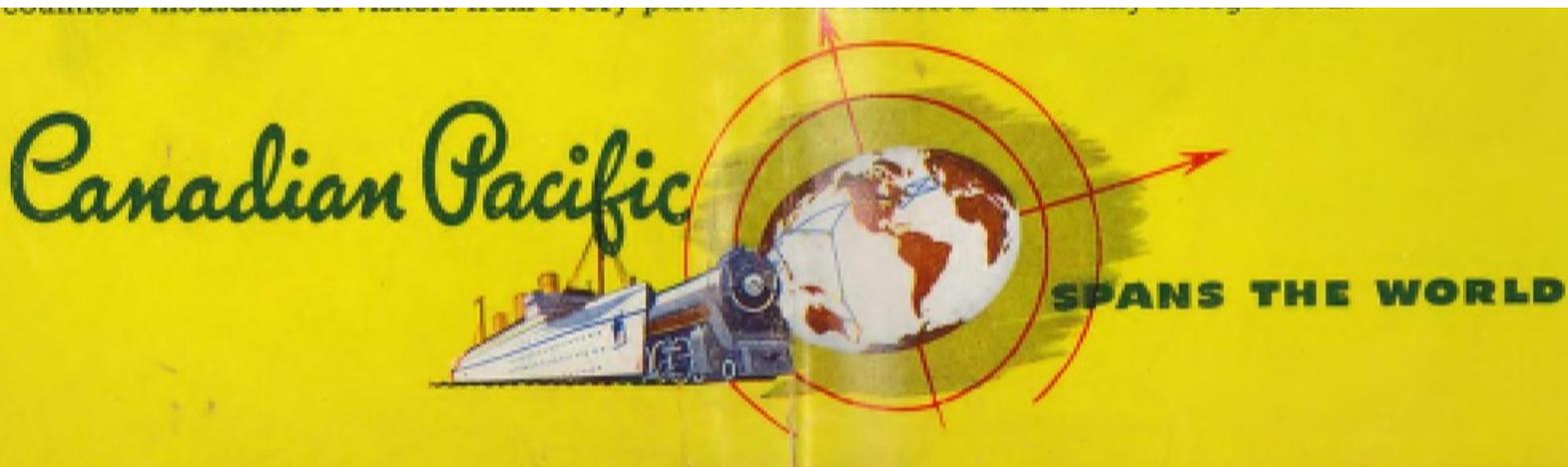
As it sits now – Canadian National can offer a Canadian customer direct through service from British Columbia all the way to Saint John, NB: one railroad to haul the load all the way across. CP cannot do this, currently. Officially, CP's rails end near Montreal and if one were to keep an all-Canadian routing, they would have to hand the traffic off to CN, their competitor. By buying the Central Maine and Quebec – CP can now hand traffic off to the New Brunswick Southern (technically the Eastern Maine Railway in the State of Maine) at Brownville Junction and then have the traffic dropped in Saint John. Now, it is technically a two-line haul still, as opposed to CN's one line, but its a shorter haul and for CP's customers, they can rest assured that CP will be doing most of the hauling. If CP and New Brunswick Southern reach an agreement, you might even see the train run through all the way to Saint John – with only a crew change.

That explains why CP would want to buy back their former line – to Brownville Junction – but why then would they want the portion of the old Bangor and Aroostook from Millinocket all the way to Searsport? Officially, they have

stated that they intend to make use of the port at Searsport. One would presume that it would be for some sort of export traffic from a Canadian customer. Will we see exports out of Searsport? Quite possibly. Will we see an increase in traffic across the State of Maine – almost certainly. Will that increase be on the old Bangor and Aroostook rails? The portion from Brownville Junction to Searsport – probably. But from the Brownville wye up to Millinocket? Frankly, I doubt it.

Canadian Pacific's core business is Canadian – therefore these moves are all being made to benefit their customers. Will Maine benefit from greater service – perhaps. In my opinion the benefit to Maine customers will be secondary to the greater options Canadian customers will have – but that does not mean this is a bad move for Mainers. Shippers in Maine will now have access to a transcontinental railroad that is a direct competitor to the existing ex-Boston and Maine routing through the Southern part of the state.

Obviously the future is an unknown. How this all will pan out in a world now suffering from the COVID-19 pandemic is another wrinkle – global markets will probably change – but how? Will exports continue to go across North America bound for Europe – almost certainly. But will the volume drop making this change for CP unprofitable? We will only find out in the space of time. -JTK



Canadian Pacific – Spans The World – from the Public Timetable, February 24, 1946, Collection of Steve Boyko – TrainGeek.ca

ONE-OF-A-KIND: CM&Q 9017

BY JOEY KELLEY



9017 charges Eastbound through Eagle Cove in Jackman, Maine on February 29, 2020. Photo by Kevin Smith

Much in the same way that the B&A's 557, the 'American Railfan' captivated the attention of railroad photographers, Central Maine and Quebec's 9017 has caught the attention of photographers decades later. There are several reasons for this, but to give you a bit of background, 9017 is one of only 25 of its model produced. Canadian Pacific ordered all of them, model SD-40-2F, the F standing for Full Cowl. Because of their large flat sides and being delivered in a red paint scheme – they were nicknamed 'Red Barns' - often shortened to just

'Barns'. They arrived and even operated in their CP Red paint – but their ranks had been reduced to 10 by the time they arrived on the CM&Q. Relatively quickly, they shed their CP red paint for an attractive gray with blue and white pinstripes. Following many larger railroads, CM&Q authorized one to carry the tri-color paint scheme of the Bangor and Aroostook. A "Heritage Unit" was born.

Instantly – this locomotive became the most famous locomotive on the roster. Although the first six-axle unit to ever wear this paint, you can't argue with the results – it simply looks great. Although it has made multiple trips as far south as Northern Maine Junction, you're more likely to find it running east and west on the former Canadian Pacific lines.



CM&Q 9011 is leading 9017, before either was painted, across the East Outlet, just west of Moosehead Siding – October 15, 2016 – Photo by Isaac A. Greenlaw



Rolling east over where the Greenville Branch once was, 9017 is hauling empty pulp wood racks through Greenville Junction, Maine on February 29, 2020. Photo by Matt Sawyer

Although by no means is the CM&Q the first railroad to paint something in an old paint scheme, it is the only heritage unit one is likely to encounter in the state of Maine.



9017 passes some people fishing in Moosehead Township, not far from Moosehead Siding nearly at dusk on June 29, 2019. Photo by Joey Kelley, JoeyKelleyPhoto.com

With the purchase of the Central Maine and Quebec scheduled for July – the fate of the 9017 and all of the rest of the ‘Barns’ is in question. Canadian Pacific sold them off once – why would they want them back?



9017 and 9011 lead a Southbound across the bridge at North Twin, just south of Millinocket on November 9, 2016. Photo by Kevin Burkholder

Despite a questionable future, 9017 is one of my favorite locomotives and I would like to thank those that authorized its one-of-a-kind paint job. Thank you Central Maine and Quebec for honoring the Bangor and Aroostook!

BEHIND THE PAINT

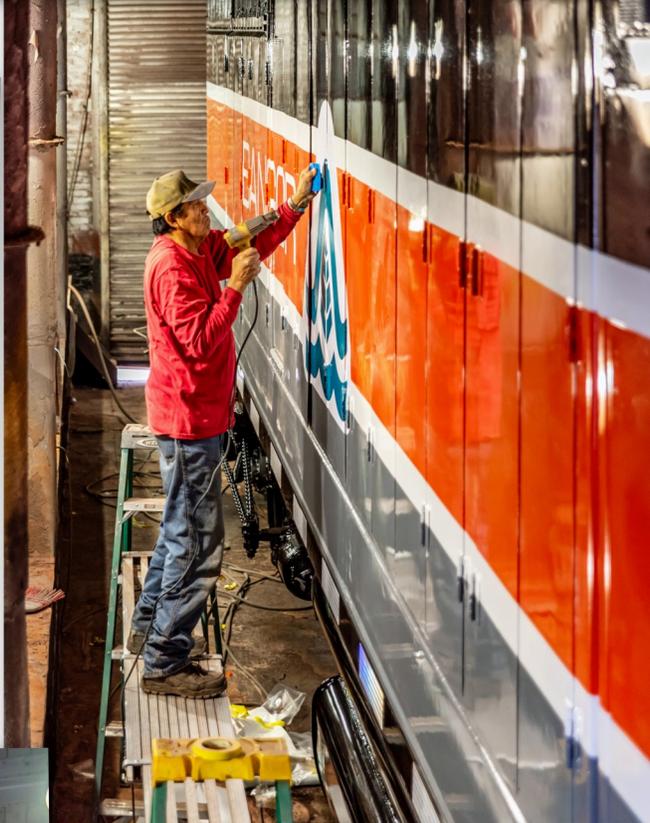
Article and photos by Kevin Burkholder, Steel Wheels Productions



9017 gets the tri-color paint under the watchful gaze of 502. November 7, 2016

Shortly after Fortress Investment Group acquired the Montreal Maine & Atlantic property, then Chief Operating Officer, Chad Mowery, contacted me regarding developing and or adapting a paint scheme for the Central Maine & Quebec that would be nostalgic and lend to the history of the lines. He mentioned in a conversation that he had a few Bangor & Aroostook logos that would be neat to apply to a locomotive in some manner.

Next: Southern Pride Locomotive Painting's crew working, November 7, 2016



As I worked through developing the scheme for the SD40F-2 fleet, the idea came to mind to apply a Bangor & Aroostook-inspired scheme to one of the units. A conversation with Mowery ensued, however then-President of the CMQ, John Giles, wasn't necessarily a fan of the scheme and it was back-burnered as the fleet of blue and grey units were painted. In the background, Mowery and I worked on refining the plan and even working with the paint contractor, Southern Pride Mobile Locomotive Painting, to find matching paint, get the right vinyl lettering cut and we aimed to paint 9014 in the heritage scheme. Mowery had said we will wait to near the end to push Giles to allow the scheme to be applied to the one unit as a 'heritage' tribute of sorts to the host state of operations. As the time grew near, the 9014 wound up getting blue paint and the unit was changed to the 9017. After much discussion, Giles eventually did give the green light for the 9017 to be a BAR-looking unit.

Below: 9017 rolls onto the transfer table at Derby, November 8, 2016



The interesting back story is that Axalta paints, the company used by the paint contractor, amazingly had stock Bangor & Aroostook Red, Bangor & Aroostook Grey and Bangor & Aroostook Blue! We were in luck! The vinyl lettering required the acquisition of the Euro Technic Extended font to be applied and the painter began cutting vinyl as the colors were applied.

Inside the shop, I was fortunate to be on hand to oversee the work being performed and saved the 'wrong' number font from being applied to the road number on the cab. The same font as the lettering was originally cut and when taped up, I called a timeout. We went back to photos of BAR units and came up with a more appropriate font.

In the end the final production was a satisfactory reproduction of a historic scheme that looked right at home on the former Canadian Pacific 'red barn'.

All lit up and in fresh paint, 9017 poses at dusk on November 8, 2016 at Derby



From the Archives

Editors Note: Each month my collection of B&A photos grows, but they do little good on my hard drives! Here are a few shots, all at Northern Maine Junction, from the Archives! -JTK



Pete Coulombe shot this on March 2, 1978. The thing I love about it – the deeper you look, the more B&A you see!



An unknown photographer shot this on May 24, 1966



July 3, 1977 saw this lineup at Northern Maine Junction, answering the question if 42 and 49 were ever paired up after being painted in the tri-color scheme. Photographer unknown



67 is at Northern Maine Junction in this picture, February 19, 1966. Photographer unknown



Although its hard to find anything but the foundation of it today, this is the tower at NMJ's 'Farm'. May, 1969, photo by the late Al Bush



No photo collection of NMJ would be complete without at least one shot of one of the cars used for braking while switching the 'Farm'. X350 along with a bunch of power in two paint schemes was shot in June of 1984 by an unknown photographer

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