

# MAINE LINE

*A Publication for the Friends of the Bangor and Aroostook Railroad*



# TALKING IT OVER



Summer in Maine! Oh how great it is to live here and experience all the beauty that the state has to offer! Oh look, road construction!

Recently I was shocked into awareness of the changes in our formerly sleepy little corner of the railroad world. A recent drive into the former corporate office of the Bangor and Aroostook in Hermon resulted in the realization that CSX Transportation has taken up residence in the former first floor break room and dispatch offices. I confess that I do not know exactly how much of the square footage they are using, but the big break room windows now have a CSX logo on them. CSX hyrail trucks and heavy equipment are in the parking lot and it feels very much like I have been transported to an alternate universe. With little bringing me out that way in the past few months, it seemed from my perspective to have happened overnight.

The brick station building at Northern Maine Junction, which we will discuss in greater detail in this issue, has fallen and little trace of it remains.

For several years Pan Am Railways, then CSX, sent almost all of the rail traffic headed for New Brunswick Southern up the old Bangor and Aroostook. Hauled first by Central Maine and Quebec then CP now CPKC this traffic ran from Northern Maine Junction to Brownville Junction. This meant that one could almost count on five or six or seven round trips per week between Northern Maine Junction and Brownville Junction. With CSX re-opening the line to Mattawamkeag entire trains of interchange traffic now run multiple times per week all the way from Northern Maine Junction to Mattawamkeag where often they get a live interchange with the Eastern Maine Railway. As a result - the traffic between Northern Maine Junction and Brownville Junction on CP is down dramatically and you can no longer count on a nightly train between the two.

The one constant my friends - is change.

Never take for granted what is here today, will be here tomorrow.

*-Joey*

"Joey" Kelley, Editor



## **Maine Line Magazine**

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# ABOUT THE COVER



In April of 1949, an unknown photographer shot this photo at Northern Maine Junction. Believe it or not, the number of photos of this side of NMJ in the passenger train era in the JoeyKelleyPhoto.com collection is rather small. In this view we have the caboose track, Westbound Maine Central train number 12, the passenger platform, the Aroostook Flyer headed for Bangor, both coaling towers with the conveyor between them, the NMJ brick passenger station and if you look closely it looks like a Railway Express Agency truck off to the right. A conversation with George Melvin revealed the insight that this photo probably shows a very late running Aroostook Flyer, dropping its connecting passengers for the Westbound Maine Central #12, rather than holding them up even longer to complete the run into Bangor. Passengers for Bangor would continue on, but given the number of people on the platform, this looks to be a wise move. Photo from the JoeyKelleyPhoto.com Collection

REAR Cover: EMD ad from the April 1949 Trains Magazine featuring the Bangor and Aroostook





# Rule of the Month

STORES DEPARTMENT  
JULY 1986

11.1 Material must not be piled to exceed a safe height or in such a manner that it will topple over, and must be piled at safe distance from track. Do not store material within 12 feet from center of main line track unless given special authority to do so, or within 8'6" from center of sidings and yard tracks. If circumstances do not permit the placing of material so that proper clearance will be obtained, the foreman or other person in charge should arrange, through proper authority, for warnings to be issued to train crews.

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

cc: S. C. Hamlin  
C. W. Witham  
G. E. Mossey  
File



# DID YOU NOTICE?

**BANGOR and AROOSTOOK R. R.**

**BELFAST to**  
**BANGOR, Me.**

**GOOD IN COACHES ONLY**

For One Passage within ONE YEAR in addition to date stamped on back hereof. Subject to tariff regulations.

A3186

*J. H. Smith*  
PASSENGER TRAFFIC MANAGER

4949

**BANGOR and AROOSTOOK R. R.**

**OAKFIELD to**  
**BANGOR, Me.**

**GOOD IN COACHES ONLY**

For One Passage within ONE YEAR in addition to date stamped on back hereof. Subject to tariff regulations.

A3186

*J. H. Smith*  
PASSENGER TRAFFIC MANAGER

4949

In the Spring 2024 Issue there was a story about the original plan for the Northern Maine Seaport Railroad. We talked about the planned, but not built six miles of railroad that would have connected the Bangor and Aroostook directly to the Maine Central, in Belfast, on what is now the Rail Trail on the former roadbed out of Belfast. As part of the 'Past that never happened' I needed a ticket from Belfast to Bangor on the B&A. So I made one - in Photoshop. A little creative copying and pasting of letters from the real ticket 4949 and I had my Fake ticket. Did you notice?

For comparison, on the right is a real ticket (never issued) for a one way ride for a passenger from Belfast to Bangor, via Burnham Junction and then on to Bangor via the Maine Central. In reality - this was the only way to ride from Belfast to Bangor, as for reasons we may never know, that six miles of railroad was never built.

While admitting to things, I suppose I should also admit that the Newspaper headline was also faked. Not sure what I'm talking about? Go look at the Spring 2024 Issue and re-read the Six Mile Gap - its worth another look!

Form 1 | BANGOR, Me.

Via B&ML MC

2957

AGENT'S ☐ STUB

NOT GOOD FOR PASSAGE

If One-half  
★  
Punch Here

184534

Fare, \$.....

---

ISSUED BY  
**BELFAST AND MOOSEHEAD LAKE R. R.**

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**SOLD SUBJECT TO TARIFF REGULATIONS**

**When Officially Stamped**

Good for one continuous passage commencing not later than one day after date of sale.

In selling this ticket and checking baggage hereon, the selling carrier acts only as an agent, and is not responsible beyond its own line.

*H. H. Howell*  
GENL. MANAGER  
Belfast, Me.

Form 1

**MAINE CENTRAL RAILROAD**

2957

**BURNHAM JCT.**

TO

**BANGOR, Me.**

Form 1 | Issued by Belfast and Moosehead Lake R.R.

Via B&ML MC

Baggage  
★  
Punch Here

---

**BELFAST AND MOOSEHEAD LAKE R. R.**

**BELFAST**

TO

**BURNHAM JCT.**

Form 1 | Not Good if Detached

Destination

**BANGOR, Me.**

Issued by Belfast and Moosehead Lake R.R.

Via B&ML MC

Baggage  
★  
Punch Here



# MAINE LINE REWIND



60 years ago in the Maine Line:  
July - August 1964 Issue

- W. Jerome Strout is President
- Tom Pinkham's Million Dollar Sawmill
- What happened when two rail vehicles collided
- The Railroad pursues Less than Carload (LCL) traffic
- The Most Dangerous Playground
- A profile of Paul H. Day's retirement years
- Trains 211 and 212 - still hauling passengers
- In The Family of the B&A
- Fox and Ginn moving combined with the B&A on the back cover

The July - August 1964 issue was Volume 12 and Issue number 4. In 1964, the Maine Line was being produced every two months.

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

# IN MEMORIUM JERRY ANGIER



Gilman "Jerry" Angier Jr. - March 1, 1942 - June 19, 2024

Shortly before this issue was released, word reached your editor that Jerry Angier made his final journey to that great rail yard in the sky. Jerry will be best known to Bangor and Aroostook folk as the co-author of the comprehensive history of the Bangor and Aroostook, released in 1986 and then revised and expanded in 2009.

Jerry was a past president of the 470 Railroad Club and a participant in many of the club's excursions. The photo above comes from the Fall 1983 Maine Line and shows Jerry just before the maiden voyage of the 557, the American Railfan, which he organized. A long time enthusiast of the Bangor and Aroostook, Jerry was a member of the defunct Bangor and Aroostook Railroad Historical and Technical Society and according to him involved with getting that organization set up. In addition to both of these he was a member of the National Railroad Enthusiasts, the American Association of Private Rail Car Owners and the Railroad and Locomotive Historical Society.

We extend our condolences to Jerry's family and friends.



# IN MEMORIUM HERB CLEAVES



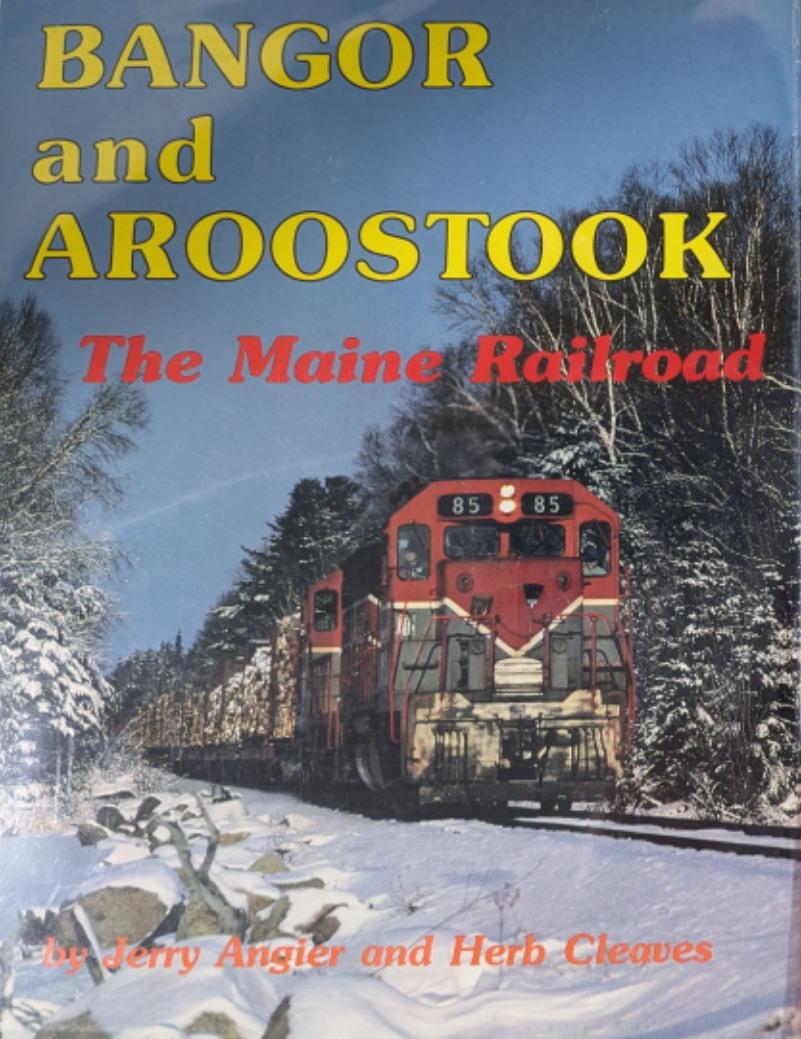
Herbert "Herb" Arthur Cleaves - July 5, 1939 - May 20, 2021

When talking about Jerry Angier's contributions to the historical record of the Bangor and Aroostook, it is impossible to not to talk about Herbert "Herb" Cleaves. Herb worked for the Bangor and Aroostook and had several pieces published in the Maine Line Magazine. The majority of his career was spent working for the Bangor Daily News, retiring as editor. The 1986 Bangor and Aroostook book mentioned above was his first book, but not his last. 2019 saw the release of High Green - a novel about an Irish-American railroader in Maine brought to fruition his long dream of publishing a novel. Given his love for the Bangor and Aroostook, a novel set in Northern Maine featuring a locomotive engineer must have been at least influenced by a certain railroad we all love. High Green is published by North Country Press and is available on Amazon.



From the official Obituary in the Bangor Daily News:  
"In lieu of flowers, in honor of the memory of Herb, and his strongly held belief in truth in journalism, the family requests individuals reading journal articles hold authors to the highest degree of integrity while reading the material and acknowledging biases that may be in place."

Well Mr. Cleaves - We will do our best to honor your request for integrity.



Jerry and Herb wrote the books above, published 23 years apart. The 1986 book, on the left, was produced in both hard and softcover and has gotten increasingly difficult to obtain in good condition over the years, particularly the soft cover edition. 600 copies were produced in hard cover and signed by both authors.

Although one could be foregiven for the easy assumption that the second book, on the right, is merely a re-hash of the 1986 work this is not true. The 2009 book contains, per the introduction, the result of three years of additional research and work to produce what must be considered to be the definitive book on the Bangor and Aroostook. There are several differences, but perhaps the most touching is a 3/4 page dedication to Maine Line Editor Richard Sprague, some five years before his passing. It is doubtful that without "Dick" Sprague's involvement the original work would have been between difficult and impossible to have produced. It is a fitting tribute.

Although one does not realize it until one reads the two pages of the 1986 book, the 2009 book has had these pages re-worked as one now knows what happened to the B&A, as opposed to it simply being 'at a crossroads' as it was in 1986. In addition, there is an additional chapter and several additional photographs illustrating the B&A that do not appear in the 1986 work, including some in the Iron Road era. The diesel roster appendix in the back has also had a page added.

Oddly enough, with 15 years gone since this new history of the B&A was published it has also become harder to find, but copies are available at book stores, eBay and Amazon.





## BEHIND THE SCENES: ANGIER AND CLEAVES

*Above: Art Collier, Herb Cleaves, Jerry Angier and Henry White along with a pile of photographs, 1986, Collier residence, Bangor, Maine. Collection of the Oakfield Historical Society*

While gathering information for Jerry Angier's In Memorium post earlier in this issue it became clear that although not his only contribution to the history of the Bangor and Aroostook, the most significant one was his co-authoring with Herb Cleaves the *Bangor and Aroostook: The Maine Railroad* published in 1986. The effort to write the book was a multi-year process of research, interviews and production considerations. Alas, we will not have the insights into this process that either Jerry or Herb could provide but Art Collier provided these photos either directly or via the Oakfield Railroad Museum and through them we see a gathering at Art's home in Bangor in 1986 where Art, Jerry, Herb and Henry White gathered to discuss 1200 photos and one presumes the book layout in general. Art's home in Bangor was roughly central to both Jerry and Herb who were living in the Portland and Machias areas respectively. Art and Jerry were acquainted initially via their shared employment in the insurance business and their shared railroad interest only fueled a friendship that lasted the better part of five decades.

We would like to thank Art for his contribution of these photos showing a window into the past that is now largely closed.





*Top: Herb, Jerry, Henry discussing an 8x10" print*

*Above Left: The pile of photos on Art's table*

*Above Right: Herb with a contact print*

*Right: Henry and Jerry*

*Right hand two courtesy of the Oakfield Historical Society, left and top courtesy of Art Collier.*



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# NMJ: THE EARLY DAYS



While looking at the blue prints for the story on the Bangor and Aroostook brick station elsewhere in this issue they referenced an existing foundation that was to be extended to allow the new, larger, building to be built. Quite innocently I wondered if any photos existed of the original building. A call to George Melvin netted no photographs but resulted in some more insight about the cover photo. (See About the Cover for more on that)

Although I confess I should probably have started there first - the next jump was to look at the Penobscot Marine Museum's extensive collection of early Maine photographs. It was there that these seven images were found. A huge thank you goes out to Matt and Kevin from PMM for helping with these photos. You guys made it happen - thank you!

Unfortunately - these photos have little detailed information about them so - we can only infer some information about each photo. Above we have LB2018.12.123190 - I believe to have been taken on a different day than the rest in this bunch. If you look very carefully on the left hand side of the photo, the two story wooden station does not have a sign on it proclaiming Northern Maine Junction - we will see other photos in this bunch that do. Pure speculation on my part, but does that make this a later photo? The only visible locomotive number is the switcher closest to the camera, 322. This would have been renumbered in 1907, making this photo at least after that.



Just to establish a few facts, Northern Maine Junction did not exist until 1905 when the Northern Maine Seaport Railroad was completed between South LaGrange and Searsport. Further we know that the blueprints for the brick passenger station we will be discussing later were finalized in 1927. Also, the concrete coal towers that still stand in Northern Maine Junction were established in 1928. Therefore, all of these photos can be dated as being between 1905 and 1928. Below we have LB2018.12.123171 - which, according to the Penobscot Marine Museum website is Circa 1910. I can find no reason to dispute this. It also seems likely that this photo and the following ones were taken on the same day, given their numbering and the similarity of the handwriting on each plate.



Below we have LB2018.12.123184. This view shows the watertower, roundhouse and in the distance we see the massive coal storage building. A little bit of digging found an approximate build date for the roundhouse as being 1908. Given how fresh it looks, piles of dirt outside and land that would eventually be filled in behind the doors on this side, I would say that this photo (and most likely the rest) are close to that 1908 date. The early style of boxcars and their trucks also lends itself to this conclusion.





Below is image LB2018.12.123187. Another from what is likely the same series and same day as the rest of this series - this one is an angle not often seen. We appear to be standing on the wye, looking at the coal storage building on the left, the original wooden coal towers and the conveyer between them and behind the snow plows the Maine Central station, while the B&A station is the two story building across the tracks. The 1908 date seems likely for this as well, given how relatively new everything looks.



This is image LB2018.12.123191. Another from what is likely the same series and same day as the rest of these photos. Almost exactly the opposing angle from the previous page, we are looking back at the coaling towers from the Bangor and Aroostook station side of the Maine Central main line. On the left we have the two story B&A station - if you look closely there is a sign on the building that says Northern Maine Junction. There is also a switch stand where the scales track should be. A huge thank you to Matt Sawyer for looking up the siding and switch diagrams for this area, the scales appear to have been moved to a third track behind the Office Building between 1908 and 1909. This would have to be at least 1909, which makes the circa 1910 date indicated earlier as quite plausible.





A rather interesting image - LB2018.12.123214. This crossover appears in the 1908 switch and siding diagram, but not in the 1907. Given the roundhouse in the background, this jives nicely with the 1909 - Circa 1910 date we have been discussing. Also missing, or at least not photographed, is a smaller enginehouse that disappeared probably after the much larger one was built. It disappeared from the 1909 yard diagram. A huge thank you to Matt Sawyer again for determining those dates based upon information in his B&A Archives.



Here is the image that started this whole conversation - LB2018.12.123193. This is the original, wooden, two story Office built at Northern Maine Junction. Given the third track behind it, the matching signs and the similar handwriting and numbering of the plate, we presume this to be shot on the same day as the majority of these images. This is also presumed to be Circa 1910. When, exactly, this was built or torn down, we do not know. The foundation from this building was extended per the blueprints for the brick building and used to build its successor. Interestingly, the diagrams in Matt Sawyer's B&A Archives do not list it as 'station' but Office. Perhaps the change was made when the new building was built. The other station above also disappeared at some point.



A few final thoughts on the subject of stations. Bangor Union Station was built in 1907, two years after Northern Maine Junction came into being. At some point the Bangor and Aroostook got trackage rights into that station. A passenger station on the far side of the Maine Central meant passengers, baggage and employees crossing the tracks, getting increasingly busy one would presume. Perhaps it was a combination of all these factors that resulted in the decision to build a larger, modern, building and combine offices and station into one.





# NEARLY 100 YEARS

On July 5, 1927 F.A. Peterson, Architect at 16 Central Street Bangor, put together the plans for this brick building to be built at Northern Maine Junction. It is somewhat unlikely that anyone involved was thinking about what we would be saying about it, 97 years later. This building survived the death of the railroad that built it and the death of two successive railroads only to be demolished by the third. How many passengers passed by it? How many went across its platforms? How many employees of the B&A stepped across its various thresholds? We will never know.

Another thing that we are not sure of, is exactly when it was built. Although from our cover image we know it was present in 1949, one presumes that the blueprint date of 1927 is closer to the build date than this. We also know from the blueprints that the existing foundation from the previous building was expanded upon. It is likely that building was built sometime around the 1905 completion of the Northern Maine Seaport Railroad (the as-built name for the line from South LaGrange to Searsport that we discussed in the Spring 2024 issue) to provide a location to conduct business for both the Bangor and Aroostook and Maine Central Railroads. For reasons as yet undiscovered (a lack of space perhaps?) the original building was deemed to be replaced and this one was built. The plans for the second floor indicate that the Maine Central was to have both a freight office and a yard office in this building. After the Maine Central discontinued passenger service in 1960, B&A trains began and terminated here. During its life this building functioned as a station, had its own signal panel, was an office space, later became the site for multiple radio antennas and a workshop area for the signals department under the Montreal, Maine and Atlantic. In those later years Guilford Rail System, then Pan Am maintained an office on the lower floor for their train crews to work out of.

Alas, nothing lasts forever. For those that are unfamiliar with the area, the land in that particular part of Northern Maine Junction is rather close to the water table. The 'Tube' outside the station and the station basement were prone to flooding. Water and basements seldom make a good combination and over time inevitably the damage was done. The pandemic played a role as well - people broke into the building and vandalised it - including 'Home of the Bangor Booze Boys' spray painted on one wall. When Canadian Pacific applied for a permit to put in a new radio tower, the last use of the building was removed and its fate sealed. From glorious center of railroad industry to humble radio tower bracket this building has seen it all. Steam locomotives, the Aroostook Flyer and Potatoland Special, diesel replacing steam locomotives, streamlined passenger cars, the Maine Central Railroad, Guilford Rail System, Pan Am Railways, CSX Transportation, the Bangor and Aroostook, the Montreal Maine and Atlantic, Central Maine and Quebec and Canadian Pacific.

Passengers, employees, even museum patrons crossed its thresholds. Trains of every size and dimension carrying the products of an entire continent rumbled by its humble doors.

Was it a structure of great architectural importance? No. At its core it was a brick building all squares and rectangles built for a purpose that it outlived. But the sheer amount of history that passed by this building is hard to calculate. Here in pictures is a brief history of this building, now passed into history much as the railroad that built it.

*Previous Page: Blueprint courtesy of Matt Sawyer, The B&A Archives*

*Below: From the Bangor and Aroostook Marketing Department collection we have this photo, including a wooden reefer in what is probably a 1940s view.  
JoeyKelleyPhoto.com Collection*







*Above: In a photo that was most likely staged by the Marketing Department of the B&A, this night job gets orders from the station operator at Northern Maine Junction. This photo is probably from the 1950s. B&A marketing department collection - JoeyKelleyPhoto.com Collection*





*A different photo from this same series was printed in the May - June 1960 Maine Line Magazine. The caption at that time was: Operator Malcom E. Willett, Northern Maine Junction, receives his gold pass for 40 years service from Supt. D. Keith Lilley. Mr. Willett was born Aug. 21, 1897 at River John, Nova Scotia and entered BAR service in 1920 as operator. He is a veteran of WW 1 and is a member of the Masonic Order.*

*One of a small handful of photos from the occasion, it also represents one of the few photos taken inside the NMJ station, and this one shows the best angle of the operators office from typewriter to telegraph and the CTC board! BAR Marketing Department Collection - JoeyKelleyPhoto.com Collection*





*Above: An Unknown photographer shot this photo right down the scales track (an excellent view of how that looked) in August of 1961, a month or so before the last passenger train ran. JoeyKelleyPhoto.com Collection*

*Below: Souvenir Ticket from the last scheduled passenger run on the Bangor and Aroostook. JoeyKelleyPhoto.com Collection*







*Above: In 1972, there were no photo drones, so this photo had to be done the old fashioned way, by climbing up the coal tower and looking down on the former station! Neil E. MacDonald (who was in the Fall 1976 issue of the Maine Line, see Volume 24 on our archive page!) shot this in November of 1972.*





*Above: Richard B. "Dick" Gassett shot this photo of the now former station on June 1, 1974. JoeyKelleyPhoto.com Collection*





*Above: Richard B. "Dick" Gassett shot the caboose of the 470 Excursion about to depart, May 31, 1980. JoeyKelleyPhoto.com Collection*





*Above: Three days after the previous shot, Richard B. "Dick" Gassett shot this scene including a departing Maine Central Eastbound freight. June 2, 1980. Note that the trail order signals have been removed, as compared to the similar shot six years earlier, flip back two pages to compare. JoeyKelleyPhoto.com Collection*





*Above: Larry Kemp shot the Turkey Train about to depart on its 1980 run on December 12, 1980.*





*Above: An unknown photographer captured 42 out on the Maine Central in this shot from August of 1985. Presumably this is the Guilford Rail System sourced excursion consist being picked up prior to the actual excursion beginning. Collection of Shawn Duren*





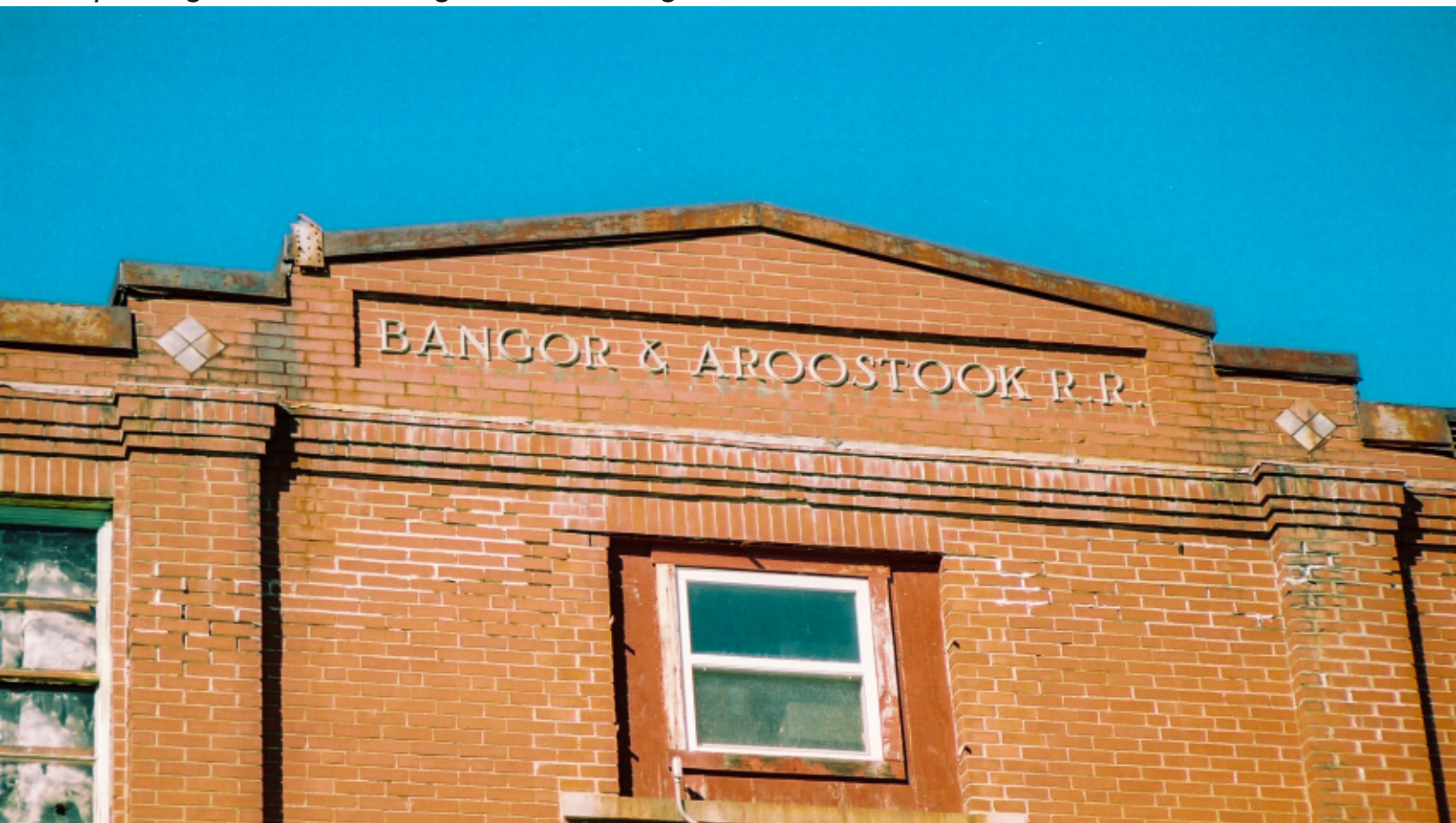
*Above: 1991, the railroad's 100th Birthday, saw the old station take on a new role, that of Museum. If you look closely under the NO ME JCT sign is a second one saying MUSEUM. If any photos exist of the interior of the museum, they have not yet been made available to the editor. June 1991, Norman Bateman photo, JoeyKelleyPhoto.com Collection*





*Above: Shawn Duren captured the scene above, a passenger train some 39 years after the last scheduled one would have arrived, October 14, 2000*

*Below: Isaac A. Greenlaw shot the following closeup sometime in the early 2000s, proving that the lettering on the building was made to last!*









*Previous Page: This night time view of the main entrance door of the NMJ Station was shot on August 16, 2008. Unfortunately, the glory days of the station were long in the past by this time. JoeyKelleyPhoto.com Collection*



*Above: No the Union Pacific has not invaded Northern Maine Junction. These units were purchased to be converted into some sort of natural gas testbeds. The project never materialized and the units were sent elsewhere when the Central Maine and Quebec took over. December 17, 2013, JoeyKelleyPhoto.com Collection*





*Above: Certainly one of the more unique loads to pass by the station was this train of M109 Howitzers leaving the state after being in storage in Northern Maine for about 20 years. October 20, 2020, note the boarded up windows on the station on the left. If this photo looks familiar, check out the Winter 2021 issue where we covered this train, almost from origin to the New Hampshire border. [JoeyKelleyPhoto.com](http://JoeyKelleyPhoto.com) Collection*





*Above and Below: Demolition occurred on May 16, 2024.  
Photos courtesy of Lucas Leighton*







*Above: The evening of May 17 found the station reduced to a single floor and rubble.  
JoeyKelleyPhoto.com Collection*





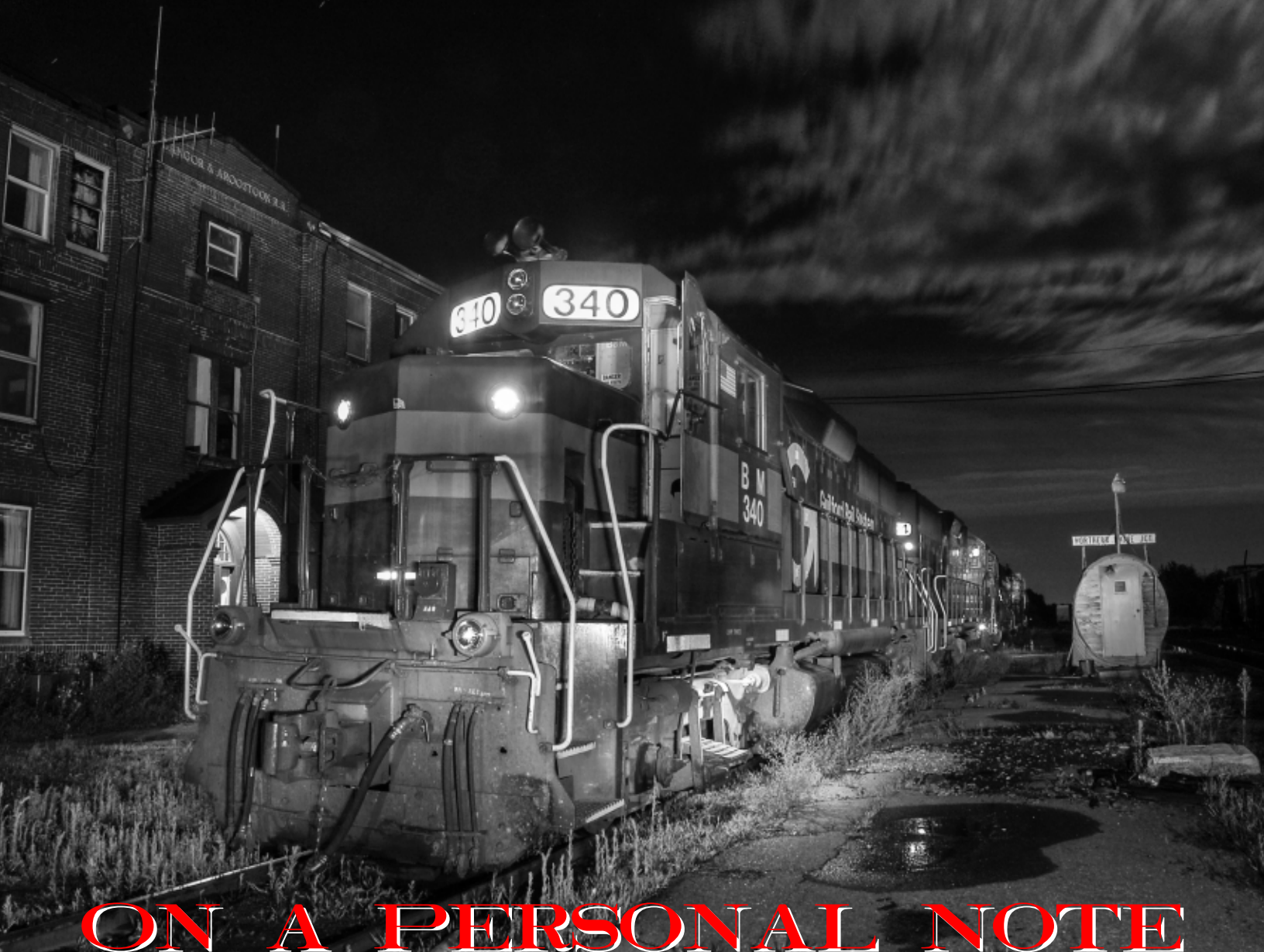
*Above: May 20th, 2024 saw the building reduced to a single wall and a pile of rubble.  
JoeyKelleyPhoto.com Collection*





*Above: Here is what remains of this building. Not a thing. The foundation has been filled in and eventually there will be no trace of what once was. JoeyKelleyPhoto.com Collection*





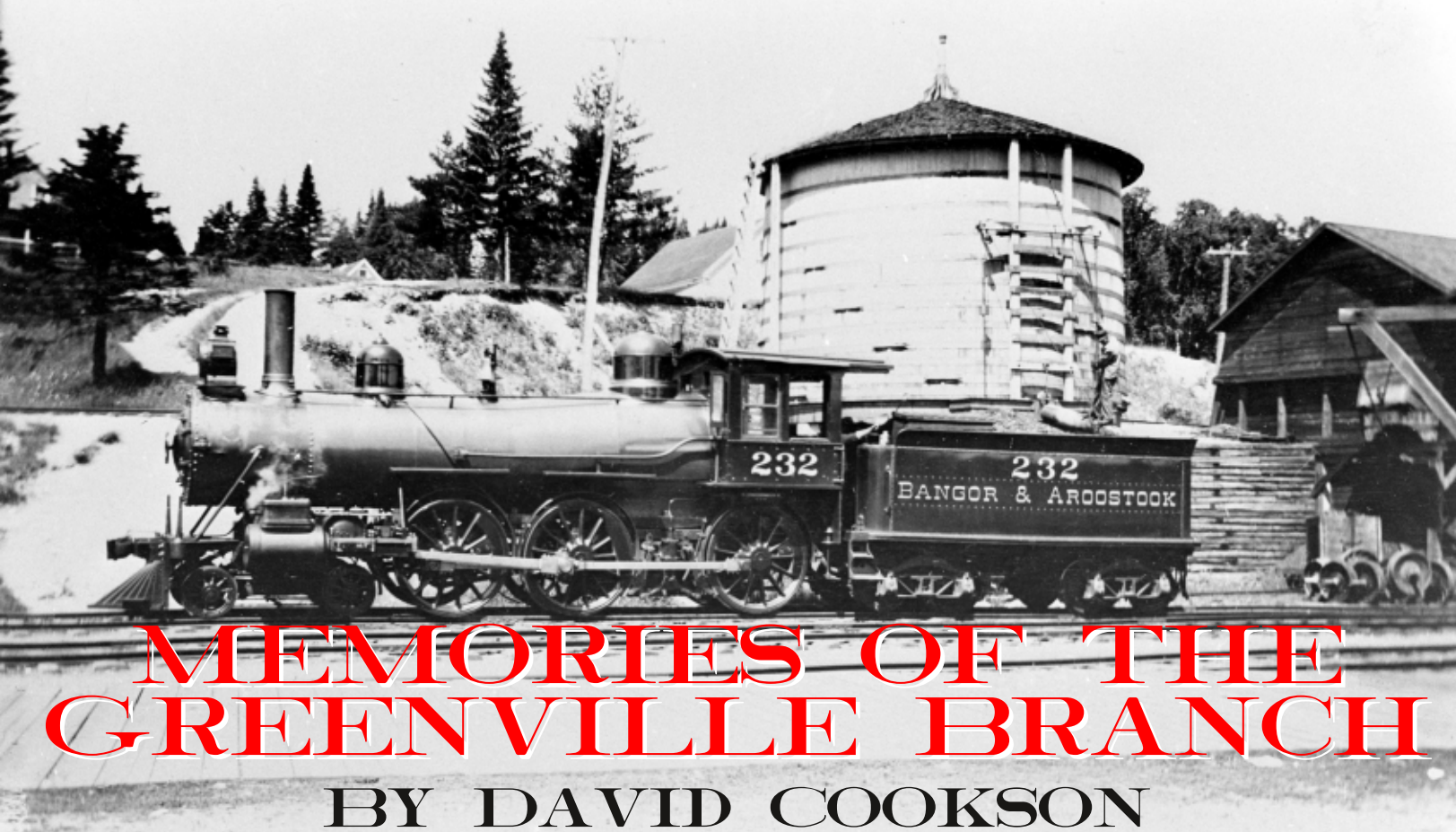
## ON A PERSONAL NOTE

One of the hardest things about preparing this issue was in fact writing about this particular building. Initially this makes little sense. By the time I was born passenger service on the Bangor and Aroostook was already more than two decades in the past. What then could possibly cause such strong emotions in someone? Memories. A truly astonishing amount of my early railfan photography and then later my early night photography happened within sight of the old station at Northern Maine Junction. Of course it is not just about the photos, but the people who were there as well – namely Shawn Duren and the late Isaac Greenlaw. The three of us gathered at NMJ, usually down by the old station, regularly for over 5 years. Like a lot of things, I never really appreciated those nights until they were gone. The photography was sometimes good – sometimes great – sometimes lacking. The laughter and stories ranged from mild to sidesplitting, serious to outrageous, quiet to window rattling. The result is a passion for night photography that still burns bright in me and a strong understanding on a very personal level not to take any moment or person for granted.

Although I never passed through its door as a passenger on the Aroostook Flyer or Potatoland Special – the station at Northern Maine Junction remains a very personal reminder of my past and feeling its passing into history hurts as it is a solid reminder that time marches on. -JTK

*Above: BM 340 between assignments - August 16, 2008 - JoeyKelleyPhoto.com*





# MEMORIES OF THE GREENVILLE BRANCH

## BY DAVID COOKSON

*Above: 232 at Greenville Junction, July 10, 1908, unknown photographer,  
JoeyKelleyPhoto.com Collection*

The Bangor and Aroostook Railroad's 49-mile-long Greenville Branch ran from Derby to the West Cove in Greenville, locally known as Greenville Junction. The line was originally part of the 76-mile main line of the Bangor and Piscataquis Railroad. The B&P was chartered in 1861 to tap the tourist business in Greenville. There steam ships would take the tourist to resorts around Moosehead Lake. The B&P reached Dover in 1869, Guilford in 1871, Monson Junction in 1874, Blanchard in 1877, and finally to Greenville in 1884. Originally the track was built with a width of 5 feet 6 inches. In 1877, the line was converted to the standard gauge of 4 feet 8 1/2 inches.

*Right: B&P Time Table  
David Cookson Collection*

# Bangor & Piscataquis Railroad.

No. 1.

## TIME TABLE,

No. 1.

Commencing Monday, December 18, 1876.

STATIONS.	MILES.	No. 1 Accommodation.	STATIONS.	MILES.	No. 2 Accommodation.
Oldtown, .....		Lt. 8.30 A. M.	Albion, .....		Lt. 1.15 P. M.
Pea Cove, .....	4.5	"	Guilford, .....	6.5	1.35 "
Alton, .....	8.5	9.00 "	Sugarville, .....	1.5	"
South Lagnage, ...	13.0	9.35 "	Low's Bridge, ...	2.0	"
Lagnage, .....	19.0	9.50 "	Dover and Foxcroft, ..	5.0	2.05 "
Oranville, .....	22.0	10.05 "	East Dover, .....	3.5	2.30 "
Milo, .....	27.5	10.30 "	South Seb., .....	4.5	2.40 "
South Seb., .....	33.0	10.55 "	Milo, .....	5.5	3.05 "
East Dover, .....	37.5	11.15 "	Oranville, .....	5.5	3.30 "
Dover and Foxcroft, ..	40.0	11.35 "	Lagnage, .....	3.0	3.45 "
Low's Bridge, .....	45.0	"	South Lagnage, ...	4.0	4.05 "
Bangerville, .....	47.0	"	Alton, .....	4.5	4.35 "
Guilford, .....	48.5	12.00 P. M.	Pea Cove, .....	4.0	"
Albion, .....	54.8	An. 12.30 "	Oldtown, .....	4.5	An. 5.45 "

\*Flag Station, at which Trains must stop on signal.

Train No. 1 has the right of road over No. 2

### Special Rules in Regard to Signals for Special Trains.

A Red Flag by day and a Red Light by night, in addition to the regular lights on an engine or train, denote that an Extra Train is following in the same direction; and the Extra will keep clear of Regular Trains.

A White Flag by day and a White Light by night, in addition to the regular lights, denote that an Extra is coming in an opposite direction, and will keep clear of Regular Trains.

ALL other Rules in regard to Signals for Special Trains, are cancelled.

Other General Rules and Regulations will remain in force until otherwise ordered.

BANGOR, December 15, 1876.

ARTHUR BROWN, Sup't.



I grew up in and still live in Guilford, Maine. My memory of the railroad began when I was three years old. I grew up in a house across the street from the station, probably a hundred feet. Next to the station was a water standpipe to fill the tender of the steam locomotives. Next to that, was the building for the section men, men who maintained the track. The section foreman, Carroll Weymouth, lived next door to us.

In 1950 when I was three, I fell off my tricycle and broke my left leg. I was in a cast up to my arm pits for several weeks. When my father lived in Milo, he knew a couple of the men who worked on the train so every time the train went by, I would be stood up to the window and they would wave to me. Steam locomotives were still being used at that time, but I don't have any recollection of them.

*Below: The Guilford Manufacturing Company sawmill that would eventually become part of Hardwood Products Company, Penobscot Marine Museum collection - LB2007.1.100934*





I don't have many memories of the railroad until the late 50's except my father taking me to the station and talking with the station agent, Dan Currie. He retired in 1958 and the station was closed. Hardwood Products Company bought the station for a warehouse. It was a long building with the freight section over 100 feet long. I do remember taking a ride in the passenger train to Dover-Foxcroft and coming home on the bus. Passenger service ended in the mid 50's and a baggage car was used for a caboose, a very few passengers, and Railway Express packages. Carl McKusick handled the express business at his office on Main St.

When I was around 12, I spent a lot of time at the station. There were two sidings, one on each side of the main line. A short sidetrack ran down the side next to Water Street. There was a loading ramp there. I remember a family was moving and they loaded a boxcar with their furniture to be shipped to where they were moving. Guy Hayden had a Buick dealership a short distance from the station. Occasionally a boxcar would arrive with three new Buicks in it. Guy would receive the keys by Railway Express and would walk down to the boxcar and do whatever he needed to get his Buicks and drive one to his garage, walk back and get the second and the third. The other siding was twice the length of the other one. Pulpwood was the largest number of cars shipped out. It was all loaded into boxcars by hand. Later bulkhead flatcars were used. Road tar and road salt came in for the state, French & Curtis had several large fuel tanks and there was a large potato house near the end of the siding. I remember only a few cars being at those locations.

As I mentioned before, my father was good friends with one of the rear trainmen, Frank Morrill. Frank, the conductor, George Fletcher, and the engineer, Earl Parker, had enough seniority so they could stay on this run. The fireman and head trainman were usually spare men and changed a lot. Guilford Woolen mill had a short sidetrack by their boiler room, beside two large fuel tanks. Tanks of Bunker C oil would be set off there. The cars needed to be heated with steam to make the oil flow. When the train had a car for them, they parked the car on the main line and ran the engine down the siding and couple back on the train. The tank car would be on the front of the engine and the train would come to the spur track, set the tank car, and back on to the main track. Frank would let me ride on the caboose about the quarter mile to the mill while they spotted the tank car. Then I would walk home. I got the opportunity to ride in the caboose from the station to Monson Junction several times. I even went in the cab of the locomotive once. I never got to Greenville although I did get a ride to Dover-Foxcroft once. *Below: Monson Jct in 1933 JoeyKelleyPhoto.com Collection*







*This Page: Two Images by Ben English of the Canadian Pacific freight train wreck at Milepost 3, outside Brownville Junction. July 1961. Collection of Matt Sawyer*





The biggest event I remember was the detour of Canadian Pacific trains over the branch in July of 1961. About 4:30 one morning, I heard a train blowing its horn for the crossing below the station. Having the window open, it lifted me out of bed. When I looked out my window, a long passenger train was going by the station heading to the west. It was still dark, so it was hard to make out. About 8 o'clock, a passenger train going east came through. This was before social media, but our neighbor told us the Canadian Pacific had a large derailment three miles west of Brownville Junction. A trailer load of lumber on a flatcar had shifted and 41 cars of the 44-car train derailed. About noon, a west bound freight train went west and a few hours later, an eastbound came through. The next morning, the two-passenger trains passed by and that was it. The trains had to use the Bangor and Aroostook's two BL-2 type locomotives because of the weight restriction going over the Bunker Brook trestle in Shirley. These two locomotives had 20,000 pounds of weight removed so they could cross the trestle.

*Below: The station at Shirley with locomotive 214 captured in this view. 214 was rebuilt and renumbered in 1915 and scrapped in 1923. Giving us an 8 year window for this photo. Collection of the Penobscot Marine Museum - LB2018.12.123210*





The train ran six days a week, mostly during the day but sometimes it would return from Greenville after dark, especially during the winter. Frank Morrill gave me the lantern he used to signal the engineer before the use of radios. I still have it. I remember seeing all kinds of equipment on the branch, from snow plows to all kinds of work equipment. One time one of the B&A's E-7 passenger locomotives came through as far as Monson Junction and had to back all the way back to Derby. I never did find out why.

At the end of June 1958, the Hardwood Products mill burned to the ground. There were two sidings beside the main line at that time and the heat was so intense that all three tracks were warped out of line. Train service was interrupted for a few days. Hardwood's insurance company wouldn't allow Hardwood to rebuild unless the town put in a larger water main to the location. Meaning to save 200 jobs, the town put in a whole new water system in the town and ran a line to Hardwood. I remember seeing many gondolas of 12-inch pipe coming in and being unloaded.

*Below: The shuttered Guilford depot plays host to equipment that most likely will be used to disassemble the Greenville branch. October 24, 1964, George Melvin photo, JoeyKelleyPhoto.com Collection*





In the spring of 1962, the Bangor and Aroostook petitioned the Interstate Commerce Commission to abandon the Greenville Branch. Traffic had disappeared north of Monson Junction and the train usually didn't run any further. Three shippers, including Hardwood Products, fought the abandonment and the ICC allowed the abandonment of track north of Hardwood Products from mile 22 to Greenville in June 1962. The rails were removed shortly after. The B&A was required to maintain service for a year to see if enough traffic could justify it. This meant other locomotives could use the track and GP-7/9s, I got to ride in, and NW-2 switchers were used. Eventually train ran only Tuesdays and Thursdays using the Derby shops switcher crew. In 1964, the ICC authorized the rest of the track to be abandoned. The last revenue trains ran in October of 1964.

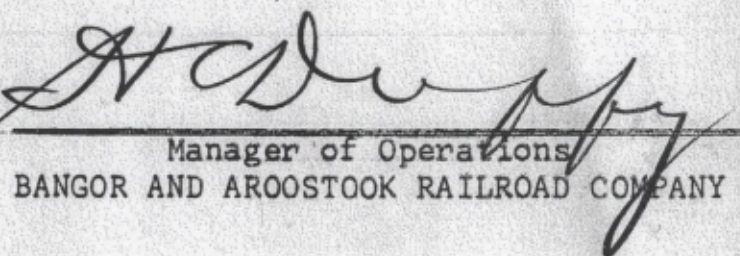
*Below: With a single signature, the branch was doomed. David Cookson Collection*

N O T I C E  
- - - - -

Effective with the close of business on Tuesday, October 13, 1964, all rail freight service by Bangor and Aroostook Railroad Company to points between Derby and Guilford Mill Yard on the Greenville Branch, so-called, will be permanently discontinued.

Authority for this termination of service is contained in Interstate Commerce Commission Finance Docket 21676.

Signed:

  
\_\_\_\_\_  
Manager of Operations  
BANGOR AND AROOSTOOK RAILROAD COMPANY

Bangor, Maine  
September 29, 1964



In the spring of 1965, the rails were removed. In the summer of 1965, the state rebuilt Water Street in Guilford, removing the embankment by the ball field and widening the street from the station to the main part of town. In the summer of 1983, Hardwood Products tore down the railroad station and the section house was moved to the house of Todd Templet for use as a shed.

There is no trace of the railroad in the center of Guilford now. The roadbed can be seen in places like the walking paths and snowmobile trails that lead out of town.



*Left:  
Penobscot  
Marine  
Museum  
photo  
LB2010.9.1  
22893  
shows us  
this 1948  
view of the  
covered  
bridge in  
Guilford  
complete  
with  
G 17.99  
culvert  
marker.*

*Right: Today you see the  
same covered bridge,  
but the railroad grade is  
a dirt track just about at  
the crest of the hill. If you  
are not looking for it, you  
will not find it.  
JoeyKelleyPhoto.com  
Collection*

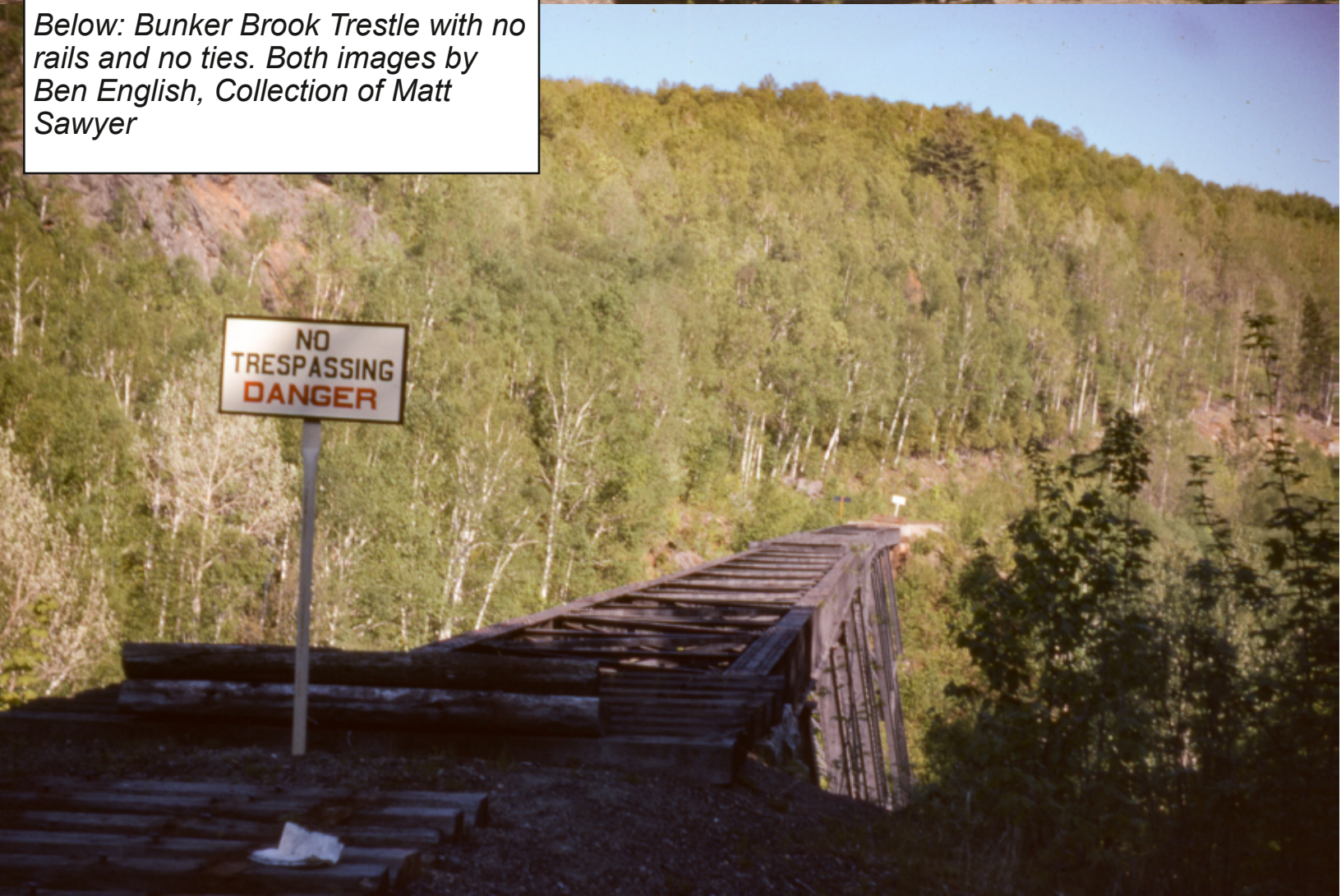






*Above: Monson Junction station and freight shed, with nothing to junction.*

*Below: Bunker Brook Trestle with no rails and no ties. Both images by Ben English, Collection of Matt Sawyer*





I still have a lot of pleasant memories of the railroad from my childhood and those memories are just as bright today as they were 60 years ago. Those memories and the experiences with the men of the Bangor and Aroostook are the reason for my extreme passion for trains which has lasted from then until now.

*David Cookson is a lifelong resident of Guilford, Maine and is a past president of the Eastern Maine Model Railroad Club. His model railroad features many pieces of rolling stock lettered for the Bangor and Piscataquis, in his fictional model railroad world. This is his first piece of writing on a railroad subject.*

*Below: 242 and train at Greenville Junction, August 22, 1908. Photographer unknown, JoeyKelleyPhoto.com Collection*





# FROM THE ARCHIVES



*Like a door back through time....*

*Legendary photographer Jack Delano (1914-1997) was working for the Farm Security Administration in October of 1940 when he captured these images in Maine. Most are available online through the Library of Congress' website. These are a handful from a large collection surrounding the potato industry in Aroostook County - you can view them all at: <https://www.loc.gov/pictures/item/2004678225/>*

*This one is captioned "Loading sacks of potatoes into a car of the Bangor and Aroostock Railroad for shipment. Caribou, Maine" (note the common typo in Aroostook)*





*"At the terminal of the Bangor and Aroostook Railroad in Caribou, Maine" Jack Delano, Farm Security Administration, October 1940  
Locomotive 251 is on the point of this Northbound passenger train. Given the amount of Baggage and Express cars, I would guess this is a through train.*





*"At the railroad terminal in Caribou, Maine" Jack Delano, Farm Security Administration, October 1940  
403 is leading what appears to be a combination baggage / passenger car and a caboose, leading one to think that this might be a local.*





*Untitled Photo - listed as "possibly related to: A car of the Bangor and Aroostook Railroad at one of the potato storehouses in Caribou, Maine" Jack Delano, Farm Security Administration, October 1940*

*Almost certainly related to the other photo referenced, 9838 has been spotted next to door 45 on the long line of potato houses in Caribou.*





*"At the freight terminal of the Bangor and Aroostook Railroad in Caribou, Maine" Jack Delano, Farm Security Administration, October 1940*

*Ever wonder how locomotives got oiled? You had to be part gymnast back in those days to be an engineer. This is probably the 403 we saw earlier behind oiled between arrival and departure.*

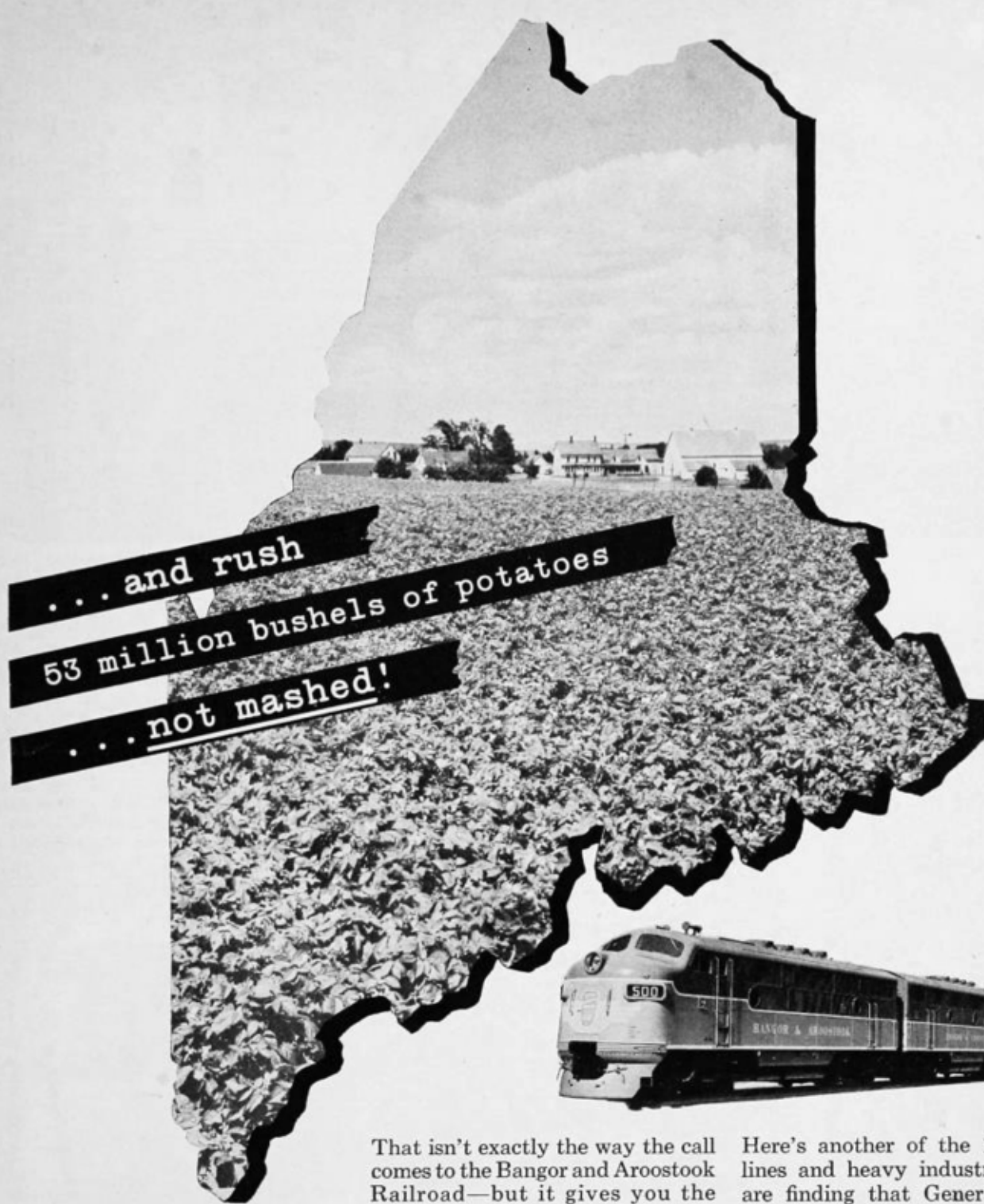




*"At the freight yards of the Bangor and Aroostook Railroad in Caribou, Maine" Jack Delano, Farm Security Administration, October 1940*

*This is the photo that got me started on this collection. If you go on eBay and search for Bangor and Aroostook, this photo will pop up. Curious, I began poking around and found that this was in fact a Jack Delano photo and it was available to anyone. Mystery solved. If your curious - the Library of Congress has a huge number of photographs up and available for free. Start your search at LOC.gov*





... and rush

53 million bushels of potatoes

... not mashed!



That isn't exactly the way the call comes to the Bangor and Aroostook Railroad—but it gives you the idea.

Seventy-eight per cent of Maine's far-famed potato crops—totaling over 68 million bushels this year—starts to market in B. A. R. trains powered by General Motors Diesel locomotives.

Here's another of the 100 major lines and heavy industries which are finding that General Motors locomotives represent more than a great stride in railroad progress—that the faster, more dependable, more economical operation of this modern motive power also contributes mightily to the economic advancement of the area it serves.

**GENERAL MOTORS**  
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