

MAINE LINE

Fall 2019



Talking It Over

When did you start getting interested in trains? Although I don't have an exact date, I can tell you that I was around five years old. The picture below, taken by my Dad, is one of my favorite pictures from my childhood. Although if you look closely, you'll see Burlington Northern locomotives, take a look behind me and you'll see both a Tri-color era logo and a custom made scale crossbuck, built by my Dad. That crossbuck was built after we stopped at a crossing on the Searsport Branch and measured a real one. By the time this layout was retired, a BL-2, an F unit wearing #42 in tri-color and of course the inevitable jade green chip car were all on the roster. Models introduced me to trains. That introduction has indirectly lead to photography, a book, volunteering at railroad museums, this magazine and friendships that have lasted a lifetime and span the world. "Boys playing with trains." Hardly. Model railroaders span from the fun-loving to the ultra-serious. Whether you put a train on your living room floor or you have a 20,000 square foot "train room" model railroaders are some of the most passionate railroad fanatics you'll find. This issue is all about those who are modeling the B&A!



- "Joey" Kelley, Editor



*Your editor,
approximately
1988,
Joe Kelley photo*

Volume 2, Issue 4
Published Quarterly

Maine Line Magazine:

A Publication of

Joey Kelley Photography,

JoeyKelleyPhoto.com

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About the Cover:

Its the late 1960s again on Shawn Duren's
HO Scale model Railroad.
See more in his article

Chips off an O Gauge Block:

Your editor's Fleet of chip cars

Model (?) Railroading:

How big can it be and still
call it a model?

Memories in Scale:

Shawn Duren's HO scale B&A
keeps memories from Childhood
alive

Across the Finnish Line:

Johan Kortman's Shark Bay Railroad
does the B&A in Finland

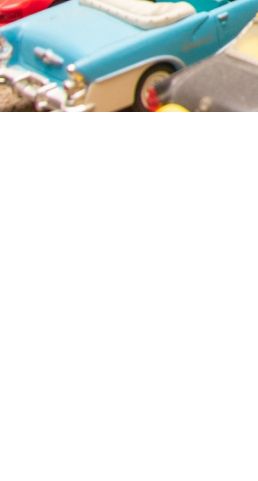
<http://mainelinemagazine.joeykelleyphoto.com>



CHIPS OFF AN O GAUGE BLOCK

Although the Red, White and Blue 'State of Maine Products' boxcars are undoubtedly the most recognizable Bangor and Aroostook cars, the jade-green wood chip cars are a close second. In real life, they were built from retired boxcars, refrigerated boxcars and reefer cars. In the model world, they have been produced by the Eastern Maine Model Railroad Club as fundraiser club cars for decades, in HO. Others have produced them as well, but there are not many in O gauge. EMMRC did two and it was from that basis that I thought, if they can do two, I want to have four!

Somewhere around 2007, I bought four brand new Atlas O 40 foot boxcars. The first one was handed to a friend, who shall remain nameless, who did me a huge favor by milling off the roof of it on a milling machine. Then, it managed to become the victim of an unfortunate car door closing – and became O gauge plastic confetti. Shortly after that he lost access to the milling machine and the project sat on the back burner.



Top to Bottom: The Brad Libby built car – the only Weaver one in the bunch and the car that was O-Gauge confetti!



Fast forward to February, 2019. I began talking with Glenn Roberts, a Bangor-based locomotive painter, model builder and Bangor and Aroostook fan. It finally dawned on me that he was the man for this project, that frankly, I would probably never get around to doing. I handed him the whole mess and we agreed on a direction for the project. I had no idea that the shattered wreckage of that one car would be taken as a challenge – Glenn managed to put it back together. An order was placed to Highball Decals and nearly 12 years after this project started, I had my fleet of O gauge chip cars.

The numbers were not random – each of the Atlas cars got the number of a chip car I actually saw in use in 2002 or 2003.

If you happened to count the cars in the first picture, you'll note there are actually 7. The car closest to the camera, 3490, was built by the late Brad Libby for Neil MacDonald and may very well be the first O gauge chip car ever built.

Speaking of Neil, all of these pictures were shot on his O gauge railroad in Hermon and I want to publicly thank him for the use of the railroad.

Thank you Neil! Thank you Glenn!



MODEL (?) RAILROADING



Dick Glueck with his hand-built Long Island Alco

Within the sound of a whistle blast from the Searsport Local lives a man who does his model railroading in a big way.

Richard “Dick” Glueck (pronounced Glick) does what many model railroaders do – recreate childhood memories in miniature. Of course when one’s model railroad requires actual shovels and a backhoe to grade the track, the term ‘model’ seems out of place. They call them “Live Steamers” although many are electric or gasoline powered. The track is gauged just over seven inches wide and the rail,

ties, ballast and grading are all quite real. Thousands of model railroaders world wide build and operate these large scale trains. Mr. Glueck grew up on Long Island – and the Long Island Rail Road features prominently in his early memories. What then is the Bangor and Aroostook connection?



Varney Reeper pictures courtesy of Ben Hickey

When Mr. Glueck was a child, his family had model trains for himself and his siblings. One of these models was a HO gauge Varney kit – of a ‘Maine Potatoes’ refrigerated car. Much like a song lyric that you simply cannot get out of your head – when Mr. Glueck decided to construct a car to go behind his locomotive, there simply was no alternative. With a steel center sill and cast trucks being the only major components purchased – Mr. Glueck built the rest himself. You might be surprised to know that this is no hollow box – but instead an actual insulated car. Built to handle a block of ice on each end and with small fans to blow the cool air around, this car keeps food chilled during the long, hot, live steam meets that Mr. Glueck attends.

For those that are trying to place Mr. Glueck – he is the President of the New England Steam Corporation, a non-profit with the goal of restoring Maine Central #470. You can find out about that effort at www.newenglandsteam.org

The Interior of the working insulated car



Mr. Glueck and his refrigerator car – perhaps the largest operating ice-powered refrigerated car in the State of Maine!



MEMORIES IN SCALE

WORDS AND PHOTOS BY SHAWN DUREN



40 and 55 are working a short cut of wood chips by the Caribou Station

“TRAIN!” Two BL2s and two F3s thundered by South LaGrange in the 8th notch. It was the mid 1970’s and I was three or four years old when my family was coming back from a day trip to Katahdin Iron Works. When we crossed the Route 16 overpass that would be the first and last time I would ever see a train on the Medford Cutoff.

I spent the next several years pleading with my Dad to get me trackside as often as possible. It was also during this time I came across my first B&A model

railroad. A hobby store on Central street in Bangor had a tri-color GP38, woodchip car, tank car and a troop sleeper caboose that ran up a hill on a loop, then crossed a bridge and back down the hill. I must have watched that train for hours on multiple trips to the storefront until one day, much to my heartbreak, the display was gone. Although the train had disappeared from the storefront, It stayed in my dreams and imagination in hopes to someday have my own little piece of the B&A.



Early morning light catches the side of 65 and 70 switching logs in Caribou yard

Fast forward a decade or so and my interest with the railroad only grew with age. So did my desire to have my own layout. As I lived two miles from the rails, seeing the Saturday northbound Turnaround job was a frequent occurrence. Painting up a cheap model from memory was something tangible, yet crude. Even my earliest efforts were whittled blocks of wood painted with watercolors. As income grew and models became more realistic, I would collect various pieces of rolling stock and locomotives to satisfy my cravings, but still lacked the space as I had precious little room to do anything with with my envisioned layout. But as my photography expanded, my desires for my own layout faded and much of what I collected had found themselves pack away in boxes. However, I would still pick up an occasional piece that I liked and display it on a shelf.



Previous Page: 49 and 54 are rolling past this potato field – this shot was the inspiration for the cover photo.

After years of renting and moving my belongings from one place to the next, I finally bought my own home. Career decisions found me south of what I call, “B&A Territory.” Although I am still able to hear trains roll by at night, it is a different railroad. One of the things I wanted to make sure of is that I had some space. The garage would do, and ironically, its material came from the Huber plant in Easton, one of the larger customers on the Fort Fairfield Branch!



Shawn's other photographic passion – Potato Houses – 44 and 83 lead their train past this bunch of spuds



61 and 79 lead a train across this bridge on Shawn's layout, a bridge that resembles the Aroostook River trestle in Presque Isle and the Monticello Viaduct

Not having a basement to run operating sessions in a big loop had its challenges. Once again, I had to work with the space allowed, which was two 16 foot walls in an "L" shape and an arm in a reverse "L". With pieces of plywood cut in half, I opted for a shelf style layout with a switching yard at each end. Small yards with small trains. But I had seen small locals when I photographed the branch lines in Aroostook County so I was okay with that. As the track and foam board came together, my vision of what I wanted and the reality of what I could do came to a head. As realistic as I wanted it to be to the actual operations, I realized I would have to improvise, with scenery and train operations.

I started with the northern terminus of Caribou and southern terminus as a fictitious Aroostook Junction, with two branch lines on the reverse "L" as Washburn and Easton. There are sidings and spurs along the way that have not received names yet. Depending on where you stand, different scenes are representations of some of my favorite locations on the B&A. For instance, I have one spot that resembles Murphy Road on the Limestone Branch, Egypt Road on the Fort Fairfield Branch with a spur leading to a row of potato houses

resembling Patten. The one trestle on the line is a combination of the Aroostook River in Presque Isle and the Monticello Viaduct. My years of interest lies between the early 1960's and the late 1980's.

At the time of this writing, I have been working on the layout for four years now, but have about 30% of the scenery done to my liking. It is here where the photos are taken. In dealing with the trials of life, spells of yearning for the north country and preserving the idea of the way things used to be, this is one more way I can help keep the memory of the Bangor & Aroostook alive.



Its hard to get more Bangor and Aroostook than this – Potato field – a BL-2 and jade green woodchip cars!

ACROSS THE FINNISH LINE

ARTICLE BY JOEY KELLEY
PHOTOS BY JOHAN KORTMAN



76 is taking a train load around the loop over the town of Shark Bay, on Johan Kortman's Shark Bay Railroad

Across the Atlantic Ocean, 3,700 miles from Searsport, resides a unique model railroad. Johan Kortman and a few of his friends have built the only three rail O gauge model railroad in Finland.



63 has just returned from out-of-state lease and will be sent to the engine wash at Northern Maine Junction after passing through Shark Bay.

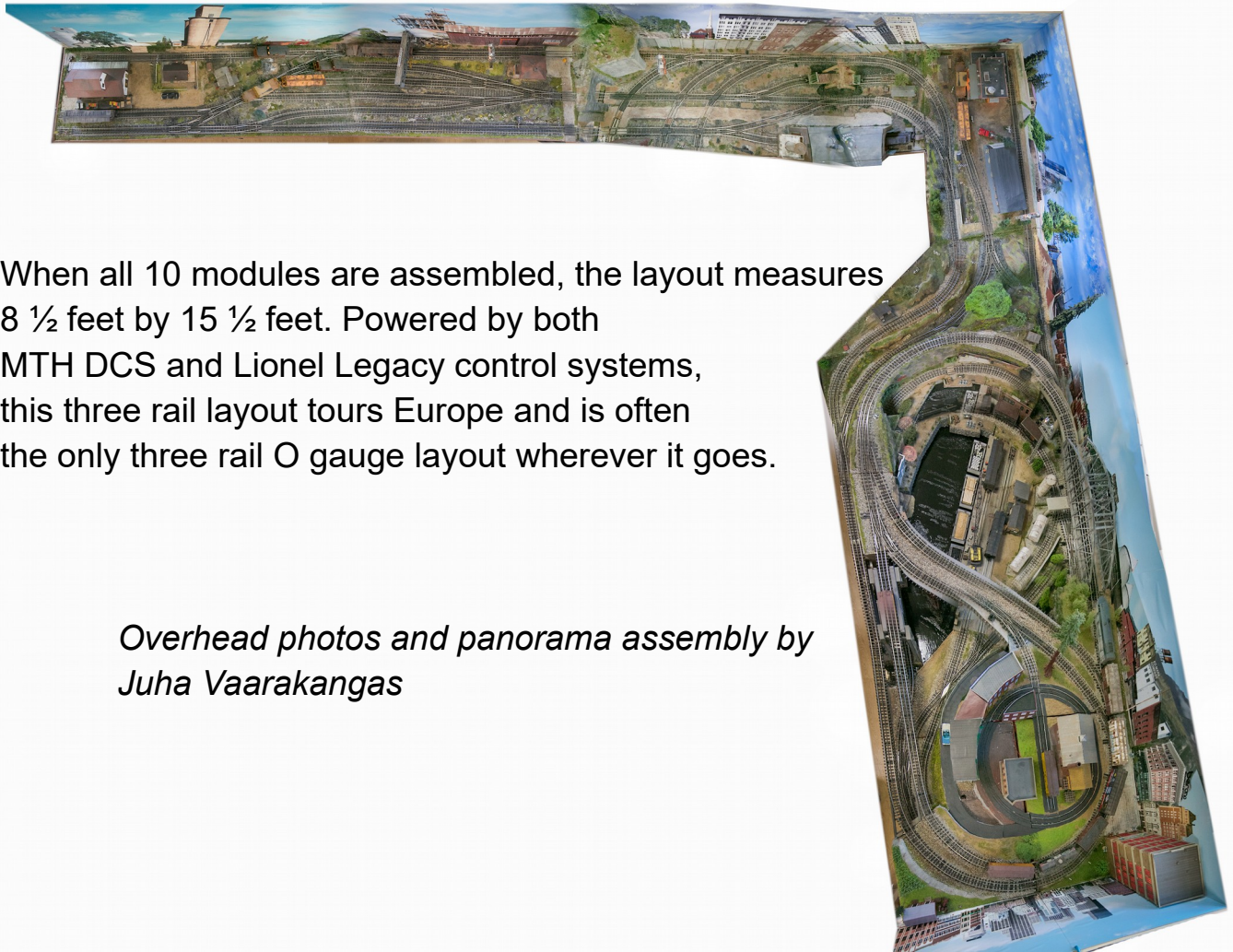
How does one decide to create a fictional railroad, set in Maine, from the South of Finland? About 12 years ago, Johan was considering hanging up his model railroading hobby all together. European trains just did not interest him any more.

Turning to the Internet, Johan began looking at pictures of North American Railroads and stumbled on the Bangor and Aroostook, Aroostook Valley, Maine Central and Boston and Maine. The Bangor and Aroostook's first generation diesels caught his eye and the Shark Bay Railroad was born.



57 and 63 are waiting for their next switching moves in Shark Bay

A fictional Maine port, Shark Bay is home to its own railroad, interchanging and sharing power with the Bangor and Aroostook, Maine Central and Boston and Maine.



When all 10 modules are assembled, the layout measures 8 ½ feet by 15 ½ feet. Powered by both MTH DCS and Lionel Legacy control systems, this three rail layout tours Europe and is often the only three rail O gauge layout wherever it goes.

Overhead photos and panorama assembly by Juha Vaarakangas



Rolled paper is being shipped in boxcar 4035, out of the port of Shark Bay

One great advantage of larger scale models is the ability to detail the scenes and models. Johan and his friends have taken this to heart, loading the boxcars, weathering and detailing.

Unloading 2026 outside Shark Bay





Oranges are undoubtedly headed into Maine, via the Shark Bay Railroad

The photo backdrops are shot by a friend of Johan's and are carefully chosen to represent Maine, which actually resembles Finland quite well. Taking advantage of modern 3D printing technology, Johan and his friends are able to make custom buildings and detail parts without needing to ship everything from the US.

Started in 2016, the layout is never truly done. The advantage of a modular layout is that the layout can grow and a couple of additional modules are planned. More cars and a Bangor and Aroostook doodlebug are on the project list along with new and improved buildings and some new photo backdrops.

Despite an ocean, 3,700 miles of distance and being the only layout of its type in Finland, Johan and his friends have done a remarkable job capturing the flavor of Maine, from across the Finnish line.



63 and her crew are working the yard at Shark Bay

*Scoping
out the
pickup
for the
next trip,
the rear
end
brakeman
gazes out
of the
caboose of a
passing
train on the
Shark
Bay*



From the Archives

Editors Note: These photos were shot by the late Alan Thomas and came to my collection via Matt Cosgro. (Thanks again!) Scanned by Shawn Melvin (Huge thanks again!) These show the Iron Road Era of the Bangor and Aroostook. These are only a small fraction of the photos from these albums and I'm sure that Mr. Thomas' work will grace these pages again. Enjoy these blasts from the relatively recent past. -JTK



Riveted tank cars went the way of the dinosaurs right? Car 88 was still hauling diesel in 1998. Alan Thomas shot it in Millinocket.



Speaking of fuel, in a scene no longer repeatable, this 8 locomotive lashup is getting topped off. This is Millinocket in 1998.



May 25, 1996, found CDAC 40 in Brownville Junction getting ready to lead a westbound. Check out the van!



Alan Thomas found a CP C424, two 38s and a 300 rebuild in Millinocket on June 7th 1996.



Above: Things you never thought you'd see – a CP SD-40 heading South through Milo, Maine. The print is undated, but 1996 is a good guess.

Below: What railroad is this? June 8, 1996 found two CP SD40s heading South in Brownville, at Milepost 75.75





Locomotives in the Iron Road era were either painted for one of the railroads in the “Bangor and Aroostook System” or were leased units of any one of a variety of often conflicting paint schemes. A group of “rent-a-wrecks” lead this Northbound at North Twin on June 8, 1996.



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