

# MAINE LINE

summer, two thousand twenty six



**FOR THE FRIENDS OF THE  
BANGOR AND AROOSTOOK RAILROAD**

**[MAINELINEMAGAZINE.JOEYKELLEYPHOTO.COM](http://MAINELINEMAGAZINE.JOEYKELLEYPHOTO.COM)**

# TALKING IT OVER



HAPPY 250th BIRTHDAY AMERICA!

A little less than 52 years ago, the Bangor and Aroostook Railroad joined those that had already released a 200th anniversary- Bicentennial-locomotive out onto the rails of North America. By painting up the 1776 in December of 1974, the Bangor and Aroostook was one of the earliest railroads to do so and the first in the Northeast. Quite the statement of pride and patriotism from a railroad which we know was not doing that well financially.

With this year being the 250th anniversary of our country, I decided it was a great opportunity to talk about The 1776, its origins, its ramifications and in at least one case its production in model form. So here it is. The Summer 2026 issue featuring the 1776 and a little bit more than 50 years of Bangor and Aroostook history. This is a great issue with a lot of interesting commentary and a few surprises about the locomotive including its ultimate fate.

In a more recent historical note, the kickoff celebration for the 100th anniversary, which was on June 29th, 1991, has now been released on YouTube. If you haven't already, go check it out. This is a time capsule of Bangor and Aroostook history.

[https://www.youtube.com/watch?v=v8\\_PiuegqFo](https://www.youtube.com/watch?v=v8_PiuegqFo)

Thank you for reading the Maine Line! The comments and best wishes that I hear from all of you that email, write, and see me in person really go a long way to making this effort worthwhile.

Happy Birthday America, and enjoy this issue of Maine Line Magazine!

*-Joey*

"Joey" Kelley, Editor

## **Maine Line Magazine**

A publication of Joey Kelley Photography,  
JoeyKelleyPhoto.com

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# ABOUT THE COVER



There were only a handful of full-color Maine Line Magazine covers. The November-December 1974 issue cover is quite possibly THE most dramatic cover that ever graced a Maine Line. It featured the recently completed 1776 on the turntable at Northern Maine Junction at night. One presumes the photography was done by Richard W. Sprague himself, as no credit is listed. Considering this issue is largely devoted to the 1776 and related topics, it seemed appropriate to recreate the famous cover. This night shot is uncredited and dated only as February 1975. Although it is assumed to be Northern Maine Junction, one cannot be sure. The image itself has been tweaked in Photoshop and Lightroom to bring out the colors and shadows properly. The title lettering was copied directly from the famous cover, and everything else was recreated as accurately as possible, with some small changes to reflect 2026. Since the locomotive is facing the opposite direction, the graphics are switched as well. We hope you enjoy this homage to the original!

REAR Cover: From the November - December 1974 issue back cover, this was quite possibly the funniest advertisement the railroad ever did to promote the bus service, in your editor's humble opinion.



# Rule of the Month

STORES DEPARTMENT  
JUNE 1990

2.18 - Dispose of garbage and other refuse material only at designated locations to prevent creating safety or health hazards.

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

cc: G. E. Mossey  
D. R. Sinclair  
File



# BANGOR AND AROOSTOOK RAILROAD COMPANY

Northern Maine Junction Park RR 2 Box 45 Bangor, Maine 04401-9602  
Fax 207-848-4343

June 2, 1993

TO: Steve Brudlos  
CP Rail  
FAX: 612-337-8790

FROM: Dick Rushmore *DR*

RE: Scheduled Outbound - Bowater/GNP

- 1. Cut-off:
 

E. Millinocket	1500 hrs.
Millinocket	1600 hrs.
  
- 2. Schedule:
 

Mill shed switch - E. Millinocket	1400 hrs.
Depart - E. Millinocket	1600
Arrive - Millinocket	1630
Mill shed switch - Millinocket	0800 hrs.
Depart mill - Millinocket	1100
Arrive - Millinocket	1115
Depart Millinocket (CP Extra)	1830 hrs.
Arrive Brownville Jct.	1930
Cars placed at Interchange - CP	1945

Above schedule operates Monday-Saturday; Saturday service uses Northern Maine Jct. Turnaround instead of CP Extra. CP Extra operates Sunday to Brownville Jct. on an as needed basis. This is typically not for outbound traffic as CP has no connection on that day, but rather to pick up inbound traffic which is needed for immediate delivery.

cc: Dana Jewell, BAR  
Bruce Larlee, BAR  
Joe Jamieson, GNP

*cc: DWR*

ST-15  
5/55

Bangor and Aroostook Railroad Company  
CONDUCTOR'S TALLY

Time \_\_\_\_\_ M. \_\_\_\_\_ Date 7/8 19 86

INITIALS	CAR		Seals	Weight	Contents	Des- tination
	NUMBERS					
1 <u>BAR</u>	<u>54</u>	<u>10</u>				<u>Hold</u>
2	<u>42</u>	<u>28</u>				
3	<u>1</u>	<u>36</u>				
4	<u>91</u>	<u>09</u>				
5	<u>58</u>	<u>26</u>				
6	<u>96</u>	<u>54</u>				
7	<u>91</u>	<u>17</u>				
8	<u>53</u>	<u>55</u>				
9	<u>95</u>	<u>40</u>			<u>OK</u>	<u>A</u>
10		<u>489</u>	<u>set</u>		<u>12</u>	
11 <u>BAR</u>	<u>472</u>		<u>set</u>		<u>12</u>	
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The Safe way is the Only way!

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

ST-15  
5/55

Bangor and Aroostook Railroad Company  
CONDUCTOR'S TALLY

Time \_\_\_\_\_ M. \_\_\_\_\_ Date 7/8 19 86

INITIALS	CAR		Seals	Weight	Contents	Des- tination
	NUMBERS					
1 <u>BAR</u>	<u>55</u>	<u>74</u>				<u>OK</u> <u>A</u>
2	<u>88</u>	<u>52</u>			<u>Down bent</u>	<u>R</u>
3	<u>88</u>	<u>99</u>				<u>OK</u> <u>A</u>
4	<u>89</u>	<u>49</u>				
5	<u>88</u>	<u>37</u>				
6	<u>56</u>	<u>21</u>				
7	<u>69</u>	<u>86</u>				
8	<u>89</u>	<u>62</u>				
9	<u>55</u>	<u>32</u>				
10	<u>57</u>	<u>05</u>				
11	<u>67</u>	<u>17</u>				
12 <u>BAR</u>	<u>54</u>	<u>13</u>				<u>OK</u> <u>A</u>
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The Safe way is the Only way!

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

AD 171

BANGOR AND AROOSTOOK RAILROAD COMPANY

FOR OPERATING EXPENSE PROJECTS ONLY - WORK ORDER

Engineering

Dep't. No. 57

July 1, 1955

(Date)

Authority is requested for performance of work as described below.

Station Name \_\_\_\_\_ System \_\_\_\_\_ Mile \_\_\_\_\_ Division Northern & Southern

Description of work:

Install M&S Oilers at various places listed below.

Necessity or benefits of proposed work:

To prevent rail and flange wear

DETAILED DESCRIPTION-QUANTITIES, PRICES, ETC.	TOTAL COST
<b>Install M&amp;S Oilers listed below</b>	
✓ 236.38 ✓ 236.55 west rail ✓ \$ 256.00	"
✓ 248.01 ✓ 248.42 east rail ✓ "	"
✓ 49.47 ✓ 49.55 west rail ✓ "	"
✓ 248.02 ✓ 247.95 west rail ✓ "	"
✓ 152.80 ✓ 152.75 east rail ✓ "	"
✓ 213.47 ✓ 213.30 west rail ✓ "	"
✓ 227.33 ✓ 227.45 east rail ✓ "	"
✓ 235.72 ✓ 235.80 east rail ✓ "	"
<i>Mttd. yd.</i>	2,048.00

Recommended Chief Engineer

Approved (Sgd) W. I. STROUT  
General Manager

Date JUL 13 1955

Work Order No. 73



# MAINE LINE REWIND



63 years ago in the Maine Line:  
May - June 1963 Issue

- W. Jerome Strout writes about new cars in the Talking it Over
- Elinor Candors graduates from UMO
- Frankie Brown, Bowling Champion
- R.W. "Bob" Miller: Railroad Salesman
- How Heated Cars evolved to keep potatoes safe
- In The Family of the B&A

The May - June 1963 issue was Volume 11 and Issue number 3. In 1963, the Maine Line was being produced in an odd pattern. V 11 #1 was November-December 1962, #2 was March-April (no January-February). This issue was #3, #4, and #5 were combined as 'Fall', and #6 was November-December 1963. Within the same volume, we have two November-December issues! Volume 12 would begin to change this - aligning the volume numbers with calendar years.

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



# MAINE LINE WENT ON THE ROAD

On April 25, 2026, the Maine Line Magazine attended its first train show since being reborn in 2018. Although your editor has attended various shows in various capacities, this was the first time that the Magazine itself has gone to a show.

Many people swung by and had never heard of the Bangor and Aroostook before, or the magazine. They were sent away with business cards and advised to check us out online. A few models from your editor's private collection were for sale, along with some duplicate Maine Line issues from the collection. Show exclusive bumper stickers and magnets were available as well.

The big attraction was the Chip Switch O gauge switching layout available in all of its glory. A few people did partake of the challenge, and some times were set.

A great time was had by all. We were left with two questions: would you like to see the Maine Line at a train show near you and what about the Chip Switch Challenge? Care to try it? Reach out and let us know!



# THE OTHER JEREMIAH O'BRIEN

*Above: Liberty Ship S.S. Jeremiah O'Brien, San Francisco, California - Photographs in the Carol M. Highsmith Archive, Library of Congress, Prints and Photographs Division. - <https://www.loc.gov/pictures/item/2011631366/>*

While finding material for this issue of the Maine Line, your editor started the way one generally finds anything in 2026 - Google. Expecting to find references to the locomotive or the man, a Liberty Ship caught your author off guard. Surprisingly, she still exists and is still afloat. Most of what you are about to read is taken from <https://ssjeremiahobrien.org/about-us/> - if you want more details, head to their website.

What exactly is a Liberty Ship? During World War II the US had a big problem. Submarines were sinking cargo ships faster than they could be built. Those cargo ships contained material and troops crucial to the war effort and simply put, more ships were needed than were available. 2,710 Liberty Ships were built in 18 American Shipyards between 1941 and 1945. They were owned by the US government. The class of ships is easily the most numerous single class ever built. Despite this, only four remain today and of those only two are seaworthy. One of those is the SS Jeremiah O'Brien.

In June of 1943, S.S. Jeremiah O' Brien came out of the New England Shipbuilding Corporation yard in South Portland, Maine. She made seven voyages during WWII and an additional 11 crossings of the English Channel in support of the D-Day invasion.

Mothballed after the war, she resided North of San Francisco for over three decades. In 1979, she steamed out of the mothball fleet. She was the only ship to leave the mothball fleet under her own power. Once in San Francisco, a great deal of effort went into refurbishing the old cargo carrier. A living memorial to all those who served on and built the largest class of ships in history, she remains operational to this day.

In 1994, she embarked on an epic journey: She returned to England for the 50th anniversary of Operation Overlord, the D-Day invasion that changed the course of the war. She was the only ship to return and made the six-month 18,000-mile journey with no major repairs.

Perhaps it is only your editor's view of things, but the parallel to the Bangor and Aroostook Railroad seems evident. A small, unassuming, rugged vessel that was built in Maine affected the largest armed conflict the world has seen. During the war years, the B&A hauled a lot of potatoes and wood for the war effort and on the home front provided transportation for the freight and people of Maine.

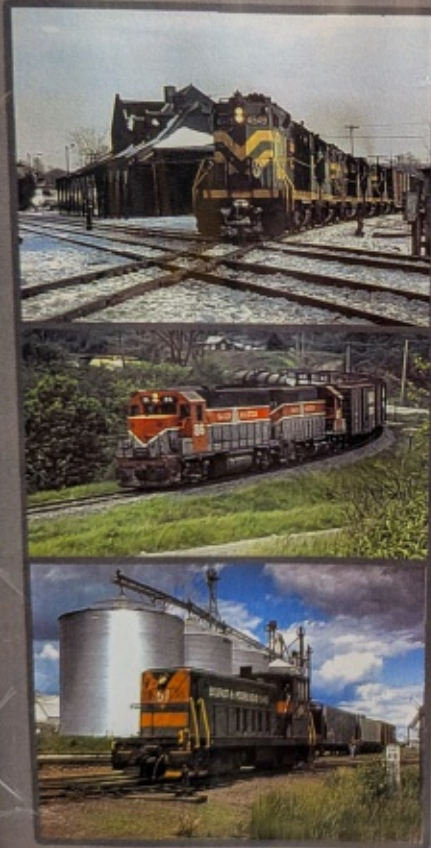
Another point came up during this research: the US Navy has also chosen to honor the O'Brien family. A full five ships have borne the name USS O'Brien. The first was TB-30, a Blakely-class torpedo boat. She gave a full 9 years of service to the US Navy, ending in 1909. DD-51 was the lead ship of the O'Brien class of destroyers and was launched in 1914. She was decommissioned in 1922. The next USS O'Brien was a Sims-class destroyer launched in 1939 and torpedoed in 1942. DD-415 steamed nearly 3,000 nautical miles after being hit, and every member of her crew survived.

*Right: USS O'Brien, DD-415, being torpedoed on September 15, 1942. Photo cropped from the original. Official US Navy photograph, public domain, found at: <https://www.history.navy.mil/our-collections/photography/numerical-list-of-images/nara-series/80-g/80-G-450000/80-G-457818.html>*



In 1943, DD-712 took over the name USS O'Brien. An Allen M. Sumner class destroyer, appropriately, she was built at Bath Iron Works, Bath, Maine. Decommissioned in 1947, three years later she was reactivated and went to Korea. She remained in service until 1972, when, on her last deployment, structural repairs began to make her decommissioning inevitable. DD-975 was the next to take the O'Brien name, launched in 1976 and decommissioned in 2004. She deployed 14 times and won multiple honors. Built by the Ingalls yard (which once tried to get into the locomotive business, see the Winter 2025 issue) in Mississippi, it has now been over 20 years since the O'Brien name was on a US Navy Ship.

# NORTHEAST RAIL VARIETY



VOLUME 1

MAINE & MASSACHUSETTS IN THE 80's



## REVIEW: NEW DVD WITH B&A FOOTAGE

Quick Facts:

Title: Northeast Rail Variety Volume 1

Run time: 1 hour 12 minutes

Format: DVD only

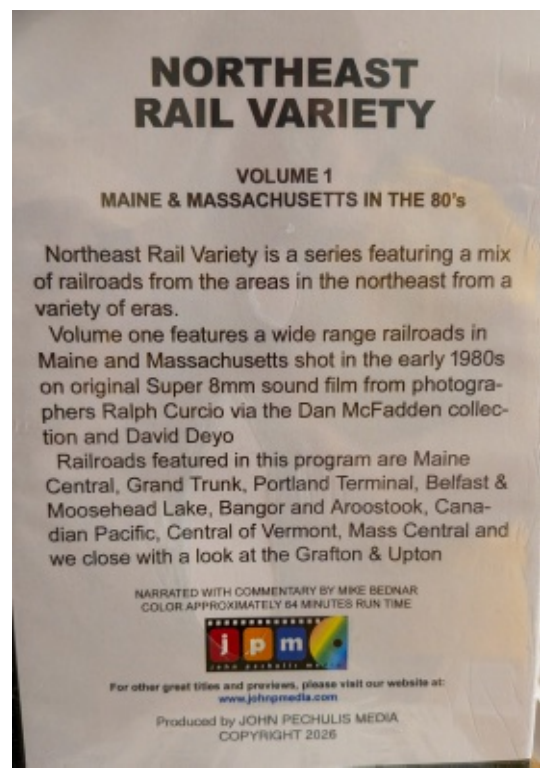
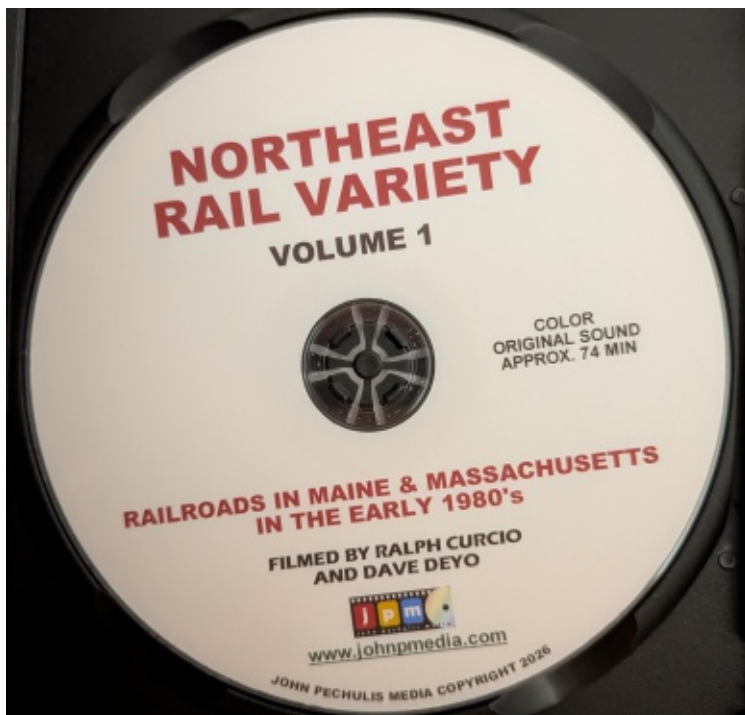
Price: MSRP: \$30, on sale until the end of 2026 for \$26 (plus shipping and tax)

Where to get it: <https://www.johnpmedia.com/dvds/nervv1>

This is a variety show of footage from the 1980s originally shot on Super 8mm sound film. The videographers were Ralph Curcio and David Deyo. It is not clear who shot what. Dan McFadden provided the Ralph Curcio footage and also made your editor aware of the DVD. (Thank you Dan!)

The DVD starts in Portland, Maine, with footage of the Maine Central, Grand Trunk and Portland Terminal. We quickly move onto the Belfast and Moosehead Lake with switching in Belfast yard. Then the one-car train moves onto Brooks and Unity. When the train stopped in Unity, you can see them switching with two ballast hoppers - one of which is a BAR car, the other is BML 46, which they purchased from the BAR. After a couple of shots in Burnham Junction, the video moves on to Waterville on the MEC. During some shots of switching, a BAR 10000 series boxcar is shown.

12 minutes into the presentation, we switch over to the Bangor and Aroostook. Searsport is first up with a Northbound switching, then departing. One more shot of that train, then we arrive at Northern Maine Junction - which is incorrectly identified on the narration as Oakfield. There are only two quick shots at NMJ, before we do get to Oakfield, for one shot. Then, a Southbound departs Oakfield, which we see from Dyer Brook. A pickup in Island Falls is made and we see the train departing southbound. The video then jumps to the Canadian Pacific at Brownville Junction, where a train of acid for the Chemical Plant at Kidders Point comes in. We return to the B&A after two shots in Brownville Junction, with a Northbound at Brownville. The narration indicates that this is a 'work train'. Your editor disagrees. Three locomotives with two cars and a caboose, neither of the cars appearing to be a work car does not sound like a work train. The next shot shows the same train backing into Brownville Junction. (The switch stands are of the CP type) The two cars are most likely to provide buffer cars front and rear for the acid train. Presumably, the power and cars came up from Derby Shops to take the acid train South. The last shot in the B&A section is of a train at the Brownville Wye heading for Brownville Junction. After about 20 minutes of footage in the State of Maine, we leave for Massachusetts - specifically, the Central Vermont in Palmer, MA. About 25 minutes of footage is shown of the Central Vermont and Mass Central railroads (both located in the same general area) before we move on to the Grafton and Upton. The last half hour of the DVD is devoted to the Grafton and Upton.



## Conclusion:

The case, DVD label and cover are all professionally done as is the transfer of the footage from film to DVD. There are several lines and video errors in various spots, but they do not detract from the overall product. Considering this footage is all around 40 years old, we are lucky to have it at all. The narration is good as are the editing and general feel of the DVD. Captions are restricted to the beginning of each section and although this is a decision on the part of the editor, it would be nice to have place names in caption form on the screen. At one point the town of Ware, MA is referenced in the narration. If you did not know, it could be spelled as Wear or Where. A caption would fix this problem, but it is not strictly necessary. Some sort of map of each railroad would be nice but this is not required for those that are already familiar with the railroads shown. Only a small number of the clips are dated. Referencing some of Ralph Curcio's slides puts the B&ML footage at June of 1980. One presumes that since Ralph was known to be shooting the Bangor and Aroostook also in June of 1980, that this footage came from the same trip. Other of Ralph's slides indicate that the Portland, Maine footage may also be from the same June 1980 trip.

This DVD is not billed as a Bangor and Aroostook DVD. The cover however has six different railroads on it, implying that the six different railroads get covered equally. That is simply not true. The Maine Central, Portland Terminal and Grand Trunk do not receive much coverage. Of the 74 minute DVD, only 20 minutes is in the state of Maine and approximately half of that is Bangor and Aroostook. If you are looking for a DVD that contains a lot of B&A footage, this is not it. It is a well-done product and contains footage you will not find anywhere else. As a result it is hard to answer the question "Is it worth it?" It depends on your point of view - if you must have every last frame of B&A footage available, this is priceless.

*Below: Screenshot from the DVD*





## BEFORE 1974

Since this issue features the 1776, let us take a quick look at the locomotive that would become 1776, better known as Bangor and Aroostook 73.

73 was built in August of 1952, part of EMD order 5068, a four GP7 order that would be delivered as 572-575. In 1952, the Bangor and Aroostook began to go to two-digit locomotive numbers. 573 became 73. Aside from the number change, no significant alterations are known to have been made until 1965. Herman Shaner took the photo above at Northern Maine Junction on October 9, 1965. Two months and a day later, work order #550 would be issued for "Heavy repairs to Diesel Unit #73". This leaves one to wonder what happened between October and December, when 73 is seen above switching NMJ solo, yet two months later, heavy repairs are required. A direct quote from the Expense Authorization Form states: "To restore unit to proper operating condition for further service continuing program of heavy repairs to our Diesel power." As part of the \$49,200 cost, presumably 73 was repainted into the 'blue dip' paint scheme shown below in a photo from 1969 by George W. Turnbull.

The GP7 and GP9 locomotives of the B&A really were the workhorses of the railroad. In the off-seasons, they wandered North America on lease; 73 was one of the locomotives that made it all the way to British Columbia in 1972.

How 73 was selected to become 1776 and why the B&A chose to paint a locomotive a full 19 months before the actual Bicentennial are questions that may never be able to be answered. Given a heavy overhaul in 1965, 73 may simply have been already in the queue for an overhaul. The decision to paint in 1974 for the bicentennial may have been nothing more than a publicity stunt. As noted in the Maine Line at the time, the B&A did become the first Northeastern railroad to paint a unit for the bicentennial.





# CLOWNING AROUND THE B&ML

Many of you know that your editor has been volunteering with the Belfast and Moosehead Lake Railroad for years. Your editor wrote the only book on the B&ML's history on its 150th anniversary, published in 2017. That experience led to the Maine Line being restarted in 2018.

Recently, the B&ML started Hobo Lunch trains - the idea being that passengers would come on the train, be served a lunch wrapped up in a bandana on a stick (That's Hobo Style!) and interact with a hobo. From the first time the idea was proposed, your editor knew who was perfect for the job: Andrew St. Amant - known to many as AJS - RTC Northern Maine Junction.

Andrew is a third-generation railroader. His Father worked track gangs for the B&A when he was born and his mother was the cook on the work gangs, feeding over 100 men three times a day in her cook car. Baby Andrew was there too - sitting on top of blankets in the woodbox while his mother worked. You could say he was a B&A man from birth. Initially, he followed in his Father's footsteps, working track gangs across the B&A. When a job opened up in Dispatch, he applied and got the position. AJS would continue dispatching until retiring in 2010, working for the B&A, Iron Road and finally the MM&A.

Andrew has an alter ego. If you have seen the Anah Temple Shrine clown Hy-Rail - you've seen Andrew's superhero alter ego. His power? Making people laugh. Andrew is Maine's only Shriner Hobo Clown. Not a tramp - but a hobo. The difference? Tramps once had money and a Hobo never did. Covered in railroad buttons and using a bunji cord as suspenders, this clown version of the hobo is quite personal to Andrew - look close and you will see a lot of B&A on display.

Well into his 70s - Andrew's easy smile, jokes, and general happy attitude are no strangers to those who worked with him over the years. He is also the first member of his family to go to college. Clown College.



Jokes aside, clowning is a great way to give back to the community, specifically to Shriners Hospitals for Children. Inspired by the way the Shriner's hospitals took care of a young relative who was horribly burned, Andrew took a family tragedy and has turned it into a lifetime of service - helping others get the care that they need, at no cost to the families involved. Just what one would expect of a B&A man - giving back more than they take.



*Above: There are a few B&A touches spread around the B&ML and your editor knows where most of them are. The B&ML's tie crane came right out of Derby Shops.*

Thank you Andrew for your willingness to give your time and energy to the B&ML and for giving so much back to the Shriners' hospitals!

# THE MISSING PLATE



From the first steam locomotives until the present day diesel electrics, manufacturers have attached builders plates to locomotives. In modern times, these are actually stickers. For decades they were a metal plate of some type. Sought after by collectors, there were usually two per locomotive, one for each side. Such is the case with EMD locomotives like the 573 / 73 / 1776 which we have covered extensively in this issue. One detail emerged however when looking closely at the dedication ceremony photos elsewhere in this issue. The builder's plates were missing, from both sides of the 1776. If you flip back to the piece 'Before 1974' in this issue and look closely under the 73 along the frame, you will see a builders plate, like the one above. Yet, once painted as the 1776, the plates disappeared.

Why would a railroad remove the builders plates from a locomotive? Well, in order to paint the locomotive they would have to be removed so that the surface under them could be properly stripped, primed and painted. It would appear that they simply never put them back on. Was this intentional or an oversight? Given the number of people who have over the years removed plates without authorization, some railroads have taken to removing them in order to prevent theft. This is one reason why new locomotives use stickers. It is also equally probable that the plates did not look particularly good by 1974, as they were 22 years old. When they were attached at the factory, these plates actually had a red, white and blue color scheme all their own. Perhaps the feeling was that if the locomotive looked so good, why put shabby looking plates back on it?

In any case, both were removed and this one has landed in the collection of Tom Cote who also provided the photograph. Where the other one ended up is unknown.



## MRS. CRAMER'S TEAKETTLE

*Above: Your editor at the Throttle of Rockport #3, in Marine Park, Rockland, ME. It's been over 50 years since there was a fire in this steam locomotive, so the smoke and steam were added in Photoshop.*

The Bangor and Aroostook's influence can be felt far and wide. From the boxcars that roamed the country to Rockport, Maine. Wait - Rockport? A town known more for its maritime history than its railroad history, many have forgotten that Rockport was once served by not one but two railroads: The Rockland, Thomaston, and Camden Street Railway (an electric line) and the three-foot narrow-gauge Rockport Railroad. Both are long gone. The Rockport Railroad shut down after devastating fires in 1907 destroyed the lime kilns that were the only customer. The line was only three miles long, but had 11 bridges and trestles in those three miles.

What could connect a narrow gauge line only three miles long on the coast of Maine with the Bangor and Aroostook? For decades, absolutely nothing. Then, nearly 70 years after the Rockport shut down, these two railroads became connected in the most interesting way. Your editor found that connection while looking through the Archive of Maine Line Magazines on the website, looking for something else. If you should happen to look up the May-June 1973 Maine Line (Volume 21, Number 3), flip to page 14 and feel free to be surprised: A steam locomotive on a flatcar at Derby Shops, decades after the B&A dieselized.



*Above: Your editor is putting the oil to #3's running gear, or at least making it look that way.*

Your editor has been interested in railroads for essentially his entire life and was aware that there was a locomotive in Rockport, but had no idea that it had any connection to the B&A, let alone was featured in a two-page article in the *Maine Line*. According to the article, Mrs. Ambrose Cramer had purchased the locomotive, shipped it to Derby shops where it was refurbished and then intended to donate it to the Camden-Rockport Historical Society. Derby shop personnel had just finished its refurbishment when the article was written. A quick Google search revealed the website for Legacy Rockport, currently the stewards of the locomotive. Contact was made and with the permission of all involved, your editor wandered down to Rockport's Marine Park for a night photo session. There was no actual fire or steam to be had, so that was added in post production. Although the park is open to the public, the general public should not be climbing on or into #3, permission was obtained for your editor to do so. A few battery powered electric lanterns, some photo strobes and the smoke and steam added later and we are back in the 1900s!



*Above: Clear the way, we got lime to move!*

Legacy Rockport has refurbished the locomotive since it was refurbished by the Derby shop forces. In 2022 she was in rather poor shape - the salt water and weather had worn away the locomotive. The cab was gone for all intents and purposes as was the wooden pilot. The saddle tank over the boiler was much the same. Rockport Marine came through with a new pilot beam and Rockport Steel made up a new tank and cab. The work was so well done that your editor thought they were original. The locomotive was repainted and relettered at the same time. In the four years since it was restored, the locomotive is already showing signs of deterioration. The weather and the proximity to salt water continue to take their toll. Legacy Rockport is currently seeking assistance with, designs for, and donations to cover the cost of some sort of roof to at least keep the rain and snow off of #3. See [LegacyRockport.org](http://LegacyRockport.org) to make a donation.

AD 171

BA. AND AROOSTOOK RAILROAD COMPANY

FOR OPERATING EXPENSE PROJECTS ONLY - WORK ORDER

Mechanical

Dep't. No. 913-1

September 13, 1972

(Date)

Authority is requested for performance of work as described below.

Station Name Derby Mile \_\_\_\_\_ Division \_\_\_\_\_

Description of work: **Repair Saddle Tank Steam Locomotive for Mrs. Ambrose Cramer, Camden, Maine.**

Necessity or benefits of proposed work: **Work for outside party.**

Budget Item No. \_\_\_\_\_

DETAILED DESCRIPTION-QUANTITIES, PRICES, ETC.	TOTAL COST
Repair (1) Saddle Tank Steam Locomotive	\$1,700. est.

Recommended *H. W. Hanson*  
Chief Mechanical Officer

Approved *[Signature]*  
Executive Vice President

Date \_\_\_\_\_

Work Order No. 815 (Assigned by phone 9-12-72)

*Previous Page: The Expense Authorization Form covering the repairs to Rockport #3*

After the historical society received #3 from Mrs. Cramer, it was determined they did not have the space for it. It was moved to Marine Park, where it still sits today, and became town property. Legacy Rockport was formed in 2009, and one of the goals of the organization is to preserve what is left of the industrial past that once made up Rockport's waterfront. Lime Kilns, #3, and various historical displays are a part of that effort. These folks do good work, and this small, obscure connection to the Bangor and Aroostook is a great way to say thank you to them for all they do!

*Below: Your editor making good use of his oil can*



# MAINE LINE

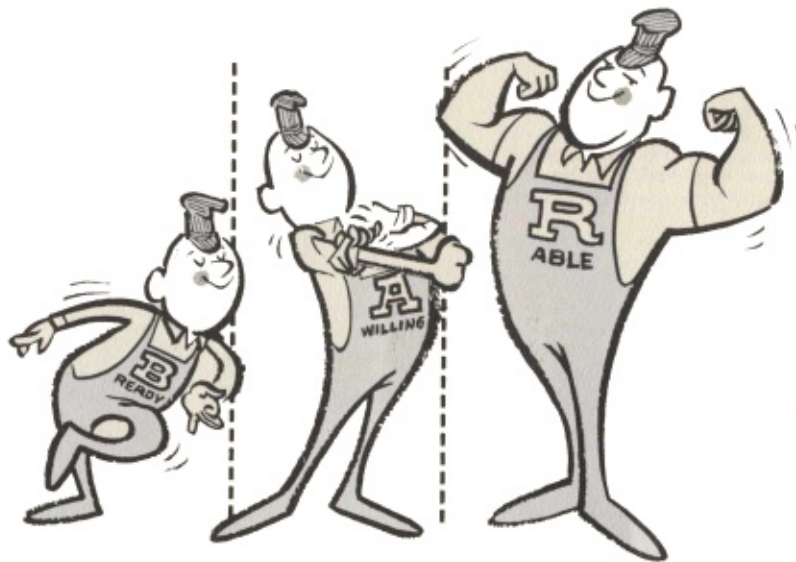
november - december, nineteen seventy four



## BEST COVER EVER

For your editor, the November-December 1974 issue cover is the peak of all Maine Line Magazine covers. Although this is an opinion, there are a few facts to back it up. This was the third all-color cover photo in Maine Line history, 22 years after the magazine started. Given editor Richard W. Sprague's apparent interest in night photography, it is not the first night photo to appear on the cover, but it is the first night photo in color, and there would only be one more, on the cover of the Spring 1988 issue. During the entire run of the Maine Line, there were only two covers that were any more than a single page. This was the first. It unfolded from the front and opened up to a full-width image that was a thing of beauty. The following was included about the photo itself: "The photograph of the Bangor and Aroostook's Bicentennial locomotive, the JEREMIAH O'BRIEN, on the cover was made at 1 a.m. at the Northern Maine Junction diesel shop using existing lighting and four 1,000-watt floodlights balanced for 3200 degrees Kelvin. The camera was a 35 mm. Leicaflex, tripod-mounted, loaded with Kodak High Speed Ektachrome film, balanced for artificial light. Exposure was 1/4 sec. at an aperture of f 4." The photo above is a poster in your editor's collection. At first glance, it would seem to be the cover simply opened up, but there are no creases where one would expect to see them. This may be a poster made from the magazine cover by someone after the fact, or it may be an official railroad-issued item. Does anyone know?

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# BATTLE OF MACHIAS: FIRST NAVAL BATTLE OF THE AMERICAN REVOLUTION

By Harry Schenawolf,  
[RevolutionaryWarJournal.com](http://RevolutionaryWarJournal.com)

*Above: Capture of H.M.S. Margarett by U.S. Sloop Machias - Watercolor drawing by Irwan John Bevan, digital capture by The Mariners' Museum and Park, Newport News, Virginia, used with permission.*

Desperation, suspicion, coercion, passion, vengeance, obstinance, and courage; it was all there, each contributing their fair share in a preview to the first naval battle of the American Revolution – the Battle of Machias, June 11-12, 1775. It was not an epic fleet battle of first rates and frigates clobbering each other with massive broadsides. Nor two ships raking each other until bare hulks, with one claiming they had yet begun to fight. The vessels involved were much smaller and barely armed. Just the British ship carried cannon, four specifically, along with a dozen swivel guns, and the Americans having none.

But it did have the intrigue of a nail-biting chase ending with an Errol Flynn/ piratical boarding of men clambering over gunnels and swinging from yard arms with weapons clutched in teeth. However, missing: sputtering fuses stuffed in black beards.

The battle was named for the town of Machias, settled in 1763, at the Machias Falls, approximately 20 miles upriver (Machias River) from Machias Bay. But few, if any, townspeople took part in the firefight. A gathering of between thirty and forty single-minded, fanatical Sons-of-Liberty patriots from outside communities saw an opportunity. They would put their mark on the ball that started rolling with the British thrashing at Lexington and Concord by bloodying a few sailors' noses. These saber rattlers gathered what weapons they could find (including the classic pitchfork), commandeered merchantmen, and pursued a British warship. They caught up with the vessel, and after a desperate man-to-man fight, they took her captive. What led to this purge of British property and, oh yes, the death of one of His Majesty's naval officers? It began with desperation.

### War Complicates a Familiar Trade

The settlement of Machias and Machias Bay lay far northeast on the coast of Maine (then part of the Massachusetts Bay Colony), approximately 325 miles from Boston and only 30 miles from Canada. It was spring, and the Machias settlement had survived a long and difficult winter. Food supplies were at a minimum, so they were desperate to begin the trading season that predominantly exchanged Maine lumber for food, mainly pork and flour. So, you could imagine how glad the townspeople were to see the return of two familiar merchant schooners: Unity (80 tons) and Polly (90 tons).

The ships were owned by Ichabod Jones, a fifty-eight-year-old Boston trader who had two residences, one in Boston and the other in Machias, having moved his wife and daughter there in 1774. As in past years, Jones purchased pork and flour from merchants in Boston that was loaded on his two schooners. He then sailed to Machias, where the food was sold to the hungry settlers. In exchange, Jones bought firewood and lumber for the return trip to Boston. An industrious trader, he made a tidy profit at both ends. Having wintered at Machias with his family, he had already left Machias in May of 1775 with lumber for Boston. So, was expected back by the town in early June. But in the spring of 1775, the Maine community were not the only ones desperate. So too were the British, bottled up in Boston.

The longer days of April brought warmth to the Boston community. It also brought open warfare. The Battle of Lexington and Concord, April 19, 1775, was quickly followed by the Siege of Boston, backed up by thousands of regional militiamen. British Commanding General Thomas Gage found himself and his army of approximately 6,500 men hemmed in on the Boston Peninsula. With the expected arrival of reinforcements, he was desperate to build additional barracks. And this required lumber. Lots of it. And he had no further to look than shipper Ichabod Jones, who already had an established trade for Maine lumber. But in a country aflame with patriot fervor, there was no guarantee that the Maine community of Machias would agree to another shipment of lumber to Boston, especially if they thought it was going to the British army. Gage turned to Vice-Admiral Samuel Graves, who turned the screws on Jones.

The Boston Port Act of 1774 required that Vice-Admiral Samuel Graves authorize all shipments to and from Boston. Graves used this leverage on Jones. If the Boston trader expected his two merchantmen to be granted permission to leave Boston with food for Machias, then the British must have a guarantee.

Once the food was offloaded, the settlers would have to agree to load lumber on the two merchantmen for the return trip to Boston. Jones, eager to depart Boston, assured the admiral that he would return with the lumber.

To ensure Jones' compliance, the armed patrol schooner *Margaretta* (50 tons with a typical crew of around 40), armed with four 4-pounder cannon and a dozen swivel one-pounders, under the command of Midshipman James Moore, would accompany the *Unity* and *Polly* to Machias. As a side mission, Graves assumed Moore would have time on his hands while negotiations for and loading the lumber took place. He ordered Moore to look in on the wreck of the *HMS Halifax*. It was an armed sloop of 6 six-pounders with 8 swivel guns that had been driven ashore by her pilot off Foster Island, near Machias, on February 5, 1775, and broken up in a snowstorm. If the wreck was accessible, Graves wanted the cannon back before they fell into the hands of the rebels.

### Suspicious Mount and Tempers Flare

When the sails of Jones' ships appeared off Machias Bay on June 2nd, the townspeople were ecstatic. They knew the merchantmen were loaded with food. What they did not know was that there would be a catch for the sale. Elation quickly turned to suspicion when they spotted the merchantmen accompanied by a British warship. In an age of ardent readers seeking the latest news, it was no secret to all who witnessed the arrival of the ships that Jones was a loyalist. An article published on August 14, 1775, in the *Newport Mercury*, referred to Jones as "that noted friend of government." Clearly, he was a man of the crown. And no one was more suspicious as to Jones' showing up alongside a British warship than the local chapter of Sons of Liberty boys. Who, in turn, received their marching orders from the Committee of Safety's leader, Reverend James Lyons.

Here, one may use the word pressure, or strongarm; however, coercion serves nicely. Expecting to purchase the food directly from Jones on June 3rd, the townspeople were surprised to learn that there were strings attached. Jones stated that as a prerequisite to obtaining food from the ships, the colonist must sign a petition that agreed to sell lumber to Jones to be loaded on the ships for the return to Boston. Asked why this was necessary when in years past, there was no such stipulation, Jones was, how may it be put, elusive. He basically explained that in these trying times, he just needed reassurances that he could continue to do business with the region. Yet the people were not fooled. It was easy to see that the British warship anchored in the river represented the buyer of the lumber: the British military. And its presence was there to assure the residents fell in line and provided the lumber, or else. Most of the town's residents just shrugged and signed the petition. There were few firebrand patriots among them. With war brewing further south, most did not want to stir up trouble. If angered, British ships could level the town any time they chose.

Enter passion. Providing lumber, or anything for that matter, to Boston did not go well with the Committee of Safety and their couple dozen or so Liberty boys. They wanted to do their part to weaken England now that hostilities had broken out. All knew Jones was a loyalist. And everyone knew loyalists could not be trusted. (Perhaps in this case, they were not far off the mark). The food was offloaded, and the lumber began to fill the merchantmen's hold.

But the small number of rabble-rousers were determined that no lumber would ship out from Machias. Reverend Lyons challenged the petition and sale of lumber, and a meeting was arranged at the Burnham Tavern for a vote.

As before, most of the town's residents were fine with the sale of lumber. But a small vocal number of patriots, many who had not signed the petition, were persistent in denying Jones' purchase of lumber go through. It was reported that Jones became worried that Lyons could sway those assembled to vote against him, that he slipped out and hurried to the Margareta's anchorage. Soon after, Moore brought the ship upriver. It was so near the town that it was obvious his guns could level any and all houses if he so chose. Literally staring down the gun barrel, the vote was overwhelming in Jones' favor; he could carry on business as usual.

The following is a June 14, 1775, excerpt of Reverend Lyons' report in which he describes the signing of the petition and meeting afterwards. Though succinct and informative, he does interject bias. In it, he states that the people on June 6th were averse to the sale. In another memo, he stated that most regretted having signed the petition after learning that Jones was a loyalist. Fact: it was public knowledge that Jones' was loyal to the crown, and the only ones averse to the sale on the 6th was his small minority of regional residents.

*“On the 3d instant, a paper was handed about for the people to sign, as a prerequisite to their obtaining any provisions, of which we were in great want. The contents of this paper, required the signers to indulge Capt Jones in carrying Lumber to Boston, & to protect him and his property, at all events...On the 6th the people generally assembled at the place appointed, and seemed so averse to the measures proposed, that Capt. Jones privately went down to the Tender [H.M.S. Margareta] & caused her to move up so near the Town that her Guns would reach the Houses.... The people...considering themselves nearly as prisoners of war...passed a Vote, that Capt Jones might proceed in his Business as usual without molestation, that they would purchase the provisions he brought into the place and pay him according to Contract.”*

### Upsetting the Cart and Tempers Flared

At this stage, Jones shot himself in the foot. His vengeance, or perhaps paranoia, gave the rebels an opening to blow the whole affair wide open. While the loading of lumber proceeded without incident, Jones took it upon himself to announce that only those who signed the petition could share in the distribution of the food. In effect, he personally penalized those who had opposed the sale of lumber. The number of settlers who did not sign was small, mainly patriots who were against anything being sold to the British. But so too, some who did not sign, could care less about loyalties to England or over what they considered nonsense spouted by the Sons of Liberty faction. But when told what they could or could not do, especially when concerning the right to purchase food supplies, they expressed anger. Tempers flared. The patriots, now with assistance from other townspeople, began to organize and put in place a plan to seize Jones, the British crew, and the armed sloop. Lyons writes:

*“After obtaining this Vote, Capt. Jones immediately ordered his Vessels to the Wharf & distributed his provisions among those only, who voted in favour of his carrying Lumber to Boston. This gave such offence to the aggrieved party that they determined to take Capt. Jones, if possible, & put a final stop to his supplying the King's troops with anything.”*

## Rebels Act

Benjamin Foster, a staunch Sons of Liberty man, hatched the plan to seize Jones and Moore while attending Church on Sunday, June 11th. Once the captain of the British sloop was in hand, he plotted to swarm the Margarett and take her while in anchor in the Machias River. Foster's leadership was joined by Jeremiah O'Brien, an outspoken dealer in lumber who had skills as a sailor. As the Liberty boys approached the church, they were spotted. Moore escaped to his ship, and Jones took off for the woods (later to be captured).

At this point, things escalated. Moore, obstinate to still follow through with securing the sale of lumber, sailed his sloop to Scott's Point and threatened to level Machias if the rebels tried to halt the loading of lumber. Of course, Moore's threat was ignored, and both the Unity and Polly were seized by the colonists. Reverend Lyons explains what next occurred:

*“...a party of [settlers] went directly to stripping the sloop that lay at the wharf, [the Unity], and another party went off to take possession of the other sloop [the Polly]...The tender [Margarett] did not fire, but weighed her anchors...in the dusk of the evening, fell down and came within musket shot of the sloop [the Polly], which obliged our people to slip their cable and run the sloop aground.”*

Moore repositioned his sloop to fire upon the Polly. Some sources state that it was here he raided a nearby merchantman from Connecticut and detained its captain, Robert Avery, to assist in piloting. Other sources state that Avery was taken later in the bay. Foster and O'Brien, with several men, came downriver in canoes and small boats and lined the shore directly across from the Margarett. Lyons continues:

*“having demanded her to surrender to America, received for answer, ‘fire and be damn'd’: they immediately fired in upon her, which she returned, and a smart engagement ensued.”*

Nathaniel Godfrey, a sailor aboard the Margarett who had been pressed by the British, explained the same action:

*“Mr. Moore...was hailed on shore by the rebels...desiring him to strike to the Sons of Liberty, threatening him with Death if he resisted...they fired a volley of small arms, which was returned from the Schooner [Margarett] with swivels and small arms. The firing continued about an hour and a half. Mr. Moore then cut the cable, drop't down half a mile lower, and anchored near a sloop laden with boards [Polly]. In the night they endeavored to board...but were beat off by a brisk fire...”*

## The British Cut and Run

By dawn, the *Margaretta* was riddled with bullet holes. Moore had had enough. Jones would have to manage on his own, and the lumber was a lost cause. His only desire now was to save his ship and crew. Moore continued to drift downriver toward Machias Bay while still being fired upon. With the bay in view, he hoped to slip into the Bay of Fundy and set sail for Boston. But the Liberty boys were not about to give up.

Perhaps obstinate courage best describes it, but O'Brien and Foster were more determined than ever to capture the *Margaretta*. Though the *Polly* was aground, there were two other merchantmen available. O'Brien, along with around thirty men carrying small arms, boarded the commandeered *Unity* to chase the British. As the *Unity* drifted downriver, they constructed deck breastworks in anticipation of battle. Foster and about twenty men hurried to East River to prepare the *Falmouth Packet* to join the *Unity* in its pursuit. Reverend Lyons describes the action:

*“Our people, seeing [the Margaretta] go off in the morning, determined to follow her. About forty men, armed with guns, swords, axes & pick forks, went in Capt Jones’s sloop [Unity], under the command of Capt Jeremiah O Brien: about twenty, armed in the same manner, & under the command of Capt Benjamin Foster, went in a small Schooner [Falmouth Packet]. During the Chase, our people built them breast works of pine boards, and anything they could find in the Vessels, that would screen them from the enemy’s fire.”*

When captains Jeremiah O'Brien and Benjamin Foster, and the forty-odd men who followed them, decided to pursue the British, they were not acting in the interest of the Machias community, most wishing to avoid any violent confrontation, but rather in the interest of the local chapter of the Sons of Liberty. The *Unity*, under the command of O'Brien, reached the Bay and shot out after the *Margaretta*. The *Falmouth Packet*, commanded by Foster, ran aground and was delayed.

Midshipman James Moore, commander of the *Margaretta*, was later posthumously accused of inexperience both in seamanship and military decisions as to the rebel attack. Here, accounts vary as to why the *Unity* was successful in catching the *Margaretta*. Some state the *Unity* was a quicker ship. Others put the blame on the youthful Moore's fledgling seamanship. Some state that the *Margaretta* had been damaged while tacking downwind, thereby slowing her down.

The most detail was given by Roger Duncan in his 1992 text, *Coastal Maine, A Maritime History*. In it, he states that the *Margaretta* was forced to jib into brisk winds, which resulted in the main boom and gaff breaking away, crippling its navigability. Once Moore was in Holmes Bay, he captured a sloop and took its spar and gaff to replace *Margaretta's*. Moore also took its pilot, Captain Robert Avery, captive. Understandably, all this took time, giving the rebels the advantage in the chase. It is perhaps safe to assume that a combination of the above contributed to the *Margaretta* being chased down: Moore's inexperience, multiple tacking, which damaged the rigging, and the *Unity*, larger and having more sails, was quicker and caught up with the British patrol vessel.

## Battle on Open Water

Since Unity was a faster sailing vessel than the Margaretta, O'Brien's crew quickly caught up to the crippled Margaretta. Meanwhile, the Falmouth Packet was able to free itself and lagged behind. Reverend Lyons reported on the action:

*“The [Margaretta], upon the first appearance of our people, cut her boats from the stern, & made all the sail she could – but being a very dull sailor, they soon came up with her, and a most obstinate engagement ensued, both sides being determined to conquer or die: but the [Margaretta] was obliged to yield, her Captain [midshipman Moore] was wounded in the breast with two balls, of which wounds he died next morning.... The Battle was fought at the entrance of our harbour, [near Round Island] & lasted for over the space of one hour.”*

Nathaniel Godfrey, aboard the Margaretta, also described the engagement:

*“A Sloop [Unity] & Schooner [Falmouth Packet] appeared, we immediately weighed Anchor & stood out for the Sea, they coming up with us very fast, we began to fire our Stern Swivels, & small Arms as soon as within reach. When within hail, they again desired us to strike to the Sons of Liberty, promising to treat us well, but if we made any resistance they [would] put us to Death. Mr. Moore seeing there was no possibility of getting clear, [swung] the Vessel too and gave them a Broadside with Swivels & Small Arms in the best manner he was able, and likewise threw some Hand Grenadoes into them; they immediately laid us Onboard, [mortally wounded Mr. Moore and] took possession of the Schooner [carrying] her up to Mechias, in great triumph.”*

The Unity pulled aside. More romantic accounts describe O'Brien as leaping on board the Margaretta just as his ship pulled away, leaving him alone to face the charging British crew. He then leapt overboard, only to clamber back aboard the Margaretta to take part in the fight. No primary source backs this up, leaving one to believe this second-hand account was written as a movie script by someone far ahead of his time. More reliable sources give Joseph Getchell and O'Brien's brother, John, as the ones leading the rebel boarding party. Both sides exchanged shots and came at each other with axe and sword. Moore was taken down by Samuel Watts, a teenager still aboard the Unity, with a musket shot to the chest. Once the Falmouth Packet caught up to the attack, it managed to pull along the other side of Moore's ship; however, by then, he played a secondary role in the capture. Margaretta's crew were placed under guard, and the ship sailed back to Machias. Among the Americans who boarded the British sloop and was noted for his bravery was Richard Earle, O'Brien's black servant.

## Casualties and Prisoners

This action is considered the first time British colors were struck to the rebellious American colonists. With Moore grievously wounded, surrender of the crew and vessel fell to Midshipman Richard Stillingfleet. Moore would be put in the care of Ichabod Jones' nephew, Stephen Jones, and would die the next day. Three other members of Moore's crew were killed, including Robert Avery, the pilot who had been pressed into service by Moore. British wounded are listed as high as eight. As to the colonists, John McNiell and James Coolbroth were killed. Three more were badly wounded: John Berry (a musket ball entered his mouth and exited behind the ear), Isaac Taft, and James Cole.

Around two dozen crewmen were taken prisoner. The Committee of Safety held them for a month before they were taken to Worcester, Massachusetts, and handed over to the Massachusetts Provincial Congress. Two had been given a reprieve and set to work at Machias – both shipwrights considered in great need. Ichabod Jones and his nephew Stephen were also sent to Worcester; Ichabod being kept in solitary confinement when first arriving. Ichabod was later released in October of that year and his nephew soon after. A loyalist, Ichabod lost all his holdings and died in 1790, buried in Boston at King's Chapel burial ground.

By the time Margaretta's crew reached Massachusetts, General George Washington had already assumed command of the Continental Army. Both the general and the Massachusetts Assembly agreed to a prisoner exchange, which occurred later in the year. Midshipman Stillingfleet was considered a British naval officer, and was soon after arrival, released to Royal Navy officials

## Aftermath

The town of Machias feared the British would seek vengeance and by July, had requested an armed sloop for protection, plus a troop to be stationed at Machias. The Committee of Safety petitioned the Massachusetts Provincial Congress for permission to fit and arm at least one of the sloops captured in the bay off Round Island. The Unity was armed and renamed the Machias Liberty under the command of Jeremiah O'Brien. A month later, in July, O'Brien and Foster took another British ship, the Diligence, after it ran aground in Bucks Harbor.

Machias was not attacked. But Falmouth, Maine, 200 miles south of Machias (now incorporated into Portland), paid dearly for the early victory in Machias Bay: on October 11, 1775, the British bombarded the town and burned eleven American ships at anchor.

As to the fate of the Margaretta. Joseph Getchell, saw mill owner and one of the original settlers in Machias, took the ship up the Machias River to Middle river and hid it in Marshfield. There, he removed its cannon and useful materials. The cannon may have been used to arm the Unity, renamed Machias Liberty. It was sold to George Benner, who captained the stripped-down vessel as a commercial ship, trading with the settlements between Machias and Falmouth. Around four years later, the ship ran aground on rocks near Jonesport and was abandoned. Another account states the ship was chased into 'Sawyer's Cove, Jonesport, and there burned by the British.

Lumberjack turned ship's captain, Jeremiah O'Brien, continued to command Jones' Unity, the newly named Machias Liberty, for two years, having received the first captain's commission in the Massachusetts State Navy in 1775. Afterwards, as a privateer, he captained the Resolution and later the Scarborough, a British vessel captured in 1777. He continued to harass the British off the coast of Massachusetts and Maine until his ship Hannibal was captured in 1780. He became a prisoner on the dreaded prison ship HMS Jersey, anchored off Long Island. He spent six months in the dreadful hulk, deprived of food and medical treatment that killed thousands. Afterwards, he and those of the surviving crew of the Hannibal were shipped overseas to Mill Prison, near Plymouth, England; the facilities nearly as dreadful as the Jersey. In early 1782, he escaped and found his way across the channel to France. By October, 1782, he was back with his family in Machias. For O'Brien, the war was over. In 1811, he was appointed as the federal customs collector for Machias, dying there in 1818. Since 1900, five US ships have been named in his honor, as well as the O'Brien class of destroyers prominent in World War I.

As to the wreck of the HMS Halifax, that was on Midshipman Moore's agenda to investigate. A schooner named Halifax was recorded as being purchased by an American shipper in 1775. Her lines were identical to the original Halifax sunk that year, and may therefore have been salvaged and returned to service.

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*Editor's Note: Our thanks to Harry Schenawolf, RevolutionaryWarJournal.com, for allowing this piece to be in this issue! It provides the story behind the name Jeremiah O'Brien! -JTK*

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# IN THE FAMILY



Kayla and Matt Sawyer welcomed a new addition to the Bangor and Aroostook family on May 6. Elyssa Dawn Sawyer entered this world after 14 hours of labor at 2:16 AM. May the 6th happens to be Matt's birthday and we have it on good authority that he is absolutely over the moon with his birthday present!

At the time of birth, Elyssa was 21.5 inches long and weighed 9 pounds, 4 ounces. Although she has not made any comment on the subject, we know she has already been made aware of the existence of the Bangor and Aroostook. All three of the Sawyers are doing just fine and we wish them all the best!



ALL



ACROSS

AMERICA

*Previous Page: Central Vermont 1776 in St. Albans, Vermont on July 25, 1976, Ralph Curcio photo, JoeyKelleyPhoto.com collection*

The nation's railroads really did rise to the occasion of the nation's bicentennial. All across the country, locomotives were painted into red, white, and blue paint schemes, renamed, renumbered, and brought out for press events. Books have been written on this, and in no way is this short piece intended to be comprehensive, but merely to showcase what else was going on across the country. Railroads, big and small, found their patriotism. The approaches differed widely; some were just graphics and names attached to locomotives, like the Maine Central. Others did essentially the same paint scheme they normally did, but in red, white, and blue. Others went all in and created some of the most eye-catching locomotives in US history. Here is a small sample!

*Right: Bob Worcester photographed D&H 1776 somewhere in April of 1975. The D&H elected to do something quite similar to its normal paint scheme, but in red, white, and blue. They did go so far as to take their signature yellow shield and change it to white, though. James Young Collection*





*Above: Maine Central 407 in Rigby Yard, October 1982, Robert A. Lamay photo, Shawn Melvin collection*

Maine Central's Independence Class - 10 General Electric U18b locomotives built in May and June of 1975. All were shipped with an Eagle on the nose, Independence Class lettering in the frame under the cab windows, and each was named for something related to the Revolutionary War. 407 was Unity, named after the Sloop that Jeremiah O'Brien used in the Battle of Machias. 400, as shown below, in August of 1975, was General Henry Knox.

*Right: MEC 400 in Portland in August of 1975, photographer unknown, JoeyKelleyPhoto.com collection*





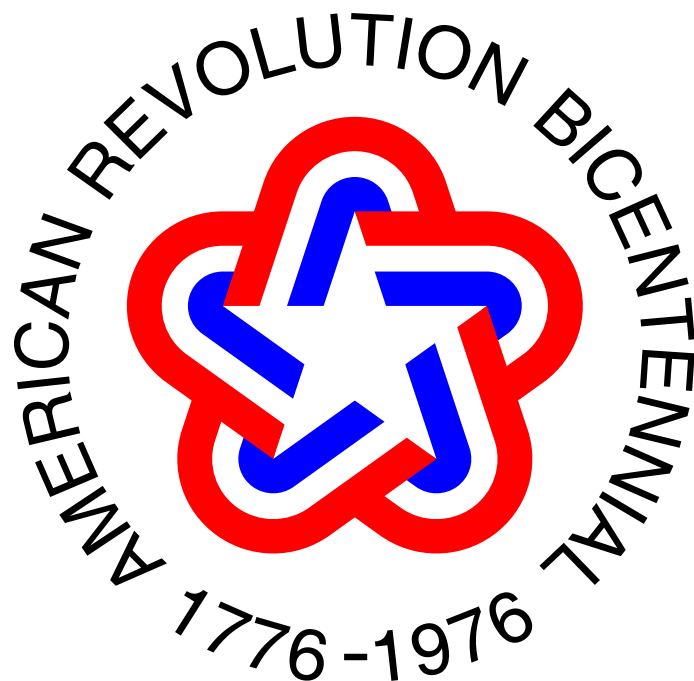
*Above: One of the smaller entries in the 1976 repainting genre, Babcock and Wilcox had this switcher, believed to be a 35-ton General Electric at its facility in Barberton, Ohio. James P. Marcus photo, JoeyKelleyPhoto.com collection*

*Below: The Chicago and North Western took the Uplifting step of painting CNWX 1776 into a Red, white and blue scheme seen here in a shot by Sam Carlson on April 28, 1982.*





*Above: The Detroit, Toledo and Ironton was not known for a lot of creativity in the paint scheme department. Generally, they painted all locomotives in orange. This flag-inspired red, white, and blue exception must have brought the paint booth folks a great deal of both work and joy when it was completed. Photographed in Columbus Grove, Ohio, in May of 1979 by photographer Sam Carlson*



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## DEDICATION DAY

One of the interesting things about the re-born Maine Line is that we can take a much deeper dive into topics than the original Maine Line did. The original Maine Line was a publication with multiple roles - part employee newsletter (all the figures and 'In the Family' sections in particular), part marketing tool, and part historical record. The latter was not intended, but a surprising number of the railroad's accomplishments and achievements made it into the magazine. It was, however, a publication paid for entirely by the railroad, and cost was a factor. The cover story from the November-December 1974 issue, all about the dedication of the 1776, was only three pages and three graphics. One is a reproduction of a painting of the Battle of Machias, and two photos. Check out the original issue on the Archive section of the Maine Line website, look for Volume 22, issue 3. In that one piece, editor Richard W. Sprague put together a story not only about the battle of Machias but also about the locomotive and the dedication ceremony.

The day was December 6, 1974. One day before the 33rd anniversary of the attack on Pearl Harbor. It was a Friday. To quote Richard W. Sprague, "The weather could not have been more perfect if it had been prescribed. The skies were a winter blue. The temperature was mild for December 6." A crowd had gathered next to the old brick station building at Northern Maine Junction. It was a combination of media, the general public, the Hermon High School Band, and many railroaders taking an afternoon break. One of those in the crowd, camera in hand, was friend and Maine Line Magazine contributor, Neil MacDonald, whose photos are used here.



Engineer Gary Karam did not have the heaviest train of his career, three cars and a buggy behind the Jeremiah, but apparently, there was some pre-show drama. About 20 minutes before the debut was scheduled to occur, a spring in 1776's control stand decided to take just that moment to fail, and the throttle jammed. One can assume this was a stressful moment for all involved. Engineer Karam managed to free the throttle in time and pulled 1776 and her short train down to the old brick station at 2 PM on the nose. Given this was all about the locomotive, the exact consist was not noted, but from the photos, it appears to be 57-foot mechanical reefer #182 in Grey, one of the vertical striped red, white, and blue 5900 series boxcars, and a freshly repainted jade green chip car. A caboose follows, and it may be a troop sleeper, but which one is not noted.

Although the paint scheme itself is bold, striking, and when clean, downright gorgeous, evidently, the paint job itself had a bit of drama. Apparently, this project was only green-lit three weeks before the debut. There was a problem getting the proper paint. The original plan to use decals for the stars around the 1776, something done very late in the process, proved to be a problem when it was discovered that the decals had a tendency to fall off. They wound up being painted on by painter Carleton Lane, who worked overtime to get the job done.





1776

BANGOR  
ROOSTER

McCobb

F

On the previous page, Neil captured a group from McCobb's Company - a group founded in 1973 that in 1975 re-enacted the "March to Quebec" on its 200th anniversary. Find out more about that group at [ArnoldsMarch.org](http://ArnoldsMarch.org).

As an aside, the invention of the steam locomotive was nearly three decades in the future when we declared our independence, and the diesel locomotive was science fiction.

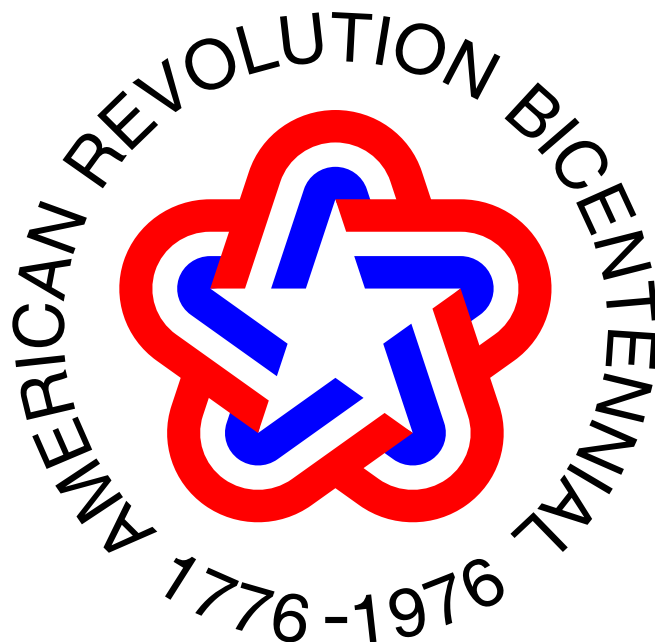
As part of the ceremony, which borrowed heavily from naval tradition, Mrs. Robert Crane, chairman of the Washington County Bicentennial committee, broke a bottle of champagne over 1776's coupler. No doubt Mrs. Crane was chosen due to the real Jeremiah O'Brien's ties to Machias and, therefore, Washington County.

By debuting 1776 on December 6, 1974, the Bangor and Aroostook Railroad became the first railroad in the Northeastern US to paint a locomotive in a special bicentennial paint scheme. Not the first railroad in the US to do so, but this relatively small railroad rose to the challenge. The last paragraph of Mr. Sprague's article states as follows: "The Jeremiah O'Brien will be the lead unit on trains she pulls during the Bicentennial period. She will always fly two American flags on her staffs. She will be cleaned often and with care so that people will remember, for two years at least, what an extraordinary legacy of courage a small group of ordinary men gave to us."

It is worth noting that although the 1776 represents a great deal of patriotism on the part of the B&A, its workers, and management, things were not all rosy in the financial department. According to the Angier-Cleaves book (Bangor and Aroostook, The Maine Railroad), page 162, had it not been for the per-diem payments received on the B&A's cars, the railroad would have actually lost money in 1974. Bicentennial notwithstanding, the 1970s were a low point for American railroads. The management had already decided to shut down the Medford cutoff for the winter of 1974-1975 and see if service could be maintained without it. The answer obviously was yes, and the Medford cutoff was eventually abandoned.

The 1776 rolled around the Bangor and Aroostook until 1978, but that is another story which you will find in this issue!

Thank you to Neil MacDonald for providing these excellent photos!





# LIONEL'S JEREMIAH O'BRIEN

*Above: 1776 and Matching caboose - photo courtesy of Paul DeCesere*

50 years ago, an un-cataloged, un-advertised limited edition locomotive and caboose set was made available to Lionel dealers. That locomotive and caboose set was the Bangor and Aroostook Jeremiah O'Brien. Today, these sets pop up with some regularity for sale on the used market. Price is usually based on condition and if the original box is included. It is impossible to know how many of these sets survive, or how many were sold. Things have radically changed in O gauge in the last 50 years, with the quality and detail demanded by the market increasing dramatically. It is easy to look at this set and dismiss it as a cheap toy - but let us look a little further.

Most people consider Lionel trains to have peaked in the post World War II 1950s. By the 60s, advances in model railroading technology, primarily the rising quality and smaller size of the HO market, sent Lionel's sales into a downward spiral. Model Products Corporation (Better known as MPC) had licensed the Lionel name and trademarks, becoming the producer of Lionel trains in 1970. (Another way to say this is that 1969 was the last year that Lionel, Inc. released a catalog or any trains.) There is a strong feeling amongst the Lionel collecting community that 1969 was the last year that 'real' Lionel trains were produced. MPC would continue to be the producer of Lionel trains until 1986. For more on the history of Lionel, check out Wikipedia: [https://en.wikipedia.org/wiki/Lionel,\\_LLC](https://en.wikipedia.org/wiki/Lionel,_LLC)

The MPC era of Lionel production is not terribly well regarded. If this set is typical, one can see why. Let us begin with the caboose. Producing a model of a B&A caboose is challenging. In real life, the B&A built their own cabooses, and it seems nearly every one was different. This 'porthole' caboose is a standard Pennsylvania Railroad design that Lionel painted to match the locomotive. It bears no resemblance to any B&A caboose, either in design or paint scheme. The caboose's trucks, although typical of MPC Lionel production bare no resemblance to any caboose

truck your editor is familiar with. The caboose has small red lights on one end, indicating the rear of the train. Since there is only one coupler on the caboose, this end is always the end of the train. The windows are glazed plastic, there is a lightbulb inside the caboose, but only one truck pulls power from the track. Unless one has perfectly clean track and perfectly clean caboose wheels, the light is prone to flicker. In short, the caboose is cheap, several obviously desirable features are missing and it bares little resemblance to any B&A caboose.



*Above - the Caboose  
Left - detail photo of a truck  
Below - photo of the bottom showing  
the lone coupler and lone electrical  
pickup.  
JoeyKelleyPhoto.com photos*



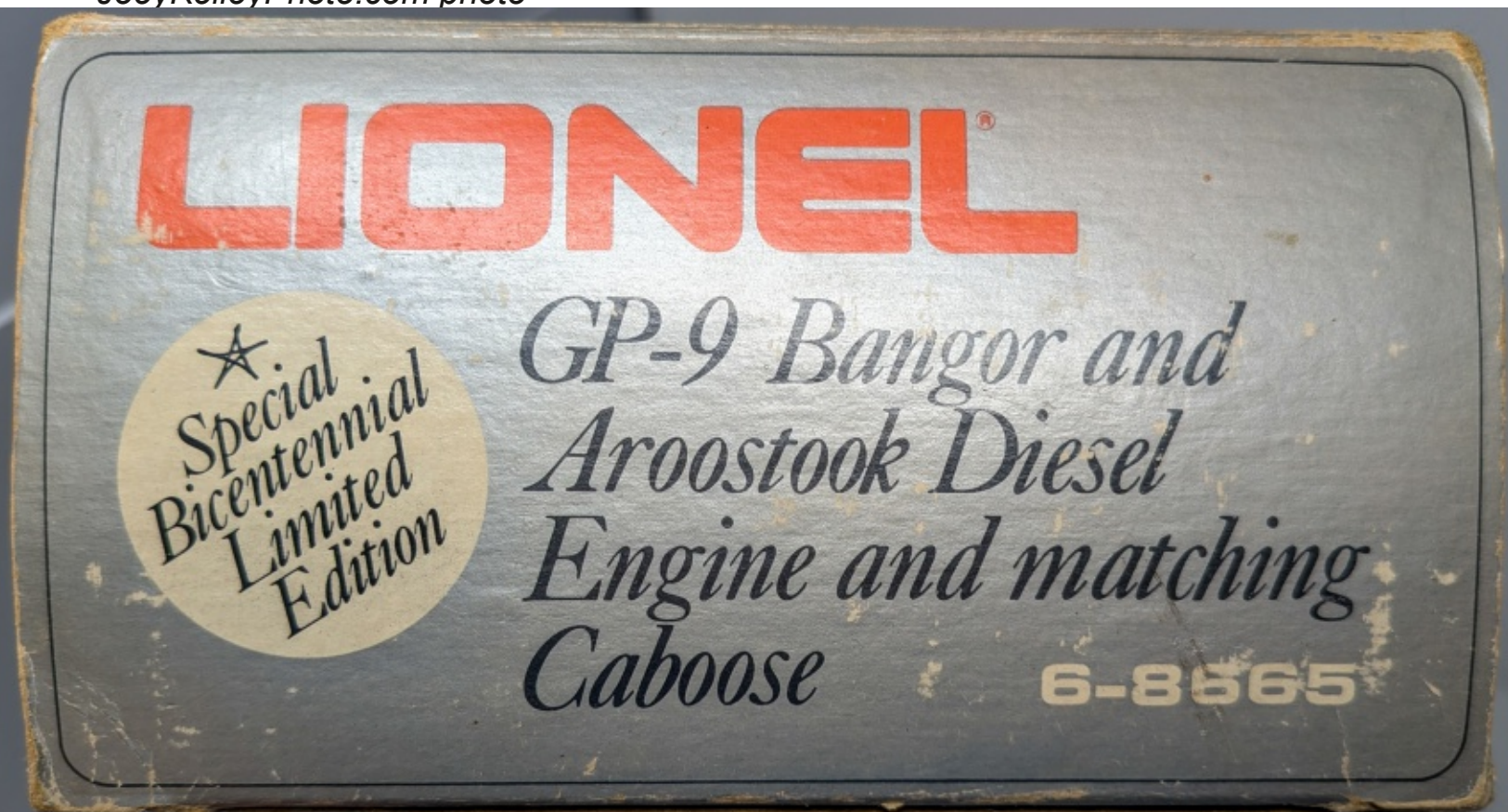


*Above: The underside of the 1776 - JoeyKelleyPhoto.com photo*

The locomotive is a very good representation of the Jeremiah O'Brien paint scheme. Unfortunately, the locomotive is a victim of the era in which it was produced. The stunning paint job is let down by the single motor and single powered truck, not to mention only a single truck picking up power from the track. Combined with the rather oversized handrails, this is no fine-scale model. One other perplexing thing about this model - Lionel clearly states on the box that this is a GP-9. Although we know that 1776 was a GP-7, we can forgive this as Lionel did not make a GP-7 at the time. However, this locomotive has the vent louvers underneath the cab windows, which would make it a GP-7.

50 years later, it is easy to look back on this set and write it off as a cheap toy. That does not do this particular set justice, as it is very important, since aside from red, white, and blue boxcars, Lionel has produced very few Bangor and Aroostook items even to this day. It is also worth noting that since the B&A released the 1776 in December of 1974, it gave Lionel time to produce a model for 1976. Had it not been for that and the fact that Lionel already had this locomotive in production and this was simply a change of graphics, we might not have gotten this set at all. So thank you to MPC and Lionel for putting out such a unique and relatively unknown set!

*Below: One end of the box, printed specifically for this set # 6-8665 - JoeyKelleyPhoto.com photo*





## WHEN THE COLORS BEGAN TO FADE

The photo above is the last photo of 1776 in your editor's collection with a known date. It is unlabeled as to location or photographer. Dating from June 1978, it corroborates a roster showing a November 1978 date for 1776 being returned to its normal number of 73. 1776 had been running around for about 3 and a half years when this was taken. She is showing it. Stains around the fuel fill - rock chips - the silver trucks look much closer to grey. (To be fair, that could be the lighting and the angle) Blue is showing through the white in a few spots, and the pledge to 'lead whenever possible' has had the downside of meaning that the bunting painted on the front is beginning to show its age. If this were any other locomotive, one would hardly even notice these, but the Jeremiah was special.

Nothing lasts forever, and the 1776 was no museum piece. She might be special, but she still had to earn her keep. If the roster referenced above is to be believed, late in 1978, she would emerge in Tri-color paint and be just a tiny less special because of it.

But she did live on, until at least 2001. The story continues on the next page.



*Above: An unknown photographer found 73 in Selkirk yard on April 7, 1979.  
JoeyKelleyPhoto.com collection*

As shown above, by April 1979, 73 was once again out on the road. For over 15 years, she would continue in service on the B&A. One roster provided to your editor shows that 73 left the roster in November 1996. Almost all of the rolling stock on the B&A when Iron Road took over in 1995 was sold and leased back, but 73 does not appear in any lease on the Surface Transportation Board website. Digging through the photo archive did not result in any conclusive dating of 73 on the property. Friend and contributor Rod Bushway began photographing in 1995 and has no pictures of 73. Not conclusive, but interesting. All pictures after 1978 show 73 in the same version of the tri-color - all orange cab sides with no pin stripe across the cab. It is reasonable to assume that once painted into this version of the tri-color, it was not painted again.

Whenever 73 left the roster, we do know where she wound up. Mechanic Valley, Maryland. Maryland Materials, Inc. bought 73 for service at their gravel pit. The shot below comes from Richard Jahn and dates from 2001. At some point, 73 was selected to impersonate a John Deere tractor. But the actual lines of the paint, the winterization hatch, MU pedestals, and spark arresters are all straight from the B&A. The gravel pit shut down some time ago, but a couple of sources locally confirm that 73 is still down there and has been stored undercover for years. What the future holds for 73 is uncertain, but this locomotive is a survivor. Over 50 years after being for the Bicentennial, this internationally traveled locomotive remains, and that is perhaps the most remarkable thing about 73.



# FROM THE ARCHIVES

*Hopefully, by now, you have not had too much of the Jeremiah O'Brien! Being such a distinctive locomotive, it garnered plenty of attention and was photographed many times. Here is a sampling! Enjoy!*



*February 19, 1975 found 1776 between assignments at Northern Maine Junction. Photographer unknown, JoeyKelleyPhoto.com Collection*



*Previous Page: May 18, 1975 found 1776 in the roundhouse at Northern Maine Junction, captured by George W. Turnbull. JoeyKelleyPhoto.com collection*



*Richard Jahn captured 1776 in East Millinocket on June 30, 1977.  
JoeyKelleyPhoto.com collection*



*George Melvin captured 1776 along with 51, 33, and the wreck damaged 38 (nose visible off to the extreme left) at Northern Maine Junction on May 3, 1975.  
JoeyKelleyPhoto.com collection*



*An unknown photographer captured this at Northern Maine Junction on June 25, 1977. Lundeen Photos is the only credit on the slide. Interestingly, all three of these locomotives survive, nearly 50 years later. 73 in Maryland, 502 is under CPKC ownership and 56 is in Indiana. JoeyKelleyPhoto.com collection*



*1776 was up in Caribou in this undated and uncredited photo. Interesting that the engine house seems to have been bricked over, but the turntable looks functional. Photo from the collection of Shawn Duren*

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