

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



TALKING IT OVER



Fall in Maine, a time to revel in the beautiful scenery, add a layer to your summer outfit and start thinking about the coming Winter.

I want to take a moment here and say how much it means, after seven years of doing this magazine that I still get compliments and praise from many people. It is for this reason that I continue to put out these issues and attempt to document the Bangor and Aroostook for future generations. It was actually after the Fall 2022 issue was released (two years ago) that I received an e-mail from the late Jerry Angier that said "A CRACKER JACK ISSUE !" High praise as far as I'm concerned.

It also is a huge compliment to those who have sent me or donated material for use in the magazine. You have no idea how much it means to be entrusted with this material. It is my honor and privilege to both publish it and act as its curator now and into the future. Thank you all - it is impossible to list you all here - but you know who you are.

As always, this magazine is not a single person effort. The doors for articles, ideas, topics remain open. I cannot do this alone!

In this issue we go from as far south as Connecticut and as far North as Fort Kent! With a variety of topics and from a variety of locations it is quite obvious to me that interest in the Bangor and Aroostook remains high, nearly 21 years after it passed into history.

I remain humbled and thankful for all of you who read this, without your readership, there would literally be no point in continuing this effort. Tell a friend, send a link out to one of the issues to someone you know, keep the memory of the Bangor and Aroostook alive! Thank you and we'll see you in 2025!

-Joey

"Joey" Kelley, Editor

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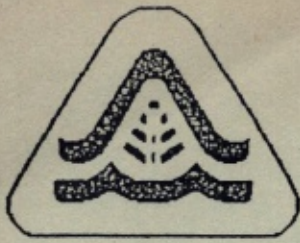
ABOUT THE COVER



Looking Factory Fresh - BAR 2569 is basking in the sun in Thomaston, CT on September 14, 2024. Photo by and courtesy of Dennis A. Livesey - LiveseyImages.com - See our feature article for more on 2569 and a huge thank you to Dennis for this image!

Note that the cover image has had its foreground extended with Adobe Photoshop Generative AI to fit the cover format.

REAR Cover: Searsport from the rear cover of the Winter 1975-1976 Maine Line Magazine



BANGOR AND AROOSTOOK RAILROAD

NOVEMBER 1995

Rule of the Month

- 2.8 Suggestions for the advancement of safety in any branch of the service are solicited.

S. C. Hamlin, Director
Purchases and Materials

J. W. Phinney
Safety Supervisor

Nor. Me. Jct. Park
November 1, 1995

"THE RULE BREAKERS *are accident makers*"

Post on Bulletin Board



Photo by Richard B. "Dick" Gasset - 82 being re-railed at Millinocket - July 19, 1976 -
JoeyKelleyPhoto.com Collection

RE-RAILINGS

Despite our best efforts to keep the *Maine Line* on track, occasionally something slips. In this issue we would like to address two failings to provide the most accurate magazine possible from our last issue, the Summer 2024 issue.

The first and honestly such a small error that no one apparently noticed, was that the issue number was wrong. Somehow, your humble (?) editor's foot / mind / head slipped at the keyboard and the issue number never got updated. The correct heading for the Summer 2024 issue should have been Volume 7, Issue 3 - however, you will find that it still says Issue 2. We apologize for the error - however - given a review of the railroad produced *Maine Line* issues available on the archive, it would seem that the occasional volume or issue number error is in keeping with the tradition! We still apologize.

In the Summer 2024 issue is a photo gallery of some images from the Library of Congress collection, shot by the late Jack Delano. The very last image, included a caption identifying it as in Caribou. After the issue was released, two people cried foul! This location is in fact Fort Kent. In our defense, the Library of Congress' website is wrong. The image in question is available here: <https://www.loc.gov/pictures/item/2017792457/>
We apologize for the error!



MAINE LINE REWIND



MAINE LINE



WINTER 1975-76

BANGOR AND AROOSTOOK RAILROAD

49 years ago in the Maine Line:

Winter 1975-1976 Issue

- Walter E. Travis is President
- Bangor and Aroostook ranks 46 out of 103 class 1 railroads in total man hours
- Railroaders start youth program in Stockholm
- A Roadmaster's Life
- Roy Doak Pays His Dues
- Veterans See Brighter Rail Outlook
- BAR Honored for Safety and Maine Line Magazine
- In The Family of the B&A
- Facts and Figures

The July - August 1964 issue was Volume 23 and Issue number 4. In 1975, the Maine Line was being produced quarterly.

You can view the Archive of original Maine Line Magazines, including the issue above, on the Maine Line Magazine website
<https://mainelinemagazine.joeykelleyphoto.com/>
Look for the Archive page

BAR BACKSTORY



Here we have a piece from my collection. However, what I know about it is limited to the masking tape tag. Supposedly, this was made by the shop crew at the Northern Maine Junction engine house. I have no reason to doubt this, but I would love to know who did and ask about the story behind it. Anyone know?

As this is the last issue of 2024 - HAPPY HOLIDAYS!

MYSTERY MUG



Once again we ask for your help in tracking down the back story of this particular piece of B&A railroad history. This Fine American Prestige Pewter (Number 74940 as shown on the tag) coffee mug is of high quality and appears to be official issue from the railroad. However, a quick run through the 'Country Store' advertisements the B&A ran in the Maine Line from time to time does not show anything remotely close to it. Given that it has the Tri-color logo on it, it is believed to be from the era between 1971 when this logo was developed and approximately 1993, when a variation of the keystone logo was begun to be used by Iron Road. A search for Fine American yielded nothing relevant. Does someone out there have knowledge of the story behind this?



RAILROADERS HELP CELEBRATE 200 YEARS OF BROWNVILLE





Two Pages Previous: Matt Sawyer, CPKC Engineer and the man behind the BAR Archives waves from the CP 'train' in the parade 8-17-24, JoeyKelleyPhoto.com Collection

Previous Page: The CP Puffer Belly Express was certainly a crowd favorite as CPKC was promoting people to "Be Rail Safe". A motto we can all get behind! Both images 8-17-24, JoeyKelleyPhoto.com Collection

August 17, 2024 saw the town of Brownville put on a parade that spanned three towns - Milo, Brownville and Brownville Junction and brought out everyone from railroaders to politicians to Girl Scouts to help congratulate Brownville, Maine on its 200th anniversary. Although the B&A has been gone from this area for 20 years, the railroad influence is still strong. From the CPKC Police officer asked to lead the parade to the Bangor and Aroostook motorcar that made the trip railroading is still very much a part of this area of the state.

Below: One last look at the 'train' complete with a CP van! JoeyKelleyPhoto.com Collection 8-17-24





Above: Proudly sporting a T-Rex, Bob Campbell shows off the relatively rare vehicle in the parade. Bob worked for the BAR and continues right through to the present for CPKC as the resident electronics wizard. (Pretty sure thats his official title) 8-17-24 - JoeyKelleyPhoto.com Collection

This page: Three views of Joe and Pat Kelley bringing BAR motorcar #69 through the parade - 8-17-24 - JoeyKelleyPhoto.com Collection





Above: These are some of the people that made the CPKC presence in the parade happen. On the left, in the red shirt however, somehow, (I think he snuck in) is Joe Kelley, owner of that BAR motorcar. Next, in uniform, is one of our CPKC police officers and the rest are a portion of the crew that travel with this 'train' all the way from the west coast of Canada! 8-17-24 - JoeyKelleyPhoto.com Collection

After the parade there were lots of activities and even some fireworks later in the day. For more photos of the parade and the festivities - <https://www.facebook.com/JoeyKelleyPhoto> and look for the August 18th post.

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A LIFETIME OF MODELS



Its unlikely that most people have ever counted the number of locomotives that the B&A had on its active roster in the period between 1975 and 1978. To save you the trouble - 45. An HO scale model of each one is in the picture above! Glenn Roberts of Bangor has been looking at that list and slowly checking off numbers one by one until finally being able to say 'Done' on October 17, 2024. Sometime in the late 1990s he came up with this idea, not knowing it would take the better part of 30 years to complete. Each locomotive has been custom painted and detailed by Glenn and the amount of work is simply staggering. Each has DCC, often an upgraded power train and in many cases custom built detail parts that Glenn builds himself, because they are not available on the market. Perhaps the best example of this is the winterization hatches, these are built and painted in Glenn's workshop.



The three year period of 1975 to 1978 was not picked at random. One reason is that Glenn remembers this period of B&A history very well, the other is simply the variety of paint schemes running around at that time. From the blue to the experimental then first 'production' tri-color paint scheme and even the Jeremiah O'Brian, this period is almost certainly the most varied in terms of locomotive paint schemes in the B&A's history.

Glenn traces his interest in railroading back to the age of three or four, living within sight of the Bucksport Branch of the Maine Central. In the fall of 1968, still an impressionable youth of 9 or so, he moved to Houlton. An HO train set at Christmas a few years later cemented a lifelong interest in model railroading. He painted his first model railroad car in his early 20's and has not stopped since!

Glenn was a fixture in Houlton yard in his teenage years, going almost daily for about a year, befriending the crews and often riding with them in the cab or Caboose C-68 (the latter during the winter) as the yard crew went up to switch the chip plant and back. The decades since have faded the names of the crew members from memory but he recalls each one being warm and friendly.



Glenn is well known to local model railroaders in the Bangor area and particularly to members of the Eastern Maine Model Railroad Club as a prolific custom painter. He is responsible for many of the locomotives and cars that Club members have had painted in everything from prototypical schemes to their own fantasy railroads, like your Editor's Searsport Terminal. Many of the Club's Katahdin Valley Railroad locomotives and cars have also been painted by Glenn.



Now that Glenn has the full roster of B&A power, he's branching out into the connecting railroads, keeping the same time period. So far Glenn is working on the Maine Central, CP Rail, Aroostook Valley, and Canadian National rosters. He does not expect to have every locomotive in the CP Rail roster or on CN!

In addition to all of this, Glenn is working on having a model of the Turkey Train and has enough freight cars to run his own prototypical length ON44 or ON28 train, made completely of home road cars! Now that is an achievement that most cannot say!



All photos in this article were shot on the Eastern Maine Model Railroad Club layout in Orland, Maine. Find out more about the club at <https://www.easternmainemodelrailroadclub.org/>

The Club's annual show in Brewer, Maine will be on the 23rd of November, 2024 at Jeff's Catering. Doors open at 10 AM!



SMELL THAT FRESH PAINT!

BY HOWARD PINCUS

Above: 2569 in Thomaston, CT on August 23, 2024, Photo by Howard Pincus

In 1953, Bangor & Aroostook purchased 150 insulated and heated boxcars from Pacific Car & Foundry Co. in Washington State. The colorful red-white-blue paint and large lettering made these cars stand out in any freight train. They were also popular with model train manufacturers, who featured models of the cars in the popular scales.

These cars were designed for outbound potato traffic on the B&A, and were equipped with charcoal-burning heaters mounted under the car floor. The cars also have four ventilators that can be latched open or closed, depending on the shipper's requirements. They were also used for clean loads such as paper (another Product of Maine).

By 1970, many of these cars were stored by the B&A, never to run again. Some, like 2569, were used for "company service" to move railroad materials.

The Railroad Museum of New England wanted to obtain one of these iconic New England freight cars for its collection, and in 1988, RMNE contacted B&A historian Jerry Angier, to ask for some guidance on getting one of the cars (if any still existed).

A few weeks later, Jerry contacted RMNE and said, “Bangor & Aroostook has one, which they will donate. Where should they send it?” By October of that year, BAR 2569 was set off on the Old Saybrook, Connecticut wye track, where Providence & Worcester connected with Valley Railroad. The car was stored at RMNE’s Saybrook Yard until it moved via rail, to Waterbury, Connecticut in 2008. Fundraising for the restoration was done in 2023.

Below: This is the starting point of the restoration effort. Nearly unrecognizable due to weather and time, 2569 looks pretty tired in this shot. July 15, 2024, Howard Pincus photo



The restoration process began in late June 2024, with an assessment of the car's external condition. While generally very solid, there were some rusted out areas: the bottoms of the two side doors, and all four of the ventilator latch plates. New steel was fitted into the doors, and the four ventilator latches were reproduced as new steel fabrications. The car was then media blasted to remove all traces of rust and corrosion, and a coat of epoxy primer was applied.



Above: Blasted but before primer, 2569 looks like an undecorated model kit, but in 1:1 scale! July 23, 2024, Howard Pincus photo



Above: 2569 has entered its Blue Period. July 26, 2024, Howard Pincus photo

By late July, the final painting process had started: first, the blue roof and ends were sprayed and masked, then the white middle side panel was sprayed and masked, and the blue top side panel was sprayed and masked. Finally, the red lower side panel was sprayed, and all the masking was removed.



Above: RMNE volunteer Craig Czarsty is taping the stencils in place on July 30, 2024. Photo by Howard Pincus

The lettering was the next step. Using a copy of the original 1952 Bangor & Aroostook drawing, from Matt Sawyer's Bangor & Aroostook Archives, lettering stencil masks were prepared by a local sign shop. The stencil masks were applied to all areas of the car, extensive masking was done, and the blue lettering was sprayed on the white center panel. That was then masked off and the remaining white lettering was sprayed. The trucks were painted black after the car body was finished. The entire painting process took about 10 days.



Above: Now fully masked, the painting will soon begin. August 1, 2024, Photo by Howard Pincus

Ironically, just weeks before the restoration work commenced, Jerry Angier passed away. We consider this restoration to be a memorial to his documenting the Bangor & Aroostook Railroad, and to his long-time support for railroad preservation projects. We wish he could have seen the finished car.



*Above: The original Ventilator controls were unable to be salvaged.
Right: The new ventilator controls, reproduced from the originals, look right at home on the restored car.
Both photos Howard Pincus*



*Howard Pincus has been Chairman of the Railroad Museum of New England since 1988 and president of the Naugatuck Railroad since 1996. Photographed here in the shop, along with Turbo, RMNE's manager of treats and naps, who really runs the railroad, using Howard as a puppet.
Photo by and courtesy of Dennis A. Livesey, LiveseyImages.com*

Find out more about RMNE at <https://www.rmne.org/>

FROM THE ARCHIVES



Richard B. "Dick" Gassett shot this on August 2, 1970. The location? Framingham, MA, in the Penn Central era. If you look close, you can see a locomotive in PC black between 72 and 67. JoeyKelleyPhoto.com Collection



84 was on lease to the Providence and Worcester railroad at the time of this photo, October 27, 1980. This is the enginehouse at Worcester, MA, with one of the P&W's RS-3 Alcos on the left. George W. Turnbull photo, JoeyKelleyPhoto.com Collection



*Leased locomotives make for strange sights! What appears to be a wood-sided Penn Central flanger (which must have been ancient even in 1970!) is next to a pair of GP-7s in this shot on August 2, 1970.
Richard B. "Dick" Gassett photo, JoeyKelleyPhoto.com Collection*



*The things you see on the Penn Central! Still hanging around Framingham, MA, Richard B. "Dick" Gasset shot this unusual pairing on July 7, 1970.
JoeyKelleyPhoto.com Collection*



*There are a lot of angles to be shot around Framingham, MA it seems. Here is another Richard B. "Dick" Gassett shot, showing 68 and PC 2525 together. That is a pairing one would not expect to see! March 27, 1971
JoeyKelleyPhoto.com Collection*



*Nearly the same angle as the previous page, this time on November 5, 1979, Richard B. "Dick" Gassett shot this lashup of Conrail and BAR EMDs. Just goes to show you how much can change in eight years!
JoeyKelleyPhoto.com Collection*



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