

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



Talking It Over



Two years. Its hard to believe that this issue, Summer 2020, represents the start of the third year of quarterly Maine Line Magazine production, online, for free. The first issue, which I admit was more of a proof-of-concept, was released on Father's Day weekend 2018. It was a test of the waters – would people enjoy and appreciate a new online magazine that would be exclusive to the Bangor and Aroostook. The answer was a resounding YES. It has been a great pleasure of mine to come to you quarterly with new articles that are related to the Bangor and Aroostook and the compliments that I get from every issue are appreciated. This is not a solo effort – I cannot thank the contributors to this magazine enough. We've seen contributions from people around the world and I hope that continues. This magazine needs contributions to continue. Please send in ideas and articles, this magazine is as much by the Bangor and Aroostook community as it is for the community.

If you are a retired Bangor and Aroostook railroader – or know one – please get in touch, the stories of these people are important for history and they deserve to be written down and shared.

This magazine needs to be promoted and shared – please tell a friend about the Maine Line, send them a link to the website –

<http://mainelinemagazine.joeykelleyphoto.com/> or if they have a story about the Bangor and Aroostook – please get in touch: joey@joeykelleyphoto.com

If you have not already heard – you can now subscribe an e-mail address to the Maine Line so that you can be notified when a new issue is uploaded!

<http://mainelinemagazine.joeykelleyphoto.com/subscribe/>

The Bangor and Aroostook Railroad is gone – but the enthusiasm for this unique and interesting railroad continues.

Onward into the third year of the new Maine Line!

- "Joey" Kelley, Editor

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Direct all Correspondence to

joey@joeykelleyphoto.com

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About the Cover:

557 Rolls through Derby in 1980

J. David Ingalls photo,

JoeyKelleyPhoto.com

Collection

CP is Back:

June 4, 2020

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Surprising what
survives a station's
demise

40 Years of the American Railfan:

557's 40th Anniversary by Shawn Duren

<http://mainelinemagazine.joeykelleyphoto.com>

CP IS BACK!



*CP 8615 East is approaching Moosehead Siding on June 4, 2020 -
JoeyKelleyPhoto.com*

At the stroke of 12:01 AM – June 4, 2020 – Canadian Pacific officially took control of part of the Bangor and Aroostook – from Millinocket (Including the East Millinocket Branch) to Searsport. As of the early part of July, 2020 – CP power has not come to the old B&A in great quantity and seems to be running mostly East and West out of Brownville Junction. What the future holds is still uncertain.



Above: Night photo by Reuben S. Brouse – Presque Isle, Maine, May 25, 1991, JoeyKelleyPhoto.com Collection

WHATS GOING ON WITH 502?

502, the last remaining Bangor and Aroostook locomotive on active rail in the State of Maine, was transferred to the Canadian Pacific with the purchase of the Central Maine and Quebec. In an e-mail conversation with CP – Adam Meeks, Manager of Heritage Services & Operations – “internal discussions are ongoing regarding its future disposition. Unfortunately we do not have any further information to share at this time.”

What we do not know about 502 exceeds what we do know by quite a long stretch! Its fate, condition and future are all unknown. As more information is

released, the Maine Line will keep you updated.

There are only three Bangor and Aroostook F3 locomotives still on their wheels. Previously featured in the Maine Line were the 44 and 46, now wearing Delaware Lackawanna and Western colors and operating out of Steamtown in Pennsylvania. With only a handful of operating F units in New England, 502's ultimate destination is certain to be on the short list of those interested in railroads and history.

Below: 502 resting in the paint shop at Derby – March 14, 2014 – photo by Mike Peverett





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

502 has been seen at Brownville Junction, as shown above. The current speculation is that it will be sent to a Canadian Pacific facility somewhere. As we know more – *Maine Line* will keep you updated.



LaGrange Station photo courtesy of the Penobscot Marine Museum – from the Eastern Publishing Collection – LB2007.1.112629

STILL TICKIN'

BY JOEY KELLEY

As I've gotten further and further into collecting railroad memorabilia I have discovered the truly mind boggling variety of items that people collect. Everything from railroad matchbooks to full size locomotives – uniform buttons to buildings – lanterns to whistle posts – if its railroad related, someone has it available for sale. It should not have surprised me to find out that Robert E. Holland of Rockland had purchased a clock that once hung in a railroad station.

That clock came from the station in LaGrange – and once housed the mechanism to punch time cards as well as being the station's official clock. Made by International Time Recording Corporation – which became International Business Machines, better known as IBM.

The Bangor and Aroostook is one of Robert's favorite railroads and when this clock came up on eBay, he took the advice of a friend and bid on it. That was the winning bid and Robert became the proud owner of a clock that needed



“minor work” according to the auction.

In Robert’s own words: “As you may surmise, minor repair became major repair.”

Given that antique clocks are best repaired by professionals, particularly when that clock is around 100 years old, Atlantic Time in Yarmouth, Maine was picked to do the restoration of this piece of history.

Some of the gears were found to be stripped and new ones were custom made in Connecticut. Their instillation involved the compression of the huge springs contained within the clock – these are big enough to offer a full seven day winding.

We should all thank Mr. Holland and the Atlantic Time crew for their work in preserving and restoring this one-of-a-kind piece of B&A history!

[If you’d like to see and hear this piece of history – click to be taken to a video of the clock in operation – Still Tickin after all these years!](#)

Below: LaGrange Station photo courtesy of the Penobscot Marine Museum – from the Eastern Publishing Collection – LB2007.1.112630





40 YEARS OF THE AMERICAN RAILFAN

BY SHAWN DUREN

May 31st and June 1st, 2020 marked a noteworthy date in Bangor & Aroostook history as the 40th anniversary of the fan trip of the Potatoland Special, featuring the repainted in original scheme 557, the American Railfan and it's inaugural run to Northern Maine.

*Above: 557 and 'Potatoland Special' in Presque Isle – June 1st, 1980 –
Photographer unknown – JoeyKelleyPhoto.com Collection*



George McNally is hand painting the script on the 557 – May 1980. Photo from the B&A Marketing Department Collection, JoeyKelleyPhoto.com Collection

Freshly painted by Henry Manisto and lettered American Railfan by sign painter George McNally, the 557 sat at Northern Maine Junction in all its glory with the smell of wet paint permeating the air. I was only 8 at the time and my father, brother and I marveled from the parking lot at this amazing machine. It was then a gentleman in suit and tie came down from the office and told my father about a railfan trip that was to take place in a few weeks. Small talk ensued and the man seemed appreciative of our excitement. As we parted ways, my head was filled with visions of riding behind this beautiful locomotive. As we would take the back roads home, we would catch an unexpected surprise. The locomotive that we had just spent time admiring went sailing across the Ohio Street overpass leading 3 other BL2s in the worn and weather beaten solid blue dress. Looking back, I would consider it a consolation prize.

As my father looked into the trip, it was something he didn't have time for, nor could afford. With tickets all sold out and 70 or so in reserve, my chances of this experience was nil. Still, I would replay the visions of the overpass in my head over and over, and sometimes still do to this day.



Previous Page: 557 gets turned on the East Millinocket Turntable – 5/31/1980 – photographer unknown, JoeyKelleyPhoto.com Collection

On May 31st, 1980, the American Railfan would depart Northern Maine Junction under cloudy skies with three coaches on loan from Conway Scenic Railroad and BAR caboose C-67. The trip was sponsored by the 470 Railroad Club, the Boston Chapter of the National Historic Railway Society, Rail Tours America, Conway Scenic Railroad and the Bangor & Aroostook. Once the train made it to Millinocket, a detour was made to go on the branch to East Millinocket where the 557 would take a spin on the turntable. Returning back to the mainline, the excursion train dubbed the “Potatoland Special”, in honor of one of the B&A’s famed passenger trains, would continue on to Presque Isle where it would lay over for the night. On the first day, special stops were made for the fans at South Twin Lake, Dolby, East Millinocket, Millinocket and Howe Brook.

Below: 557 and her train are on the trestle between Caribou and Presque Isle – June 1, 1980 – photographer unknown – JoeyKelleyPhoto.com Collection



The next day on June 1st, the weather appeared to be a little better with breaks of sun for the photographers and their Kodachrome 64 slide film. As the first movement of the day, the 557 would pull the Potatoland Special excursion train to Caribou where 18 years earlier, the last passenger train began its final trip. After another spin on the turntable at the north end of Caribou Yard, the 557 prepared to head south. At Squa Pan, the Potatoland Special had to wait for a southbound freight to pass while riders waited on the branch of what was, then, the Washburn Cutoff. Railfan stops for day 2 of the trip included Caribou, Oakfield and Derby. As the 557, the American Railfan pulled into Northern Maine Junction, a memorable photo by photographer Ron Johnson captured the train in full sunlight, thus ending a memorable journey remembered 40 years later.

Complete with 470 Club Drumhead – Caboose C-67 trails the 557 and her borrowed coaches, leaving a crowd behind in Caribou, Maine. Photographer unknown, JoeyKelleyPhoto.com Collection



From the Archives

Editors Note: Long time railroad photographer and Bangor and Aroostook fan, Larry Kemp, has made his truly priceless photo collection available to the Maine Line. Words are not able to express my gratitude – but – here is a small sample of Larry's collection. Larry was a personal friend of "Buck" Dumaine and some of the photos already provided to the Maine Line are truly incredible. Thank you Larry! -JTK



Larry shot this all B&A line up in Millinocket on July 25, 1998.



Larry Shot this at Northern Maine Junction – it would seem 79 was getting overhauled.



There was an awful lot of Amtrak and ex-Amtrak at Northern Maine Junction on February 20, 1999



I've said it before – I'll say it again – locomotives are great, but Maintenance of Way – that keeps the railroad rolling. July 18, 1997, Millinocket.



A sight now long gone – 85 and 64 are switching the Farm at Northern Maine Junction on March 22, 1985.

You all will be seeing a great deal of Larry Kemp's photography in coming issues of the Maine Line! Thanks Larry!



THIS YEAR

Vacation

IN
Beautiful
NORTHERN
MAINE!



Luxurious
TRAIN AND BUS
SERVICE
•
BANGOR AND AROOSTOOK
RAILROAD
Serving
NORTHERN MAINE