

Summer 2025

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



MaineLineMagazine.JoeyKelleyPhoto.com

TALKING IT OVER



Welcome to one of the most interesting issues of the Maine Line that I think I have ever produced! Some of these issues just flow together, others seem to be a struggle. For those on the Facebook page, I posted a video just after the April issue came out that showing me getting to work on the July issue. In reality I had already started before the April issue was even completed. That said, most of this issue just sort of came to be, flowing organically through purchases, projects being finished and happy accidents that resulted in this odd mix of topics that I hope you will really enjoy!

A conversation with a friend during this issue's construction resulted in an interesting observation, one that I had to echo. It is amazing to me how, 22 years after the Bangor and Aroostook passed into history I continue to find interesting, unique and new ways of talking about this railroad. I hope I never run out!

This issue takes us across the State of Maine - all the way from the tourist belt on the coast to the top of the State near Madawaska. We range in time from the 1930s until the present day. Such is the width and breadth of the Bangor and Aroostook's story!

Speaking of the story of the B&A - Please do have a look at the Maine Line Website - <https://mainelinemagazine.joeykelleyphoto.com/> - Although they are both works in progress, the Historical Documents page and the Caboose roster are being updated with new information as documents and photos are edited and made publishable. In addition, the BAR Historical and Technical Society page is as complete as current information allows, but if you know something about that organization, I would like to hear from you!

Enjoy this issue and enjoy Summer in Maine!

-Joey

"Joey" Kelley, Editor

Maine Line Magazine

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ABOUT THE COVER



Victor Hand shot 356 leading a Northbound out of Searsport on October 6, 1997. See our Cover Story for more!

REAR Cover: See you at the Fair! Its summer in Maine, be sure to take the train to the fair! From Matt Sawyer's B&A Archives collection



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

REDUCED SUMMER TRAIN SERVICE

F. B. Lunt, Presque Isle

H. L. Cousins, Jr.

As was done last year, the Operating Department will be instituting every other day train service on the Patten branch, north of Houlton to Mars Hill, the Limestone branch, north of Caribou to Stockholm and the St. Francis branch.

This reduced service will probably go into effect the latter part of this month, and we will receive sufficient advanced notice of the change.

In addition, the Operating people ask if business would be lost should service be reduced to every other day in Houlton, the Fort Fairfield branch, Easton, the Washburn cut off, Mapleton and the Ashland branch. Levesque, Pinkham, Stillwater and MacDonald could be switched daily as the train would go north one day and south the next, switching the plants each day, but only moving traffic every other.

Under this proposal the only points receiving daily service would be Madawaska, Van Buren, Caribou, Presque Isle, Sherman and south.

My thinking is that this would present problems with the A&P, Taterstate, Vahlsing and MSI.

Would you please check with the customers in the areas that would be affected by this proposed change and give me a report of your findings with recommendations.

C
June 4, 1969
Bangor, Maine

Bangor, Me., July 5 --- The Bangor and Aroostook Railroad said today it will discontinue one of its two round-trip bus runs between Bangor and central Aroostook County on Aug. 31. Railroad officials said that declining ridership prompted the decision.

The company inaugurated an Express service in December utilizing Interstate 95 to make its transit time between central Aroostook and Bangor more competitive with automobile travel time between the points. Schedules were also revised to make connections with Greyhound and Delta Airlines more convenient.

Linwood W. Littlefield, vice president-operations for the railroad, said that none of the innovations has stemmed the losses in ridership.

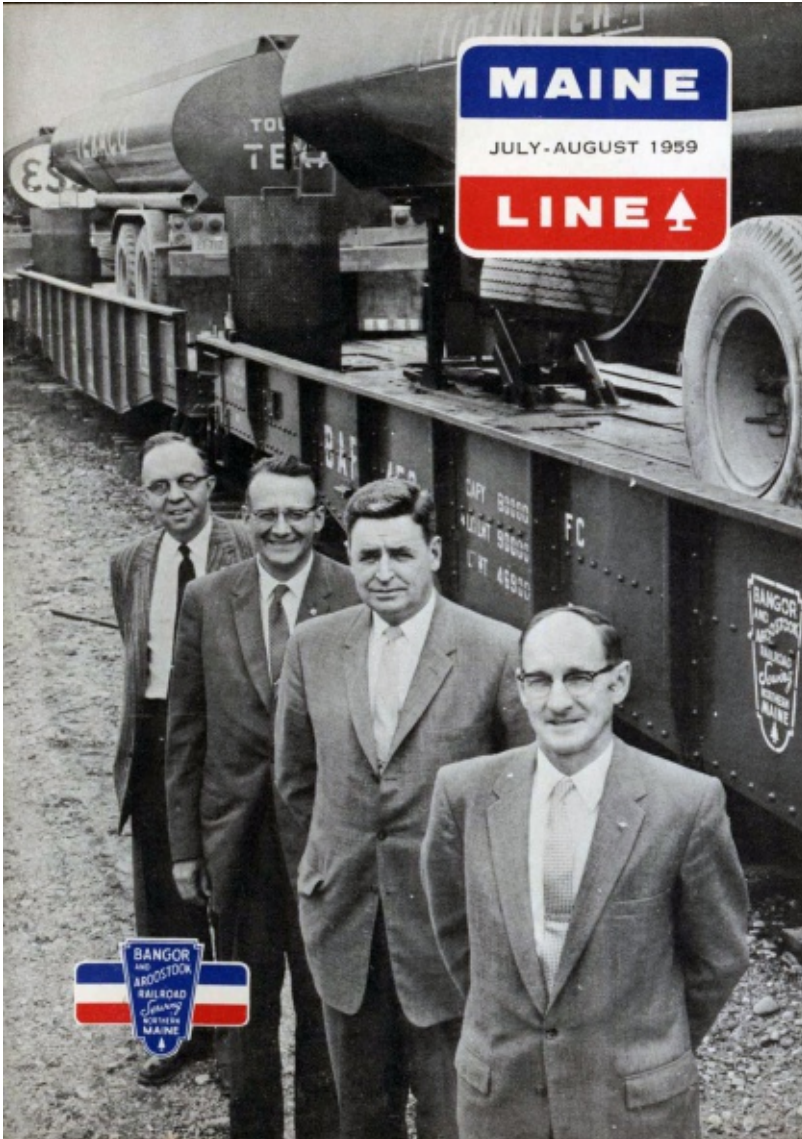
The Bangor and Aroostook Highway Division will concentrate its resources on a single round trip daily between Bangor and Caribou and on its charter bus operations, he added.

-30-

FROM: Richard W. Sprague
1983 Vice President-Personnel and Public Relations
Bangor and Aroostook Railroad Company
Northern Maine Junction Park - RR 2
Bangor, Maine 04401

Tel: (207) 848-5711

MAINE LINE REWIND



66 years ago in the Maine Line:

July - August 1959 Issue

- W. Gordon Robinson is President
- What is passenger service costing the B&A?
- Innovation in piggyback traffic
- Pre-cooling at no cost reefers for the second year
- Executive Profile: Charlie Morris
- Station agent Roy Mersereau, Artist
- Bob Girvan, Golfer
- In The Family of the B&A
- Facts and Figures

The July - August 1959 issue was Volume 7 and Issue number 5. In 1959, the Maine Line was being produced every two months with a note in this issue that the May-June issue was not published as an 'economy measure'.

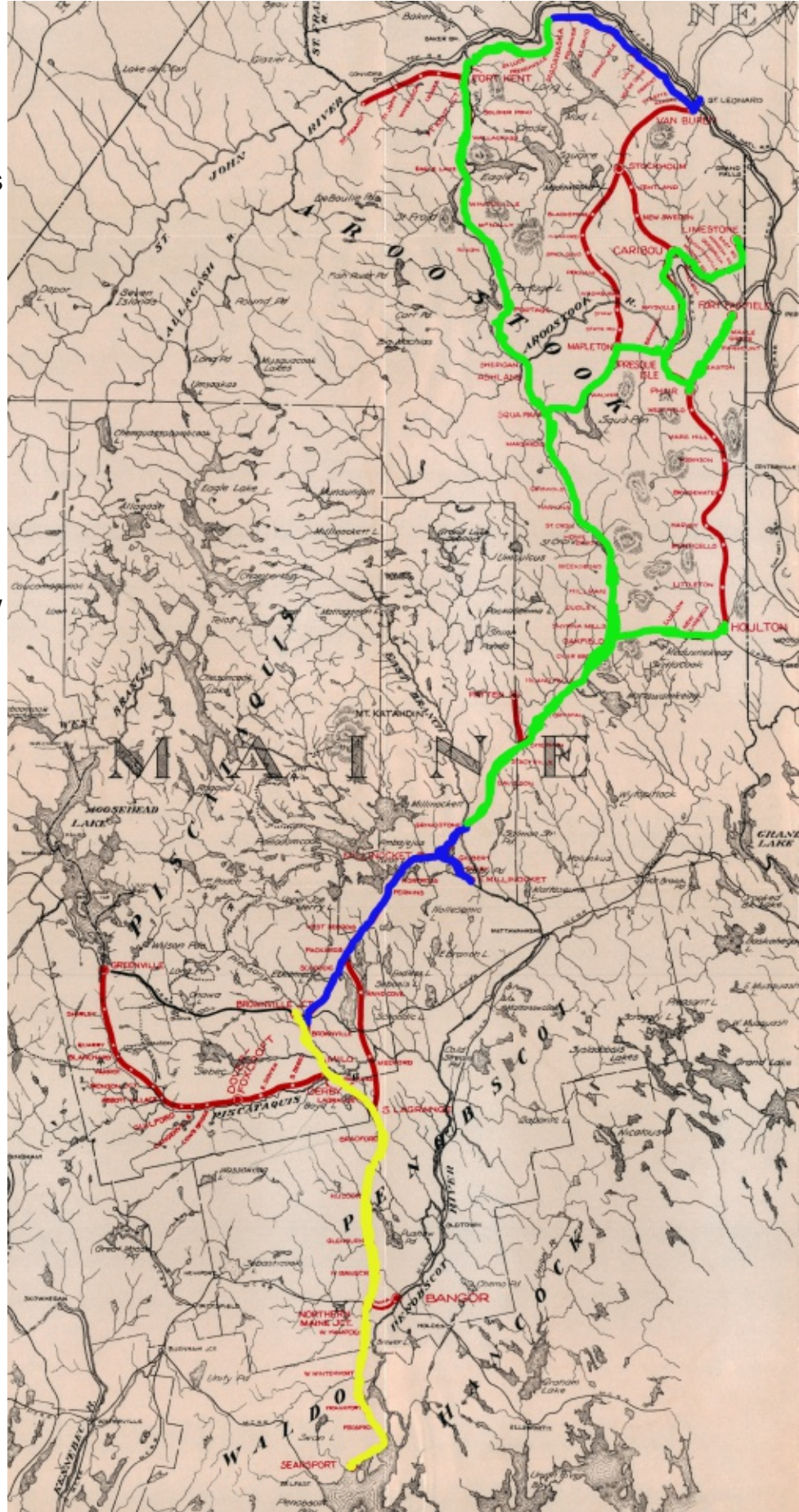
You can view the Archive of original Maine Line Magazines, including the issue above, on the Maine Line Magazine website
<https://mainelinemagazine.joeykelleyphoto.com/>
Look for the Archive page

SOUND AS THE STATE IT SERVES

Not long ago, someone asked for a 'State of the B&A' update. Well the reason there has not been an update on that front is largely because, well, there have not been any changes of ownership. However, since it has been some time since we went over the current state of the Bangor and Aroostook, let us have a look.

The map to the right is an old official B&A map which has had additional colors added to represent current status. Lines in the original red color are abandoned. The vast majority, if not all, have been repurposed into recreational trails. The yellow line represents the portion of the B&A that Canadian Pacific owns and operates. The green represents the portion that is owned by the State of Maine, but operated by the Maine Northern Railway. The blue represents the portions of the B&A that the Eastern Maine Railway owns. The Maine Northern operates both of those sections as well.

In terms of traffic the Maine Northern seems to be doing well. CP is hauling what traffic is being sent their way, but since CSX began running regularly to Mattawamkeag on the old Maine Central, interchange bound for Saint John has bypassed the old B&A. As a result, there is less being hauled between Northern Maine Junction and Brownville than when CP took over.



50 YEARS AT THE ROUNDHOUSE

We are big on anniversaries and milestones here at the Maine Line and this is a big one. For 50 years, the Geaghan family has been operating near where the Bangor Roundhouse of the Maine Central used to be. Nearly centered between where the Bangor Street Railway once was and the Maine Central's main line, one might think that the connection to the Bangor and Aroostook is a bit shaky for this family owned pub.

That is, until you start looking at the decor!

Right: Hanging proudly in the dining room is this 1915 schedule!

BANGOR & AROOSTOOK RAILROAD

ARRANGEMENT OF TRAINS IN EFFECT MONDAY, JUNE 21, 1915

BANGOR, PORTLAND, NORTHERN MAINE JUNCTION AND BANGOR		PHAIR TO FORT FAIRFIELD		FORT FAIRFIELD TO PHAIR		FAR BURN, CARBOU, PRESQUE ISLE, BOULTON, PATTEN AND MILLINOCKET BANGOR, NORTHERN MAINE JUNCTION, PORTLAND AND BOSTON	
MILLINOCKET, PATTEN, BOULTON, PRESQUE ISLE, CARBOU VAN BUREN AND GRAND ISLE		CARBOU TO LIMESTONE		LIMESTONE TO CARBOU		EAST MILLINOCKET TO MILLINOCKET	
MILLINOCKET TO EAST MILLINOCKET		Old Town to South Lagrange, Greenville, Houlton and Caribou		Caribou, Houlton, Greenville and South Lagrange to Old Town		Ashland, Van Buren and Washburn to Presque Isle via Mapleton	
Ashland, Van Buren and Washburn to Presque Isle via Mapleton		Presque Isle to Washburn, Van Buren and Ashland via Mapleton		VAN BUREN TO ST. FRANCIS		ST. FRANCIS TO VAN BUREN	
GREENVILLE, MAINT KINGS HOUSE, AND ALL POINTS ON HONOLULU LAKE		SEABOARD, SEABOARD, SEABOARD Bangor, Greenville, Millinocket, Houlton, Presque Isle and Caribou		CARBOU, PRESQUE ISLE, BOULTON, MILLINOCKET, GREENVILLE AND BANGOR Frankfort, Seaboard and Seaboard		PORT KENT AND AROOSTOOK ASHLAND JUNCTION, BOULTON AND BANGOR	
BANGOR, BOULTON AND AROOSTOOK JUNCTION ASHLAND AND FORT KENT		PARLOR, SLEEPING AND DINING CAR SERVICE		RAILROAD AND STEAMBOAT CONNECTIONS		SEA PAK, ASHLAND, HOULTON AND BANGOR VIA MAPLETON	
Presque Isle, Stockholm and Van Buren via Mapleton		REFERENCES		STAGE CONNECTIONS		SEA PAK, ASHLAND, HOULTON AND BANGOR VIA MAPLETON	

J. B. STEWART
General Manager

GENERAL OFFICE, BANGOR, MAINE

W. H. HOUGHTON
Passenger Traffic Manager

NORTHERN MAINE JUNCTION

If you should find yourself in Bangor and looking for a place to eat with a lot of railroad decor, look no further than Geaghan's! Just off Main Street in Bangor, you'll find everything from chowder to fish and chips, their signature burgers and their craft brewed beers. <https://www.geaghans.com/> or 207-945-3730.

Now, what does all this have to do with the title of this? When John Geaghan started the restaurant, it was called John Geaghan's Roundhouse. It then became Geaghan's Roundhouse. An appropriate name for a business just up the hill from where the roundhouse was!

Congratulations from the Maine Line to the Geaghan's Family on 50 years!

Above: This Northern Maine Junction sign looks too good to be an original, but it certainly fits the part!

Right: A cocktail napkin from the original name of the establishment hangs in the main lobby as part of a nod to the past.

Below: This Hampden sign just might be an original - it certainly looks the part and if it is a reproduction, its one of the better ones your editor has ever seen!



HAMPDEN

A CERAMIC SERVING DISH

Occasionally people ask how I get the ideas for the articles that run in the Maine Line. Truly the answer is that they come from various places and conversations that I have with people. Sometimes those conversations take one to some interesting (strange?) places. This particular one started off normal enough. Justin Franz reached out to me from Railfan and Railroad Magazine asking if I would write a column for them on collecting railroad stuff. I agreed and started doing some writing. Given the amount of material I have available regarding the Bangor and Aroostook it was an easy decision to do the piece about the B&A's various bits and pieces of collectible stuff. The amount of collectible B&A stuff I have accumulated made the job even easier. The sheer number of items the railroad made available to the public is staggering. Looking through the archives of the Maine Lines available on the Maine Line website, I was able to accumulate a partial list of items offered by the railroad. One caught my eye. This was listed in the Winter 1981 issue and again in the Fall 1984 issue.

BAR Country Store

For sale to all employees and friends of the railroad. Available from Business Services, c/o Donna P. Cyr, RR #2, Bangor, Maine 04401. Add \$1.25 for handling and shipping costs.

 <p>ASCOT SCARF \$13.50</p>	 <p>BELT Brown with Beige \$11.25</p>	 <p>T-SHIRT White with Blue Trim Polyester & Cotton Sizes S-M-L-XL \$3.50</p>	 <p>T-SHIRT White with Blue Trim Polyester & Cotton Sizes S-M-L-XL \$4.00</p>
 <p>NECK TIE \$13.50</p>	 <p>TIE TACK or LAPEL PIN \$1.40</p>	 <p>TIE BAR \$1.90</p>	 <p>FLIGHT BAG — \$4.25</p>
 <p>KEY RING 25¢</p>	 <p>PARKER PEN \$2.50</p>	 <p>PLAYING CARDS Acrylic and Double Deck</p>	 <p>POTATO ASHTRAY (Collectors Item) \$5.00</p>
 <p>ZIPPO LIGHTER \$3.50</p>	 <p>TABLE LIGHTER \$9.50</p>	 <p>GREENSKEEPER Stainless Steel \$4.00</p>	 <p>CUT-ABOUT KNIFE Stainless Steel \$13.50</p>
 <p>11 OZ. GLASSES Set of 6 — \$10.50</p>	 <p>POCKET KNIFE Stainless Steel</p>	 <p>POCKET KNIFE Stainless Steel</p>	 <p>POCKET KNIFE Stainless Steel</p>

BAR COUNTRY STORE

For sale to all employees and friends of the railroad. Available from Business Services, c/o Ron Faunce, Nor. Me. Jct. Park, RR #2, Bangor, Me. 04401. Add \$1.25 for handling and shipping on all items.

 <p>Woven Pure Silk & Polyester Greenish Gold on Navy ASCOT SCARF \$13.50</p>	 <p>NECKTIE \$13.50</p>	 <p>T-SHIRT White with Blue Trim Polyester & Cotton Sizes S-M-L-XL \$4.00</p>	 <p>BELT Brown with Beige \$11.25</p>
 <p>GREENSKEEPER Stainless Steel \$4.00</p>	 <p>CLOTH PATCH Blue/White/Gold \$1.50</p>	 <p>COFFEE MUG Blue on Blue Ceramic \$4.50</p>	 <p>PLAYING CARDS Royal Blue & White Single Deck \$3.00</p>
 <p>TABLE LIGHTER \$9.50</p>	 <p>ZIPPO LIGHTER \$4.00</p>	 <p>POTATO ASHTRAY (A Collector's Item) \$5.00</p>	 <p>DESK CLOCK Acrylic \$7.00</p>
 <p>Big Red PARKER PEN \$2.50</p>	 <p>Stainless Steel POCKET KNIFE \$4.00</p>	 <p>KEY RING Clear Acrylic with Aquat \$1.25</p>	 <p>TIE BAR \$1.90</p>
 <p>FLIGHT BAG Nylon \$5.25</p>	 <p>POTATO ASHTRAY (A Collector's Item) \$5.00</p>	 <p>DESK CLOCK Acrylic \$7.00</p>	 <p>DESK CLOCK Acrylic \$7.00</p>

Yes folks, if you didn't already know - for at least three years, the Bangor and Aroostook Railroad would sell you a ceramic ashtray with a potato (one presumes a MAINE potato) proudly bearing the words Bangor and Aroostook Railroad. I realize things were different in the early 1980s - but - honestly, the railroad had barely any car loads of potatoes since 1970, so, although it will probably be forever known as "The Potato Railroad" by the time 1981 rolled around, that wasn't really true. "The Paper Railroad" would be more accurate.

Coincidentally, 1981 was the year that cigarette consumption in the United States peaked. (Per a USDA report on Tobacco Statistics from 1945-1992) The same report shows a remarkable decline to 1992 and that trend has continued since. Why did the railroad have these for three years, despite a downward trend in smoking nationally? My best guess is that it took at least three years to get rid of them!

Now, I am not a great connoisseur of ashtrays. But I am going to admit, that this just might be the strangest, oddest, weirdest looking railroad item I have ever purchased.

Another fellow collector saw this item on eBay and declined to buy it because thought it was "made by somebody" and "couldn't possibly be railroad issue." Yes folks, this thing is just.... odd.

Flipping the piece over revealed a sticker - CraftCo - Jefferson, Maine. Well, who





better to tell the story of this piece than the people who made it?

A Google search revealed nothing. In complete and total desperation, I reached out to the Jefferson Historical Society. That e-mail resulted in talking with Julie Stegna, the result of that conversation appears later in this issue. Julie passed me on to Caroline Bond, daughter of Martha Flagg Bond and Clifton A. Bond and cousin of James Bond. (Not THAT James Bond) Martha and Clifton owned CraftCo which, purely as a side line, offered ceramic products to businesses and as tourist gifts for Maine giftshops. Yes, the Maine Ceramic Potato was available, along with a Maine Potato Ashtray and even a Maine Lobster Ashtray. A far cry from their primary business, educational scientific supplies for schools, the ceramics must have been a popular sideline.

One of the questions about the ashtrays I had for Caroline was simply how many had been made. Unfortunately, that answer, along with the questions of how the B&A came to purchase these have not been answered. Martha Flagg Bond passed in 1976, the business had been shut down for several years before her passing. As of this time, Caroline has been unable to locate the records and newspaper articles she is certain she has. Based upon her recollections, these were produced in the 1960s - not the 1980s. That makes more sense from a couple of perspectives.

First, the B&A was still hauling potatoes right through the winter of 1969-1970. A product tied to the potato industry would make a lot more sense than it would in 1981. Second, the color scheme evokes a rather 1960s vibe, although I admit this is largely speculation. Third, if we take Caroline's memory at face value, the company was long closed by the time that 1981 rolled around. For lack of a better term, this piece feels more 1960s than 1980s. While we are speculating, it is possible that these were purchased as a promotional or thank you gift for potato shippers and were not offered to the public when purchased. This would explain why the first evidence of their existence I have found is so much later than their presumed purchase date. Why then did they pop out in 1981 as a 'Collectors Item'? One possible explanation is that someone came upon a box of these unique pieces in some dusty corner and the decision was made to liquidate them rather than hold onto them. This is pure speculation, but it makes sense. Unfortunately until some other evidence comes to light, all we have is speculation about the behind-the-scenes story of what might be the most unique piece of Bangor and Aroostook Railroad promotional material ever offered.

The title of this piece a 'Ceramic Serving Dish' seems to have nothing to do with this entire story, it is a humorous little side story. After commenting to Justin that my 'life would not be complete until I owned a Bangor and Aroostook Railroad Ceramic Potato Ashtray' I popped up a search for Bangor and Aroostook on eBay. This is something I do regularly, while attempting to find material both to illustrate stories already in the magazine and to get ideas for new pieces to write. Several pages into the search, I nearly fell out of my chair. Literally mouth falling open - there it was. Locally available and for sale. Within 48 hours I had taken delivery of my single most unique B&A piece and I still cannot believe it! The thing was, the listing on eBay said 'Ceramic serving dish'. When the seller hand delivered the piece to me, I explained what it really was and there was a 'lightbulb' moment. Some six decades or so after being produced, this truly odd piece is still generating comments and stories are being told. What more can you ask of a Maine Potato Ashtray?



THROUGH MANY HANDS



Above: Bangor and Aroostook 89 on the Eastern Maine Model Railroad Club layout on May 26, 2025

One of the great things about model railroading is that one can do things that the real railroads did not. The reasons for this 'modeler's license' vary, but the idea of going a bit off the path is almost universal. Witness the case of the Bangor and Aroostook 89.

"Wait - 89? Hold on that is a six axle! The B&A did not have any six axle units!"

If that is what you are thinking, part of that statement is true. After passenger operations were shut down, the B&A did put units 10 and 11 into freight service. They were regearbed and did pull freight trains until being traded in on GP38s in 1967. So the B&A did have six axle freight units. That does not explain 89 however. 89 is a SD38-2. The six axle equivalent of the GP38-2, an SD38-2 has essentially the same internals as a GP38-2, including the 2000 horsepower rating. A total of 90 were produced, including four by GMD in Canada. Compared to the over 4,000 SD40-2 locomotives produced, the SD38-2 was not popular.

That tells you a bit about the SD38-2, but not why one would be in B&A paint. Here is a scenario. We all know that the B&A leased locomotives to other railroads, including the GP38 fleet. Lets just say that one of the GP38s was wrecked while



Left: 89 on Neil MacDonald's HO layout in 2004

on lease. That did not happen as far as I am aware, but one of the GP7s, #65, was damaged while on lease. The scenario goes that Railroad X damages one of the GP38 units beyond repair, but does not have a suitable replacement unit on its roster. The locomotive departments of both railroads get together and discuss compensation and the railroad where the damage occurred says 'well, we do have an SD38-2 that we could swap.' Being a very close cousin to the GP38, the deal is made and thus the 89 joins the Bangor and Aroostook fleet.

In reality this particular model has a much more interesting story than the fictional one created to get it onto the B&A roster! Somewhere around 1989 or 1990, Brandon Kulik took a SD40-2 model and made a SD38-2 out of it by changing the cooling fans to resemble those of a 38. He then painted the unit into the then current tri-color paint scheme. Somewhere around 1995 he sold it. My friend Matt Minson wound up with it - possibly buying it from Brandon, but neither of them remembers. It was at a hobby shop that no longer exists in Bangor on consignment when it came up in conversation between Matt and I one day. I was looking for a gift for Neil MacDonald and his use of vacant numbers in the Bangor and Aroostook roster to insert fictional locomotives inspired me to pick this up for him. Neil kept it until recently, when he cleared out his train room. It had not run since his HO layout was taken down, having been a shelf model for over a decade.

Knowing that DCC would be required to bring this unit up to the standard required for the Eastern Maine Model Railroad Club layout either major surgery or a chassis swap would be required. The later proved to be easier. A chassis with sound and DCC was sourced from another friend, with the modifications to make it fit performed by Glenn Roberts. Jim Young got the LED lights installed and working and 89 returned to the rails running and sounding better than ever before!

The great thing about this unit is the comments I get while running it. Confusion about this unit that someone never heard of before and then questions about what the B&A had or did not. Some 25 years after being painted and passed through many hands, 89 is still getting comments and that is a wonderful way to talk about the B&A!

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THE HOUSE WITH A 40 FOOT SECRET

BY LARRY STEGNA, JR.

I never planned on owning a railroad boxcar and I certainly never thought that I'd end up sleeping in one every night! This is how it all happened.

As a young man I used to collect classic muscle cars and parts. In time I had amassed a huge collection of very expensive and desirable components which many other collectors and even strangers knew about. My collection was stored in a simple wood garage, left unattended at night and when I was working at Bath Iron Works. After I heard that a couple of collectors had their collections stolen, I decided to up the security around my collection.

My Father, Larry Sr., also worked at Bath Iron Works and always kept the latest "Uncle Henry's" close by for break time. One day he approached me very excitedly and showed me an ad which advertised "Railroad boxcars" for sale for \$1450 delivered. The next day I telephoned the number in the ad and arranged to meet in the railroad yard in Hermon. *{Northern Maine Junction -Ed.}* He described boxcars to me and explained they removed the wheels prior to delivery.

At that time I was a licensed private pilot and owned my own plane. My father and I flew up to Bangor International Airport and rented a car. We drove over to Brewer where I was surprised to see dozens of boxcars, all of them burnt orange in color and still on their wheels and on the track. It was August 23rd, 1986.

We met with the seller who repeated the information we had discussed on the telephone but added a \$500 deposit and that the balance was C.O.D. I didn't know this man at all and believed that this could easily be a scam so I said no. He knew that I wanted one of the boxcar so he asked sternly "Do you REALLY want one of these things?" I said yes and he agreed to deliver it for \$1450, cash, on delivery. He asked me which one I wanted. My Father and I looked at them and they were all identical! I said the first one. The delivery was set for about a week later.

On the day of the delivery I had to work. My Father worked night shift at the time so he was home when the truck, with a very long trailer and a boxcar pulled into the driveway. My poor Mother was horrified – my Father was excited! He had to go out and play lumberjack to clear enough trees to allow the truck to get into my house. The seller, who was also the truck driver, backed the truck up to my house as best he could. Then he lowered the back of the trailer, setting one end of the boxcar onto the ground. He then gunned the engine and pulled the truck away – slamming the boxcar to the ground at a 45 degree angle in my front yard. It looked for all the world, like a train wreck. My Mother, shook her head. My Father beamed with pride and paid the man.

I came home from work and looked at my new boxcar in both awe and disbelief. I had to immediately begin planning the operation of “squaring up” the boxcar to my little house. I knew that I would need some very sturdy jacks and



Above: The Stairway to the interior of 7385

Next Page and Left: 7385's markings are largely intact or restored from its hauling days. Photos by Julie Stegna



some very strong chain pullers which, as luck would have it, I could miraculously “sign out” and borrow from Bath Iron Works.

So, I did. I used ship lifting jacks to lift up the end of the boxcar that needed to be moved about 20 feet. Then I got some tree trunks to use as rollers that I placed under the boxcar. Then I attached the ship moving chain puller to a huge tree nearby and pulled the boxcar over so that it was right where it needed to be. Over the next few weeks I leveled the boxcar up and cleaned all of the old and dried up potatoes out of it. The boxcar had a refrigeration unit on each end which I removed. It also had hardwood hinged pallets on the floor which I removed and replaced with six inches of concrete.

I used the boxcar for a few years to store those valuable parts but as the years went by, those parts became so incredibly valuable that I had to sell them, leaving the boxcar empty. My wife Julie and I moved into my house / garage / boxcar in 2000 and I immediately began to convert the boxcar into a bathroom, laundry room and bedroom. It has been a wacky work in progress ever since.

It is incredible to think that the boxcar has been here for almost 40 years. It started out as a necessity but that was very short lived. It has turned into a very interesting conversation piece instead.



*Previous Page: Two Interior views of the 7385, a far cry from its potato hauling past!
Bottom of Previous Page: Our author, Larry, Jr. and the outside wall*

Editor's Note: I would like to thank Julie and Larry Stegna for opening up their home to us for this article and for Julie's photography that made it so much more! In case anyone was wondering, this boxcar was already attached to the garage that Larry was using when Julie and he began dating. When asked about the somewhat unusual house construction, she said "Well, he's worth it."

As alluded to in an earlier part of this issue, Julie's involvement with the Jefferson Historical Society lead to this article and the background on the Potato Ashtray we discussed earlier. I can honestly say this was the first story ever sent to me because of a reseach project about an ashtray! -JTK

Below: 7435 in Danville Junction, ME, March 12, 1968, Richard B. "Dick" Gasset photo, JoeyKelleyPhoto.com collection





KEEPING THE SOUL ALIVE

This story starts with a truck. This particular truck is very special to me. It is the only vehicle that three generations of my family have driven. My Grandfather purchased this truck used, it was passed onto my Father and several years after I got my drivers license, I was permitted to drive it, after being given stern instructions on how to be gentle with the 226 cubic inch inline six and three speed on-the-tree transmission. This simple unassuming 1953 Studebaker long bed pickup was the vehicle, literally, that took me to where this story starts: Owls Head, Maine. About an hours drive, or just under 40 miles from the nearest Bangor and Aroostook rail, one might find this an odd starting point for a Bangor and Aroostook story. After all, the old Rockland passenger station is only about three miles away and that is former Maine Central. What then could possibly be the connection between the Bangor and Aroostook, a 1953 Studebaker and Owls Head? When I was a small child we would take the "Studee" (I could not pronounce Studebaker until a bit later) to the various car shows at the Owls Head Transportation Museum, in Owls Head, Maine.

Every other weekend throughout the summer there was some sort of event at OHTM and each was aimed at a certain crowd. One weekend it would be the 50s and 60s, one weekend it would be the 'commercial vehicle show' (AKA the Truck Meet) and of course the 'Rallye' where anything went. Off hand, I have no idea how many shows I attended at Owls Head but it seemed when I was small that we practically lived there.

Many years later, I remember remarking once to one of the workers there something to the effect of "for a transportation museum, there aren't any trains!" The response was something to the effect of "well, there's the caboose." He was quite right. The lone permanent railroad piece at OHTM for many years was a caboose that had been turned into the snack bar. At one point it was called the Red Baron which is the name I always associate with it. At some point that changed and it was simply called 'the Red Caboose'. This caboose would become a highlight of many visits as I would beg for a few dollars here or there to buy a hotdog or a side of fries or an ice cream or soda. What I did not know until, literally, 2025, was that this was a Bangor and Aroostook caboose. While reading over the various issues of the Pine Tree Flyer (see the Spring 2025 issue for more on that topic, 'A Tale of Two Organizations' or you can find the Pine Tree Flyer linked on the Maine Line website, Volume 1, Issue 4, page 9) I stumbled on an article about Caboose C-59, which had recently been (this was 1982) relocated to the Owls Head Transportation Museum.



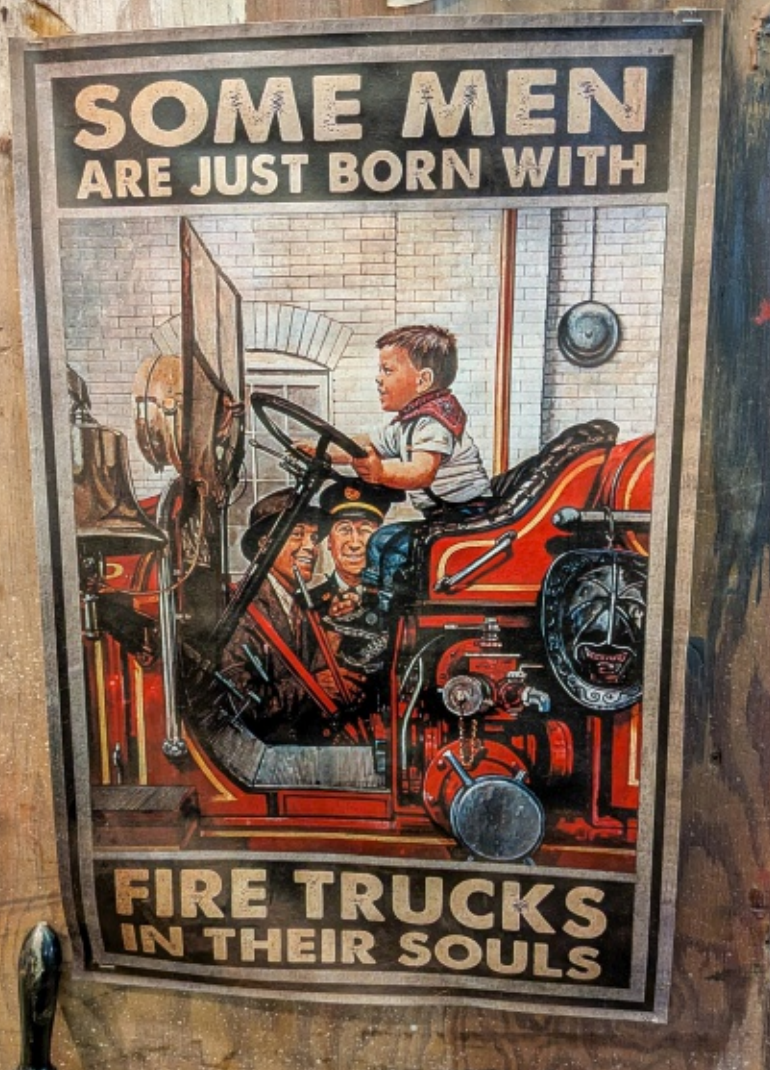
Previous Page: The OHTM SnackBar - aka C-59 - on July 21, 2012. Photo by Mike MacDonald

The museum itself had only been formed in 1975, so, this was a relatively early addition to the museum. I was literally dumbstruck. This caboose that I had bought so many light lunches, snacks, beverages and deserts out of was a Bangor and Aroostook caboose and I did not even suspect it. Adding to the shame - by the time I realized this, the caboose had fallen into disrepair and the museum had decided it could go. The good news was, I did know where it went and who owned it now. Better still, he is an old friend.



Above: Andy Swift with his prized 1927 American La France fire engine with its Rockport lettering and t-head engine.

Andy Swift is probably not the first person to pop into your head when you think of railroad preservation. In the world of fire trucks, his preservation and restoration skills are very well known. When one says 'antique fire truck' one might think of something from the 50s, maybe even the 1920s. Andy's company, Firefly Restoration, has worked on pieces as old as the 1830s. We're talking the era of horse drawn fire engines that used man power to pump water. From the man powered to the steam



Left: This poster hangs in Andy's shop and quite frankly, this is a nearly perfect description of Andy

powered to the gasoline and diesel powered fire trucks that would follow, Firefly Restoration works on them all. Possibly the most famous client of Andy's company is comedian and vehicle collector Jay Leno. If you search for 1914 Christie Fire Engine on YouTube, you can find an episode of Jay Leno's Garage that features Andy. Andy's barn is full of treasures from around the world, but I think the most important one is Andy himself. Funny, witty, a true character, a greater caretaker of mechanical history would be hard to find. The obvious next question is how does one jump from firetrucks to a Bangor and Aroostook caboose. The answer circles back to Owls Head Transportation Museum. Andy is a frequent visitor to OHTM and has been for years. When the caboose came up for disposal, its condition poor enough to warrant concerns about the safety of people in and around it, Andy saw the history and the potential. It arrived by truck at Andy's place on September 23, 2016. The trucks and brake rigging were long gone, having been removed sometime after it arrived at OHTM in 1982. The cupola also had to be removed for the move, fearing the caboose would be too tall for clearance over the road. The plywood sheathing that had been present when retired by the B&A was long gone, replaced by T-111. Some windows were sheathed over, others had been enlarged. Only one original door remained. One end, the non-cupola end, had been completely gutted and turned into a second serving window, with essentially all of that end of the caboose cut out and re-framed. Combined with the gray color (matching the other OHTM museum buildings) it was, quite simply, a mess.



Previous Page: The stove may not be of the proper type, but, it is a caboose stove and throws a lot of heat!

Andy went to work - pulling off the paneling that had been installed on the interior walls. Whomever installed that paneling did Andy and history a favor - it was tacked up, not glued. As a result it not only came off relatively easily, but original paint was underneath! Spurred on by this discovery, soon all the paneling was down. The one remaining original door was taken to a local craftsman who built two replacement doors, one for the end and one for the side. The second side door had been paneled over. The new doors are of mahogany construction and are both beautiful reproductions of the style of the original.

Right: The one remaining original door, used as a pattern for the two reproductions



When converted into a snack bar, the sides of the caboose were simply cut out between the structural steel ribs and hinged (and closable) sides were added. Although the hinged sides / doors are gone, the evidence remains, giving the appearance of something large missing.



Above and Right: Two views of the 'serving windows' cut between the major structural ribs of the caboose's side



Andy has done what he can to camouflage the non-original bits by painting them in a color matched to the original paint found inside the caboose. All of the original fittings are gone from the stove to the bunks. The sink and counter from the snack bar days resides in one corner, left purely because there has been no need to remove it. The cupola has been reattached, although the waterproofing remains a bit dubious so it is wrapped in plastic. The amount of natural light that the cupola lets in however is truly impressive and the whole caboose feels old. "If these walls could talk!" On the outside one of the bolsters has been replaced along with the sheathing and everything given a coat of red paint. This is a caboose after all! Future plans include working on the roof, which is a rubber substance designed to be waterproof. Another coat of paint is in the works, along with some phantom windows to more accurately restore the original appearance, without having to cut more holes into the sheathing and creating more opportunities for leaks. Its a work in progress, but Andy is well aware of the job ahead.

Andy could have simply repainted everything, putting windows in where he felt like it and ignoring the originality. But that is not how Andy does things. To repaint thing purely for the sake of repainting them "would take the soul out of it" and thats a wonderful thing. Andy is more than capable of making this caboose look factory fresh - right back to the way it looked when it rolled out of Derby Shops in 1929. But doing that would not tell the story of this caboose, which spent 48 years on the Bangor and Aroostook and has since spent 48 more years in private ownership! Ths 96 year old caboose has some scars, but she wears them proudly.



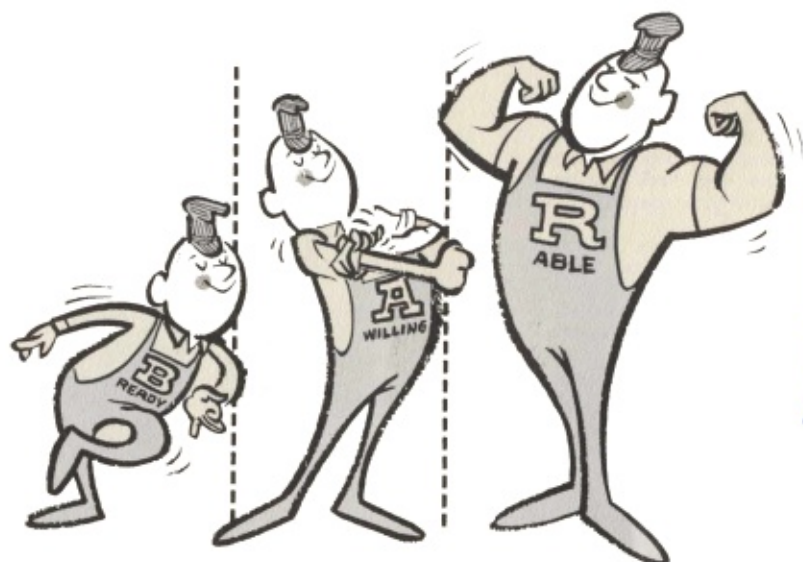
Previous Page: This counter and sink from the snackbar era have been left, simply because they provide storage and a place to set things. Even here a few things from Andy's fire interest have wandered into the caboose!

You might wonder what a fire truck restorer and lover of history would do with his own private caboose. Storage? 'Man-Cave'? Office space? Not even close. Andy gathers friends and plays music in his caboose, literally rattling the timbers with the joyous sound of music sung for the enjoyment of those making it. From working caboose to snack bar to become a musical jam room, one could certainly do a lot worse with a caboose that is now on its third life. Play on Andy, play on!

Below: Its hard to believe from this view that this is the end of the caboose which was completely cut out and re-framed into a serving window for ice cream! That door is a reproduction but you would never know it! The bolster on this end has also been replaced.



READY, WILLING AND ABLE



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5 OF 5



There were five of them, arguably the most interesting class of locomotive to ever work the rails of the Bangor and Aroostook. The B&A called them class K-1A - the New Haven built them as class DEY-2. They were 660 horsepower GE built switchers with Cooper-Bessemer engines. Four were built in September of 1936, one in January of 1937. Built as New Haven 0901 through 0905, they had consecutive serial numbers. A further five that were almost identical, but with Ingersoll-Rand prime movers were also built, but the New Haven did not sell those to the B&A.

They came to the Bangor and Aroostook late in 1951, through the influence of 'Buck' Dumaine who was at the time, president of the New Haven. One wonders how much those early interactions with the B&A influenced Mr. Dumaine's later career choice of coming to the B&A.

The locomotives are not the prettiest things one has ever seen - they are quite utilitarian, topped by a steam locomotive style headlight at each end. At 660 Horsepower they are not going to give anything else on the roster a run for its money. Why then are they so interesting to the B&A historian? For one thing they would be the oldest diesel locomotives to call the B&A home. Second they would be the first diesel locomotives the B&A would purchase used. No further used units would appear until 1972. Third these are some of the most unique diesel locomotives ever produced and the B&A had the entire production run. Fourth, these would be the only non-EMD diesels to call the B&A home until 1972 and even then, the GE and MLW built units purchased via the Fraser paper mill were not on the roster very long.

For many years these five units worked the yards of the Bangor and Aroostook, largely escaping glory. Eventually, time caught up with these units and they began to be scrapped. According to the roster in the Angier / Cleaves book, Bangor and Aroostook The Maine Railroad, 31 was the first to be scrapped in September of 1957. 33 followed in May of 1962. The 32 would be scrapped in December of 1965 but two, 30 and 34, went to EMD in March of 1966, presumably as trade in on the newly purchased GP38s, 81 and 82, which were built in February of 1966. Since there is no record of them being preserved, it is assumed that these two also were

scrapped. It is a shame that none of these unique, early, units survived into preservation. However, some parts remain. Some time ago, a headlight was offered for sale online. In addition, three builders plates are known to exist.



Above: 0901 from the October 31, 1936 issue of Railway Age, part of an article on the units and their unique, for the time, modular features.

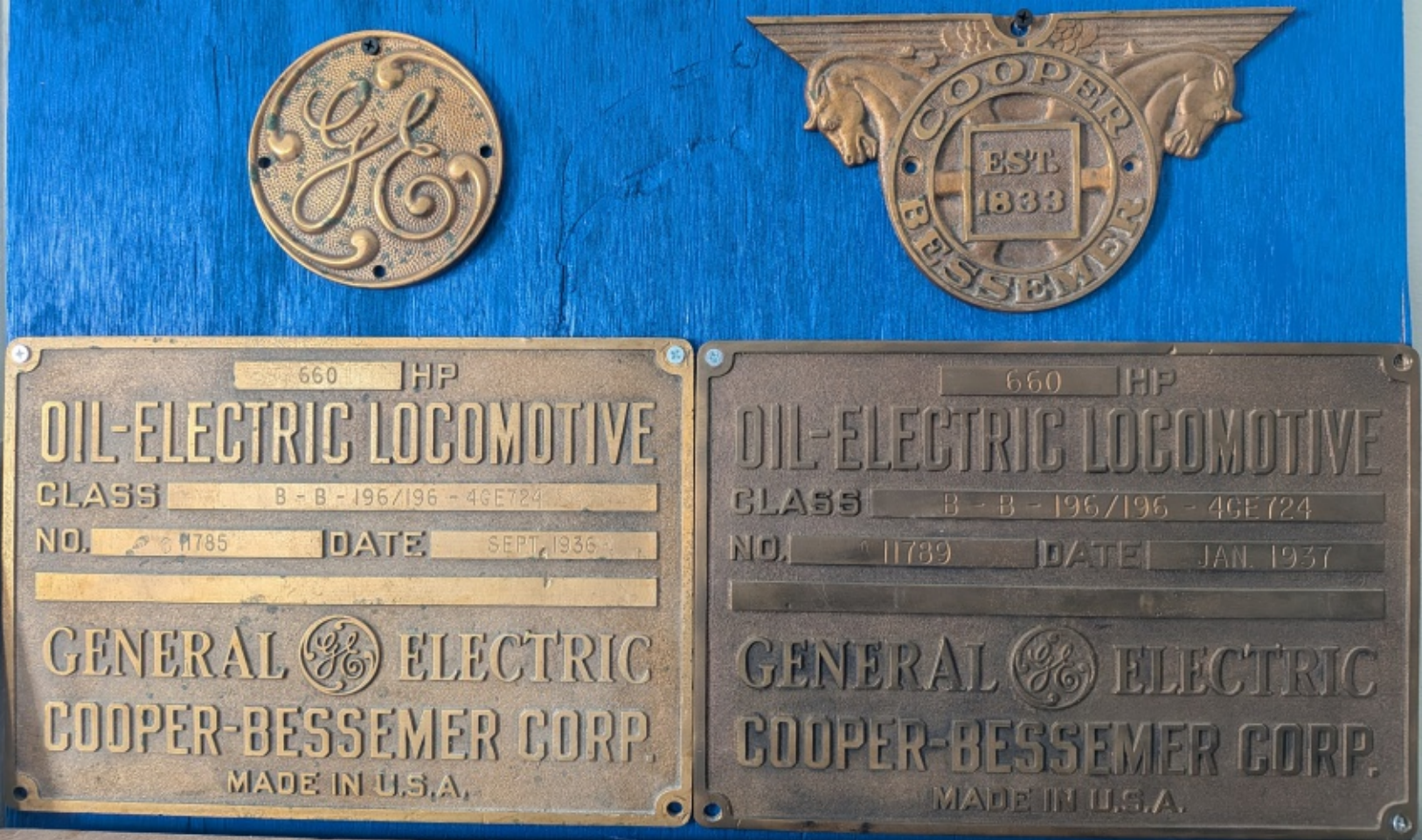
Below: BAR 30, the same unit above, nearly 30 years later, April 4, 1966, in Muncy, PA as shot by Bill Volkmer. One presumes on its way to EMD, for eventual scrapping. Note the orange paint on the short hood, a bit of the New Haven poking through!
JoeyKelleyPhoto.com Collection





Above: 31's builders plate in the Frontier Heritage Historical Society collection in Fort Fairfield, ME. Photo courtesy of Matthew Sawyer, the B&A Archives

The builders plate from 31, the first to be scrapped, is in the collection of the Frontier Heritage Historical Society in Fort Fairfield. The two that went to EMD in 1966, 30 and 34, their builders plates are in your Editor's collection, along with a GE and Cooper Bessemer plate presumed to have come from 30. The question is, does anyone have the builders plates or anything else from these units? Five were built, three builders plates are known to exist, one hopes that at least the builders plates from the other two units survived. If you know of builders plates for the remaining two units please reach out.



Above: The Beginning and The End - on the left, the builders plate from 30, on the right the one from 34. The GE and Cooper Bessemer plates are believed to have come from 30. Editor's Collection

Below: 34 at NMJ on 3/20/66 - George Melvin Photo, JoeyKelleyPhoto.com Collection



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A STEADY HAND

Above: 60 Leads train 212 South towards Millinocket on February 12, 1989.

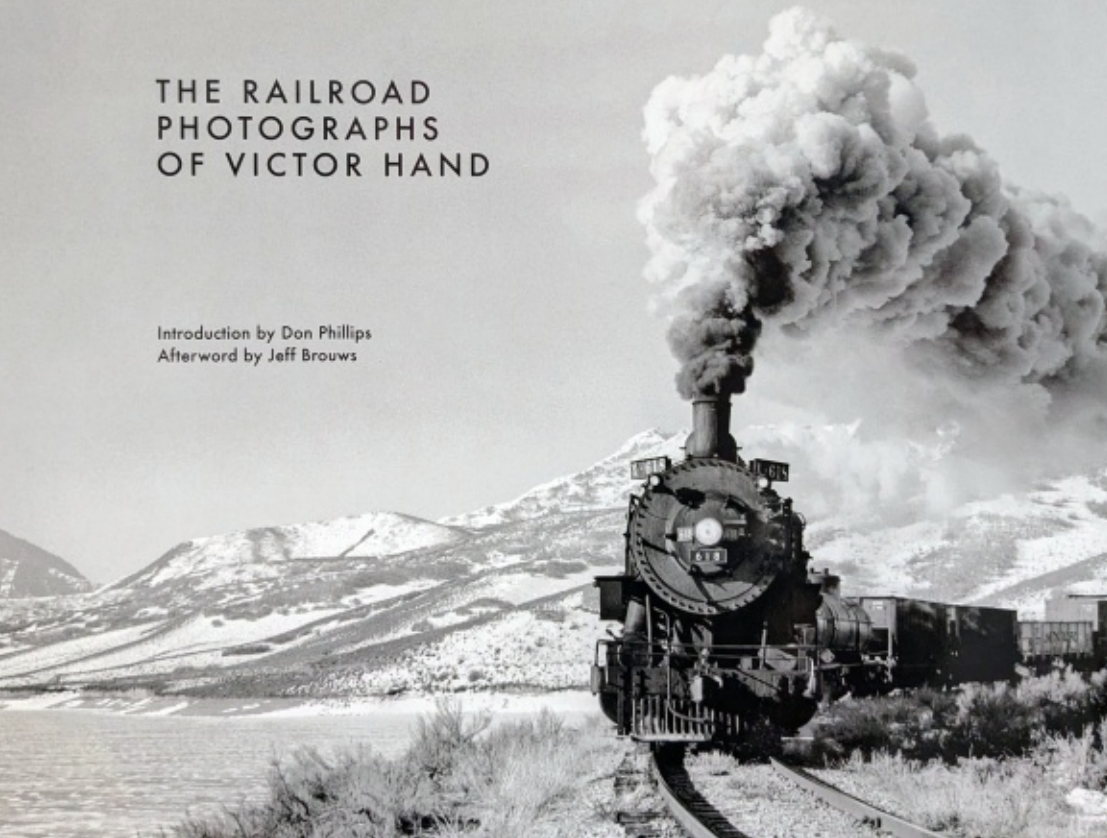
If the name Victor Hand does not ring a bell, it really should. Mr. Hand has been photographing trains for 60 years, has covered all six of the inhabited continents on our planet, shot over 46,000 photos in 50 countries and traveled more than 2 MILLION miles to do it. His name is most commonly associated with steam locomotive photography. Born just a bit too late to capture steam in the US, his international travelling has afforded him a truly unique book of photographic work that spans the globe.

Mr. Hand entered railroad management as a trainee in 1969. He has worked with many of the largest railroads in the US, either directly or as a consultant. Now retired, he has taken up residence on Mount Desert Island. One might think then that your author bumped into him at some coffee shop and struck up a conversation. Although that would not surprise anyone who knows your author personally, it is not the case. The meeting occurred at the Big E in Springfield, MA, in January of 2025.

A STEAM ODYSSEY

THE RAILROAD
PHOTOGRAPHS
OF VICTOR HAND

Introduction by Don Phillips
Afterword by Jeff Brouws



Mr. Hand was selling and signing copies of his 2013 work, *A Steam Odyssey*. Now out of print, this 2013 landmark work of photographs spanning the decades is a fabulous body of work. The photos contained within are a study in how steam locomotives should be photographed. At one point in the book the reader goes from Scotland, to the US, to Canada, to Guatemala, to Pakistan, to the US and then to the Ukraine! Each image is captivating and really transports you back to

a time when steam was king. Although there is not a single Bangor and Aroostook photo in the book, this is a landmark work that belongs on the bookshelf of everyone who aspires to call themselves a railroad photographer.

Unlike some, Mr. Hand has come to photograph and accept the diesel locomotive. The photographs in this article are a direct result of that acceptance. Almost exclusively a black and white film photographer, Mr. Hand has stuck with his 4 x 5 Speed Graphic cameras and does his own darkroom work. An analog photographer in what is increasing a digital world, he has said in part "I understand digital's great, you can do all kinds of wonderful stuff, but that's not what I'm going to do. I'll just stay doing what I've been doing." One cannot argue with the results!

With all of his collection scanned and in the Center for Railroad Photography and Art collection, (RailPhoto-Art.org) Mr. Hand's collection will continue to be shared, viewed, appreciated and admired for future generations. These photos appear courtesy of Mr. Hand, via the Center for Railroad Photography and Art and your author wants to particularly thank Gilbert Taylor, Reference and Processing Archivist, at CRPA for his assistance in getting these images to us. Gil and the rest of the staff over at CRPA have been very gracious with the material they have provided the Maine Line and we should be grateful for the images and their work to protect and share railroad history with the rest of us. If you want to support CRPA, you can become a member for \$50 a year and help support those who are protecting and sharing our railroad history. Go to RailPhoto-Art.org and click on Join and Support.

Without further ado, let's go through the Bangor and Aroostook photos of Mr. Victor Hand!



Above: 66 and 60 are in Millinocket, near the mill, on March 28, 1983.



Above: 93 and 82 are working the yard at Squa Pan on February 12, 1989



Above: 356, HATX 176 and 357 are preparing to head North on a Searsport Local returning to Northern Maine Junction. Shown here in Searsport - October 6, 1997



Above: 60, 68, 65 and one of the GP38s lead a Southbound 212 through Fort Kent, February 12, 1989



Above: 75 and 71 are preparing to depart Northern Maine Junction South for Searsport on March 29, 1983



Above: 60 and 66 are switching Millinocket on March 28, 1983



Above: 90 and 87 are working East Millinocket on February 12, 1989



Above: 73 and 76 are passing Mosquito Mountain Southbound with a Searsport Local in Prospect on August 27, 1984



Above: 82 and 93 are working the yard at Squa Pan on February 12, 1989



Above: 60 leads Southbound train 212 through St. Luce on February 12, 1989



Above: 75 and 71 are passing Mosquito Mountain South for Searsport on March 29, 1983



Above: 92 and 88 are in the yard at Squa Pan on February 12, 1989



Above: 60 leads Southbound train 212 through Fort Kent on February 12, 1989

FROM THE ARCHIVES



Recently your editor purchased just under 100 slides from another collector. (Thank you Steve!) Of course, scanning them became a priority, so, here are a few slides from this collection, shot by Greg Brewer.

Here we see 63, 76 and four other units in Oakfield on September 29, 1984





Previous Page and Above: No, I have not slipped and accidentally slipped in some pictures from the Santa Fe. These are the GP7u's - before being renumbered and repainted.

Based on later photos, 2227 became 21, 2205 became 20 and 2175 became the 23. All three photos from Northern Maine Junction, April 29, 1989.



*Logs, cabooses and switchers!
That is what defines this shot of Oakfield on April 28, 1984.*



Not often photographed, according to Warren Cain crane LS 88 by 1984 was primarily used to scoop snow out of turntable pits in the winter. That duty would be hopefully done for the season when photographed in Houlton in April of 1984.



Tri-colors everywhere!

In this scene from September 29, 1984, Greg Brewer can see nothing but tri-color engines on the ready tracks at Oakfield.

All photos in this photo gallery were taken by Greg Brewer and are now in the JoeyKelleyPhoto.com collection

*See you
at the **FAIR!***



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Greetings

From Your
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On The

B & A