

# MAINE LINE

*A Publication for the Friends of the Bangor and Aroostook Railroad*



# Talking It Over



It seems like every issue I say something about “It takes a village” to put this magazine on. In this particular issue we have photos gathered over the last several years from various sources. Our cover photo and several for the feature article come with the assistance of Richard Jahn. The background information and names for one of our pieces this month came from a Facebook Messenger conversation with a guy I started hanging out with in the sixth grade. The photo for that piece came from Larry Kemp. This issue contains photos from seven US states, two Canadian Province’s and contains the photographic work of (probably) 18 individual photographers. So, yes, it takes a village. Despite the fact that I often write the pieces, a lot of behind the scenes work and effort goes in from many individuals. For all of you who have helped – who are going to help in the future and even those who just read, enjoy, share and comment on this and every issue of the Maine Line – I thank you.

This magazine needs to be promoted and shared – please tell a friend about the Maine Line, send them a link to the website – <http://mainelinemagazine.joeykelleyphoto.com/> or if they have a story about the Bangor and Aroostook – please get in touch: [joey@joeykelleyphoto.com](mailto:joey@joeykelleyphoto.com)

If you have not already heard – you can now subscribe an e-mail address to the Maine Line so that you can be notified when a new issue is uploaded!  
<http://mainelinemagazine.joeykelleyphoto.com/subscribe/>

A quick note – the feature article this issue is so long and varied that the ‘From the Archives’ photo gallery when I dip into the archives for some interesting photos seemed a bit unnecessary – do not fret – it will return!

Happy Holidays to you and yours! As this is the last issue for 2020, see you in 2021!

-“Joey” Kelley, Editor

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**About the Cover:**

77 leads a Conrail train over  
the Starrucca Viaduct in April  
of 1978. Walter Schopp Photo,  
Richard Jahn Collection

**CP to Searsport:**

August 8, 2020

**What's going on with 502?**

Maine's Last F-Unit

**The Day The**

**Road Runner**

**Caught a train:**

And what happened

**From Coast To Coast:**

From Searsport to British Columbia

<http://mainelinemagazine.joeykelleyphoto.com>

# CP TO SEARSPORT!



*CP 2261 North has returned from Searsport on August 18, 2020 -  
JoeyKelleyPhoto.com*

Its pretty easy to see the changing of the guard in this photo – a CP locomotive, a CP Hy-rail truck both next to Bangor Auto and Truck Center. (Which is actually in Hermon, off the Coldbrook Road) To the author's knowledge, this is the first train to run to Searsport since CP took ownership with all CP power.



*502 in Brownville Junction, July 12, 2020, Photo by Ron Tilley, RT2 Photography*

# WHATS GOING ON WITH 502?

The picture above should look familiar. This photo ran in the last Maine Line. As of 10/3/2020, as reported by Joe Kelley, 502 is still sitting in Brownville Junction yard. Visible from a public road, 502's future is still uncertain at this point.



*Larry Kemp photographed the Road Runner in the ditch after its tango with the train. July 1988 is the processing date on the slide, the exact date was not noted*

# THE DAY THE ROADRUNNER CAUGHT A TRAIN

BY JOEY KELLEY

Sometimes you have that day when you wish you hadn't gone to work that morning. Cliff, or Tinker, was driving a Harriman Brother's Construction dump truck into Hampden and had the misfortune of coming over a hill on the Kennebec Road in Hampden only to find a train headed North already there.

The truck, named Road Runner, had the misfortune of catching the train that day, being spun nearly 180 degrees around after being struck on the passenger's side of the truck and coming to a stop pointing almost exactly back towards his starting point. The truck was light – headed to pick up a trailer to facilitate moving equipment to a job site.

Despite the truck being a total loss Tinker walked away with minor injuries.

Thanks to Troy Harriman and the Harriman family for their contribution to this piece, it literally could not have been done without you!

*{Editor's note: Even now this is a bad spot, from the road, it is very difficult to see the crossing lights when headed into Hampden, the hill masks the lights until you are almost literally on top of them}*

Graphic below courtesy of Operation Lifesaver Inc.





*Chuck Petlick shot this photo of 90 and 92 leading MEC 403 and 405 along with Boston and Maine 1716 in Portland, Maine on July 29, 1984.  
JoeyKelleyPhoto.com Collection*

# FROM COAST TO COAST BY JOEY KELLEY

As we all know, freight cars are interchanged between railroads to facilitate movement of freight across the North American continent. Therefore it wasn't terribly surprising to stumble across a picture here and there while kicking around on eBay of a B&A boxcar in somewhere quite a ways from the B&A. You might even recall an entire article on a B&A fan in the State of Iowa, in the winter 2020 Maine Line. [Click here for a direct link.](#)

With that said – it is somewhat rare for a given railroad's locomotives to appear some distance away from their home territory. It certainly is not unheard of – particularly today – but even today, a locomotive from say, BNSF is unlikely to wander into Maine.

*Unlikely does not mean impossible! BNSF 989 is leading a Northbound train on the Montreal Maine and Atlantic, about to cross Ohio Street in Bangor, Maine on February 19, 2015. Photo by Joey Kelley, JoeyKelleyPhoto.com*





*60 was on lease in Cleveland, Ohio when photographed by James P. Marcus on August 13, 1976. JoeyKelleyPhoto.com Collection – The caboose is lettered for Erie Lackawanna and the lessee is probably Conrail*

The Bangor and Aroostook was very progressive in some areas. *Down East Magazine* once ran an article on the B&A with the word 'peculiar' in the title highlighting some of the interesting or different practices that the B&A had. One of those practices was the leasing of motive power to other railroads. The rationale behind this was simple. The Bangor and Aroostook was a seasonal railroad. Built around the potato harvest in the fall – traffic patterns over the fall and winter were radically different from those in the spring and summer. More trains – more locomotives. When you also factor in that the bitter cold of Northern Maine does unpleasant things to the rubber gaskets on each brake hose connection, often making them leak, you need more air compressor power to pump up the air brakes in the cold weather. Combined with slippery conditions, pushing snow and in some cases running dedicated plow trains, the need on the Bangor and Aroostook for motive power went up dramatically during the fall and

winter. Although I doubt this was a uniquely Bangor and Aroostook situation, the solution was somewhat novel – the B&A bought new locomotives, then leased them out to railroads across North America.

*An unknown photographer shot the nose of one of the GP9s, in September 1962. A PRR Baldwin Shark is in the next stall. JoeyKelleyPhoto.com Collection*



Although spanning three owners, B&A locomotives were often seen on the Pennsylvania, Penn Central and Conrail. They stuck out from the rest of those respective railroads rosters and therefore were photographed repeatedly.

Although the Pennsylvania, Penn Central, Conrail combination was the most photographed, it was not the only lease agreement that the Bangor and Aroostook worked out. Other takers included the Long Island Railroad and even Canadian Pacific partook of a few locomotives one year.

Nearly every leased locomotive was a GP7, GP9 or GP38. While these locomotives were out on the road, earning their payments, the remaining fleet, the older locomotives stayed home and minded the store. This contributed, directly and indirectly to the comment that the Bangor and Aroostook was a 'living museum' for first generation diesels since when railfans vacationed in Maine, usually during the summer, they would see the older power running around on mainline duty.

*An unknown photographer shot this in Avis Yard on July 7, 1977.  
JoeyKelleyPhoto.com Collection*



This was not a rule however – photographs exist of one of the 30 series switchers on lease and at least once, one of the F3s headed out on other rails. More on those topics in future Maine Lines.

*Richard B. "Dick" Gassett shot 75 on lease to the Providence and Worcester on May 10, 1976. JoeyKelleyPhoto.com Collection*





*An Unknown photographer shot 67 in Smith Falls, Ontario, Canada in 1975. The platform and steps to the right look suspiciously like the steps and platform from a tri-color unit. JoeyKelleyPhoto.com Collection*



*Three by three: Nearly certain the nose of the locomotive off to the left is a GE – there are two Alcos and three EMDs AND Three different railroads represented in on photo. New Haven, Penn Central and the Bangor and Aroostook. Richard B. “Dick” Gassett shot this in Providence, Rhode Island on August 16, 1970. JoeyKelleyPhoto.com Collection*



*If you had been in Hyde Park, New York, on this particular day in August of 1975, you would have seen this, a Long Island Railroad Alco leading 60 on a freight train. An unknown photographer managed to get this shot – one of a small series that appear to be shot the same day. JoeyKelleyPhoto.com Collection*



*Richard Lorntzen shot 97 in Taylor, Pennsylvania on November 18, 1988.  
JoeyKelleyPhoto.com Collection*



*An Unknown photographer found 84 next to the Providence and Worcester's shop building in Worcester, MA on September 25, 1980. JoeyKelleyPhoto.com Collection*



*I would love to be able to tell you more about this shot. It may look familiar to some, as it was posted in an attempt to ID the location at least. The auction description said Northern Maine Junction, but, that doesn't line up with the appearance of the locomotive behind 80. 80 was new in 1954, so we know it was at least then. The locomotive behind 80 appears to be something from the Canadian National family – perhaps CN, Central Vermont or Grand Trunk. That could put it as close to home as Danville Junction, Maine or as far away as Michigan or Illinois, if it was photographed while on lease to the Pennsylvania. The slide is not labeled, nor dated. The photographer is unknown. This is just one of the slides in this issue, let alone the JoeyKelleyPhoto.com collection that has incomplete or no information on the slide. I beg of you – label your slides!*



*These two shots are both from Council Bluffs, Iowa and were taken about six weeks apart, April 12 and May 28, 1973. 78 evidently hung around the area for a while. Photos by George R. Cockle and William S. Kuba. Both from the JoeyKelleyPhoto.com Collection*





*One of the less likely pairings you would expect to see, a Bangor and Aroostook unit leading a Union Pacific GP – and a B unit no less. Photographed in Buffalo, NY on March 2, 1977 by an unknown photographer. JoeyKelleyPhoto.com Collection*



*This shot from 1960 is by Richard Samsel and shows 74 and 64 working the Pennsylvania Railroad ore dock in Erie, PA. Collection of the Anthracite Railways Historical Society, used with permission.*



*Although the combination of an Alco locomotive and a pair of B&A units is enough to turn my head – this one is particularly interesting. PRR 2400 is an RS-27 model – there were only 27 made and 2400 is the class unit for the 15 that the Pennsylvania bought. A rare photo of Enola, PA from April 1968, this Richard Samsel photo appears courtesy of the Anthracite Railways Historical Society.*



*Whoops! 65 was damaged while under lease to Penn Central. Photographed by Norton D. Clark in Providence, RI on February 28, 1971. It was repaired and returned to service – freshly painted. JoeyKelleyPhoto.com Collection*



*The now vanished Hudson Yard, near Wilkes-Barre, PA presented this scene including a D&H Alco RS-3 and 74. Photographed by Richard Samsel, in January of 1969, this photo appears courtesy of the Anthracite Railways Historical Society.*



*Standing out like a beacon in a sea of locomotives in dark colors, 81 is in Youngstown, Ohio on May 28, 1977 as photographed by David H. Hamley. JoeyKelleyPhoto.com Collection*



*This shot of 31 – note the triangle logo on the side of the cab may be from after she was sold. In Bethlehem, PA on September 22, 1973, this shot comes via Richard B. “Dick” Gassett’s collection, now in the JoeyKelleyPhoto.com collection. The roster of locomotives published in the first “Bangor and Aroostook: In Color” by Jerry Angier lists this unit sold in 1975.*



*B&A in Bethlehem! 65 is coupled to two Lehigh Valley Alcos in Bethlehem, PA. This is after 65 was wrecked and repainted. Note the 'reverse' logo on the short hood. December 31, 1972, Richard Samsel photo, Courtesy of the Anthracite Railways Historical Society*



*October 1963, George W. Turnbull shot 69 half a continent away from home rails in Sandusky, Ohio. Note the Pennsylvania Railroad caboose in the background. Collection of JoeyKelleyPhoto.com*



*Not the end of the world.... But its close by! In September 1971, Dave Augsburger shot 80 in a very unlikely spot – Prince George, British Columbia. Next to the Pacific Great Eastern's 570, its a very long way from home. Photo courtesy of the Anthracite Railways Historical Society.*

In 1973, Canadian Pacific leased some Bangor and Aroostook units and they made it all the way to British Columbia as well. Although there are pictures of this posted online, attempts to find someone with the copyright to them has come up dry. Suffice to say, it did happen and we can be sure that the Bangor and Aroostook is well known throughout North America!

# *Northern* **MAINE**



**BIG CITY TO BIG WOODS**

*Overnight!*

*Fast, through, overnight coach and  
Pullman car service between Van  
Buren and Boston brings northern  
Maine's famed Hunting Regions  
within easy reach of  
The Sportsmen of the Nation*

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