

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



Talking It Over



February 13, 1891 – The Bangor and Aroostook Railroad is incorporated under the laws of the State of Maine. 130 years later, the Bangor and Aroostook has been gone for 18 years. Why is it that we all gather here quarterly to talk about a railroad that has been gone for nearly two decades? What is it about this railroad that keeps our attention? The fact that it was the lifeline for Northern Maine to ship goods and people South? The fact that through the 1980s it was a rolling museum of locomotives that had been, mostly, purchased new? Was it the bright and bold State of Maine Products boxcars that could be seen across the continent? All of this? None of this? Is it simpler than that? Perhaps it is the sentiment I hear from so many people in posts on the Bangor and Aroostook Facebook group – they were proud to work for the Bangor and Aroostook. It was a good job – a good place to work – and a family, sometimes literally, that you went to work with. They say railroading is not a job – but a lifestyle. Inevitably the family and friends of a railroader get pulled in – if only to lament how little they see their friend or family member. Its hard – often long – work requiring talents across the spectrum from brute strength to management and engineering. At the end of the day, railroaders go home knowing that they have been part of something bigger than themselves and that they have accomplished something that keeps the economy of their state rolling: a vital service that too many benefit from but fail to appreciate.

I have asked before – but I will ask again – if you railroaded for the Bangor and Aroostook, reach out: I want to hear your story and get it recorded for the future. Lets keep the stories of this railroad alive for the 200th Anniversary!

-”Joey” Kelley, Editor

Volume 4, Issue 2

Published Quarterly

Maine Line Magazine:

A Publication of

Joey Kelley Photography,

JoeyKelleyPhoto.com

Direct all Correspondence to

joey@joeykelleyphoto.com

All content, except where noted,

Copyright 2021, Joseph T. "Joey"

Kelley, JoeyKelleyPhoto.com

All Rights Reserved

About the Tri-Cover:

42 and 49 in Oakfield,

August 29, 1977

photo by Ronald J. Visockis

What's going on with 502?

Maine's Last F-Unit

eBay Mystery

A purchase opens up questions

Digging Out the Fort Fairfield Branch:

Snow on the branch in 1997

Three Ring Color Circus:

First of a Three-Part series on the

Tri-Color Paint Scheme

Hometown History Mystery:

A picture takes the author back to his hometown

About the Rear Cover:

ALCO advertisement from the

January, 15, 1938 issue of *Railway Age*

<http://mainelinemagazine.joeykelleyphoto.com>



502 in Northern Maine Junction, 1991, Photo by Charlie Freeman, JoeyKelleyPhoto.com Collection

WHATS GOING ON WITH 502?

As of this writing, 502 is still sitting in Brownville Junction yard. It has now sat outside through the winter in Brownville Junction. As soon as word is received at Maine Line Headquarters that 502 has moved – we will update you.



EBAY MYSTERY

BY JOEY KELLEY

One of the great things about the modern world is the wide availability of information on the Internet. By contrast, it is now more frustrating when one cannot find any information on a given topic. Thus – we arrive at this mystery.

The boxcar pictured above came from eBay – my obses... er Collection of O Gauge State of Maine Products cars has been mentioned in other issues of the Maine Line – so when they pop up on eBay, I'm interested. This one went for less than \$5. I had no idea what to expect, there was no manufacturer listed and as is obvious, it is not a highly detailed model.

What I did not expect to find in the package is the advertisement below:

NEW HOUSE of TRAINS CAR KITS

HOPPER KIT

Completely scale detailed, designed to add realism to any model train layout. Kit includes: wood sides, ends, floor, and grab irons; attractive decal markings for each side. Grooves for side ribs are pre-cut for ease of assembly. With complete instructions, less trucks and couplers. Your choice of 5 road names: New York Central, Pennsylvania, Norfolk and Western, Virginian, Santa Fe.

OPEN TOP HOPPER KIT.

HT-14 for Lionel	Each \$2.75
Size: 2-5/16 x 2-1/8 x 8"	
HT-18 for American Flyer	Each 2.75
Size: 2-5/16 x 1-15/16 x 8"	
COVERED HOPPER KIT. With removable top.	
HT-35 for Lionel	Each 3.25
Size: 2-5/16 x 2-1/2 x 8"	
HT-19 for American Flyer	Each 3.25
Size: 2-5/16 x 2-5/16 x 8"	

GONDOLA KIT

Newly designed and scale detailed for true realism. Kit includes: wood sides, floor and end sills; brake wheel and housing; steps and grab irons; attractive decal markings for each side. Grooves for side ribs are pre-cut for ease of assembly. With complete instructions, less trucks and couplers. Your choice of five road names: New York Central, Pennsylvania, Norfolk and Western, Virginian, Santa Fe.

STRAIGHT SIDE GONDOLA KIT.

HT-32 for Lionel	Each \$1.95
Size: 7-1/8 x 2-3/16 x 8-1/4"	
MILL GONDOLA KIT.	
HT-16 for American Flyer	Each 1.95
Size: 7/8 x 2-3/16 x 10"	
DROP SIDE GONDOLA KIT.	
HT-33 for Lionel	Each 1.95
Size: 1-1/2 x 2-1/8 x 8-1/2"	
HT-17 for American Flyer	Each 1.95
Size: 1-1/2 x 1-15/16 x 8-1/2"	

THE HOUSE OF TRAINS

3850 SOUTH COTTAGE GROVE AVENUE, CHICAGO 15, ILLINOIS

Another HOUSE OF TRAINS Exclusive!

THE HOUSE OF TRAINS

3850 SOUTH COTTAGE GROVE AVENUE, CHICAGO 15, ILLINOIS

Sec. 366, P. L. & R. U. S. POSTAGE PAID Permit No. 118 CHICAGO, ILL.

CAR KITS

Build these easy-to-assemble cars to run with your train. Enjoy making them and be proud of your handwork!

Wood body, roof walk and undersill
Die cast dummy ice hatches - for reefers
Wood roof end walks for box cars
Brake wheel & housing Ladders & grab irons
Clear, step-by-step, illustrated instruction sheet
Colored cardboard sides printed with road names & data

Set of Sides and Ends Only . . . per car 45c

HT 30 for LIONEL size 1-7/8 x 2 x 8	NEW	NEW	NEW
HT 16 for AM. FLYER 1-3/4 x 1-5/8 x 7-1/2	NEW	NEW	NEW

REFRIGERATORS
with scribed sides & ends to show wood sheathing

Complete less trucks and couplers **\$2.25 each**

N.W. CENTRAL - White sides, black red and blue lettering.	PACIFIC COAST - Yellow sides, black lettering.	N.Y.C. - M.D.T. - White sides, black lettering.	M.D.T. - Yellow sides, black lettering.
WILSON - Orange sides, black lettering.	P.F.E. - Western Pacific - Yellow sides, black lettering.	F.G.E.X. - Yellow sides, black lettering.	G.A.R.X. - Yellow sides, black lettering.
Santa Fe all the way. Santa Fe Chief on opposite side. Orange sides, black lettering.	U.R.T.X. - Son. - Yellow sides, black lettering.	Swift. - Yellow sides, black lettering.	L.C. - Yellow sides, black lettering.

BOX CARS
with embossed rivet detail

HT 31 for LIONEL size 1-7/8 x 2 x 8	Complete less trucks and couplers	\$1.95 each
HT 15 for AM. FLYER 1-3/4 x 1-5/8 x 7-1/2		

G.A.E.X. - Damage Free. Green sides, gold lettering.	Bangor & Aroostook - State of Maine Products. Red, white and blue stripes. Blue and white lettering.	B. & O. - Time Saver Service. Blue, orange and white sides and lettering.	Missouri Pacific - Eagle Merchandise Service. Two blue and one light gray stripes. Blue and gray lettering.
---	---	--	--

Evidently, what I had purchased was an assembled House of Trains O gauge car kit – that someone had placed Lionel trucks under. There is no obvious dating on the advertisement – but the car has a marking of 12-50 as its build date. If that is close to accurate, the \$1.95 price tag would be equivalent to \$21.52 in 2021. In contrast, a Lionel 6464 series boxcar was \$5.50 in 1954 and that would be \$53.26 today. {Editor’s Note: Thank you to Neil MacDonald for locating a 1954 Lionel Catalog}

At less than half the price of a Lionel car it is easy to see why a House of Trains kit would appeal. However – if you figure in the price of trucks and couplers, not included in the House of Trains kit, the appeal and lack of detail (relatively) comes into sharp focus, not to mention the fact that you would have to put this kit together yourself.

Back to the original point of this story – there is not a single website, nor reference that I can find anywhere on the internet about House of Trains. Now – there is a hobby shop by that name – but in Omaha, Nebraska not Chicago, Illinois.

We are left with a mystery. What happened to House of Trains from Chicago, Illinois? Did the scrappy little minor player in O gauge simply get out marketed, produced and detailed by Lionel? Was there no demand for a wood and cardboard kit? Or is it simple – that by the time you add the cost of trucks and couplers, the price was not that much lower than an assembled car?

If you know – I would appreciate you dropping me a line!

*Remind me again – how many of these can I own before its a ‘problem’?
A portion of my collection of O Gauge 3 Rail State of Maine Products cars in 2007. The collection has grown since.*





Two section workers are – literally – digging out switches at Fairmount. March 13, 1997

DIGGING OUT THE FORT FAIRFIELD BRANCH

BY SHAWN DUREN

It was about two years into the Iron Roads era and Train 85, which had been based out of Squa Pan for the longest time, had been changed to operate out of Presque Isle. It had become two jobs, 85a, which was to do the local work in the morning, and 85b which was to serve as the feeder and deliver the day's traffic to Squa Pan and bring cars back to Presque Isle that night. This would later become Trains 213 and 214.



Presque Isle – bright – but cold on the morning of 3/13/97

In mid March during the midst of a two week Arctic blast that had kept the mercury well below zero even during the daylight hours, I was suffering from a bout of cabin fever and was wondering how operations were fairing in “The County”. On Thursday, March 13, 1997 I set my alarm and prepared for the 2 ½ hour drive north of Bangor where I would find locomotive 23 waiting for its crew at Presque Isle. (Photo above) At 0700 the crew went on duty and headed over to the Long Yard (which parallels Route 163) and proceeded to pick up plow 50. This may be memorable to some as the plow with the face on it. With cars for Easton and the Russell snow plow affixed to the front, a call to dispatch was made and they were on their way. (Photo on next page)



With the radio on in my truck listening to the weather updates, the local weather called for a high of -13 degrees with wind chills deep into the -40s. Also, with fresh snowfall, ground blizzards provided complete whiteout conditions in some areas with road closures. With Train 85a en route to Easton, the drifting snow proved to be a challenge as they continued through the open potato fields.

At Phair, the former junction of the Fort Fairfield branch and old main line, 85a had to drop their cars in order to tackle the drifts and grade up to Egypt Road. Once that section was cleared, it was on to the stretch between there and the South Cautionary Limit Sign Easton. In between was the Route 10 overpass where I was positioned to photograph. I had gone to the south side of the bridge to use as a windbreak while I waited for the train to arrive.

Next Page: 23 and Plow 50 blast through drifts as they approach the Route 10 overpass and Milepost F7 - 3/13/97



In some places, the drifts were up to the cab window and made it look like there wasn't even a railroad there. But the train came through and the thunder of the moving snow made the sound of the struggling Geep a secondary noise. A plow that was attached to the front of a freight seemed like something out of the past. In more recent years, a plow extra would have been sent out, but this day on the branch line it was being done the old-school way.



23 and a very cold section crew - Fairmount siding – 3/13/97

Once arrived at Easton, I was in for another treat. Logs needed to be picked up at Fairmount Siding, three miles up the track in Fort Fairfield. This at the time was "As Needed" service and did not go up on every trip. During my four years of photographing this line, I had only caught them going to Fairmount once. Having arrived at Fairmount, MOW crews were mobilized to dig out the switches and clear the points.



23 continued to shuffle log racks back and forth past the row of potato houses. The wind blew hard across the frozen fields with nearly whiteout conditions. Finally, 23 emerged with a Paul Bunyan and two greens with the plow attached to the end and headed back to Easton and Presque Isle.

The afternoon ended an epic day of battling the elements out on the Fort Fairfield branch. This remains a key piece of my photo collection and remains as one of my favorite experiences of the B&A nearly a quarter century later.

Top photo: 23 at Fairmount Siding – bottom photo 23 and train heading for home – at Powers – both 3/13/97





49 and 42 at Northern Maine Junction in early 1974 – wearing the second version of the tri-color. Unknown photographer – JoeyKelleyPhoto.com Collection

THREE RING COLOR CIRCUS, RING 1

BY JOEY KELLEY

Many years ago – someone referred to the paint scheme commonly known as the ‘Tri-color’ as the ‘Circus Colors’. At the time I was confused and a bit hurt (the tri-color is my favorite B&A scheme) but I did not get the reference. Years later – once I had a photograph of the original version of the paint scheme – I saw that persons point. The first variations of the tri-color are, in my opinion, either bad or down right awful. Inspired by a discussion of BL-2 #54 on the Bangor and Aroostook Facebook Group, I began looking into the variations of the F3’s that were painted into the tri-color scheme. What started off as a quick research project turned into multiple hours of digging, cross referencing photos

and dates and being extremely grateful that I have most of my collection scanned and easily searched. Please understand that although I cannot definitively say specific dates for painting, repainting or alterations, I can give photographic evidence of certain details at certain times. To the extent that I have been able to determine, only 49 was painted in all three versions of the scheme, with 42 appearing in a different three, although the last was a variant on the previous.

The earliest dated photograph in the JoeyKelleyPhoto.com Collection of 49 painted in a tri-color scheme is a Ronald J. Visockis shot from Oakfield – August 27, 1973:



The most obvious characteristic of this variant of the paint is the stripes simply running all the way around the unit – straight across. Also note the triangular logo on the front nose door, the red lettering and red locomotive number. The pilot and trucks are silver, but the fuel tank appears to have been left either unpainted or a dark color. The skirt of the fuel tank is painted to match the bottom of the frame.

The earliest photo in the JoeyKelleyPhoto.com Collection of the 49 in the second version of the scheme was taken at Northern Maine Junction on October 21, 1973 by Ralph L. Phillips:



Several things to note – the biggest is that the stripes now bend – creating a more streamlined appearance and working quite well with the EMD ‘Bulldog’ nose. The lettering and numbers are now white – the pilot, trucks and fuel tank are now silver and the small triangle logo on the nose has disappeared completely. 49’s distinctive feature – its Pyle Gyalite is not yet in evidence. It is also worth noting that this was taken less than two months after the previous photo. Also, although there is some road grime, the wear around the MU hoses on the pilot in the previous photo is absent – indicating that this is fairly close to the date it was painted.

The photo at the top of this article shows both 49 and 42 in this paint scheme approximately six months after this photo was taken. By that point, the silver pilot on 49 had worn or faded completely to gray. 49 had however, picked up a set of white beacons near the cab windows that are not present in this photo.

The earliest dated photo in the JoeyKelleyPhoto.com Collection of the third variation of the tri-color comes from an unknown photographer, shot in Oakfield on December 7, 1974:



Much more recognized than the previous two variants – this version includes the pin stripes in white separating the color bands that really make this scheme look snappy. The fuel tank has either faded or been painted gray – and the pilot is showing a good deal of road grime. 49 now has her Gyalite on the nose door and still has the white beacons near the windows. In about 15 months – this locomotive appeared in all three major variations of the tri-color.

As an aside – 49 – having been rebuilt from the shell of 47, is the only Bangor and Aroostook locomotive to wear the tri-color scheme from the time it went into service on the Bangor and Aroostook, until it was scrapped.

If 42 was ever painted in the first version of the tri-color, no photos exist in the JoeyKelleyPhoto.com collection. It is known to have been in the solid blue paint scheme in February, 1972. On November 25, 1973, 42 was fresh out of the paint shop at Northern Maine Junction, sporting the second variation of the tri-color paint scheme. Phillip C. Faudi was there, camera in hand:



Note the complete lack of any sign of road grime – paint scuffs – or other damage. This is likely to be the day it was rolled out. A match to the 49's second variation, this was taken exactly a month after the photo above of 49 in this version of the tri-color.

Although not shown, a photo exists of 42 in this paint scheme in August of 1974, with wear on the pilot quite obvious. No other changes are visible.

On November 16, 1974, Richard B. "Dick" Gasset was in Northern Maine Junction, where he photographed the 42 in the third variation of the tricolor:



Based on the collection, somewhere between August and November of 1974, 42 picked up the third version of the tri-color. That also means that it wore the second version for less than a year.

Although one could easily say that was the end of the F3 tri-color tale, there is one more variation to talk about. This version is confirmed to be on 42 until at least March 25 of 1982.

On October 12, 1982, a Maine Operation Lifesaver Special train ran from Bangor to Portland. Sponsored by both the Bangor and Aroostook and the Maine Central, 42, with MEC 258 behind, lead the train the whole way. The 42's tricolor paint had one last variation:



Photographed in Brunswick by George Melvin, not only does 42 appear to have been painted, the pilot and fuel tank are now black – the trucks gray – the number spacing wider and the lettering on the side quite different.

42 made one last public appearance as part of Canadian Pacific's celebration of 100 years of operation through Maine – in Brownville Junction, in 1989. The photo below comes from the Kelley Family album and 42 would remain like that until 1991. But that is a story for another time.





The Hampden freight house, turned antique shop, March 12, 2021

HOMETOWN HISTORY MYSTERY

BY JOEY KELLEY

I was raised in the town of Hampden, on the Searsport Branch. Given that the town was not exactly a hotbed of railroad activity (certainly not within my lifetime) I have very few pictures of my home town when it comes to railroading. Recently I was returning from work and happened upon the NMJ switcher working the Dead River Propane plant in Hampden. It reinforced a question I had about the track layout. Although I am not sure how many people know it – the freight house for Hampden still stands – it is currently vacant but was most recently an antiques store. It is, to my knowledge, still in its original location and I distinctly remember seeing a boxcar (although considering this was more than 25 years ago it could have been a reefer) parked next to the building on rails.



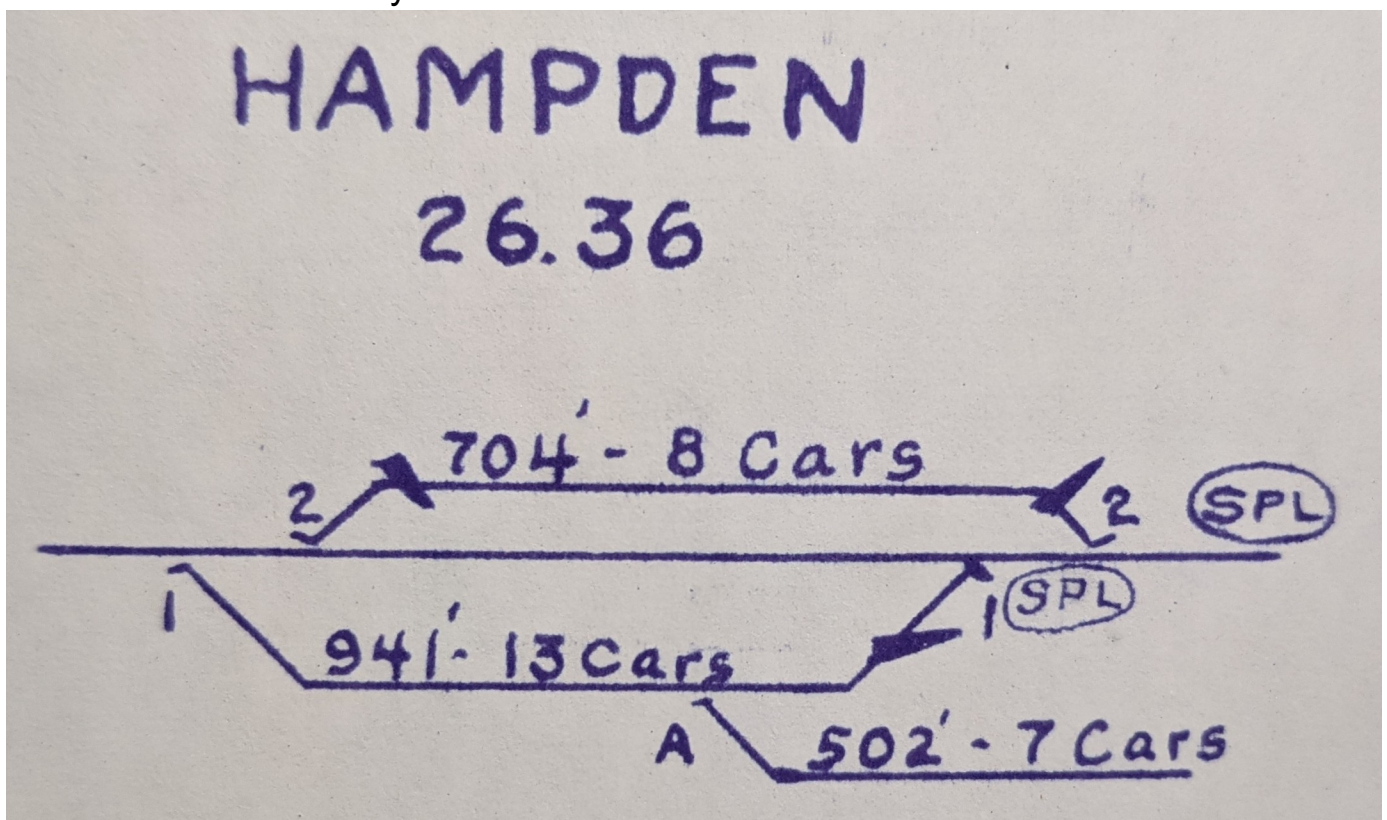
CP NMJ switcher in Hampden, March 12, 2021

What has bugged me, since I started paying attention to these things was simply – why the big space between the main line and the freight station? The CP train is on the branch, which has not moved significantly – the freight house, complete with the remains of old ties is far too far away to be serviced from the main directly. So what was I missing? Or more accurately what was missing?

The photo on the next page is a recent eBay purchase – no photographer name, nor location or exact date. Processed in June of 1978, with no location listed I usually have to rely on others to ID the spot. This time? I got it on the first try. This is Hampden – with the fence of the Dead River facility on the left and one of their trucks inside the fence.

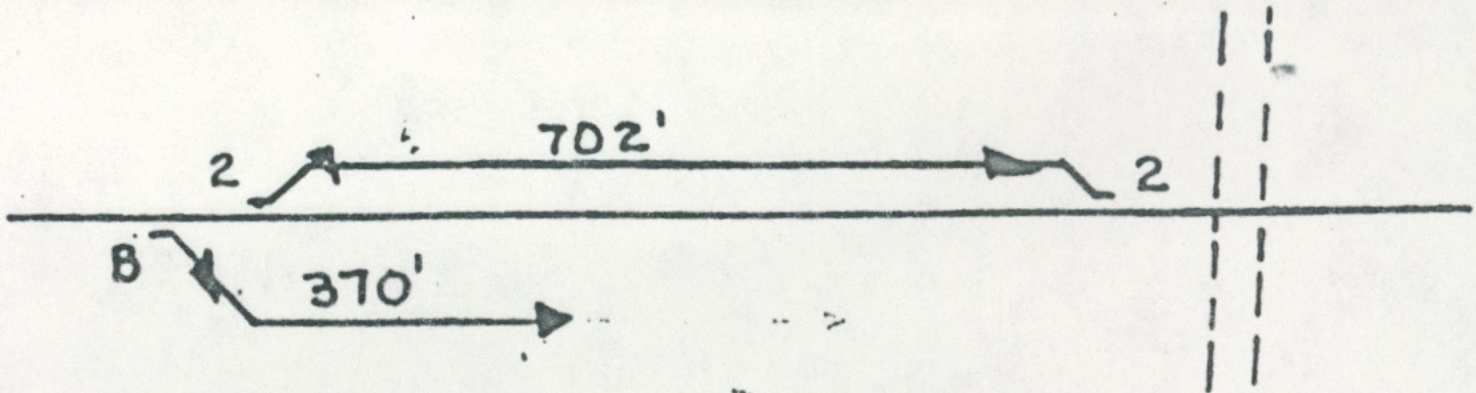


A discussion and collection dive with another railroad history buff uncovered a vintage 1972 track chart that finally answered the question that had been bugging me – yes – there was a much more complex track arrangement than what remains today.



By 1997, the stub track was gone – and the track on the East side of the branch line was reduced to about 1/3rd of its previous length.

HAMPDEN - 26.36



For reference, Route 9 (Western Avenue to locals) is almost immediately to the North (railroad direction) of one of the switches to track two – and the aforementioned Freight house would have been serviced by the stub track in the 1972 vintage track chart. South is to the left in both and North is to the right.

It would seem that at one point, my home town had a lot more going on rail wise than it does now!

Photo below – 86 and 42 headed South through Hampden across the Route 9 (Western Avenue) crossing, May 28, 1975, photo by Richard “Rich” Jahn



FROM THE ARCHIVES



An unknown photographer grabbed this shot of 45 and three BL-2s in Oakfield, sometime likely in the 1970s. JoeyKelleyPhoto.com Collection



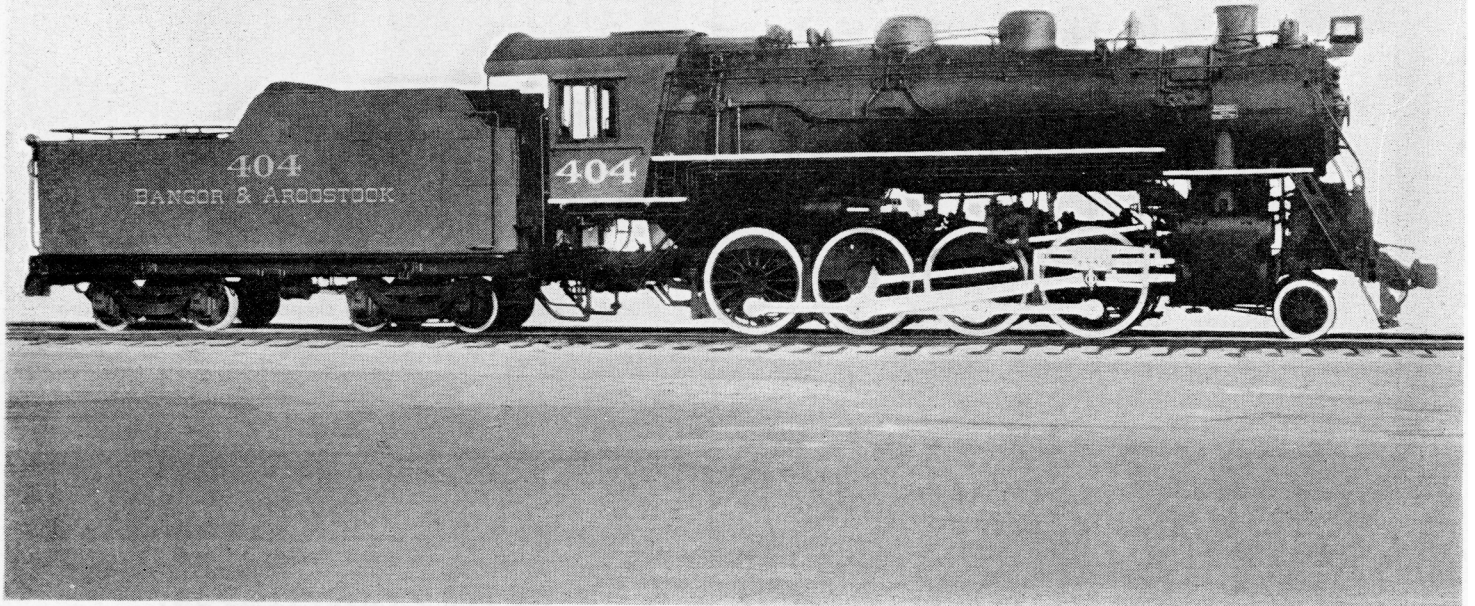
Previous page – February 1970 found the same unknown photographer on the bridge over Oakfield Yard with nearly an example of every type of locomotive on the roster. JoeyKelleyPhoto.com Collection



Walter Schopp was in Frankfort, Maine for this shot of a returning Searsport Local – headed North – slide processed in October of 1977. JoeyKelleyPhoto.com Collection



*Melvin Brooks brings us this unique shot from Oakfield. Although undated, we can guess at late 50s or more likely early 1960s. This is actually two medium format square negatives digitally stitched together to transport us back to a time when NW-2s, F3s, and BL-2s ruled the rails in Northern Maine.
JoeyKelleyPhoto.com Collection*



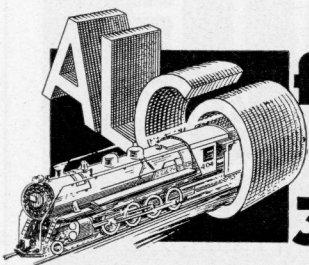
ONE of five modern 2-8-0 type locomotives recently delivered to the Bangor & Aroostook for use on their branch lines.

Material savings are obtainable on branch lines as well as main lines through the use of new modern power specially designed for the particular service.

NEW POWER—NEW PROFITS

Weight on Drivers 198,400 pounds
Weight of Engine 238,800 pounds
Cylinders 22 $\frac{1}{4}$ x 30 inches

Diameter of Drivers 63 inches
Boiler Pressure 225 pounds
Tractive Power 45,100 pounds



AMERICAN LOCOMOTIVE COMPANY

30 CHURCH STREET · NEW YORK · N.Y.