
MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



Talking It Over



As we close out 2021, I present the last issue of the Maine Line for the year. In order to pull back the curtain a little, I thought I would explain a little bit about how we got here. Back in 2017 I was able to purchase a large collection of prints, negatives and slides that were from the marketing department of the Bangor and Aroostook. When I say large – I mean large – the collection is measured in hundreds. The subject matter is varied – the time frame represented is huge – quite literally across the history of the B&A. I scanned the first photo from the collection in August of 2017. By the time I released the first issue of the re-born Maine Line in 2018, I had only scanned about 60 pieces from the collection. Today – the quantity of pieces scanned exceeds 400 and I still do not know how many I have left to go.

Please do not take the above as a complaint – but – combine it with the volume of material that I continue to purchase for this magazine and you can begin to understand that the process of digitizing, storing, labeling and researching the photos to create the articles becomes quite time consuming. It has gotten to the point that I have had to buckle down and dedicate a large amount of time to simply doing that portion of this, because I cannot write the articles without the material to illustrate them – but need to have the photographs in digital form in order to manipulate them and publish them. This is to explain simply why this issue of the Maine Line is shorter and over a month “late” (although I have never officially held to a schedule) for my quarterly releases.

Although I have asked in nearly every issue for submissions and material – even just interviews and stories with people in and around the B&A, I still find myself producing the vast majority of what you read without much help.

As I look through original issues of the Maine Line, its clear that they were heavily biased towards what was happening with employees and their families all around the railroad, something that is hard to replicate where the railroad no longer exists.

Thank you all for your readership and words of support. It means a lot!

-”Joey” Kelley, Editor

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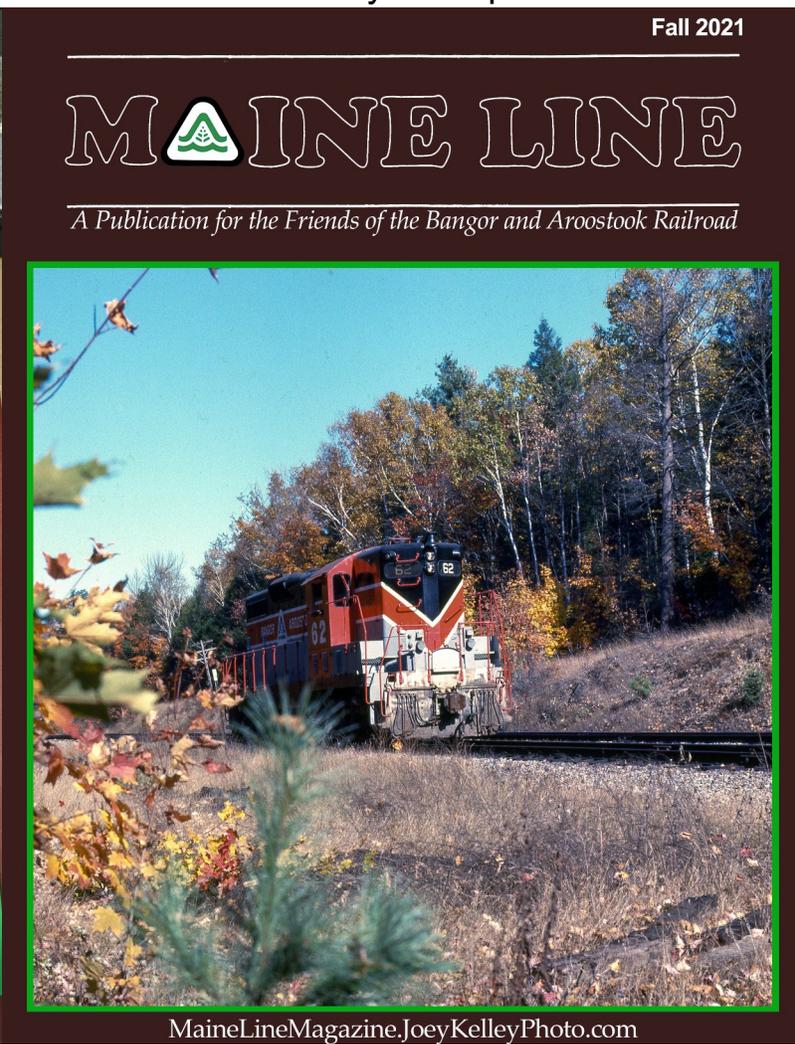
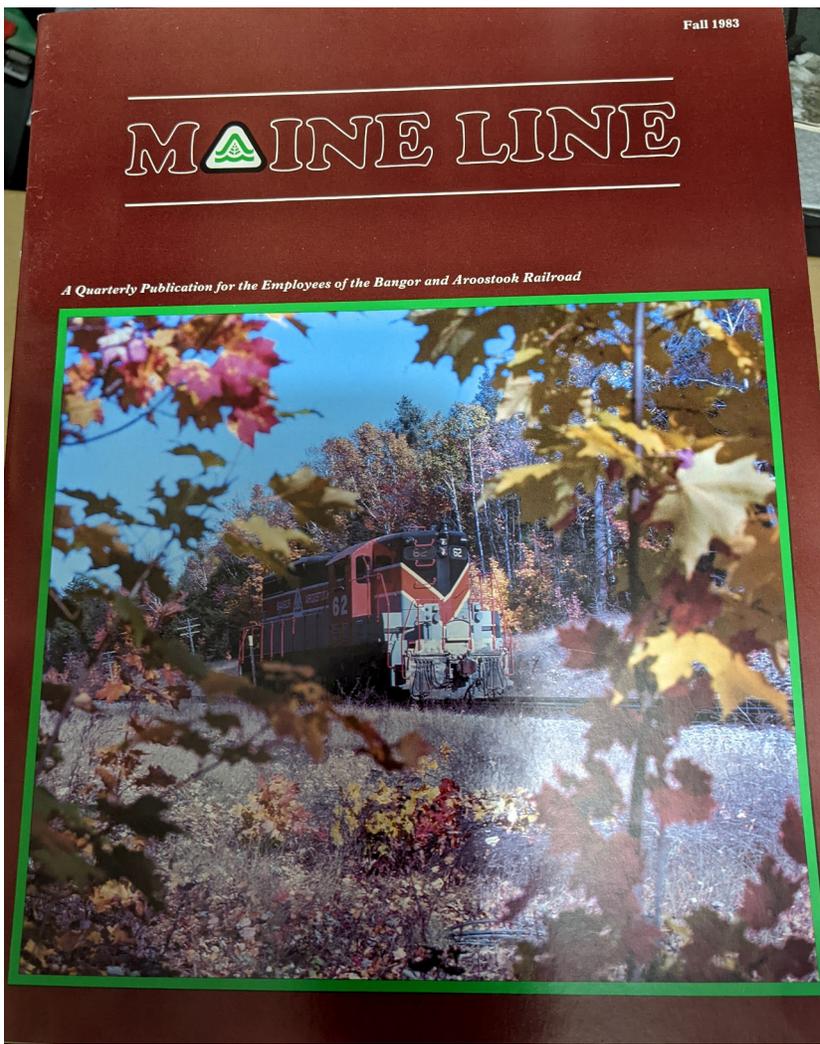
Railway Age Magazine,

December 1934 Issue

<http://mainelinemagazine.joeykelleyphoto.com>

ABOUT THE COVER

Does this issue's cover look familiar? Like perhaps you saw it somewhere before? Well – you did, sort of. One of the recently scanned items from the Bangor and Aroostook's Marketing Department archives – this is a medium format square slide that was probably shot by Richard Sprague. Although it contains no location information, nor a date, the location is believed to be the North end of Northern Maine Junction and as you can see – a companion shot was used on the Fall 1983 Maine Line cover. There you are folks – Bangor and Aroostook 62 – in tricolor – on the cover of the Maine Line – 38 years apart!





RAILROAD FUNDAMENTALS: CLASS BASED NUMBERING

Let us say for a moment you are in charge of motive power for the Searsport Terminal railroad. You have a grand total of five locomotives but they are of three different types and three different manufacturers. You have two Baldwins, two ALCO locomotives and a lonely EMD. Because you are the one in charge – you have to decide how to number them.

Simply put, you could simply start with the first one you purchased, call it number 1 and work up to 5. Technically – that works. But what happens if you want to buy another locomotive and its of the same type as the first one you bought, but not the last one you bought. Do you simply stick the number 6 on it and call it good? But then when you need to refer to a type or brand of locomotive you have to say something like, “We need to do servicing on numbers 1, 2 and 6.” Now that might not be a big deal with six locomotives – but how about 60? If you are ordering parts for locomotives of different types – how do you know which type each locomotive is? A big chart on the wall? Simply memorizing? Its easy to see how that could become a problem.

Going back to our Searsport Terminal example – Lets take each of the five locomotives in turn. #1000 and number #1001 are both Baldwin Locomotives. Now – if someone says one of those two locomotives needs a specific part – you know you will be looking for Baldwin parts. The 1050 class is for Alco locomotives, where you’ll find 1052 and 1055. Its extremely unlikely that a small

railroad like this will have more than 50 locomotives of a type – so – you can space them only 50 numbers apart. It becomes really easy to see that if all of a given classification of locomotives are numbered in the same series, identifying them for assignments, servicing, parts, becomes easy. Say the Searsport Terminal were to buy a third Baldwin locomotive – it would become 1002. This makes slotting additional locomotives into your existing roster much easier.

If we look at the actual Bangor and Aroostook railroad's diesel roster in 1980 – all the 40 series are F3 type, all the 50 series are BL-2 type, the 60 and 70 are all GP7 and GP9 type (80 technically finishes out the 70 series) and 81-88 are the GP38 locomotives. All of these classes vary in at least some way – but by grouping them together and numbering according to classes – identifying parts or how much horsepower each has becomes much easier by number.



*Collage of various locomotives – all photographers unknown –
JoeyKelleyPhoto.com Collection*

CARIBOU TURNTABLE DONATED

On October 19 the Belfast and Moosehead Lake Railroad announced that the [Dead River Company](#) has donated the turntable, located in Caribou on the site of the former Bangor and Aroostook engine house, now owned by Dead River. The turntable will go to Unity to be installed in the turntable pit placed there in the early 1990s to support the table re-located from Limestone. The Limestone turntable was sold in 2013 before the current non-profit took over the Unity location.

The move and installation in Unity will most likely cost somewhere in the neighborhood of \$100,000 – the Belfast and Moosehead Lake Railroad is run by the Brooks Preservation Society – a 501c3 non-profit organization dedicated to preserving the history of the Belfast and Moosehead Lake Railroad. You can donate to the general fund of the B&ML at the link below and specify ‘Turntable’ in the comments. It would be nice to see the table get some use, rather than disappearing for scrap metal!

[Donate to the Belfast and Moosehead Lake Railroad](#)

Caribou turntable picture courtesy of Joe Feero, Belfast and Moosehead Lake Railroad





Above Left: At Player Development SXM the computers are used to teach spelling and reading. The better readers now have free access to the Maine Line Magazine and lots of stories about trains.

Above Right: The Children were very impressed to find a train from Maine was repainted in Jersey Central Colours. 11 year old Collis suggested we repaint an old model Player Development has just like in the story.

MAINE LINE TO ST. MAARTEN

PHOTOS AND WORDS BY TOM BURNETT

Maine Line Magazine has made it to the Caribbean island of St. Maarten. No, the magazine is not on vacation but is being read by a bunch of at-risk children for fun! Multiple issues are being passed around at Player Development SXM. The program is a free after-school homework and behavior helper run by volunteers to get mostly single parent children good grades in school. Once the

daily schoolwork is done the children have playtime. Some play baseball as Player Development is part of the St. Maarten Little League. Others play with the trains.

The children learn to read starting with Thomas the Tank engine. After reading a book successfully they get to play with the train set. As the reading improves, they get to run the next bigger and better train set.

The children took an interest in the Maine Line when they discovered a story about an old F-3 engine from Maine was repainted in Jersey Central railroad colors. The reason children from the Caribbean were interested in a train in New Jersey is easy - their coach is from New Jersey. One of the older children had written a story about the Jersey Central Lines for the local paper and one of the old Lionel model trains has recently been re-painted in Jersey Central colors. Once the children can read at grade level, they are taught writing skills. The older children have written and had printed in the local paper over 40 stories mostly about trains. Now the children want to write some stories about trains of Maine and just maybe get a story printed in a real Maine Line magazine.



Previous Page: One of the activities the children do everyday is write letters. Sometimes they write thank you letters for donations. This day they were writing Maine Line Magazine about Mr. Joey Kelley and his father collecting full size maintenance cars. Player Development has one maintenance car but it is small...O gauge

Editor's Note: The use of Maine Line Magazine as part of a program to help teach children to read is extremely humbling and rewarding. The fact that a small e-magazine started up nearly 30 years after the railroad's publication for which it is named ceased has been able to do some good in the lives of some children hundreds of miles away, on an island, in a different nation, is a great gift to all those who have contributed to this effort and a particular high-point in my own magazine editing career. The pictures and letters from the children have brought smiles to my face and made it feel like all the work and effort to produce these is in fact doing some good in the world. If you are in fact interested in learning more about Player Development SXM – they do have a facebook page: <https://www.facebook.com/groups/1644345392481963> My thanks to Coach Tom Burnett for this piece and for bringing the Maine Line to some young readers!
-Joey Kelley, Editor

BANGOR AND AROOSTOOK GIFT IDEAS

If you have not already seen this video – here is a suggestion for that hard-to-buy-for Bangor and Aroostook Railroad fan in your life!

[Bangor and Aroostook Railroad Gift Ideas!](#)

B&A Coffee Mugs from Railroad Mode!

<https://railroadmode.com/>

or

<https://www.ebay.com/str/railroadmode>





52 REPAIRS CONTINUE!

BY KYLE FLANIGAN

Hoosier Valley Railroad Museum volunteers have recently restarted work to return BL2 #52 to service. Original plans called for #52 to enter service earlier this season but the discovery of some freeze damage to a radiator section in an early July fire up prevented further progress required to get to the test running phase. Volunteers prepped most of the top hatch and radiator section to be removed a few months back but a busy season setting record ridership numbers kept most volunteers busy with operations, thus progress on #52 was minimal the last few months. In the pictures on the next page, volunteers have been disassembling the water connections and other various brackets to finally lift the



top hatch and radiators off of #52 to assess the damage further and make necessary repairs. Once these repairs are made during this winter off season #52 will be fired up again to check for any other issues that may arise and hopefully soon thereafter enter testing before being placed back into service.



All photos these two pages courtesy of Kyle Flanigan at the Hoosier Valley Railroad Museum – November 2021



Unlikely pairing! On December 1, 2021, the Hoosier Valley took delivery of 818, which started off life as a Duluth Missabe and Iron Range (DM&IR) SD9. Rebuilt into an SD-M and later purchased by the Elgin Joliet and Eastern and it was the only unit of its type to be repainted in to that specific version of EJ&E's bright orange paint. One of only a tiny number of EJ&E units to be preserved – Museum volunteer Don Nickel shot two of the rarest EMD units to be preserved – coupled together. If you had asked me – I doubt I could come up with a less likely pair of units to be at the same museum! Both photos courtesy of Don Nickel – December 5, 2021

THREE RING COLOR CIRCUS, RING 3 BY JOEY KELLEY

This is part Part 3 of our series of articles looking at the Bangor and Aroostook's most famous locomotive paint scheme – the Tri-color. In the two previous installments, we've looked at the two F3s and the lone BL-2 to be painted in this paint scheme, this time we tackle the GP7 and GP9s.

The simple question of which locomotive was painted when and in what version of the tri-color has turned into a multiple-day dive into documents, the JoeyKelleyPhoto.com photo archive and conversations with Dana Johnson to determine what happened and when. When the Tri-color paint scheme was adopted there were 21 GP7 and GP9 locomotives on the roster. This represents nearly half of the locomotive fleet, thus tracking what happened and when has become a bit daunting. With Dana's help a chart has been assembled with this information and my goal is to make it available.

For the purposes of clarity – I have designated three versions of the Tri-Color scheme for the purposes of the GP7 and 9 discussion. The first is the 'Experimental' or Tri-Color -1, this is the version that was applied only to the one GP7 and three GP9 locomotives below, beginning in August of 1972. The last to be painted this way seems to be #77, in September of 1973.

The second – the first 'Production' as I call it tri-color scheme is the one that nearly every locomotive to wear the tri-color had – Tri-Color-2 – is the white pin stripe scheme with the red cab. This scheme began to be applied to locomotives in May of 1974. The last units, 75 and 79, to be painted in this scheme were painted in March of 1980.

The third – the second 'Production' scheme of the tri-color is the second most popular variant, with the three stripes of color and the pin stripe in white going completely across the cab. The locomotive number on the cab sides was slightly lower and slightly smaller than the second variation in order to accommodate the pin stripe. This variation began to appear in June of 1980, lasting until at least November of 1984, when number 94 was painted.

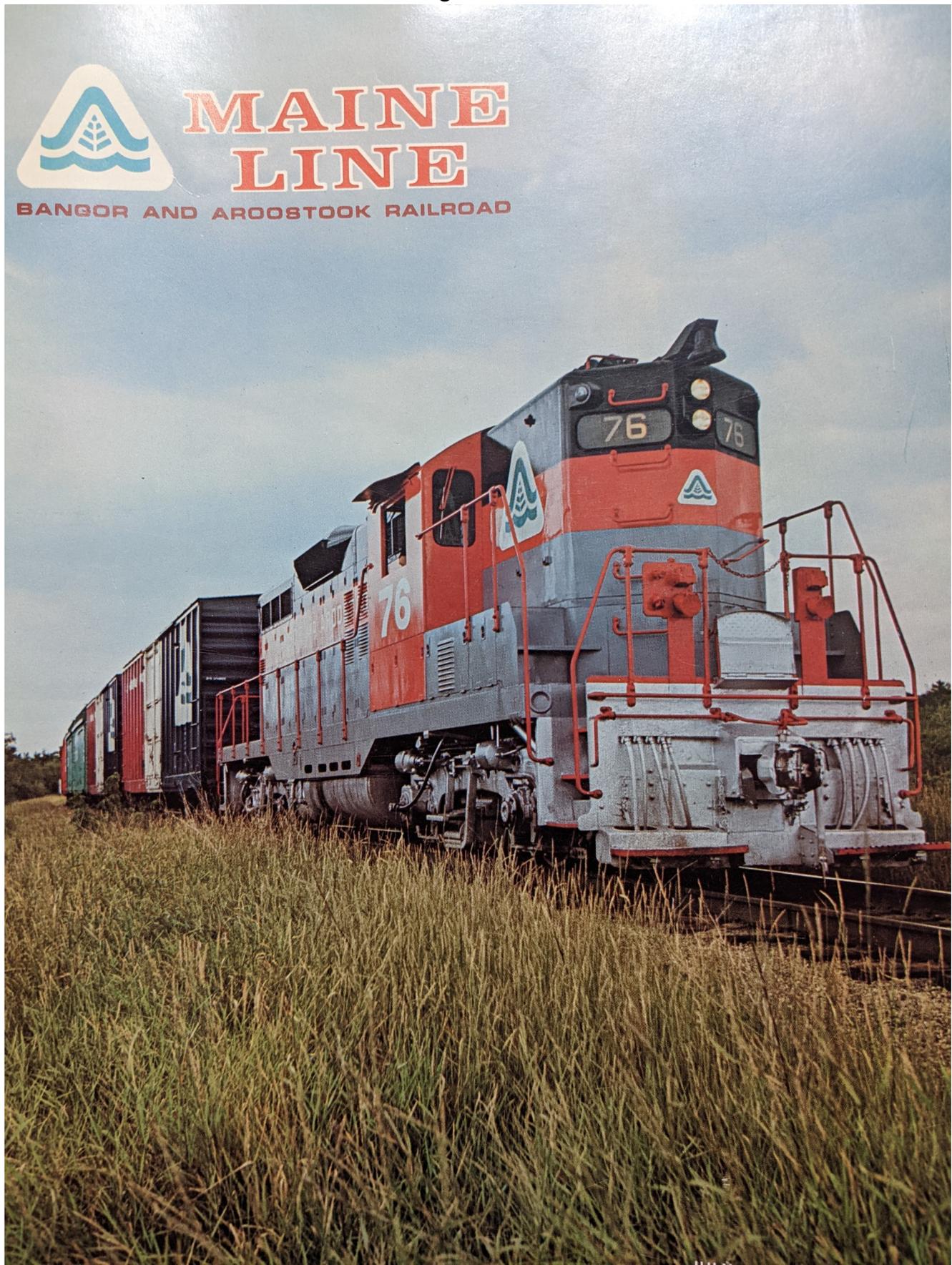


Before any of the variations just mentioned went into production – 76 got a one-off paint scheme. There is very very little mention of this paint scheme ever existing – but – two photos confirm its existence. The top photo is by Neil MacDonald and is – perhaps – the only color photo taken of 76 in this variation.

The black and white photo appeared in the July, August, September 1972 Maine Line. The subtle detail that gives away that this is the one-off scheme is the narrow stripe just below the numberboards. None of the other variations of the tri-color had a narrow stripe.



76 Appeared in full color on the cover of the July, August, September 1972 Maine Line Magazine along with some of the new vertical striped red white and blue boxcars and one of the jade green chip cars. The orange color at that time was described as 'International Orange':





In total four GP units like this: 69, 76, 77 and 78.

Left: 69 at NMJ, April 7, 1973, Richard B. "Dick" Gassett Photo, JoeyKelleyPhoto.com Collection

Right: 76 in an unknown location (most likely on Penn Central somewhere given the motive power around it, on lease) slide processed in October of 1976, unknown photographer, JoeyKelleyPhoto.com collection



Left: 77 at NMJ, May 18, 1975, George W. Turnbull photo, JoeyKelleyPhoto.com collection



Right: 78 on the turntable at NMJ – October 8, 1972, Richard B. "Dick" Gassett photo, JoeyKelleyPhoto.com collection





Neil MacDonald shot 69 and 76 back to back just passing MP 29 – the slide was processed in September of 1972, making this very soon after these two were painted.

Within this – there was only one variation between the four – as far as can be determined – 76 wore the triangular logo not only on the sides of the short hood, but on the nose as well – as can be seen on the cover of the Maine Line from 1972 above and in this shot from July of 1976, in Queens New York on lease as shot by George H Mailander, JoeyKelleyPhoto.com collection:



A note for all of you modelers out there – the triple stripe continued onto the BACK of the cab – but not the front. Here is a tightly cropped version of the same shot of 76 from above:

You can also see this on the cab doors of 78 and 76 above, but it is harder to pick out. However if you look just above, 76's cab front is solid, with no stripes.



The cover article in the July, August, September 1972 issue of the Maine Line stated that “at least five units will be completed each year until the entire fleet has been painted.” History records that did not happen for 1972 or 1973, but 10 were painted in 1974 alone. By that point the ‘production’ tri-color was upon us and 68 was the first of the GP7 and 9 units to receive it.



68 was photographed in Rigby Yard, in Portland, Maine on May 15, 1976, photographer unknown – JoeyKelleyPhoto.com Collection

Out of 21 GP 7 and GP 9 units, a full 17 wore this variation of the Tri-Color at some point in their careers on the Bangor and Aroostook. Of those, 16 would never be re-painted again, while on the Bangor and Aroostook. Only one would wear both Tri-color-2 and Tri-color-3 but more on that in a moment. As near as can be determined, there were no variations of the Tri-color-2 – all appear to have silver trucks, black fuel tanks silver pilots and the same lettering.



75 and 49 in Searsport May 19, 1981 – photographer unknown

*79 and 70 at NMJ – June 1984, Photographer unknown, both
JoeyKelleyPhoto.com Collection*





77 was the first – and only – GP 7 or 9 to come out with black cab numbers. Photographed in Madawaska by Ronald J. Visockis on August 22, 1980 – JoeyKelleyPhoto.com Collection

The third version of the tri-color came out with a bit of an experiment – black lettering. 54, as discussed in the Summer 2021 Maine Line had black lettering all down the side – cab numbers included. 77 emerged from the paint shop in July of 1980 with black cab numbers, but the same lettering as the previous version of the tri-color. Three units were offered with black letters – the last coming out in August of 1980. Apparently the author's opinion was shared by someone else as the black lettering is not nearly as attractive as the white lettering, nor is it as easy to see. All of the units with the black lettering were changed to the standard white, although the timing of when that was done is not precisely known. Suffice to say, the cab numbers were not black for very long.



Note the white stripe and the continued gray across the cab front. Neither of which are present on the unit on the right – which is painted in the Tri-Color-2 or ‘Production’ paint scheme. The unit on the left is in the Tri-Color-3 version. The late J. Bryce Lee shot this scene at Northern Maine Junction on March 25, 1982. JoeyKelleyPhoto.com Collection.

Perhaps not so strangely, the units painted in the ‘Tri-Color-1’ scheme without any pinstripes skipped the Tri-Color-2 entirely and jumped directly to Tri-Color-3. They lasted approximately 8 years between paint jobs. None of the GP7 or 9s wore all three paint schemes – and only one wore both Tri-Color-2 and -3. Painted in October of 1974 in the red cab scheme, 68 was repainted in September of 1981, wearing the -2 scheme for just under 7 years. This was in line with many of the GP-38s that were painted into the -2 scheme about the same time as 68 and then re-painted at about the same time into -3.



68 leads 81 in a matched set of Tri-Color-3 paint in this shot from October 1986 on the curve near Route 1 in Searsport. Camille Chappuis photo, JoeyKelleyPhoto.com Collection

Only two locomotives jumped from their blue paint scheme to Tri-Color-3. One was #54 – the other was GP9 #80. Painted in January of 1966 in the blue – I have no record, photo, or notation that shows any evidence of it being painted before October 1980.



You can practically smell the paint! Roster information says 80 was painted in October 1980, but this slide is dated November 13, 1980. Photographed at NMJ by Joseph R. Quinn – this resides in the JoeyKelleyPhoto.com Collection

That will do it for this installment of the Three Ring Color Circus – join us in the next issue for more!

FROM ROBERT PALMER'S ARCHIVES

Robert Palmer was a Philadelphia area railfan who passed in October, 2020. Its a long way from Philadelphia to Bangor and Aroostook territory, but “Rob” made several trips. The request from his family was that his photos be “appreciated.” That is a request that we can honor. This is the first time you will see Mr. Palmer’s work in the Maine Line – but not the last.



On February 23, 1991, 21, 22, 90 and 95 were Northbound at the Brownville Wye, captured by Robert Palmer



Much closer to Philadelphia, 81 was fog-bound on March 26, 1981 in Abrams Yard in Allentown, PA. Robert Palmer photo



56, 46 and 50 look to be ready to depart Searsport for Northern Maine Junction in this shot from February 1978, Robert Palmer photo



70 and 86 are Northbound over Frankfort with a returning Searsport Local on July 5, 1991. Robert Palmer photo

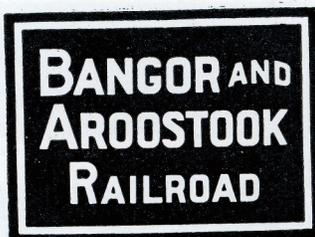


83 and 86 were captured by Robert Palmer Southbound in Winterport bound for Searsport

Next Page: 94 leads the Houlton Local across the bridge in Houlton on February 21, 1991 – Robert Palmer photo



FAIR WEATHER Highway Operators Are Undermining DEPENDABLE All-Year Round All-Weather Rail Transportation



“The TRAINS MUST GO THROUGH” AND THEY DID ———

(Extract from Bangor Daily News, July 2, 1934)

BENEATH this simple statement lies a story of dogged courage, loyal devotion to its patrons and communities unparalleled in modern railroad history — the Bangor and Aroostook's bitter battle of 1933-34. Through all the winter, the severest ever known in New England, trains of the Bangor and Aroostook Railroad kept running.

The great empire of Northern Maine, buried in accumulated snowfalls of 11-feet and snowdrifts much greater, cut by continued sharp penetrating winds, would have been threatened with actual hunger had the railroad failed. But the trains ran. This snow-bound territory was being serviced by a railroad whose fighting spirit was unending, with vigilance that never slept, and a determination that never quits.

Despite the snow, ice and sub-zero temperatures of 30-40 and 50 degrees below, the great perishable crop of potatoes, 17,943 carloads to be exact, were sent through the mountainous snowdrifts during December, January, February and March.

It would have been easier, and profitable too, to have suspended operation in those bitter months. But the Bangor and Aroostook, from top to bottom, is made of sterner stuff. The motto “The trains must go through” was put to the test. Two thousand section men and snow shovelers costing \$105,000 for three months, day after

day, week after week, fought diligently with every ounce of fighting strength there was in them. And they won. The trains did go through, and Northern Maine received its daily service.

Now, where were the truck operators all this time? What did they do? How much snow did they shovel? How much did they spend to keep the potatoes and other necessities moving?

So we ask you in all fairness — is it right to harass and undermine dependable all-year-round, all-weather rail service by fair-weather, unregulated trucks whose very existence is made possible largely by the tax-money paid in by the railroads?

The American principle of fair play demands that the trucks be placed under exactly the same regulation as the railroads. Why should the railroads be crippled by over-regulation, unequal treatment and over-taxation? And then to make matters still worse, why should the railroads' tax-money be used to build roads and to subsidize unfair truck competition?

With all forms of transportation treated alike the railroads can work out their own destiny and continue to render a reliable service — so vital to the well-being of the entire nation.

BANGOR AND AROOSTOOK