

# MAINE LINE 🌲



Spring 2026 - For the Friends of the Bangor and Aroostook Railroad

# TALKING IT OVER



Each issue of the Maine Line is unique. Although that might sound like I am stating the obvious, I am continually fascinated by the discoveries about the history of this railroad that I uncover. Recently, I stumbled on the fact that Kenneth S. Ludden was the Maine Line editor from 1952 to September 1957. Richard W. Sprague took on the top spot starting with the September-October 1957 issue and continued all the way until 1990. It dawned on me that, if you count issues, 29, or years, 5, I am now the second-longest-running editor of the Maine Line. This is my 30th issue, and we are in my 9th year of bringing you this publication. Now, Richard Sprague was involved in all of the issues from 1952 to 1990, but was assistant editor until the September-October 1957 issue. I like to think that all involved with the original Maine Line would be pleased to see what I have done with it, and I try to uphold the traditions they set forward in every issue.

This issue contains some interesting pieces, documents never released to the public, and historical deep-dives that have taken my research to places as far away as Texas. (Via the Internet at least) We have new models of the B&A being released, some new historical preservation news, and, despite a lifetime being around model trains, an article on my very first model railroad, which you can see in person when the Maine Line goes on the road at the end of April.

Thank you for reading my words - it is a humbling and wonderful experience to get the comments, in-person thanks, and emails from so many of you that tell me someone out there appreciates the history of the B&A, as much as I do!

Happy Spring!

*-Joey*

"Joey" Kelley, Editor

## **Maine Line Magazine**

A publication of

Joey Kelley Photography,

JoeyKelleyPhoto.com

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# ABOUT THE COVER



Photographer Garland McKee was chasing trains on the B&A in July of 1978 when he captured this shot at the Grindstone Trestle of a Southbound. Of particular note is the track worker (foreman?) doing his rollby from the comfort of a reclined position on his track car. In a scene that you would be hard pressed to find anywhere else in the world in 1978, an F3 leading two BL-2s and another F3 on a freight train, this photo shows why hundreds of railfans over the years have come to Maine. The B&A was a rolling museum. What a sound this must have made!

REAR Cover: From the March - April 1974 issue back cover, this was part of the railroad's continuing campaign to try and pull potato shipping back onto the rails. They would continue to try until it was very clear that the effort was futile.



# BANGOR AND AROOSTOOK RAILROAD

STORES DEPARTMENT

APRIL 1995

## *Rule of the Month*

2.16 Do not leave material with nails or screws protruding.  
Always bend them over or remove them.

S. C. Hamlin, Director  
Purchases and Materials

J. W. Phinney  
Safety Supervisor

Nor.Me.Jct.Park  
April 10, 1995

**"THE RULE BREAKERS *are accident makers*"**

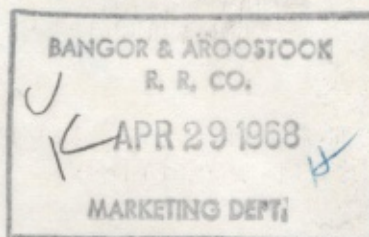
Post on Bulletin Board

# BANGOR AND AROOSTOOK RAILROAD COMPANY

TRAIN SERVICE

H. P. Lee

P. H. Swales



Please refer to my memorandum to you of April 8, 1968 setting up a schedule for providing every other day freight train service to certain areas during the summer months.

As per our recent conversation this schedule should be amended to provide daily service on the Fort Fairfield branch. In addition during the period June 15 through September 30, 1968 we will operate train service on an every other day basis between Madawaska and Fort Kent, only twice a week between Fort Kent and St. Francis, and we will operate into Patten from Sherman only when service is required.

As of July 1 we will operate on an every other day basis between Houlton and Mars Hill and between Caribou and Limestone.

Bangor, Maine

April 29, 1968

PHS/sls

2

cc: H. L. Cousins, Jr. ✓

File: 50.5

50.2

ST-15  
5/55

Bangor and Aroostook Railroad Company  
CONDUCTOR'S TALLY

Time \_\_\_\_\_ M. \_\_\_\_\_ Date 4-29-19 85

INITIALS	#10 CAR				Seals	Weight	Contents	Des- tination
	NUMBERS							
1 BAR	5	1	4	7				Hold
2	5	4	1	0				
3	X	4	2	2				
4		9	2	3				
5		6	9	6				
6		9	2	3				
7		8	8	6				
8		9	6	3	wh		set 12	
9		4	5	7			ok A	
10		9	0	5			ok oate	
11		5	9	8	wh		set 12	
12		4	5	5			ok A	
13		9	5	5			ok A	
14	✓	9	6	6			ok A	
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The Safe way is the Only way!

Cond'r or Yardmaster \_\_\_\_\_ Train No. \_\_\_\_\_

ST-15  
5/55

Bangor and Aroostook Railroad Company  
CONDUCTOR'S TALLY

Time \_\_\_\_\_ M. \_\_\_\_\_ Date 4-29-19 85

INITIALS	#12 CAR				Seals	Weight	Contents	Des- tination
	NUMBERS							
1 BAR	5	0	9	3				Hold
2		5	4	9				
3		X	3	2				
4			9	1				
5			9	0				ok A
6		X	3	2				Hold
7		X	3	2				Hold
8			3	4				ok chip
9				8				ok tank
10	✓		3	5				ok chip
11								
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The Safe way is the Only way!

Cond'r or Yardmaster \_\_\_\_\_ Train No. \_\_\_\_\_

AD 171

BANGOR AND AROOSTOOK RAILROAD COMPANY

FOR OPERATING EXPENSE PROJECTS ONLY - WORK ORDER

Engineering

Dep't. No. 197

Houlton, April 9, 1959

(Date)

Authority is requested for performance of work as described below.

Station Name Limestone Mile \_\_\_\_\_ Division Northern

Description of work: **Raise the elevation of Track "C" approximately one foot for a distance of 145 feet.**

Necessity or benefits of proposed work: **This will give better floor elevation at Doors 8 & 9.**

Budget Item No. 7

DETAILED DESCRIPTION-QUANTITIES, PRICES, ETC.	TOTAL COST
Raise the elevation of Track "C"	\$325.

Recommended *P.H. Swales*  
Chief Engineer

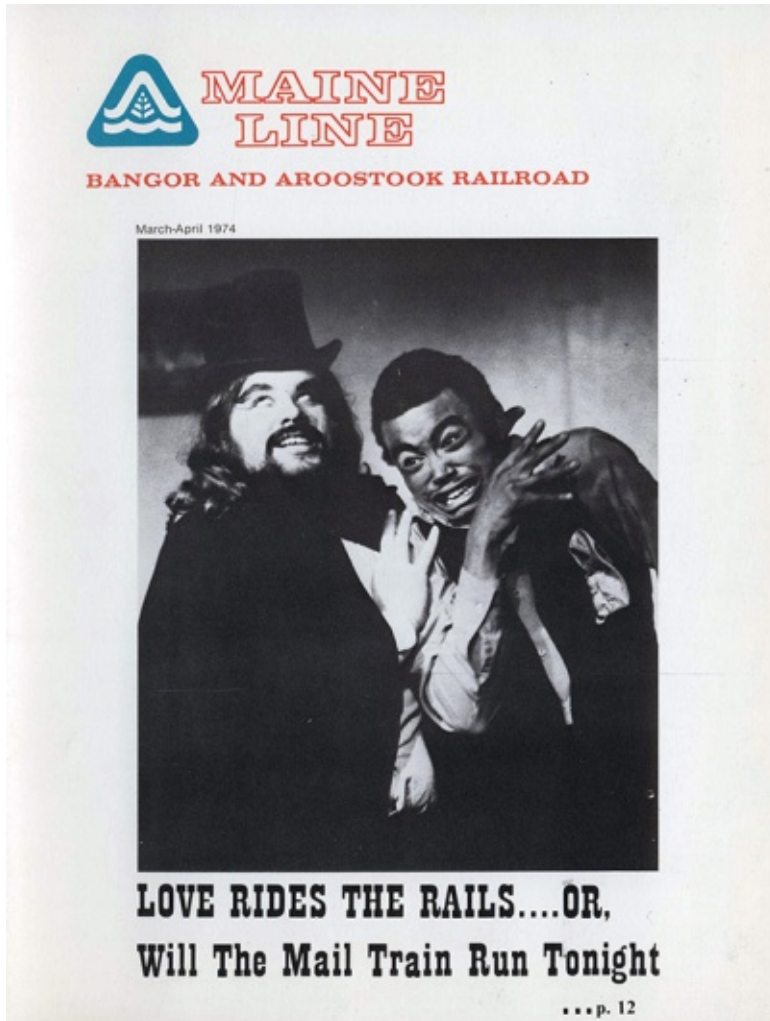
Approved \_\_\_\_\_  
Executive Vice President

Date APR 14 1959

Work Order No. 249 ✓

*MAF*

# MAINE LINE REWIND



52 years ago in the Maine Line:

March - April 1974 Issue

- Walter E. Travis writes about a New England railroad in the Talking it over
- Fence posts are being shipped by rail to the St. John Valley
- B&A thanks its potato shippers
- Rail Potato Storage is pushed
- Bill Cumming: 82 year old Railfan
- Love Rides the Rails.... Or Will the Mail Train Run Tonight
- DOT strobe lights fitted to 49, 83 and 87
- Epitaph for a Very Good Man: Carl Smith
- In The Family of the B&A
- Facts and Figures

The cover features two of the players from the play featured on page 12. Most Maine Line covers featured something directly related to the B&A, this one is one of a handful of exceptions. It is also one of two issues during the entire run of the Maine Line to feature a page number and article title on the cover. (Winter 1984 is the other)

The March - April 1974 issue was Volume 22 and Issue number 1. In 1974, the Maine Line was being produced irregularly. There would not be another issue until Fall.

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

# MAINE LINE GOES ON THE ROAD

Want to meet the editor of your favorite railroad magazine?

How about the editor of this one?

For the first time, Maine Line Magazine will be attending a train show. Come on over and see the Maine Line booth at the Great Falls Model Railroad Club show on April 25th, at Mt. Ararat High School in Topsham. The Show runs from 10-3, and admission is only \$5.

At the booth, you'll have the opportunity to meet Joey Kelley, editor of the Maine Line, pick up some B&A collectibles, and have a chance to take the Chip Switch Challenge and prove how good you are at model railroad switching puzzles.

See you at the show!

## GREAT FALLS MODEL RAILROAD CLUB'S



## APRIL TRAIN SHOW



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**Saturday - April 25<sup>th</sup>, 2026**

**10 am - 3 pm**

Mt. Ararat High School - 68 Eagles Way - Topsham

\$5 for Adults (children under 12 free with adult admission)

**Free parking and Handicapped accessible**

- 
- Dealers selling new & used trains
  - Operating layouts
  - Model Displays
  - Equipment in N, HO, S, O & G scales
  - Over 100 tables
  - Large variety of railroad books
  - Scenery supplies
  - Refreshments
- 

LEARN MORE AT [GREATFALLSMODELRRCLUB.ORG](http://GREATFALLSMODELRRCLUB.ORG)!

# Bangor and Aroostook Railroad

Through the New Hunting Fishing Regions of Maine

General Offices, Bangor, Maine.

## PULLMAN Buffet Parlor Cars

Trains leaving Caribou 8:35 a.m., arriving in Bangor at 1:00 p.m. Returning, leave Bangor at 4:40 p.m., arriving at Caribou 11:10 p.m.

The Bangor & Aroostook Railroad makes the best seating and dining possible in the Eastern States, and there is probably no service of excellence anywhere by railroads of a proportionate size of the continent as that enjoyed by this line. During the season of October, November and December, 1957, 1958 and 1959, and 1960, 1961 and 1962, Pullman Buffet Parlor Cars are open 15 minutes before the departure of passenger trains, and passengers are respectfully requested to purchase tickets before boarding the train.

**Personal Baggage**, when not exceeding 100 lbs. in weight, will be checked in and from all stations on the line of the Bangor & Aroostook Railroad, upon presentation of one rail passage ticket. It is the full ticket.

Baggage in excess of 100 lbs. will be checked for its weight with Ticket Forwarding Agents, but no piece of baggage weighing more than 100 lbs. will be checked.

25 Bangor & Aroostook tickets are free on Eastern Standard Time.

**These Time Tables** show at what time trains are expected to arrive at and depart from the several stations, but such time is not guaranteed, and since the Bangor & Aroostook Railroad is not responsible for any delay or interruption resulting from the failure to make connections with other transportation companies, or from strikes or other causes of interruption, the time of arrival and departure of through passengers, and every day is taken to keep it accurate, and the Company does not itself assume responsibility for any errors or omissions therein.

In case of disaster with casualties or injuries, passengers should pay the fare demanded, take a receipt for the same, and communicate with the General Passenger Agent, who will cheerfully and promptly investigate the case.

All information regarding train connections at Junction or Terminal Stations, through Maine, etc., will be cheerfully given on application to the General Passenger Agent, or to any Ticket Agent of the Company.

F. W. GRAM, Gen. Pass. Agent  
R. B. W. HAYDON, Gen. Freight Agent

# BUS Schedules

Effective October 30, 1955 Local Time

# BANGOR AND AROOSTOOK RAILROAD

## Passenger TRAIN Schedules

WITH BUS CONNECTIONS

ULTRA MODERN COACH and PULLMAN SERVICE BETWEEN NORTHERN MAINE POINTS AND BOSTON

Effective November 25, 1957

# BANGOR AND AROOSTOOK RAILROAD

## Passenger TRAIN Schedules

WITH BUS CONNECTIONS

ULTRA MODERN COACH and PULLMAN SERVICE BETWEEN NORTHERN MAINE POINTS AND BOSTON

Effective November 25, 1957

See NORTHERN MAINE VIA BANGOR AND AROOSTOOK RAILROAD

See NORTHERN MAINE VIA BANGOR AND AROOSTOOK RAILROAD

# BUS Schedules

Effective June 1, 1977, Local Time

Your agent is always available to assist you in making travel plans. Check with your agent for information on fares, schedules, charter service, and package express.

- Bangor
- Brownlee's Travel Agency ..... 945-3000
- Lincoln
- Holly Super Drug ..... 794-6513
- Millinocket
- Heritage Motor Inn ..... 723-9777
- Houlton
- Parkside Terrace ..... 532-6688
- Presque Isle
- Condon's Bakery ..... 709-6811
- Caribou
- Caribou One Stop ..... 498-3853

**Regular Stops**  
The bus will make stops at all points shown on the schedule. Look for the bus stop sign.

**Bus Package Express**  
All regular buses carry bus package express. This fast premium service is ideal for express packages going anywhere in the U.S.A.

**Charter Service**  
Charter service is available as a convenient, economical method of group travel. Call the Highway Division for details.

# BANGOR AND AROOSTOOK BUS SCHEDULE

Effective September 1, 1963

# 159 TIMETABLES

# BANGOR AND AROOSTOOK RAILROAD

## Passenger TRAIN Schedules

Ultra Modern COACH and PULLMAN SERVICE

Effective April 28, 1958 DAYLIGHT SAVING TIME

# BANGOR AND AROOSTOOK RAILROAD

## Passenger TRAIN Schedules

Ultra Modern COACH and PULLMAN SERVICE

Effective April 28, 1958 DAYLIGHT SAVING TIME

# Bangor & Aroostook RAILROAD

TO THE FISHING & HUNTING RESORTS OF MAINE.

The Sportsman's and Tourist's Route to MOOSEHEAD LAKE AND THE LOWER LAKES OF THE PENINSULA.

THE SHORT LINE TO HOULTON, ASHLAND, PRESQUE ISLE, CARIBOU, FORT FAIRFIELD, VAN BUREN, AND ALL Principal Points in AROOSTOOK COUNTY.

F. W. GRAM, Gen. Pass. Agent  
GEO. M. HAYDON, Gen. Freight Agent

## INFORMATION FOR THE PUBLIC

SECRETARY OFFICES of all stations are open to the public before the departure of passenger trains, and passengers are respectfully requested to purchase tickets and baggage before boarding the train.

**THE AMERICAN EXPRESS COMPANY**  
Express Service is available on all passenger trains. It is a fast, reliable, and economical method of shipping goods and mail. It is available at all stations on the line.

**ARRANGEMENT OF PROGRAMS AND SLEEPING CARS**  
Sleeping Cars are available on all passenger trains. They are comfortable and convenient for long distance travel.

**TRAINS**  
Trains are operated on a regular basis between Bangor and Aroostook County. They provide a fast and reliable mode of transportation.

# PORTEOUS

See Scenic Nat'l Lakes Maine

### BUS AGENCIES

Your Bangor & Aroostook Bus Agent is always available to assist you in making travel plans. See him for information on fares, schedules, charter service, and package express.

Alfred	Frank's Hardware Store
Alton	Alton Travel Agency
Bangor	W. J. Brown & Sons
Brownlee's	Brownlee's Travel Agency
Caribou	Caribou Travel Agency
Condon's	Condon's Bakery
Fort Fairfield	Fort Fairfield Travel Agency
Houlton	Houlton Travel Agency
Millinocket	Millinocket Travel Agency
Presque Isle	Presque Isle Travel Agency
Van Buren	Van Buren Travel Agency
Washburn	Washburn Travel Agency
Yarmouth	Yarmouth Travel Agency

## PACKAGE EXPRESS

All regular B&A buses carry Bus Package Express. This fast premium service is ideal for express packages up to 1000 going anywhere in the U.S.A.

See your local bus agent for information about this convenient service.

# BUS Schedules

Effective October 26, 1962 LOCAL TIME

# BANGOR AND AROOSTOOK RAILROAD

## BUS and PASSENGER TRAIN SCHEDULES

Effective April 30, 1961, Eastern Daylight Time

# BANGOR AND AROOSTOOK RAILROAD

## FREIGHT TRAIN Schedules

Symbol Book No. 6

# BANGOR AND AROOSTOOK RAILROAD

## FREIGHT TRAIN Schedules

Symbol Book No. 6

One presumes that if you are reading this you have probably heard of, if not read, the book on the Bangor and Aroostook authored by Jerry Angier and Herb Cleaves. Considered to be the book on the history of the Bangor and Aroostook it is illustrated with a combination of photographs and artifacts, many of the latter were credited to Jerry Angier's collection. Among these was a truly staggering number of public timetables. About two years ago I spoke with Jerry about where his collection had gone. He explained that when he and his wife had downsized their living space, some things had to go. He sent boxes of material to the Oakfield Railroad Museum and sent the timetables to the Bangor Historical Society. This had been done years earlier and he could not comment on what either organization had done with the material. I thanked him for the information and as I recall, it was the last time Jerry and I spoke as he passed two months later. The good news was that the collection was not sold, scattered or destroyed. Further I now had a lead as to where it was. I reached out and made contact with Matt Bishop, Curator and Operations Manager. This produced excellent news: They had the entire collection, it was intact, it was available and I could come have a look. Practically floating on a cloud of excitement, I got to flip through the largest collection of B&A timetables I have ever seen in person. While viewing them the fact came out that to the best of anyone's knowledge, I was the first person to ask about this collection since it had been donated. In archival sleeves and storage boxes each was on the list of known artifacts in the collection, but apparently no one had come asking about them. Like a lot of museums currently, digitization of artifacts and photos is an ongoing project as for the first time in history we have the ability to truly be able to preserve the content of this type of media for future generations. The problem was, since no one had asked about these, they were not even on the list of priority items. Historical societies rely on volunteers, grants and donations to fund all of their projects and unfortunately I was not in a position to volunteer or offer a grant. However since there was someone asking about the timetables an agreement was made that they would be put on the priority list.

Fast forward to the end of January 2026. I got an e-mail from Matt Bishop containing a link to what had been scanned so far. By any standards it was a massive amount of information. When I added in my own small contribution and that of another collector (Thank you Dan!) 159 timetables as old as 1893 and as new as 1989 were in the collection. Each one has now been scanned, the scans edited, placed on the Maine Line website and each one has a summary about it at the top. On average I spent about 30 minutes per timetable. In addition, two more pages about the end of passenger trains and the end of B&A buses were created referencing Maine Line articles written at their respective times. There are some large holes in the collection, which will be filled in as I come across more material and as the Bangor Historical Society digitizes more of their collection. Without a doubt this is the largest publicly available collection of B&A timetables ever and it will only grow.

Thank you to the Bangor Historical Society for making this possible - check them out at [BangorHistoricalSociety.org](http://BangorHistoricalSociety.org) - they offer a lot to the Bangor community.

You can view the whole collection by going to the Maine Line website and clicking on Timetables or type this into your browser:

<https://mainelinemagazine.joeykelleyphoto.com/timetables/>

Enjoy!



BAR - BANGOR & AROOSTOOK  
STATE OF MAINE RED - WHITE - BLUE

RMT 96467  
Car numbers 10051...10350  
O Gauge 40' Boxcar  
© 2022 Ready Made Trains®, LLC.  
ALL RIGHTS RESERVED



# MORE RED WHITE AND BLUE

Back in the Fall 2025 issue three Ready Made Trains (RMT) State of Maine Products boxcars were reviewed. A great value in O gauge, RMT had released these in New Haven, Maine Central and Boston and Maine. Although the New Haven is prototypical, the others are not. But where was the B&A? Evidently Ready Made Trains was one step ahead: B&A State of Maine Cars are already in the pipeline and photos of a pre-production sample are on the next page! Check with your favorite retailer for pre-ordering, each of these will be individually numbered and it looks like 300 will be produced. RMT's website hints that more of these cars are to follow! Keep watching these pages for more news!

Thanks to RMT for providing photos of the pre-production sample!

*Below: 4360 in 1954. Photographer unknown, JoeyKelleyPhoto.com collection*







# CARIBOU TO RESTORE STATION

*Above: Caribou Station on May 18, 1946. D.M. Rice photo, JoeyKelleyPhoto.com collection*

Recently, Shawn Duren posted a photo of a banner that has appeared on the Caribou Station, announcing the intent to restore the station. Your editor and Shawn had the opportunity to tour the station back in 2019 with the owner at that time. Although seven years have passed, the gist of the conversation was that the owner really wanted to be rid of the building. Although the trademark steel awning was gone and the upper floor of the South side of the building was covered up, the building itself was actually in pretty good shape. That said, the rumor was that it needed to be sold or demolished. Saddened by this news, your editor recalls the trip South as being rather quiet. It looks like we were a bit too pessimistic!

Caribou was reached by B&A rails in 1894. The plans for the current station are dated late in 1928, and to the best of your editor's knowledge, the station is unique on the B&A. A lot of traffic went through Caribou on its way to Loring Air Force Base while the base was open between 1950 and 1994. On September 4, 1961, the last regular passenger train left Caribou on its way to Northern Maine Junction. When the B&A began to abandon track in the 1970s, Caribou went from being on the main Line to Van Buren to being one spot on a long branch line that ended at Loring. When the base closed, Caribou's importance to the railroad shrank dramatically.

Technically, the rails are still there and operated by Maine Northern Railway, part of the trackage the State of Maine bought when the MM&A abandoned it. With no known customers North of Presque Isle along this stretch, one is unlikely to hear the beat of a diesel locomotive's heart near the Caribou station in the immediate future. Long term, one never knows what could happen, and this would certainly not be the first rail line that got kicked back into service due to a new customer or two.



# Caribou Train Station Restoration

A project of the City of Caribou Riverfront Revitalization Committee. Made possible with the financial support of the Northern Border Regional Commission.



## Northern Border Regional Commission

*Above: The banner now on the Caribou Station. Photo by Shawn Duren*

With little information available, your editor spoke with Eric Sanderson, Economic and Community Development Specialist for the City of Caribou. Mr. Sanderson confirmed several things implied by the banner on the station. First, the City of Caribou now owns the station. A grant from the Northern Border Regional Commission allowed the City to purchase the station and perform some preliminary renovations. They are seeking a spot on the National Register of Historic Places for the station!

Currently, a committee comprised of people from the City of Caribou and other agencies and local people is working on a plan to revitalize the entire waterfront in Caribou. Called the "Riverfront Master Plan," it is still being worked on, and the intent is to redevelop as much as a mile of waterfront owned by the City. The goal is to offer people a place to come, walk, enjoy nature, see the history of Caribou along the Aroostook River, and experience Caribou in a new way.

The station building itself has been looked over and found to have 'Good bones'. The intent is to restore it to a more original appearance, including the awning over the platform that has been completely removed. It would also be nice if the 'B&A RR' that once proudly proclaimed the owner of the station could be restored, but your editor does not wish to get greedy.

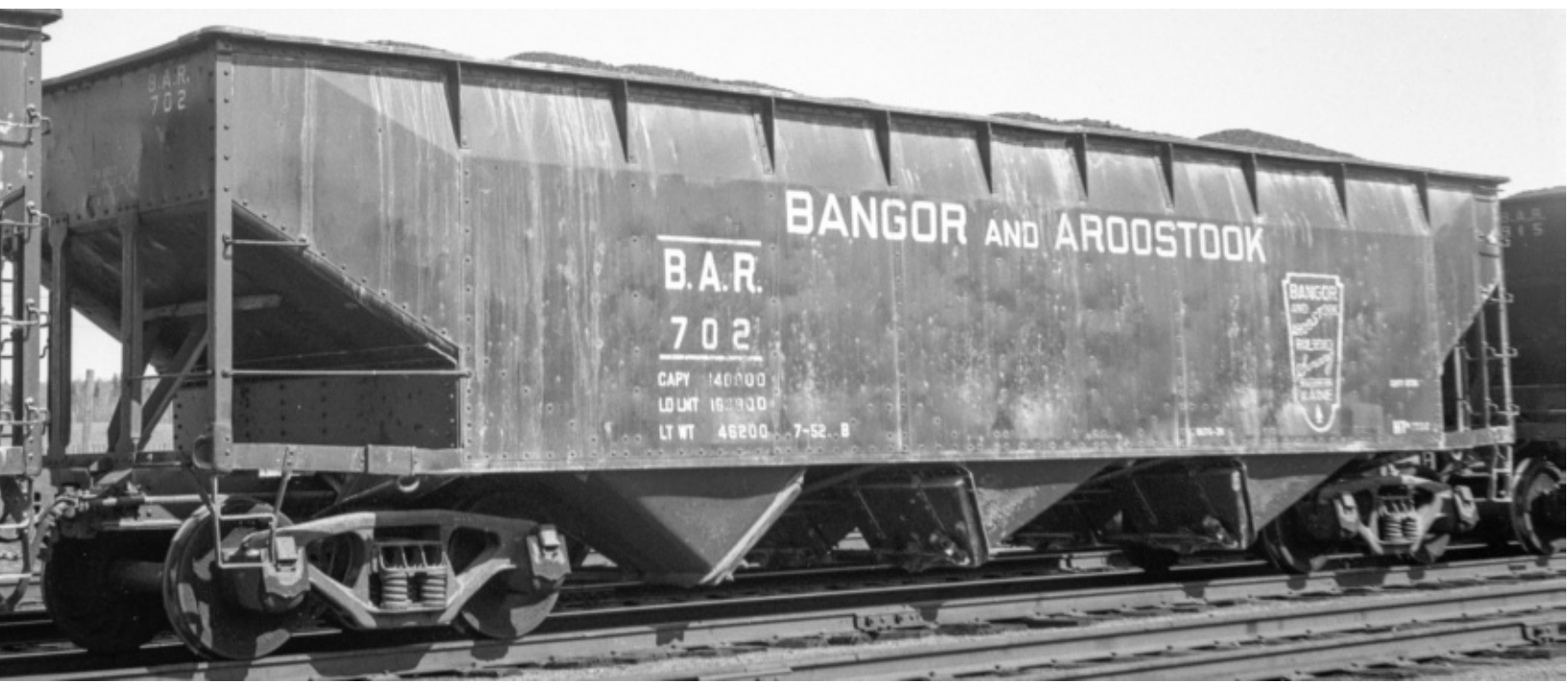
Although the exact plans for the restoration and new use of the station are in flux, we wish the City of Caribou all the best in their efforts to restore a part of not only their history, but that of the Bangor and Aroostook Railroad!



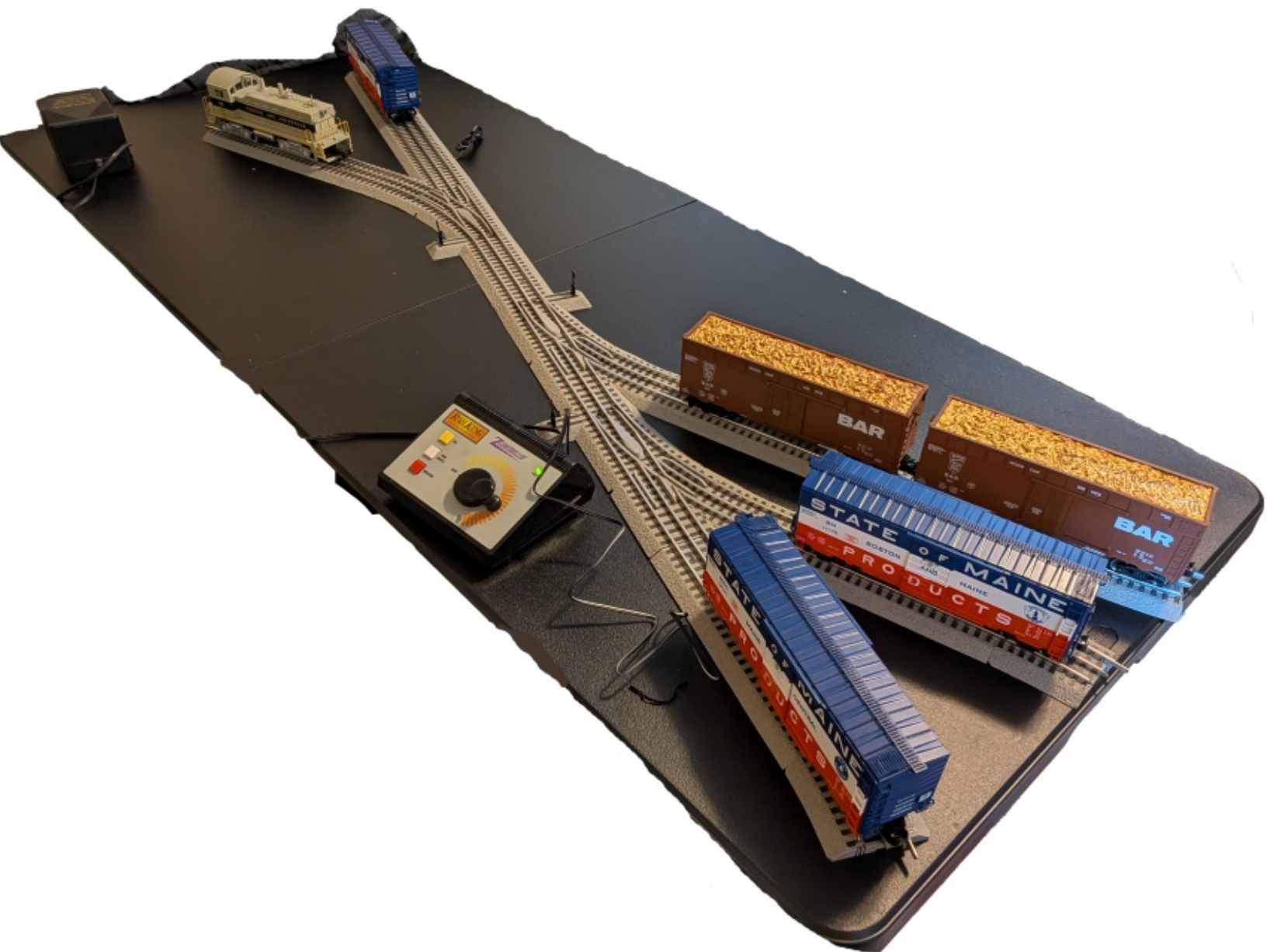
# BOWSER TO RELEASE 70 TON HOPPERS

Bowser is releasing an updated version of their 70-ton offset hopper. This new run has improved brake detail, a diecast frame, wire grab irons, and is done in new molds. Aimed at the serious modeler, these are a highly detailed new product. Six road numbers are being offered, and by the time you read this, pre-orders will have closed. However, you can contact your favorite dealer and see about making a purchase anyway. They are offering 14 different road names, so something for even the non-Bangor and Aroostook modeler. {Who would that be anyway? -JTK} MSRP is \$39.95 each. They are a ready-to-run model, and they should be shipping sometime next year.

Artwork above courtesy of Bowser, prototype photo below is of 702 in Millinocket, May 7, 1956, photo by Ray Higgins, JoeyKelleyPhoto.com collection



# CHIP SWITCH:



AN O GAUGE  
DREAM WE CAN  
ALL SHARE

For those who are not already aware, I have been interested in model trains since I was a child. Like a lot of interests, this one has ebbed, flowed, and changed form over the years. Over 20 years ago, my interest in model railroading renewed, and I joined the Maine 3 Railers O gauge club and found myself getting into three-rail O gauge. Although I wound up only being in that club for about three years, the three rail interest has never really left me. Long-time readers will know about my collection of State of Maine Products red, white, and blue boxcars. That started in O gauge and continues to this day. During this entire time, however, I have never had a layout of my very own. The closest I came was a 10-foot by 14-foot display layout that my Father built, and we took to a variety of local train shows. Although it was a great deal of fun, neither of us had the space to dedicate to keeping it up full time. After each show, it was broken down into its major components and stored. Its been about 15 years since we did a show with it. I live in a 750-square-foot apartment with my girlfriend and our two cats. Devoting 140 square feet to a layout was not in the cards! The sensible thing would have been to go with something like N scale, but I have very little equipment in N, and what was the point of having all this O gauge if I never got to run it?

*Photo below from 2007 on the display layout mentioned earlier, set up in Augusta*



In mid February of this year, I began to play with a piece of software for designing model railroads. Although there are several options for software of this type, XTrackCAD is free and open source. Do a search for it, all one word, and you will find it on SourceForge.net. It takes a bit of getting used to, and there are some decent how-to articles and some YouTube videos available. I should add that my particular interest in model railroading is operations, the movement of trains around a layout in a realistic manner. Of course, this also means that I enjoy switching and love a good switching puzzle. The problem came back to a lack of space for a layout. I wanted to do the impossible: have something in O gauge that would be a switching puzzle and be able to do it without having to have it take over my apartment. I knew that O gauge in a small space was possible. Over in the UK, where layout sizes are generally much smaller than in the US, Micro-layouts, shelf layouts, and all sorts of interesting space-saving techniques are applied to allow the maximum amount of train in a minimum amount of space. My friend Lawrie from the UK had purchased a small O gauge layout from its builder, Colin French. Over in the UK, Mr. French is a legend for his layouts, many of which are very small and quite highly detailed.



# SCOLE

Lawrie owns SCOLE. It is a layout that is incredible for its detail and operation in such a small space. But how small was small? There is exactly ONE switch visible on the layout. Yes, the entire layout consists of a stub-ended passenger platform and one siding with a coal pile on it. It has a capacity of about three 'wagons' (British rolling stock is generally significantly smaller in length and width despite having the same track gauge), and if you are lucky, you can get a locomotive in there too. Often, the locomotive darts into and out of the 'fiddle yard' (we would know that as a staging yard) to make switching moves. The entire layout, staging included, is about 42 inches long. Of that 23 inches, less than 2 feet, is visible. The layout is about 16 and a half inches deep. There is a switch in the hidden staging yard, but it is rarely used. Generally speaking, the operational interest is that of switching out the wagons and locomotives in the fiddle yard and surprising the viewer with what pops out of staging next. With only one switch, what is modeled would have to be considered a part of some rail yard, with the rest left to one's imagination. I had a frank conversation with Lawrie about SCOLE, and the big question was - with only one switch - how long can you run that layout before you get bored? The answer? "About a half hour". That included switching out the wagons and locomotive for additional variety. The seed was planted: A small O Gauge switching layout was possible, and the advantage of a small space was the detail one can pack into it without becoming overwhelmed.



*Above: The operator's view of SCOLE with three wagons and the locomotive having just about filled up the space. But look at the details!*

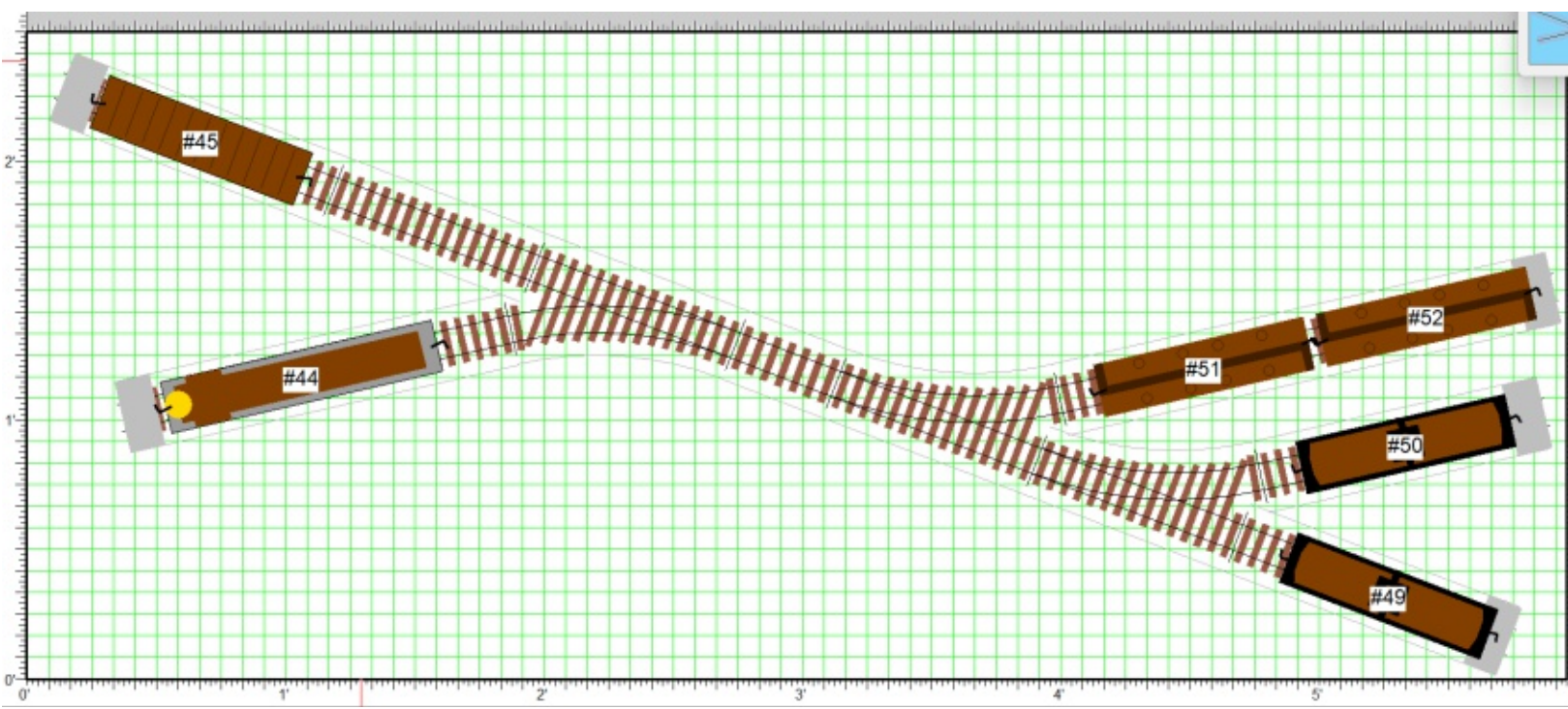
Lawrie runs a pair of YouTube channels - Lawrie's Mechanical Marvels (LMM) and Lawrie Goes Loco (LGL). The latter contains the railroad content, both full-size and model. You can find videos featuring SCOLE there, and you can also find some of his other model railroad adventures, including building modules for a brand new modular layout and a challenge to build a micro layout in the space of a piece of paper. Coming soon is a series in which the challenge is to build a layout for 100 pounds - about \$133 - including all the rolling stock. Thanks to Lawrie for the photos of SCOLE! Have a look at the Lawrie Goes Loco channel on YouTube: <https://www.youtube.com/@lmmgl>

Inspired by SCOLE, now I knew it was possible to cram in a lot of railroading and detail into a small space. I mentioned earlier my interest in switching puzzles. If you Google 'railroad switching puzzles,' you will come up with two major ones - Inglenook Sidings and John Allen's Timesaver. Inglenook Sidings is based on an actual location in the UK, and it consists of three sidings and a switching lead. The track lengths are specific and based on the length of the cars one wants to run. All should be the same length. Only two switches are required to make an Inglenook, but the challenge comes from the fact that your five-car train must be assembled in the correct order based upon a random draw of the eight cars on the board, and that there is only one place on the puzzle that you can actually build said train. The variations are nearly endless, and one could 'play' this puzzle dozens of times without doing it the same way twice. The downside for me of an Inglenook was that one siding had to have a five-car capacity, and if one built it in the traditional shape, that same track had to hold the locomotive and three cars on the other side of the switch. I am sure there is a way to shorten it, reducing the number of cars would do that, but of course, that would also change the proportions required and reduce the number of ways one could do the puzzle, making it less fun. I calculated that in O gauge, I would probably have to have a space around 10 feet long, which in my 750 square foot apartment, would be impractical.

John Allen's Timesaver, which first appeared in the November 1972 Model Railroader magazine, is the de facto standard for American switching puzzles. The Timesaver has had many variants over the years and in different scales and gauges. In its classic form, it requires 15 cars, five switches, and a center is a runaround track. You cannot build a Timesaver without a runaround track. In O gauge, according to the article from 1972, one would require a length of 101 inches. Not knowing what track type or radius was used to make that determination, I estimated that I would have to have a 10 to 12-foot space available for the layout, and that space would have to be somewhere around two feet deep. Realistically, I was not likely to find a space like that in my 750-square-foot apartment. One could, of course, do a variant of the Timesaver, cutting down the number of cars and shortening the layout, but honestly, the runaround track requirement was probably a deal-breaker.

By this point, I had become a bit discouraged. In fact, this was not the first time I had tried to figure out where I would cram a layout into my living space and come back to the conclusion that it was impractical. Then something clicked. Months earlier, I had suggested to a friend that he consider using folding tables as the benchwork for a new layout. The idea was that the track would be laid on the tables, secured to them, and the individual tables could be moved about easily, providing the ability to work on sections of the layout in his living room, then transporting them to his layout space when they were done. At the time, I had not considered it for myself. If I could build a layout that was on a six-foot folding table, when I was not using the layout, I could simply fold it up. Now I could find space for a six-foot folding table in my house, either using the table or leaving the legs folded flat and putting it on my coffee table or even on the couch. In fact, it would be portable. One person could easily manage it. I would have a layout that I could use both at home and on the road, and it would not need to be permanent if it could be stored and set up easily. But how much could I realistically fit onto a 6-foot folding table? Back to XTrackCad!

The first step was to find out exactly how big a six-foot folding table was. A quick look at an Amazon Basics six-foot folding table revealed that it was not actually six feet long. 71.8 inches to be exact. In a layout this small, a quarter of an inch matters. I set the size for the layout at 30 inches by 71.75. The question was - what would work in this space? XTrackCAD really is quite remarkable - I set the physical size and picked the scale. It immediately offered me the use of a track library containing Lionel Fastrack. This was what I had planned to use, and rather than having generic track pieces, this software had the track and its built-in roadbed already included. I began working with the idea of a three-track layout. A single two-car siding and a pair of one-car sidings. The idea being that the goal was that the contents of the two-car track would end up on the single car tracks and the single cars would end up on the two-car track. Not as unrealistic as it sounds. Imagine a small industry, say a tank car transloading facility that had to be crammed into a small space, resulting in two one-car sidings and a holding track that had an equal capacity. I admit it's unlikely, but this layout was not intended as a fine-scale model - it was a switching puzzle. A third switch, pointed the other direction, was added to provide a space to put one more car that would start on the track required to switch the other three. Now I had something that I felt was interesting, had some variations to it, and was small enough to fit my requirements. I went through a few versions but wound up with the one below. One of the things I like most about XTrackCAD is that it also has a library of cars and locomotives that you can put on the layout, and then you can operate the layout, throwing switches and really getting a feel for the layout before you start building it. Built around the idea of a 40-foot car, of which I have several, I figured this would be a really fun way to try different types of locomotives and rolling stock to find out what was possible. The small size would keep the cost down, and the folding table setup would allow for storage and ease of movement. I began to get excited! In my head, I began to think of this track layout as the 'SpaceSaver,' an homage to the Timesaver. But I decided early on that the four cars on the right-hand side of the layout would be woodchip cars, making this the world's smallest woodchip operation. The layout is named Chip Switch for that reason.



After testing it in the software using a scale GP7 and with a reasonable expectation that it would work, the next step was to order the parts. XTrackCAD also has a feature to tell you the parts you have used to design the layout, so it was a simple matter of asking the software. I took the added step of including some additional short sections for the possibility of being able to extend one or more of the tracks to really push what you could put on a folding table. Of note, when I compared prices at one of the online hobby shops vs. eBay, almost everything was virtually the same price, particularly when one took into account the price of shipping from multiple eBay purchases. I was able to source the bumpers at the end of the tracks used. The total bill for track and switches was right around \$300; however, the purchase of used bumpers on eBay delayed progress by about a week and wound up saving only about \$20. With the table and parts on order, there was little to do but sit and wait.

After the track arrived, I was only able to hold off for about 12 hours - I had to know - was this going to work? I had three major concerns. 1. Would the layout actually work as intended in the space available? 2. How would the track be attached to a plastic folding table? 3. Since the table folded in the middle, how would the split in the track be handled? Would I have to cut the track, or could I use some small pieces and hope that I could get it close enough to the split that the track would simply line back up when the table was unfolded? Never having heard of anyone trying something like this before, I was charting new territory.

Once the table was unfolded, I began to assemble the track, checking that I was following the plan laid out in XTrackCAD. I was still waiting on the bumpers for the end of the tracks, and their necessity was proved by an incident involving one of the cats, one of the boxcars, and nearly the floor. The joy that I felt once I was able to switch this layout and prove that it worked in real life, not just in software, was incredible. You see, despite having decades of model trains under my belt, this is the first layout I have designed and built. Almost immediately, there were several problems. Two out of three of my concerns above proved to be serious problems, but a fourth cropped up that I had not anticipated. On each of the Fastrack switches is a little switch stand that allows one to throw the switch. These stick up from the table about an inch and a half. They are very fragile and once broken, throwing the switches is difficult. They are not easily removed either, once the track is attached. Placing some sort of structure over them to protect them was a non-starter; the chances of it working when the table was folded and being slid into a car or truck were virtually non-existent. Some sort of cover for the layout would add considerable weight and engineering challenges. Ultimately, this was the straw that broke the camel's back; the track would not be tied down to the table. It would be partially disassembled, stored, and transported separately. This bypasses all the other concerns, and although it increases the time to assemble and disassemble the layout, it has the huge advantage of removing the stress of trying to move a layout folded up without breaking anything. One of the advantages of Lionel Fastrack is that it can be assembled and disassembled multiple times with no ill effects. The Maine 3 Railers club members build layouts at shows using a similar method, with each layout a little bit different and tailored to fit a specific space.



*Left: The straw that broke the camel's back - the three switch stands that were unable to be removed, hard to protect, and resulted in the decision to simply remove the track rather than attach it. Designing a layout is often trial and error!*

After what seemed like an eternity, the second-hand track bumpers arrived. To emphasize the point, the savings were only about \$20, the delay was between 7 and 10 days, and the used units were known to need some repair. In retrospect, the savings were probably not worth it. After putting the bumpers on the various tracks, the layout is significantly easier to operate, since one knows that the cars will not shoot off the end of the layout. Things were not all rosy, however. The addition of the bumpers actually shortened the tracks, although slightly, from the configuration I had used during testing. Although switching the layout was still possible, the issue was clearance. Two of the tracks had their cars hit during operations. The solution was breaking into the bag into short sections. Although the track plan had not included them, I ordered a pair of 3-inch straight sections, hoping to add an inch in the middle. This proved impossible. In addition, I had ordered a pair of 1 and 3/4 inch sections and a pair of 1 and 3/8th inch sections. Although I had only a vague idea that they might be needed, they fixed the clearance problem. In the end, both shorter sections were used, providing just enough length to allow the cars to clear. Looking back at the initial diagram from XTrackCAD, the couplers of the cars and locomotive hang into the bumpers. This effectively lengthens the tracks and is probably the source of the clearance problem. This is one of those times where reality and the software were not completely aligned.

At this stage, knowing all the clearance issues had been worked out, it was time to test some different locomotives. Up to this point, the only locomotives I had tested were a Williams NW-2 and my MTH F3 #42. The latter had simply refused to work on the switches, and I eliminated it from the lineup. The goal had been to offer a low, medium, and high level of difficulty, changing the car and locomotive lengths in order to change the difficulty. A shorter locomotive and cars would make it easier to work through the layout's moves - longer ones would force certain decisions on the operator, adding time and difficulty. After all was said, I settled on a Williams by Bachmann GE 70 tonner, the NW-2 already mentioned, and a Williams BL-2. This combination proved to be very interesting - the BL-2 is almost too long for the layout, while the 70 tonner is short enough to offer some different options in the moves required to switch the layout.

The next step was to wire the layout in such a fashion that it could be detached quickly and easily. Taking advantage of the existing banana plugs on the throttle, I decided this would be an all-banana plug setup. When the banana plug splitters

arrived, it was immediately obvious that I had ordered the wrong parts. Quite frankly, this was typical of this entire layout build. A considerable amount of time was spent simply waiting for parts. 48 hours later, the new parts arrived. This time, the installation went perfectly. The banana plug ends were attached via circle connectors crimped onto each wire of the two terminal tracks. One set of banana plug leads was plugged into each, and the splitters were plugged into the throttle. Everything went together smoothly, and the modular nature of the banana plugs makes the whole thing modular and quick to put together and take apart. All the red wires plug into red wires, and you can guess what the black wires do. One could argue that the wires are too long and that they look odd running over the table. Although that is undeniably true, this layout is a switching puzzle, designed for operation and to be quickly assembled and disassembled. Although one could place buildings and scenery on it, that would tend to impact the portability and ease of setup.

When all is said and done, I feel I have crammed as much O gauge into the space as one can reasonably expect. I have built a layout that requires a bit of planning as to how to switch, and the strategy changes based on what equipment is used. I find it fun, and I hope you will too - come out and see Chip Switch at a train show, try out the layout yourself, and set a time in the Chip Switch Challenge!



Track Parts List:  
Count | Description

Count	Description
5	Lionel FasTrack 6-12014 Straight 10
3	Lionel FasTrack 6-12017/81947 O36 Left Switch 33.75d
2	Lionel FasTrack 6-12024 Straight 5
5	Lionel FasTrack 6-12059 Earthen Bumper
2	Lionel FasTrack 6-37110 Terminal Section
2	Lionel FasTrack 6-12017 1 3/8" Track Section

Notes:

1. The second terminal section is probably overkill and has not, during testing, produced any verifiable need to have it. One could swap that for a standard 10 inch straight.
2. As a result of picking up used track bumpers I wound up using four of the 'Earthen Bumpers' listed above and one of the more expensive 'lighted bumpers', however the light was missing and the effect is the same.
3. All FasTrack bumpers come in two-packs so unless you pick up some used ones, you will need to buy six bumpers.
4. Adding some additional short sections, 1 3/8", 1 3/4", 3", 4.5" might be useful for additional customization if your space is different than a six foot folding table.

Non-Track Parts:

- 1 - Amazon Basics Folding Table 6 foot, black
- 1 package - 4 pieces Gold Plated Insulated Terminal Binding Post Power Amplifier Dual 2-way Banana plug jack
- 2 sets - 2 Piece dual-ended Banana Plug test leads - 15 amp 3.5 foot test wires
- 1 set - 1 male to 2 female banana plug splitter adapter

Notes:

1. The brand and color of the folding table are completely discretionary, but be careful that the table is not shorter than the 71.8 inches Amazon specs out for there's. If shorter, it will not fit as designed
2. All the banana plug splitters and leads were used based upon the need to be detachable, modular and due to the use of a throttle which already had them
3. Not included in either list is a powerpack and throttle. This has been left up to the discretion of the builder of the layout. There are many good options and the power requirements of this layout are very small.
4. This layout was designed around a scale length 40 foot car as the standard size. If you wish to use significantly different cars or locomotives, track lengths may or may not work.

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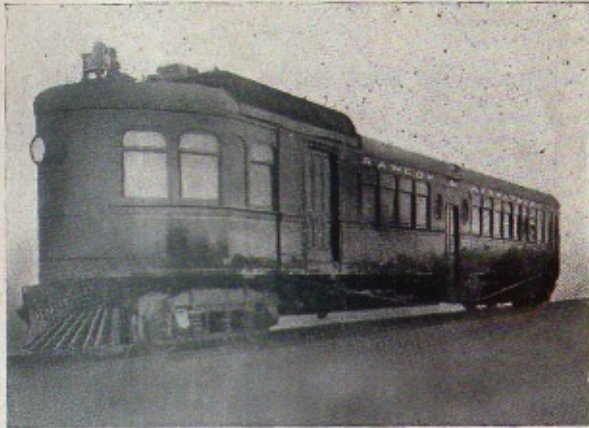
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# ACME OF PERFECTION

## Bangor and Aroostook R.R.



### ELECTRIC MOTOR CAR SERVICE ON THE BANGOR & AROOSTOOK RAILROAD

**T**HE problem of producing a self-propelled car for railroad service has at last been solved by the Bangor & Aroostook Railroad Gasoline-Electric Car, with its freedom from cinders, dust and odors, and luxurious accommodations and reliability. Two of these Gasoline-Electric Motor Cars have been built by the General Electric Company for the Bangor & Aroostook Railroad and are placed in service. The cars are propelled by electricity, generated by gasoline engines on the car.

These motor cars weigh 48 tons or 96,000 pounds each.

Baggage will be checked for and carried on motor cars when the unoccupied space will permit. If there is no available space, the baggage will be forwarded on first train following.

The Bangor & Aroostook motor cars are 66 feet, 7 inches long, and 10 feet, five inches wide, with "turtle back" roof, pointed front end, and observation seat at the rear end. They have been designed with special reference to light construction, but with adequate strength.

The interior is finished in solid mahogany. The arrangement provides accommodations for passengers, with smoking compartment, toilet room and a water cooler.

The seats are of unusual width, providing commodious accommodations for ninety-seven persons, three to a seat. These are of the stationary back type, with high grade spring construction in both seat and back cushions; the former being provided with a spring edge, adding greatly to the comfort of the passengers. The upholstering of the seats is the latest in railroad practice, namely, Friesette plush, except smoking compartment, which is in Spanish leather.

The entire car is lighted by electricity. Each electric lamp is fitted with an attractive shade. Power is supplied from the lighting generator driven by the auxiliary gasoline engine, and the operator regulates the lighting voltage as desired. The headlight is equipped with a 50-candle power light.

Electric fans are installed in each compartment to circulate the air when the car is not in motion.

Basket racks extend continuously along both sides of the car.

The Bangor & Aroostook motor car is heated by hot water circulating in four lines of pipe on each side of the car.

The cars are entirely of steel, with the exception of the interior finish.

It is the policy of the Bangor & Aroostook Railroad to take advantage of the most modern and perfect character of equipment at all times, thus giving to the communities along its lines the convenience afforded by such equipment.

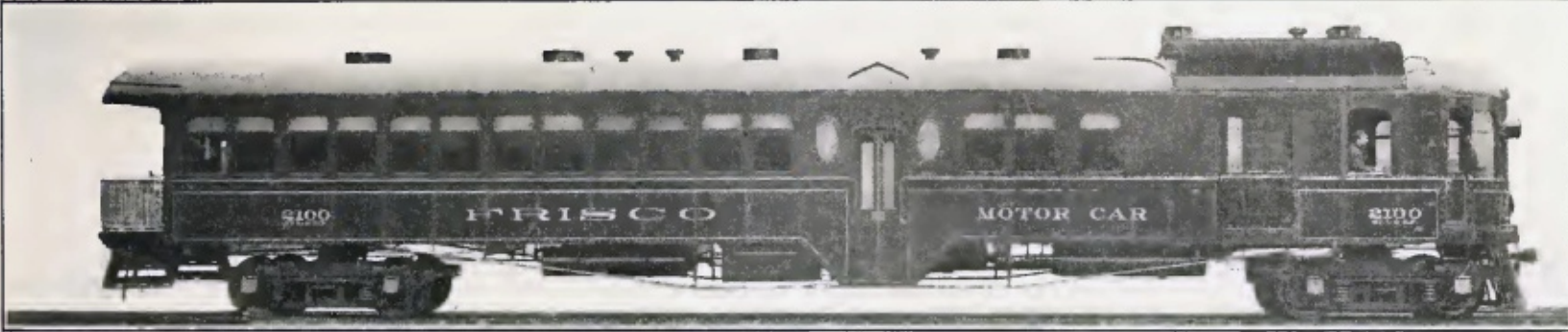
The cars described herein represent the acme of perfection in motor car service.

When one thinks of the Bangor and Aroostook railroad attempting to economize on passenger service, one naturally thinks of the latter part of passenger service, say the late 1950s. What one does not expect to hear about is an economy measure in 1912. 21 years into the railroad's history, and they are already discussing economy measures in passenger service? You can imagine your editor's shock when going through the public timetables sent over by the Bangor Historical Society, specifically the June 24, 1912, one, and discovering this. Although far from the only railroad to experiment with or even use regularly some sort of self-propelled car for passenger service, 1912 is very early for something of this type. In addition, very little is known about these particular cars. Described as Gasoline-Electric, weighing 48 tons, 66 feet 7 inches long, 10 feet five inches wide, and with a "turtle back" roof. According to the timetable, two of these cars have been built by General Electric for the Bangor and Aroostook. Angier and Cleaves touch on the subject of a gasoline-electric car briefly on pages 43 and 44 of their book Bangor and Aroostook the Maine Railroad. However, they mention only that one car was leased in the Fall of 1911. The timetable at left specifically mentions two and ignores the question of purchased or leased. There is a picture of "Gas-electric #5" on page 205 of the same book, shot at Sandy Point on the Searsport branch. The caption in question references that it was taken in 1905. This raises an interesting point: either this is a different car than the one in the 1912 timetable, or the date in the caption is wrong. Skipping to the last page of Appendix A in the same book, we find a listing for #5 and #6, one built in 1911, the other in 1912.

Given the 1911 and 1912 build dates listed in the roster and the 1912 timetable referenced on the previous page, it would seem likely that the caption on the photo referenced on the previous page was wrong and should probably say 1911. There are some minor differences between the photo in the book and the one in the timetable; the headlight and bell are different. Without a photo on hand of #6, it is hard to know if that is #6 in the timetable, although the 1912 build date of #6 would tend to support that. It would also support the two car statement. According to the roster, both would be sold to the Acron, Canton and Youngstown Railway in 1920. Frustratingly, photos of either car are rather rare. Not surprising given the timeframe and that the intent was for use on low-traffic lines.

In an effort to find out more about these cars, none of which are known to still exist, a search revealed that the St. Louis - San Francisco Railway had some. Better known as the Frisco, the 'Bull Moose' cars or 'Doodlebugs' as they are more commonly known, were employed in passenger service. The picture below shows Frisco car 2100 at Ozark, Missouri. The photo comes courtesy of Richard Crabtree's collection and was taken in 1912. The car in question bears a striking resemblance to the one in the timetable above; the bell, overall design, and 'turtleback' style roof are all quite similar. It is difficult for us in modern times to think of a 'Gas-Electric' car as new technology. However, the Electric Railway Journal publication for July 22, 1911, carried a piece on 'Large Gas-Electric Motor Cars'. Apparently, GE had built six of these for the Frisco, and these had been discussed at the annual meeting of the Street Railway Association in late June of 1911.





Gas-Electric Motor Car for "Frisco Lines"

*Above: The photo from the Electric Railway Journal mentioned above*

The dimensions listed in the 1911 article are quite close to what is quoted in the timetable above - 10 foot 5 inch width. The length is longer, but that can probably be explained by the observation style platform on the rear, which the B&A one does not seem to have. The additional details are given that the gasoline engine is an eight-cylinder engine and is started with compressed air. An auxiliary gasoline engine resides in the car to provide lighting and a source of compressed air to start the larger engine for locomotion. Even back in 1911, the motors were operated in a fashion that diesel engineers from today would recognize - sometimes in series, sometimes in parallel. Yes, even back in 1911, these cars made transition.

As mentioned earlier in this article, according to the roster in the Angier-Cleaves book, the B&A sold #5 and #6 to the Akron, Canton and Youngstown Railway in Ohio. The AC&Y Historical Society, according to some reports, is no longer active, although the website remains online. There is an active Facebook Group, however, the 'Fans of the Akron Canton and Youngstown Railroad' and your editor's inquiry there for any information on the Doodlebugs they numbered 55 and 56, happily netted some results. Tom Neel, on behalf of the New London Area Historical Society of New London, Ohio, forwarded over some excellent scans of photos from his father's collection, Vaughn K. Neel. These photos now reside in the collection of the New London Area Historical Society and are used with permission. The original photographer is believed to have been Ivan S. Triplett.

The photo below is of car 55 (ex B&A 5) at New London, Ohio. Although undated, we believe this to be between late 1920 and 1923. More on that later.





The photo above and the one on the next page come from the same source mentioned earlier. They all appear to have been taken at the same place. One wonders if they were also taken on the same day, but that information has not come to light. If so, one might imagine that this was the maiden voyage of 55 after entering AC&Y service. Unfortunately, 126 years later, that particular detail may never be known. What is obvious from the photo is that the #5 car had either no baggage capacity, a limited baggage capacity, or insufficient baggage capacity for the AC&Y. 55 was evidently capable of hauling at least one coach behind it. Interestingly, this is the 100-horsepower car. #6 or #56 on the AC&Y was the more powerful 200-horsepower car. As mentioned, photos of these cars on the B&A are nearly non-existent, and these three photos represent the majority of known photos of car 55 on the AC&Y.



Remember that one post on the Fans of the AC&Y Facebook group? Cynthia Holzheimer dug into the AC&Y archive at the University of Akron and came up with the specification sheet for car number six! It is on the next page. This is the larger of the two, the 200-horsepower car, and the specifications are close enough to those described in the timetable that started this journey that I believe this to have been the source of the information. Cythia also confirmed that the purchase was completed on the AC&Y end on July 1, 1920. We can therefore date the photos above as being at least after that date. Further information on the first of the three photos sent over by Tom Neel states that the New London depot pictured in the photo burned down in 1921. Presuming this information to be correct, that gives us a very narrow window, July 1920 to sometime in 1921, when these three photos were taken. It goes on to say that the AC&Y sold #55 and #56 to the "Brazos Valley Railroad in Texas in 1923." Assuming all that to be accurate, we know the photos must have been taken within about an 18-month period (that also lends a bit of substance to the theory mentioned earlier that these photos were taken of #55's inaugural run) and that the cars were resold after about three years of ownership.

C O P Y

SPECIFICATIONS FOR GAS-ELECTRIC MOTOR CAR #6

For BANGOR & AROOSTOOK RAILWAY COMPANY

BANGOR, ME.

Spec. No. 173

Date Aug. 9, 1911.

Photo. or Dr. No.  
Outline #T-845137  
Clearance #218582

GENERAL DESCRIPTION OF CAR BODY

Classification CE-68-B8

Gauge of track 4' 8-1/2"

Type of body Center Entrance Passenger and Baggage Car.

Seating capacity (3-passenger seats) 97.

Total h.p. of motors 200

No. of trucks 2

Approx. wt. complete car empty 49.tons

GENERAL DIMENSIONS OF CAR BODY

Length over bumpers 68' 7"

Width over sills 10' over all 10' 4-3/4"

Length passenger compartment 32' 4-7/8"

Width inside 9' 6-5/8"

Length smoker compartment 12' 4-3/8"

Width of seats 47"

Length baggage compartment 8'

Width of aisle 19-5/8"

Length cab 11' 11"

Total height above rail 14' 7-3/16"

Dist. bet. bolster centers 53' 1"

MOTOR TRUCK

TRAILER TRUCK

Type Swing Bolster

Type Swing Bolster

Wheel base 6' 10"

Wheel base 6'

Diam. wheels 33"

Diam. wheels 33"

Width of tread M.C.B.

Width of tread M.C.B.

Diam. axles 6-1/2"

Diam. axles M.C.B.

Size of journals 5-1/2" x 10"

Size of journals 5" x 9"

Load on center plate 43700

Load on center plate 23600

Unfortunately, this is where the trail goes cold. The Brazos Valley Railroad in Texas does not exist. If you search for it, you will find the Brazos Valley Railroad Society, which is an HO model railroad club formed in 1993. The Gulf and Brazos Valley Railway was chartered in 1897 but was abandoned by 1903. There is a Hearne and Brazos Valley Railway, but that was absorbed into the Houston and Texas Central in 1914. The Trinity and Brazos Valley Railway was incorporated in 1902 and, in 1930, became the Burlington-Rock Island, a joint venture between the two larger railroads. There is no information showing that this railroad ever had doodlebugs similar to those we are discussing.

After 1920, it would seem the B&A went back to standard passenger trains, although experiments with buses would begin during the depression. The train/bus mix was maintained until 1953, when Great Northern Diesel Electric Car 2341 joined the roster as the second #5. Your editor finds this purchase a bit curious. Passenger revenue was on the decline, making an economy measure reasonable. But the B&A had an active bus service beginning in about 1935. It seems an odd decision to go more in a rail direction for passenger service when you already have a bus division. Second #5 was scrapped in late August 1956, according to the roster in the Angier-Cleaves book. By that point, buses had firmly taken hold on routes not popular enough to warrant a train. Five years later, on September 4, 1961, the last passenger train would run on the Bangor and Aroostook.

Your editor had to look up the title of this article, taken from the last sentence on the timetable: Acme of Perfection is a phrase used to describe the best of something. Evidently, these motorcars were the best motorcars ever produced, at least according to whoever wrote that line.

One more mystery came out of all this research. The photo below was posted by Todd Blide on the 'Doodlebugs of the Day' Facebook group in 2023. It shows B&A #6 somewhere. The caption includes a 1911 date - but we know that #6 was built in 1912. It is perhaps the best photo known of #6, but the location and photographer are unknown. It is published here in the hopes that someone can identify it.



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# TRANSLOADING CHIPS AT SOUTH LAGRANGE



*Previous Page: Photographer Mike Spearing shot Maine Central 401 and 403 Eastbound in Orono with a cut of B&A Jade Green wood chip cars on the head end. This shot from October 19, 1983, was previously used on the Maine Central Messenger themed April Fools prank in 2022, which you can find on the Maine Line website. JoeyKelleyPhoto.com collection*

For an entire generation, there has been a woodchip transloading facility at South LaGrange. Although it has been more than a decade since any chips were transloaded there, the facility remains. A few years back, my friend Geoff Anthony asked me if I was interested in a folder of B&A paperwork. What I was handed was a complete folder from the B&A's filing cabinets. It contained the details of the South LaGrange chip unloader, complete with dates and contracts, which formed the basis of this article. Let us begin with a bit of background.

In 1882, a sawmill in Old Town was converted into a paper mill. Located directly on what became the Maine Central's main line to Mattawamkeag, the mill in Old Town, the chip mill in Houlton on the B&A, and the South LaGrange chip transloader are all connected. In 1983, the paper mill was purchased by James River Corporation. Although your editor has been unable to find out exactly when this happened, by 1994, James River also controlled the Houlton Chip Mill. Chips were made and loaded into both chip hoppers and chip trucks in Houlton. The hoppers were then sent down the Houlton branch to Oakfield, from Oakfield to Northern Maine Junction, interchanged with the Maine Central (Guilford Rail System), then sent up to the mill in Old Town, where they were unloaded and used to make pulp, which became paper. This arrangement remained in place until 1994. What is not clear from the documentation is the cause of the change. A printed e-mail in the file from January 13, 1994, discusses a perceived shortage of cars, 80 required, along with service requirements from Houlton to NMJ. An email from the next day discussed that, apparently, the B&A had done its job, but Guilford had skipped their Thursday delivery of chips and brought them a double batch on Friday. In addition, James River was considering increasing production of chips at either Costigan or Houlton. Costigan, despite being located on Guilford's main line to Mattawamkeag, was close enough (less than 10 miles by road) to the Old Town Mill to make trucking a more practical option. They were leaning towards Houlton, but needed to know the B&A could handle the traffic. Another email in the file from January 17, 1994, indicated that the decision had been made: James River was requesting a second switch per day at the Houlton chip plant. The email references that James River would be requesting a Yes/ No decision on the 19th, with increased production coming as soon as the week following. One presumes that the answer was yes, but the email saying that is not in the file.

Here is where things get interesting. Somewhere between the email on January 17 and February 17, the plan changed radically. The conversation went from ensuring a sufficient car supply and service to Houlton and interchanging at Northern Maine Junction with final delivery to the mill provided by Guilford Rail System to establishing a rail to truck chip transloading facility in South LaGrange. That is a rather radical shift within a month.



*Above: Photographer Doug Boyd captured this scene in Bangor on October 1, 1985, with the Veteran's Memorial bridge being constructed and a line of chip cars headed back empty from Old Town. JoeyKelleyPhoto.com collection*

What caused such a radical shift in so short a time? Partly a change in the American Association of Railroads Interchange rules. Although your editor has yet to be able to locate the exact document from the AAR regarding this, several secondary sources reference 1994 as the year that this particular change went into effect. What change would that be? Friction bearing cars were now restricted from interchange. What does that have to do with chip cars and the Old Town mill? The majority of the fleet of chip cars on the B&A were the converted reefers and boxcars rebuilt at Derby Shops. Woodchips are not a terribly valuable commodity for a railroad, so high volume and low cost to haul are crucial to being able to make money on them. Converting otherwise unused cars kept the cost down. Part of that was reusing the existing trucks and bearings. In 1966, roller bearings were mandated for all new freight car construction, but the conversion of existing cars did not qualify as new construction. As a result, the vast majority of the B&A's chip car fleet had friction bearings. This was not a problem - until things began to change in the 1990s. According to one source, effective January 1, 1994, friction bearing cars were no longer able to be interchanged. The same source lists January 1, 1995, as the date that cars converted to roller bearings could no longer be interchanged. In July of 1974, the AAR implemented a rule restricting the interchange of cars older than 40

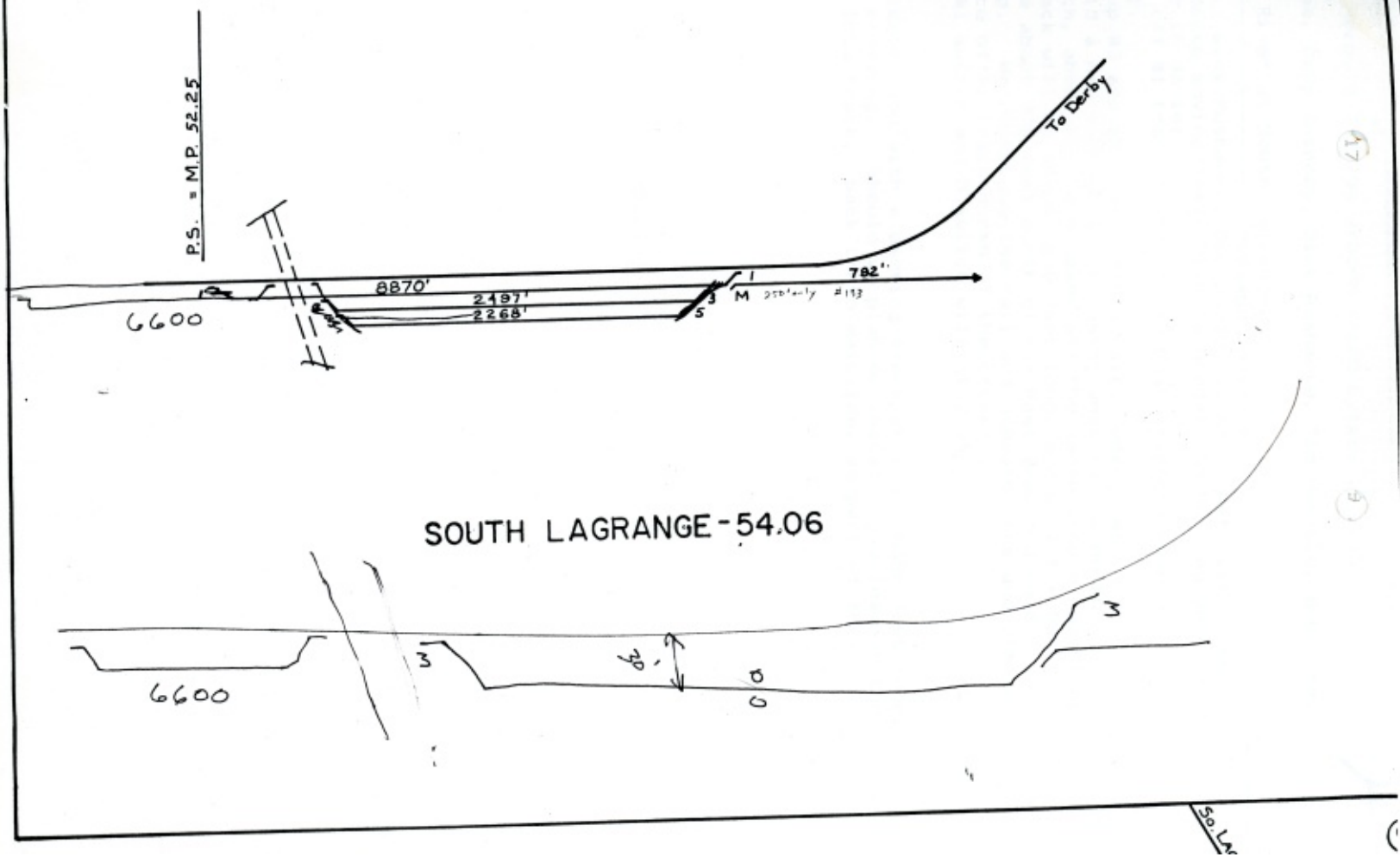
years of age. That could be extended if the car had been through a rebuild or recertification, and the conversion to a chip hopper from a boxcar or reefer would certainly count as a rebuild. That said, for cars rebuilt in the 1960s, around 30 years would have passed. Assuming the AAR allowed another 40 years of interchange from rebuild, that date would be fast approaching. It would not be worth replacing all of the trucks with roller bearings just to be compliant with the rules. In addition, on January 1, 1995, even cars that had been converted to roller bearings were going to be prohibited from interchange. The B&A was faced with a serious situation: a customer requesting more loads, and a car fleet that could not be interchanged. In short, the situation was bleak: Guilford Rail System was not as consistent with delivery as the mill would like (the word 'panic' was used in one of those e-mails), the entire fleet of chip cars just became non-interchangeable and retrofitting the cars would not only be prohibitively expensive, but also only gain them months. Like almost all federal regulations, this one did have an exception: one could explain to the AAR that there was a 'hardship' and apply for a waiver. Of course, that also meant that Guilford would have to agree to that waiver. It was also possible for two railroads to get together and establish an agreement between themselves to ignore the AAR interchange rules and simply continue business as usual. Some sort of agreement was worked out with Guilford for the early part of 1994, but the details of this have not come to light. Behind the scenes, a plan between James River and the B&A was being hatched.

An e-mail dated February 17, 1994, outlined the plan discussed the day before with James River in Old Town. The proposal was to move James River's Gradall chip unloader from the mill in Old Town to South LaGrange. To accomplish this, modifications to the track at South LaGrange had to be approved and completed before the move could take place. Essentially, the plan was to remove existing tracks North of the East Bradford Road crossing (this is now the South LaGrange Road) and build a new track from the main line to a new switch located North of the crossing. At the same time, the existing track 1 would be cut off South of the crossing, and a switch would be installed to create a siding on both sides of the crossing. This would also reduce the number of tracks crossing the road to 1. As an aside, one presumes this double-track crossing to have been in place since either 1905, when the line was built, or 1907, when it was double-tracked.

The proposal met James River's requirements, while retaining a siding on the South side of the crossing that was over 6500 feet long. Two additional switches needed to be cut into the main line: the South switch of the new track that would become the chip unloading track, and one just to the South of the crossing that would become the North switch of the 6500-foot-long siding. The proposed track for unloading was about 1840 feet, per the e-mail.

Also included in the file is a hand-drawn plan of the changes, using an existing track chart for reference. This hand-drawn map and its track chart are included on the next page.

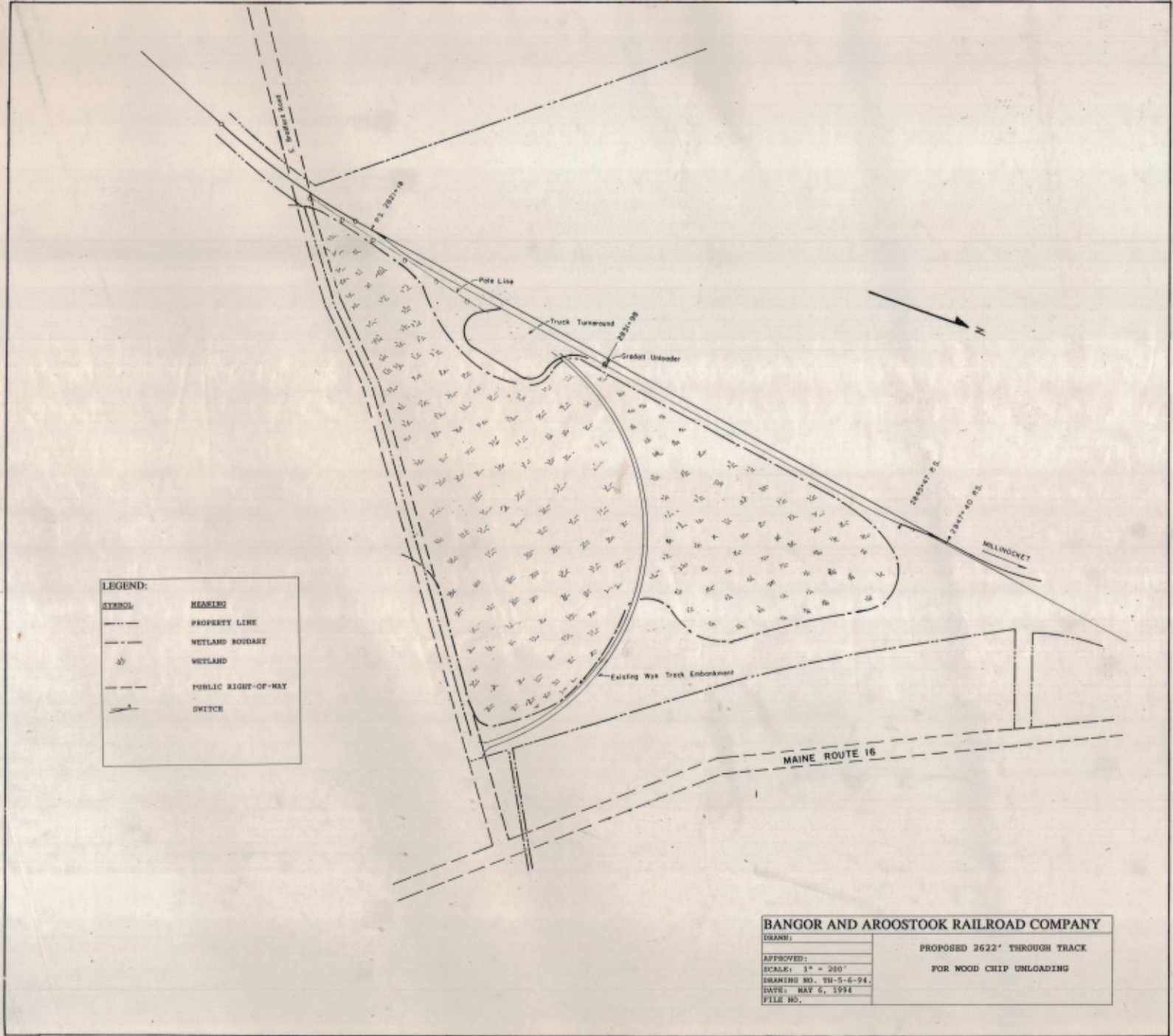
Certainly not a major modification, it would still be a project for the track department, and time was tight. Realistically, in Maine, one cannot count on any sort of major groundwork or modifications before the Spring thaw. 1994 was a particularly harsh winter; Bangor recorded 42.4 inches of snow in February alone, and it continued to snow right through March.



Above: The track chart and the original hand-drawn proposal.

Ultimately, the weather was not what held up the project, as an e-mail dated May 16, 1994 from Mr. Richard Rushmore stated: "... James River Timberlands reported today that funding has been approved for this project, and we can therefore feel confident in proceeding to final documentation of lease and transportation agreements and scheduling of necessary track work at the site." The e-mail goes on to say, "The target completion date is June 30 or earlier if possible." As stated above, this is not a huge project by any means, but only getting the go-ahead six weeks before one expects it to be done would tend to make one want to get started.

Fortunately, work had been done on the planning side of things. On the next page, we have the formal drawing for the proposed track at South LaGrange. Interestingly, the proposed siding has actually been extended by over 700 feet from the email and drawing from February. Now 2,622 feet long, this drawing is dated May 6, 1994, indicating it was proposed a full 10 days before the official go-ahead from James River was received.



Above: The proposed Wood chip Siding plan from May 6, 1994. Courtesy of Matt Sawyer's B&A Archives

It appears that this was the configuration (track-wise at least) which was built. One wonders how the siding got extended between the initial conversation and the May 6 proposal above, but also the reason for it. Perhaps it was nothing more than using the existing switches and saving the time and cost of cutting new switches into the main line. Those particular details seem to be missing from the file.

The next item in the file, chronologically, is a page of handwritten notes from May 27 detailing a meeting with James River representatives at Old Town. Who exactly took these notes is unclear, but it was clearly someone from the railroad, as otherwise Houlton would have been referred to by its name rather than the OX station identification. This meeting was held 11 days after James River approved the project funding, so one presumes it was to discuss progress and additional details. According to the notes, 16 cars could be loaded at Houlton at a time. Although it is not clear from the notes, one presumes that the following figures represent tonnage of chips: "44.3 old cars, 55.3 new cars." This is the first documentation of the purchase, or at least the investigation of the purchase of 'new' chip cars. More on that later. Back to the notes: there will be no car puller at South LaGrange - but they will be able to move cars "by machine". This translates to using the Gradall's bucket to pull the cars along the track. Although at this time, the facility was not yet built, they were working off the assessment that they could unload 16 cars in a 9-hour shift at South LaGrange and that they could do 28 cars per day. Presumably, that meant they would unload for two 8-hour shifts per day, five days a week. Given that Houlton was able to load 16 cars at a time, that meant that two switches would be required per day just to get empties into Houlton and loads out. Assuming all cars were filled, there would be four extra cars per day loaded in Houlton that could not be unloaded at South LaGrange.

The next item in the file is an interesting one from multiple perspectives. First of all, it was never sent to James River. Second, it was sent internally and stopped before being sent outside the railroad. The memo/letter from Dana Jewell to James River outlines the following problem: As of the date in question, June 6, 1994, it is effectively impossible to get a mid-afternoon switch of the South LaGrange facility. The hope is that when a new Union contract is ratified, this will change. Before being sent to James River, this was forwarded to Richard Richmore, who decided he would take over discussing this particular item with James River. A handwritten note on the top left of this copy of this document attests to this. How exactly this was handled with James River is not documented in this folder. Up to this point, the railroad and James River had been working off the assumption that there would be a switch of the South LaGrange unloader sometime in the middle of the afternoon, five days a week. Logistically, Derby was the most logical location to run a crew from to switch South LaGrange - approximately 10 miles separated the two locations. The problem being there was no Derby Switcher as of May 17, 1994. Included in the file of documentation are a pair of freight schedules. The latter one shows no scheduled jobs out of Derby nor anything passing South LaGrange except the turnaround between Northern Maine Junction and Millinocket. The closest to an afternoon switch would be the CP Extra, reporting at 1630 in Millinocket and operating as a local between East Millinocket and Derby and then Brownville and Brownville Junction, before one presumes heading back to Millinocket. It would not work well in the scheduling department. The NMJ to Millinocket turnaround went on duty at 1700, only a half hour later, and was 20 miles closer.

Although your editor cannot be sure, no evidence in this file shows that the South LaGrange chip unloader received an afternoon switch regularly. It did receive one on an irregular basis, and evidence of that will be shown later.

The next document in line chronologically is an email from Bruce Larlee dated June 20, 1994. He describes the following conversation with a James River representative. "... {the} Houlton chip plant will be down Thu-Fri 6/23-24 of this week for maintenance. All chips produced to this date will move thru MEC to Oldtown. {SIC} Production from Houlton on 6/27 and beyond will be saved for unloading at South LaGrange. The physical move is scheduled now for 7/5 and in hopes to be operational by 7/7-11. The Houlton production for these two weeks will be split loaded to rail and truck." It goes on to say that they hope to load all available rail cars by the time the South LaGrange facility is up and running.

Next up is an email that one suspects is the first after the project has been completed. Phone numbers and fax numbers are handed out in order to facilitate communications with James River.

The next item in the file is some handwritten notes, and although the majority of them are detailed matters regarding the launching of the operation, two items catch the eye. One is that the plan at this point appears to be to station a locomotive (perhaps two?) at Houlton and have a crew switch the James River chip plant, then go back off duty. It is worth noting that at this time, there is no crew based at Oakfield or Houlton. The Houlton Local leaves from Millinocket and runs to Houlton and returns, six days a week. That is the only service from Oakfield to Houlton. Assigning a locomotive or two to switching service in Houlton is a major commitment, particularly considering the number of locomotives available. Finding a crew is equally difficult, as there is no Houlton Spare Board to call upon. This was not a minor event for the B&A. The other item that catches the eye is another handwritten note dated 7/15/94, which appears to have been added to an earlier note from May 27 is that the wood chip cars are being damaged "acct moving with machine." The damage is to ladders and sidesills. As a result, cars are being bad ordered at Millinocket.

Although we could leave the story of the South LaGrange facility construction here, this file contains a further piece of documentation: a draft of the Transportation Agreement between the B&A and James River. How much, if any, changes were made between this draft, which is undated, and the final contract is unknown. This particular transportation agreement is specifically between the James River Timber Corporation and the Bangor and Aroostook. (BAR and JRTC will be used from here out) The BAR agrees to transport woodchips from JRTC Houlton, ME, to JRTC Reload, South LaGrange, ME. Evidently, this is the official name for the site at South LaGrange. The base charge for transportation will be \$283 per car in the BAR series 3300 through 3800 chip cars. For those unfamiliar, these would be the jade green converted reefers and boxcars stereotypically thought of as the 'B&A chip cars'. The next sentence is a direct quote: "The base charge for transportation shall be \$355 per car in BAR series 3000/33500 chip cars." Your editor believes this to be an error - the new chip cars would be numbered in the 33500 series. Since they had not arrived when this contract was being written, perhaps the numbers were left generic since they were not yet established. It goes on to say that these prices will be in effect for two years, then go up by 3% in the third year. The exact rate on the new class of chip cars being brought in would be determined by testing for the third year. A surcharge of \$16 per carload would be paid to the BAR. JRTC will pay a total surcharge of up to \$85,000 over three years based on the cost of the construction of the reload facility.

All cars used to move wood chips would be provided by the BAR, but JRTC would be consulted on the types of cars used in this service and on any related decisions. JRTC agreed to ship at least 85,000 tons per year from Houlton to South LaGrange. 53 tons per car in the Jade Green cars, and the new cars are expected to handle 66 tons. If JRTC fails to ship the 85,000 tons, an increase of either 3 or 6% would be assessed, depending on how low the volume was. This agreement was effective for three years, with annual renewals thereafter, subject to changes in volume and rates. For the sake of brevity, there are numerous conditions and clauses that have been eliminated from this article as they were not relevant to the major points. Suffice it to say, JRTC would be paying back the Bangor and Aroostook its costs to build this facility.

Lets talk a little bit about tonnage and car counts. The 85,000 tons per year sounds like a lot. When you divide that out by the smallest cars available, 53 tons in the jade green chip cars, it works out to just over 1600 carloads. Given that the Houlton facility could load 16 cars at a time, even if they only loaded one set of cars per day and worked five days a week, they would load 1600 cars in 20 weeks. If the railroad was able to accommodate a second switch five days a week, JRTC could load its minimum contracted amount for the year in 10 weeks. All of a sudden, 85,000 tons looks pretty conservative. The revenue for moving 1600 of those cars works out to \$452,800. If the railroad and JRTC could keep up the pace, even if they shut down for two weeks a year, the B&A would move 4000 loads between Houlton and South LaGrange for a revenue of \$1,132,000. In the Winter 2026 issue, we discussed the finances for the railroad between 1989 and 1994. In 1993, the B&A brought in a gross revenue from the transportation department (i.e., earnings from the railroad) of a little over \$22.5 million. Theoretically, this one facility in South LaGrange was going to provide 4.8% of the entire gross revenue of the railroad. If you thought the Chip Reload facility in South LaGrange was insignificant - think again.

Twice in the documentation above, we referenced the 'new' chip cars. New to the B&A would be more accurate. After the chip reload was established, the 33500 series of chip cars began to arrive on the B&A. Based upon the dates located below the 'This Car Excess Height Maine' stencil, these cars arrived on the B&A anywhere from late 1994 to early 1996. They are former rotary dump car hoppers that were built for coal service.

*Below: 33554 at NMJ in 2003 - JoeyKelleyPhoto.com collection*



Sources from the 2000s list either 45 or 46 of these cars, which were sold by Iron Road and then leased back. This information was found amongst Surface Transportation Board document filings. Your editor has put in considerable time and effort to attempt to find out where these cars came from before landing on the B&A. No answer has yet come to light. We do know that they arrived on the B&A after the South LaGrange facility was built. They were built in or around May 1976 and, at one point, were owned by Greyhound Leasing and Financial. At least one was once inspected by the Louisville and Nashville, leading one to suspect that these cars did come from service in the South. Although we have often referred to them as 'Aluminum Chip Hoppers,' the more correct term is Class C rotary dump gondola. They appear to have been built by the Ortner Freight Car Company of Covington, Kentucky.

Although on a railroad the size of the B&A, one could say that a class of 45 cars was fairly large, keep in mind that in 1997, per a lease filed with the STB, there were 216 of the 40-foot chip cars on the property. If these aluminum cars were brought in to replace the old 40-foot rebuilds, they never even scratched the surface in terms of numbers. These cars survived the B&A and were still in service in Maine in 2013. More on that later.

*Right around the time the Transload opened, Shawn Duren captured this line of jade green chip cars at South LaGrange. Photo dated July 1994.*





*Above: Did you ever wonder what the inside of a jade green chip car looked like? Well, wonder no longer! Shawn Duren did all of us a favor by sticking his camera into the side hatch of one of the chip cars at South LaGrange. It appears that they never bothered to repaint the inside of these cars since their boxcar brown days. Photo from July, 1994.*



*Above: For those who have never seen the unloader at South LaGrange, here it is on August 10, 2006. Photo by Isaac A. Greenlaw, JoeyKelleyPhoto.com collection*



*Above: One presumes photographer Isaac A. Greenlaw had permission to climb on the unloader to take this shot from August 10, 2006. If one squints and does not look at the red MM&A car in the distance, it looks remarkably like it would have in 1994. Note the two extra rails, one on each side of the track with the empty cars - those allowed the unloader the ability to move forward and back about 400 feet. Moving the loader was presumably easier than moving the cars. JoeyKelleyPhoto.com collection*



*Above: One final view from Isaac's trip into the reload facility from August 10, 2006. This shows a bit more detail of the Gradall unloader and the platform. Isaac A. Greenlaw photo, JoeyKelleyPhoto.com collection*

During the research for this article, your editor stumbled on a timeline that the Bangor Daily News put together about the history of the Old Town paper mill. Given that it is relevant to the story of the chip unloader, it is summarized here, with additional information from 2014 onwards pulled from multiple news articles.

Within three years of the South LaGrange facility being built, in 1997, James River merged with Fort Howard - creating Fort James Corporation. Three years later, in 2000, Georgia-Pacific bought out Fort James.

2003 was a bad year for the mill. In February, G-P shut down a tissue machine for two weeks. In March, two of the tissue machines were shut down indefinitely. In April, all tissue production stopped at Old Town, and 300 employees were affected. The State of Maine agreed to buy out the G-P owned landfill, and this prevented the mill from closing. This landfill became known as Juniper Ridge Landfill.

As an aside, on January 9, 2003, the very first day of Montreal, Maine and Atlantic's ownership of the former B&A - Great Northern Paper declared bankruptcy. The paper industry in Maine was not doing well in 2003.

Back to the Old Town Mill. In 2006, Georgia-Pacific shut down the Old Town Mill along with the chip mills that fed it: Milo, Costigan, Portage, and Houlton. 459 people lost their jobs. Later in 2006, the mill was sold, and eventually, part of it was restarted. In 2008, Red Shield, the latest owner of the mill, filed for bankruptcy and laid off 160 workers. By the end of the year, Old Town Fuel & Fiber was running the mill. In August of 2014, operations at the mill were 'suspended indefinitely'. Expera Specialty Solutions bought the mill in December of 2014 and shut it down at the end of 2015. It would remain closed until ND Paper bought the mill in 2018, promising to operate the mill for 100 years. They shut it down in April 2023. ND Paper retains ownership of the mill.

With all of these changes is ownership and the mill being shut down and restarted, when was the South LaGrange chip reload last used? Your editor is not sure. Many hours of research, contacting people, and attempting to find someone within the Old Town mill community to speak to have come to nothing. Someone must know, and if that someone is you, please reach out. We know that the reloader was not only being serviced in 2011, but an extra was run down with fresh chips on October 28, 2011. We also know that some of the very same type of cars seen on October 28 were assigned new reporting marks and numbers in November of 2011, presumably sold. Shawn Duren and Isaac Greenlaw were present for a Northbound MM&A train lifting empties out of the chip siding on April 15, 2012. Shawn cannot recall if the cars he and Isaac saw being pulled out of the siding were there in storage or had just been emptied and were headed for reloading. Your editor found both the re-stenciled aluminum cars and the restenciled former MM&A cars in Oakfield in 2013. Unfortunately, none of these dates match up with any of the shutdowns or sales of the Old Town mill.

The future of the South LaGrange chip reload is bleak. With its natural customer, the Old Town mill shut down, perhaps permanently, with no other mill still working in the area, we may have seen the last chips offloaded here. Perhaps telling, CPKC has removed the North switch here, and that makes removing empty cars much more difficult. No one knows the future, but somehow trainloads of chips being delivered here just does not seem likely.



*Above: Rod Bushway was on hand when MMA 2000 and crew were tasked to run chips down to South LaGrange on October 28, 2011.*

*Below: Isaac A. Greenlaw shot this MM&A job pulling cars out of the reloader track on April 15, 2012. It is unknown if the siding has held chip cars since. JoeyKelleyPhoto.com collection*



*Right: BAR 33568 is becoming AEX 19872. Rod Bushway captured the process in Brownville on November 12, 2011.*





In conclusion, we are left with a few facts and many questions. From 1994 to 2011, we know the South LaGrange chip reload facility was in operation. We presume that the B&A recouped its investment in the first three years, based upon the surcharges in the transportation agreement. We know that the B&A hauled a lot of chips over the years, and this Houlton-to-South LaGrange run was most likely a good money maker. We do not know when the last load of chips was transloaded. We do know that currently, CPKC has none of the old chip cars on the property. With the North switch removed, this facility is significantly harder to switch than it was when built. Will we ever see a string of chip cars on that siding again? One never knows, but it would not surprise your editor that the days of unloading chips at South LaGrange are over.

*Above: This image of the South LaGrange Facility was photographed on January 24, 1997, by Shawn Duren*

# FROM THE ARCHIVES

*Starting in 1995, Rod Bushway was out photographing the B&A. My friend Shawn Melvin took on the task of scanning all of the negatives from Rod's print film collection. Rod and I have spent many hours identifying locations and attempting to put dates on the scans. One thing that was obvious early on was that Rod took advantage of the opportunity to ride B&A trains that he had been granted. He also had something rare - many among the crews considered him a friend. As a result, unlike a lot of railfans before and after him, Rod took pictures of the crews. In the spirit of Maine Lines of old, this photo gallery contains B&A employees doing what they do best - railroading. Thanks to Rod for making his collection available! -JTK*



*Around 1998, Bobby Hogan and Trapper Bates were working in Millinocket. Rod Bushway photo*



*Around 1996, Rod captured Ed Lachette (on the right) and another employee discussing something at the 22 switch at the Farm at Northern Maine Junction, Rod Bushway photo*



*In 1998, Rod was riding the second unit of the Brownville Junction Switcher and captured this crew hard at work. Rod Bushway photo*



*Looking from one locomotive to another, presumably from the NMJ switcher at the Searsport job's power, Rod caught the crew having a briefing somewhere around 1997. Rod Bushway photo*



*Somewhere around 1998, Rod caught Bobby Hogan and Leon Farrar working a train. Rod Bushway photo*



*Mike Carroll was running 514 at Northern Maine Junction, shoving a spreader around in this photo, which we believe to be from 1998. Rod Bushway photo*



*December 1, 2001 found Rod in the dispatch center at NMJ. Randy Marshall was doing the honors behind the dispatch console. Rod Bushway photo*



*Rod found Brad Benson looking majestic at Northern Maine Junction on December 23, 2000. Rod Bushway photo*



*On July 31, 2000, Rod photographed this pair, Don Hogan on the right, working on the track outside the locomotive servicing facility at NMJ. Rod Bushway photo*

# THE GREAT POTATO TRANSPORTATION GAME

