

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad

130 YEARS OF THE BANGOR AND AROOSTOOK

Talking It Over

Its truly incredible for those of us who remember it – no matter how vaguely – to realize that the 100th Anniversary celebration of the Bangor and Aroostook was over 30 years ago. For several of the contributors to this issue – it was a chance to experience a once in a lifetime historical event that showed how much pride the employees and those who lived near it had in their railroad. Although the actual 100th Anniversary was in February, the festivities really kicked off on June 29, 1991. The special passenger trains ran all over the Bangor and Aroostook and lasted throughout the summer. From special stickers to t-shirts, coffee mugs and even a 100th Anniversary documentary movie – the Bangor and Aroostook did it up in style. Thirty years later, it remains a high point in Bangor and Aroostook history.

No one at the time recognized what was coming – within a few years the ownership and management would change – the “Buck” Dumaine era would end and many would believe that things took a turn for the worse. But in 1991? The Bangor and Aroostook was a thriving organization proud of its history and its employees.

As always – this magazine would not be what it is without the contributions of many. I say it every issue – but this magazine is not just about one person. Your Bangor and Aroostook stories are valuable – reach out with your ideas and suggestions!

Happy 130th Bangor and Aroostook!



-“Joey” Kelley, Editor

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A collage of images
from the B&A marketing
department archives

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Birthday present to us all

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Potato Blossom Queen for

1956 – a window display

outside the B&A's office

<http://mainelinemagazine.joeykelleyphoto.com>



The very last picture taken of 502, in the State of Maine, in 2021.
JoeyKelleyPhoto.com

502 WHERE ARE YOU?

On June 30, 2021, under the command of a Canadian Pacific crew, 502 left the State of Maine. Departing Jackman, Maine very late in the evening in a drizzle that bordered on rain, the event was witnessed by only two people and the crew. Where it will end up – what will become of it – are all unknown. With its departure, for the first time since 1891 the State of Maine is completely devoid of Bangor and Aroostook locomotives in active service. One of three F units calling Maine home, the other two being on Pan Am Railways and also face an uncertain future. Long a bastion of older diesel locomotives, Maine seems to have been brought into the future. Updates on 502 to continue as we get them.

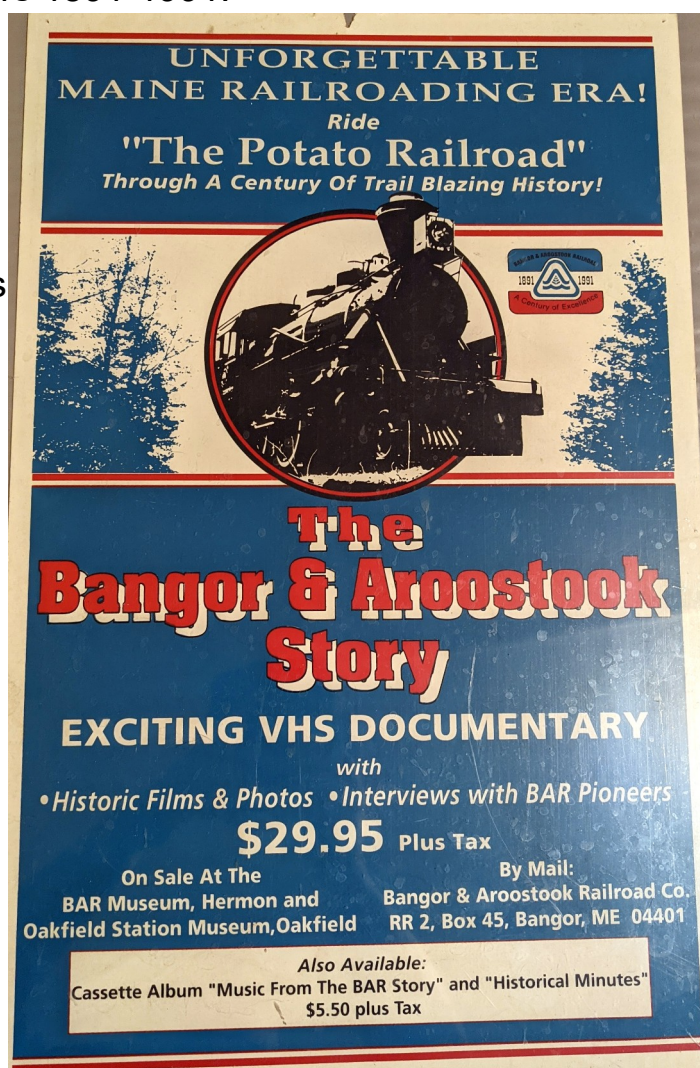
REMEMBER THE BANGOR AND AROOSTOOK STORY?

Thirty years ago the Bangor and Aroostook commissioned a documentary film on the railroad's history. Called the Bangor and Aroostook Story, it featured interviews and old footage of the railroad, some of it dating back decades. Photos and even a Professor from the University of Maine made an appearance. Released on VHS tape – played at least once on a local PBS pledge drive years later – The Bangor and Aroostook story was made before YouTube or DVD. Produced by Bronson Communications it has been converted to DVD. Northeast Historic Film has it available on their website for \$19.95 under the title Bangor & Aroostook Railroad – The first 100 years 1891-1991.

[Click here for a direct link to it on their store!](#)

Northeast Historic Film – OldFilm.org – is a non-profit out of Bucksport dedicated to preserving the film of Northern New England. There is a surprising amount out there – and if they ask – tell them the Maine Line sent you!

Photo at right: This framed copy of the poster about the Bangor & Aroostook Story resides in the editor's home.





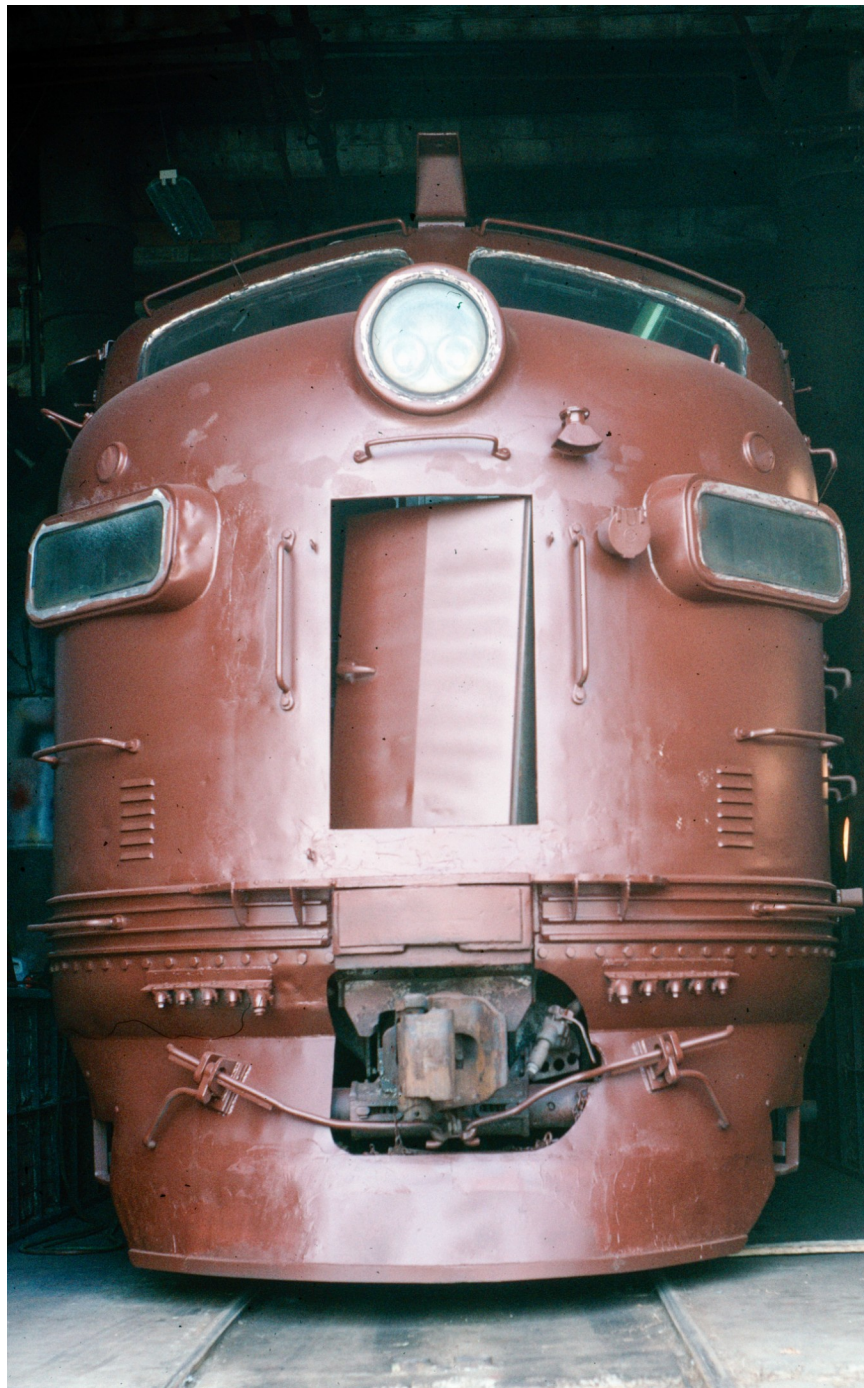
THE BELLE OF THE BALL

BY JOEY KELLEY

Previous page: 502 out of the round house at Northern Maine Junction on May, 24, 1991. Reuben S. Brouse photo, JoeyKelleyPhoto.com Collection

As discussed in our last issue, locomotive #42 was one of two F3s painted into the tri-color paint scheme. It was also the last F3 on the roster. It appeared in 1989 at the Canadian Pacific's 100 year celebration in Brownville Junction but was towed there, not running. The good news for all of us is that as part of the railroad's 100th the decision was made to repaint and get the locomotive running to pull the various excursion trains. Getting a 44-year-old locomotive out of storage, painted and able to pull passenger trains after sitting idle for some time was no easy task. Repainting it in the paint scheme it was delivered in was a bit daunting as no locomotive had worn that scheme for decades.

Two Months before her unveiling, 502 was still in primer. March 1991, photo by Larry Kemp





May 24, 1991 – with 502 officially unveiled, the Northern Maine Junction shop crew paused work to come out and be photographed. Photo by Reuben S. Brouse – JoeyKelleyPhoto.com Collection

Despite the excellent job done – to call 502 ‘restored to her factory appearance’ is not quite accurate. Over the years, the shop forces added and modified many things. Done to increase the safety, capability and ease of use for crews and shop workers alike – these modifications were too useful and practical to be removed.



The photo on the left is from the Marketing Department collection – the right is the photo from above by Reuben S. Brouse – both JoeyKelleyPhoto.com Collection – the one on the left is believed to be an EMD builders photo.

The noticeable modifications include:

- MU Cable socket
- MU hoses
- Walkway chain
- Nose light
- Additional Handrails
- Bell relocation
- Headlight conversion to sealed beam
- More modern version of the B&A Keystone

All of these make 502 what it is – a Bangor and Aroostook locomotive – unable to be mistaken for anything else.

Many people have stated that the gray or the yellow or both as 502 was repainted in 1991 are the wrong shade or shades. They claim this based upon the locomotive looking different than it did in old photographs. Although this is possible – a review of older photographs makes it seem unlikely. The common complaint was that the yellow does not ‘pop’ enough or that the gray was too light.



These three photos are all from the Bangor and Aroostook's marketing department collection and as you can see, on two out of three, the yellow stripes and lettering are virtually invisible and the two-tones of gray appear much closer to each other than the first photo. Why is this? Simply put – film renders colors differently than the eye. Also, type, processing and the use of an on-camera filter to enhance color changes the film's rendering of the color. This is particularly noticeable in the early color films that would have been available. In short – the colors are most likely as close as could be made in 1991, given differences in paint since 1947.





The band has the crowd enthralled on the lawn adjacent to the Oakfield Station

30TH OPEN HOUSE AT OAKFIELD

A few days past the 30th anniversary of the Centennial celebration being kicked off at Northern Maine Junction the Oakfield Historical Society opened its doors to the public for a celebration. July 10 saw a gathering like no other in the past few years – a pair of Joe Kelley's restored Bangor and Aroostook motorcars appeared on display and Oakfield Historical Society's motorcar had a fresh coat of paint to match. The station looked immaculate inside and out.

Recently, the station had been broken into and many items stolen, the first incident of this type in three decades. The good news is that the vast majority of the items have been recovered and returned to the museum.



The parking lot was full – with vehicles down the street as well. Nice to see the community coming out and getting in touch with history

The music was excellent and provided by the Star City Syndicate - <https://starcitysyndicate.com/> - not sure how many local bands have a brass section that they bring along, but they do.

What is truly amazing is that the Oakfield Historical Society, which was formed to take over and restore the railroad station that houses the museum opened in 1991 – 30 years ago. Formed in 1986, Oakfield Historical Society has been a force for preservation of the Oakfield area and the Bangor and Aroostook Railroad.

The scale model of Oakfield Station built in 1991 as a parade float by volunteer railroaders is still in existence and sat next to its full scale counterpart – both fully resplendant in the proper colors.



Even the Hobo Community turned out to pay its respects for the 30th anniversary of the station being unveiled – having camped out not far from the station – with a supply of candy for the kids.

No one was counting heads or selling tickets, so the exact number of people that wandered into and out of the station is unknown, but over \$1300 in donations was collected and many t-shirts were sold.

Coming out of a global event that restricted all too many people from gathering together to do things – it was truly great to see so many people coming out to support and experience Oakfield Historical Society's efforts to keep history alive.



54 still wears her Bangor and Aroostook heritage despite being in Pennsylvania – June 30, 2018 - JoeyKelleyPhoto.com

THREE RING COLOR CIRCUS, RING 2 BY JOEY KELLEY

This is part Part 2 of our series of articles looking at the Bangor and Aroostook's most famous locomotive paint scheme – the Tri-color. Although the Bangor and Aroostook had a well deserved reputation for keeping truly ancient diesel locomotives going, only one of the eight BL-2 models on the roster was ever repainted into the tri-color paint scheme. #54 received the tri-color in June of 1980 and has not worn anything else since, despite having gone on to a new life in Pennsylvania. In fact, it has the historical distinction of being the locomotive to

have worn the tri-color the second longest, only #79 has worn it longer, by two months.

As mentioned in Part 1 of this series, this entire topic was inspired by a discussion about #54 on the Bangor and Aroostook Facebook group. During this discussion it was determined that, including its post Bangor and Aroostook tri-color paint, 54 had in fact worn three variations of the paint scheme. The first was photographed by Bob Worcester while the unit was still at Derby Shops on June 12, 1980:



This particular copy of this slide resides in the JoeyKelleyPhoto.com collection.

Despite the 42 and 49 having received the white lettering on the sides as well as the numbers in white, six years before 54 was painted, both the 54 and the Bangor and Aroostook lettering are in black as painted in 1980. This lettering did not last long.



On April 7, 1981, just under 10 months after having been painted, Henry O. Preble caught 54 at Northern Maine Junction, with white numbers and white lettering. In late May of 1981, 54 was being used on an excursion tour of the railroad and was extensively photographed while on that trip.

When 54 was sold to the Stourbridge line, they kept the tri-color paint, opting for what has to be one of the best 'patch jobs' of all time. The triangle logo was removed, replaced with a round Stourbridge Line logo and the Bangor and Aroostook down both sides was removed and replaced with The Stourbridge Line. Although they have repainted the unit since, the heritage of the locomotive has been honored and it is still in that paint today, as can be seen in the photo at the start of this article.



Now Stourbridge 54, she is leading an excursion train on July 26, 1986. Photo by Mike Bobb. JoeyKelleyPhoto.com Collection



NEW HOME FOR 52 AND 56 BY JOEY KELLEY

The news that two BL-2s originally from the Bangor and Aroostook were moving from New York state to a new owner was met with cautious optimism. Quickly the news of their destination replaced the caution with excitement. 52 and 56 are now owned by a member of the Hoosier Valley Scenic and have moved to Indiana and are slated for restoration and operation. Previously discussed in the [Winter 2019 Maine Line](#), 52 and 56 have had a varied life since their B&A days. Although 56 has seen almost no service, it has traveled with 52 to its various homes. Wisconsin, New York and now Indiana, these two just might be the most well-traveled BL-2s in history.



The Hoosier Valley is a non-profit and accepts donations. Tax deductible donations to the general fund help support museum operations and will help with 52's immediate return to operation. For more details on the museum and its operations - <http://www.hoosiervalley.org/> - or their Facebook Page where you can donate directly to the 52 restoration effort: <https://www.facebook.com/hoosiervalley> Long live the BL-2s!

Photos for this piece shot on July 18, 2021 by Brad Conant with Charles Kadyk with the permission of the Hoosier Valley – thanks to all!



EXCLUSIVE FOOTAGE!

BY JOEY KELLEY

One of the truly great things about putting this magazine out is that people have seen fit to send me things that have not seen the light of day in decades. This particular piece came in the form of a VHS tape that had been dubbed onto a digital file. The only hint I got? It was from 1991 and was of the Bangor and Aroostook. What it turned out to be was surprising. Although I will eventually open it up to general public – for the next Month or so these videos will be Maine Line Magazine exclusives – All shot on June 29th, 1991. That is all the hints you're getting!

Part 1: <https://youtu.be/Ydrwc1jurGY>

Part 2: https://youtu.be/8EV_9WBZcAc

ENJOY THESE MAINE LINE EXCLUSIVES!

FROM TIM FRANZ'S ARCHIVES



While the Bangor & Aroostook Railroad's 100th anniversary was on February 13, 1991, the centennial celebrations did not start until June 29, 1991. That summer, the BAR ran a series of weekend excursions across the system. The first weekend saw trips out of Northern Maine Jct. (Hermon). Here was the sign that greeted passengers and other guests at the BAR's corporate entrance in Hermon.



During the first weekend of excursions, 502 was paired with GP7 21 with the intention of running the power around the train every time they wanted to turn it. The following weekend though they decided to put the 502 on one end and a regular freight locomotive on the other to operate the train in a push-pull configuration. Here we see 21 and 502 at Sandy Point, on the Searsport Branch.



On July 14, 1991, a trip was made from Oakfield to Millinocket. The train is seen passing through Dyer Brook by some of the old potato houses that lined the tracks. The star of the show was BAR F3 502, built in 1947. The locomotive was repainted into its as-delivered appearance for the 1991 excursions.



On July 28, 1991, a round trip was made from Millinocket to Brownville. Here the train is crossing the West Branch of the Penobscot River in Quakish.



On August 11, 1991, a round trip was made from Derby, home of BAR's primary car shop, to Millinocket. The train is seen at Church Street in Brownville. On the left, Mount Katahdin looms in the distance.



On the weekend of August 17-18, the Centennial excursions were once again run out of Northern Maine Jct. On Saturday morning, the train ran to Searsport and back before making an afternoon trip to Brownville and back. The train is seen crossing the Marsh River at Winterport.



On that same trip on August 17, F3 502 is seen crossing Frankfort Trestle over Loggin Road in Frankfort.



On the way back north, the photographer took advantage of the fact that the train was running in a push-pull configuration and took a photo of 502 on the rear end of the train passing the Frankfort Station. August 17, 1991.



After the run to Searsport and back, the train headed north for Brownville with F3 502 bringing up the rear and regular freight engine leading the train on the other end. The train is seen passing through Milo on the afternoon of August 17.



On August 18, the schedule was reversed and the train headed north to Brownville in the morning before heading south to Searsport. Here we see Extra 502 South heading through the fog at the Sandy Point Cemetery in Stockton Springs.



The last weekend of excursions that summer ran out of Oakfield on August 24 and 25. On Saturday morning, the train deadheaded to Houlton to make a round trip back to Oakfield, up to Squa Pan and then back to Houlton. Here the train is seen passing the D.P. Moores and Son Potatoes houses at New Limerick.



The last trip of the summer was made on August 25. The train ran from Oakfield to Squa Pan and back. Here we see the train heading through the Oakfield Yard from the Interstate 95 overpass.

Thank you Tim Franz for making these available to the Maine Line!

Potato Blossom Queen



★
Most of
Northern MAINE'S
POTATO
CROP ★

Starts on its way to the Markets
of the Nation and the World
over the lines of

The
BANGOR-ARCOOSTOOK
Railroad



MISS BETTY BUBAR
Fort Fairfield, Maine

Crowned
POTATO BLOSSOM QUEEN
BY MAINE POTATO COUNCIL
At their Annual Meeting
1956

★ The crowning of the Potato Blossom Queen serves
as a symbol of the supremacy of northern Maine's Great
Potato Crops and as a tribute to northern Maine Growers.