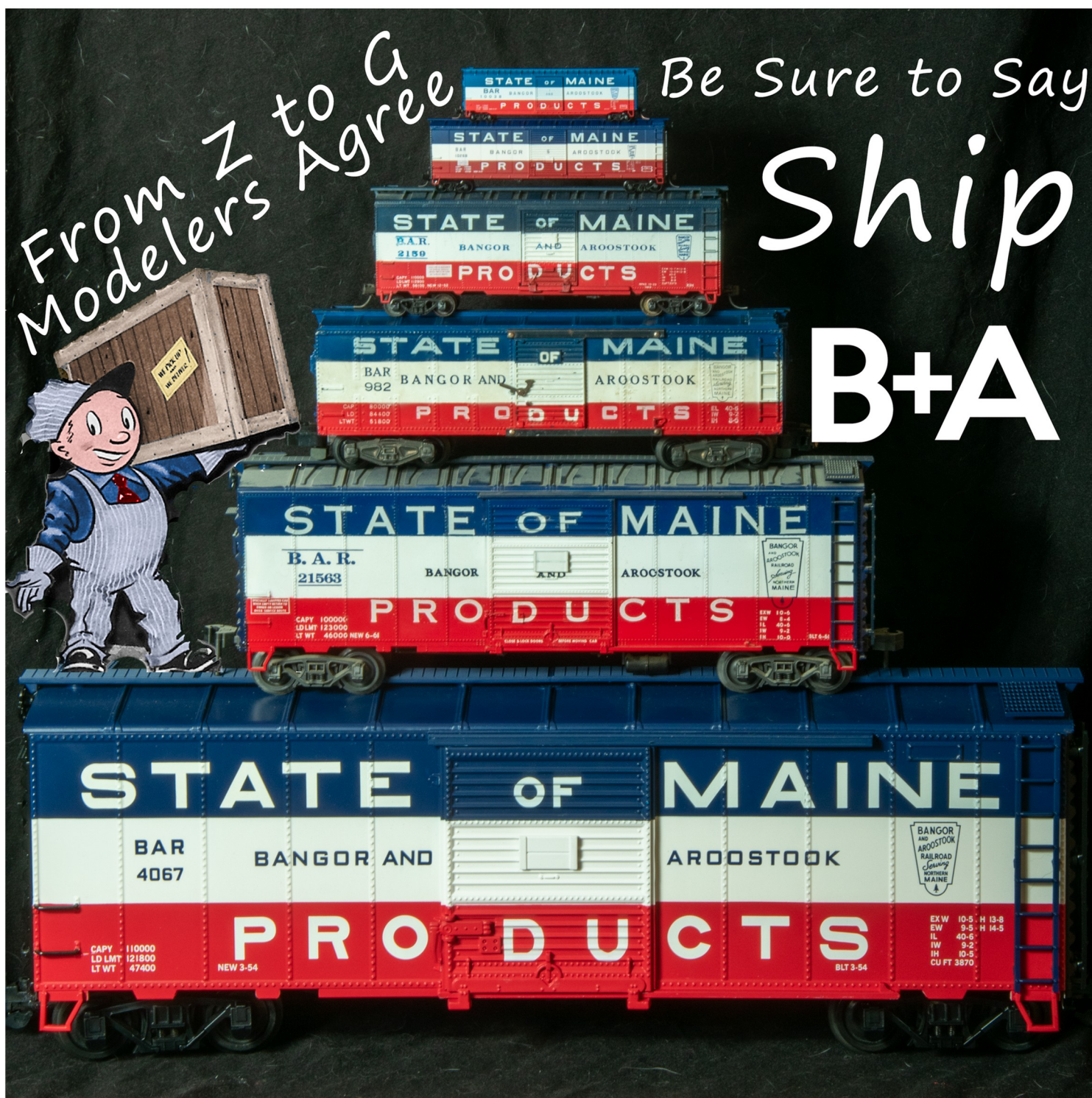


MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



Talking It Over



What is it that makes the Bangor and Aroostook so well known? In reality – in terms of track, number of locomotives, population of the state it served – the Bangor and Aroostook should be a minor player in the history of North American railroading. But it is not. People from all across North America and, as we proved with last issue's article from Finland, all across the world know of the Bangor and Aroostook. Why is that? This plucky little railroad stretched across the largest and least populated of all of Maine's counties has had a completely disproportionate amount of attention over the years.

Some of it is obvious – railfans like antique locomotives and the B&A ran some that were genuine museum pieces by the time they were retired, scrapped, sold or in one case, kept for some future use.

Perhaps it is because of all the people over the years that were happy to be known as Bangor and Aroostook employees. There was a lot of pride there.

Perhaps it is the fact that the Bangor and Aroostook was a lifeline both of commerce and travel for the people of Northern Maine?

Could it be all of these – and perhaps one more – that the bold Red White and Blue State of Maine Products cars have graced the rails of North America since 1950 were the best advertising a railroad could buy? I think that last one has a lot to do with it.

In this issue we have several interesting pieces about the Bangor and Aroostook – family history is a strong theme in this issue and I find that is something that is very strong within the old Maine Line issues – the family of the Bangor and Aroostook.

- "Joey" Kelley, Editor

Volume 3, Issue 1
Published Quarterly

Maine Line Magazine:

A Publication of
Joey Kelley Photography,
JoeyKelleyPhoto.com
Direct all Correspondence to
joey@joeykelleyphoto.com
All content, except where noted,
Copyright 2020, Joseph T. "Joey"
Kelley, JoeyKelleyPhoto.com
All Rights Reserved

About the Cover:

A stack of model State of Maine Products
Boxcars in scales from Z to G

**The Paint Scheme That outlived
the Railroad:**

Red White and Blue
State of Maine Products Boxcars

Cains of Maine:

One B&A Family

A Story 50 Years in the Making:

The B&A's friend – in Iowa

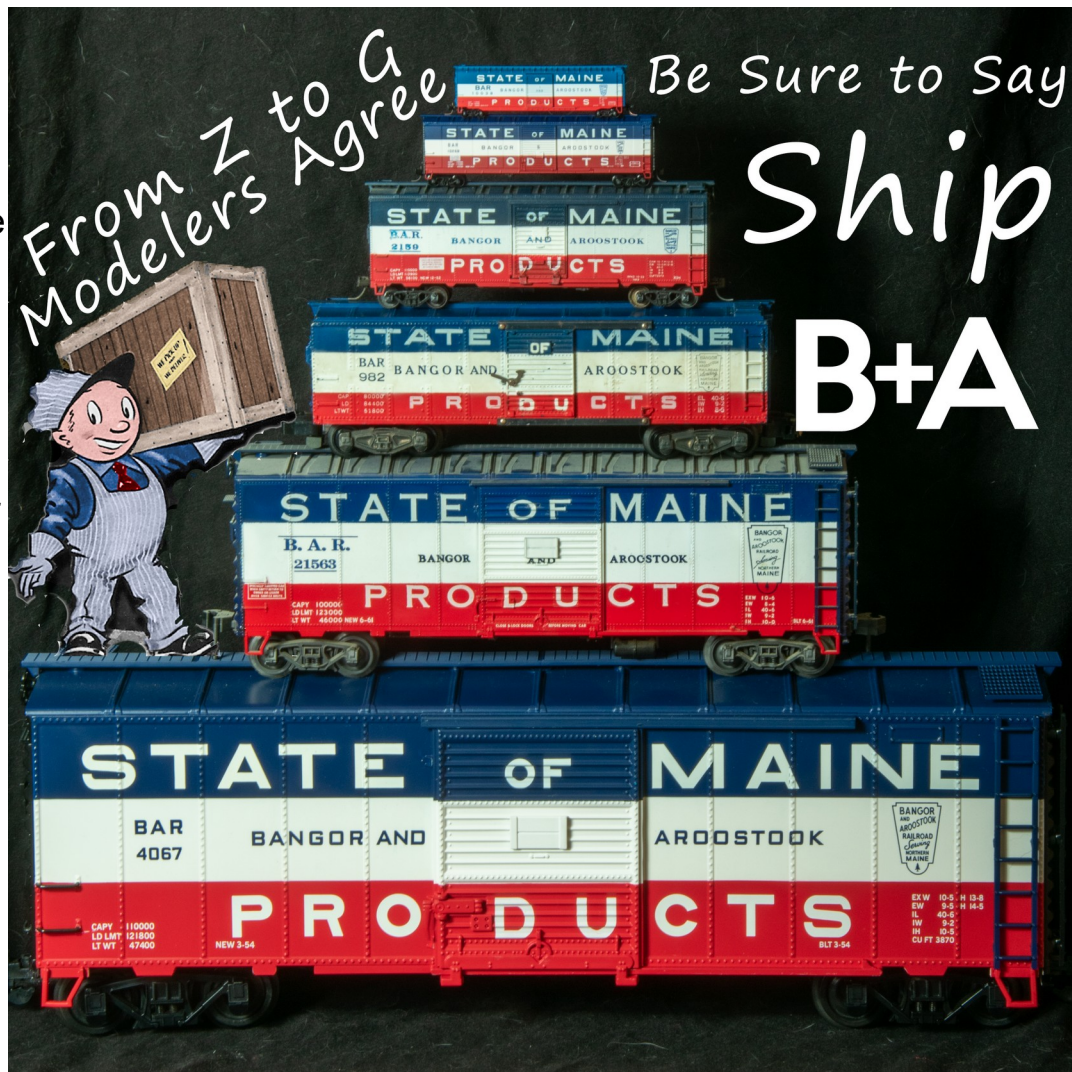
<http://mainelinemagazine.joeykelleyphoto.com>

COMPLETE SET!

Although I've never done it seriously, I've been collecting various sizes of model trains since a very young age. (See the picture of me in the previous issue's Talking It Over) It occurred to me that I had accumulated State of Maine Products cars in G, O and N and if I were to pick up only three more, I would have a complete set. I knew that all of the major production scales had at least one – I'd seen a display of them at a railroad show.

The search began – where most of my searches for used stuff

begins – eBay. I quickly found an American Flyer car (S Gauge) and the HO car was an Athearn 'blue box' - without the box. The Z scale one however was tricky. Of the commercially available scales, Z is the smallest and is not the most popular. Searching a variety of places – I found the last one in the country. It was in Wisconsin. By March first, 2019 all were ordered and shipped. The photo that graces the cover was taken on May 15th, 2019 and was actually the second attempt. The excuse was that I had just purchased some new photo gear and I needed to test it. Inspired by the marketing department displays I run as the ending cover of these Maine Line issues – I decided to make my own. The cartoon character came from one of them, and Rick Foss (See the Summer 2019 issue) did an excellent job of coloring. The single biggest challenge proved to be finding a spot in my 100+ year old house that was level enough to keep them all from rolling away! Nothing is held there with anything more than gravity! -JTK



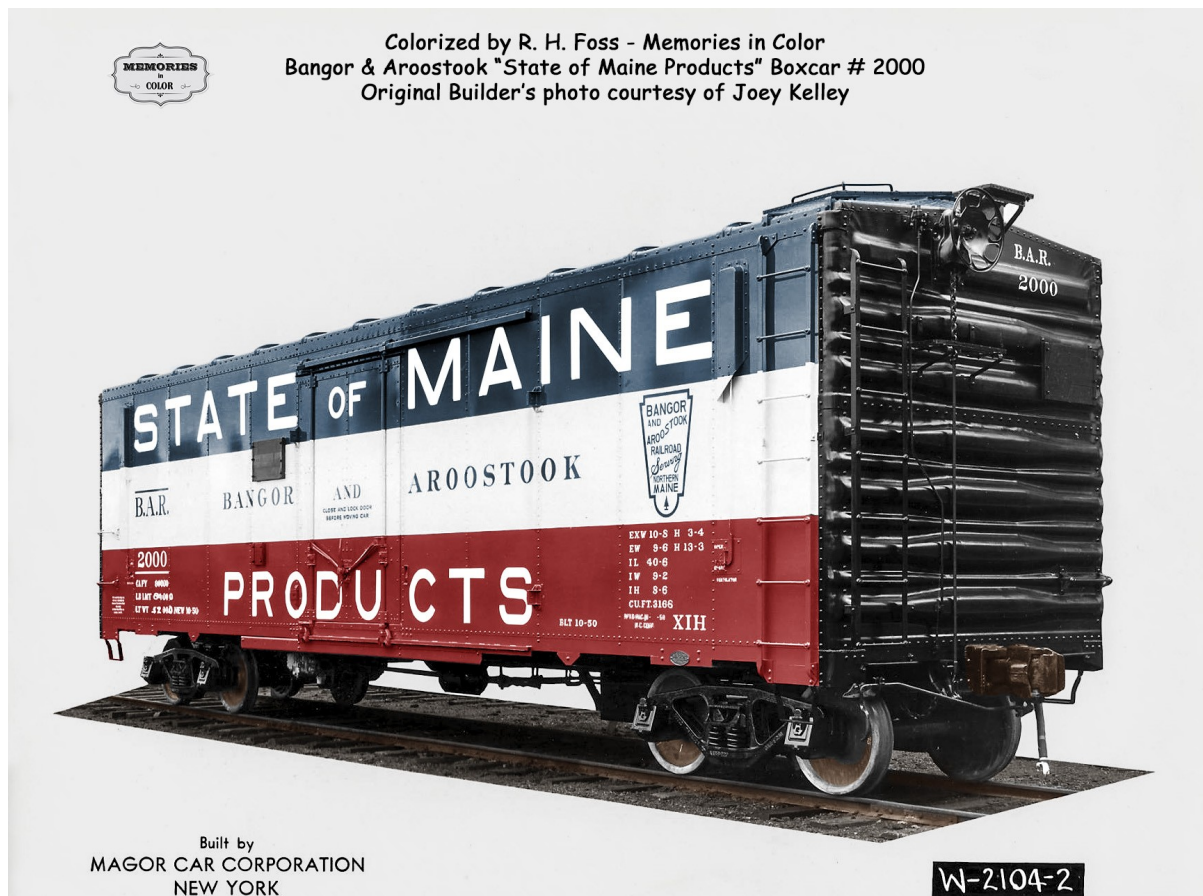
THE PAINT SCHEME THAT OUTLIVED THE RAILROAD



I admit it – I have a problem. I am deliberately not counting the number of red, white and blue boxcars I own. The photo above is of only part of my O gauge collection. The Lionel Corporation produced State of Maine Products cars after World War II as did A.C. Gilbert's American Flyer line of trains. How many people became aware of the Bangor and Aroostook through those two model companies is anyone's guess – but the bold red white and blue scheme was one that took hold in a way that very few railroad schemes ever has.

This builders photo of car #2000, colored by Rick Foss, shows a build date of October 1950.

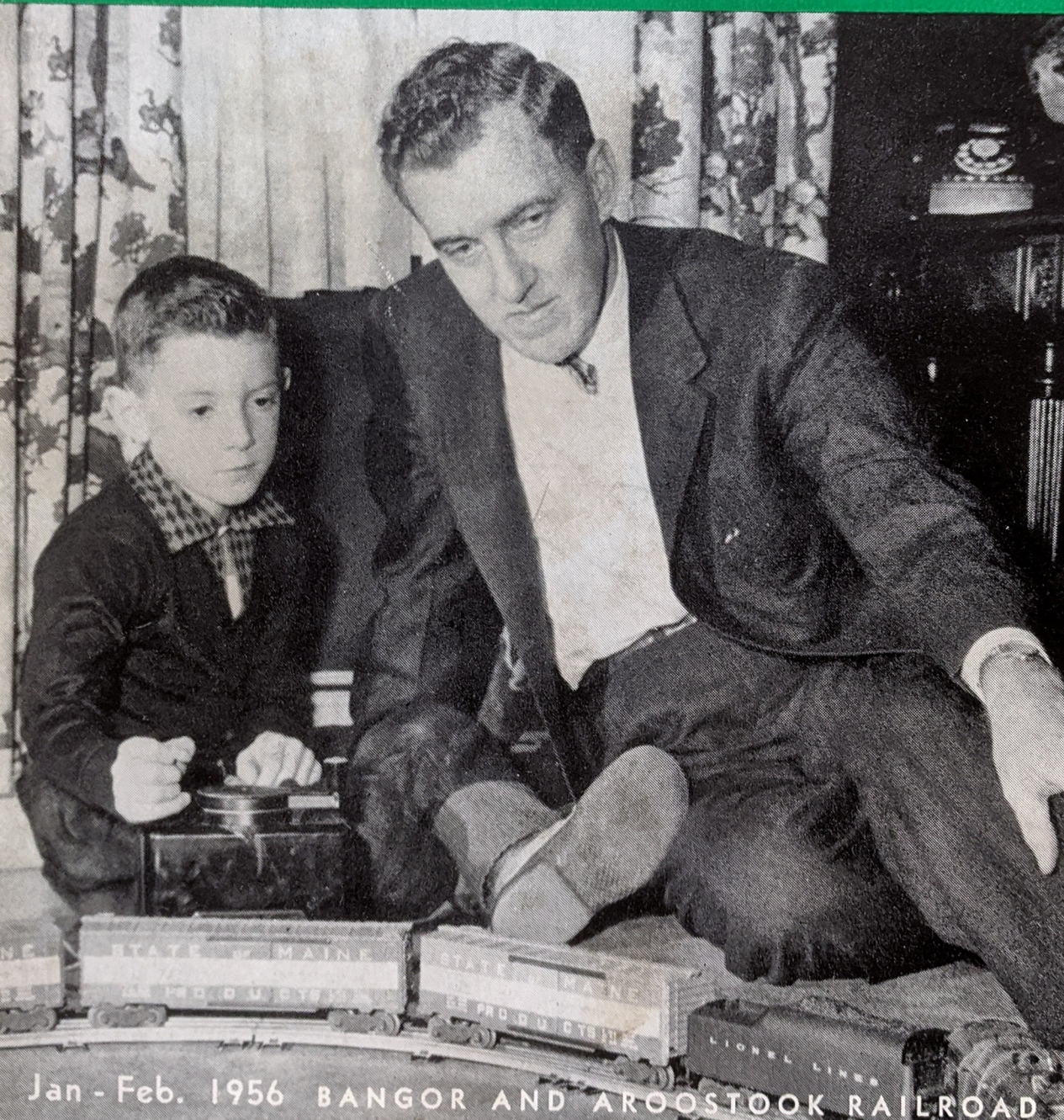
The scheme was excellent



advertising and these cars and their successors were Maine's rail ambassadors. They went all across the continent and there are photos of State of Maine Products cars from coast to coast.

MAINE LINE

Lionel's State of Maine cars are featured prominently on the cover of the January, February 1956 issue of the Maine Line – along with Governor Muskie and his son.



Jan - Feb. 1956 BANGOR AND AROOSTOOK RAILROAD



This David Parker shot, over Route 2 in Hermon, shows two of the State of Maine cars along with #68 in March of 1965.



This New Haven car photo was in the B&A Marketing Department collection

Although I do not have all the details – these New Haven cars are classified X1H, the same as the Bangor and Aroostook 2000 series mentioned above, but are three years newer. The New Haven purchased the cars, apparently to supplement the Bangor and Aroostook's fleet.



When the Sears in Presque Isle had a Train Load Sale – it was State of Maine Products cars doing the hauling. Oscar Nelder photo



Richard B. Gassett shot 10146 at Northern Maine Junction on March 11, 1968

The move to 50 foot boxcars saw the lengthening (literally) of the iconic scheme but they continued to be ordered.

As time passed and the railroad entered into the era of the Triangle logo, the paint scheme was flipped – literally – into a variation of the Red White and Blue that was just as bold but not nearly as iconic as its predecessor.



This truly MOOO-ving picture must have been a staged publicity photo on the Prospect Trestle, found in the B&A marketing department archives. I have more cow puns, but I do not want to milk this.....



Three of the new red, white and blue cars are posed outside of the Great Northern Paper Company. This photo originally appeared in 'News Briefs' in the Maine Line's March-April 1972 issue. Pictured, left to right, are: GNP Traffic Manager Philip Paul, Trainmaster F.D. Larlee, Manager Operations and Maintenance Linwood Littlefield, Conductor Chester Bragg and Supervisory Agent Walter Cook. The text below the photo indicates that 200 cars of this type were ordered, but only 100 (the second half of the order) were painted in the red white and blue scheme – photo from the B&A marketing department collection, JoeyKelleyPhoto.com collection



Richard B. Gassett shot BAR 90502 in Greenville, ME on April 5, 1997

Iron Road revived the paint scheme for a small number of their 90500 series cars – although, as a nod to the expanded nature of the ‘Bangor and Aroostook System’ they were not just State of Maine Products, but Products from New England.

Right: 90502 at Derby – July 1997, Melvin Brooks Photo



When the Bangor and Aroostook went into bankruptcy – one could easily have assumed that the days of the State of Maine Products paint scheme were over.

When the Montreal Maine and Atlantic picked up a small fleet of boxcars and began to roll them into Derby Shops for refurbishment and painting – they had a surprise up their sleeve.



MMA 1 – Northern Maine Junction – January 8, 2004

One year after taking over the B&A, the MM&A unveiled their homage to the Classic B&A boxcar scheme.

Have we seen the last of this classic paint scheme? I certainly hope not!

CAINS OF MAINE

BY WARREN CAIN

My great grandfather John Orr was a construction foreman for CN when they built the line that passed through Boisetown and Doaktown, New Brunswick. One of the men on his crew, Dow Cain from Pleasant Vale, NB, took a liking to one of the bosses daughters, Alice. Dow and Alice were married and became my grand parents on my father's side. After the line was completed both John and Dow continued to work for the railroad as section men.

When John heard of a new line being constructed in northern Maine around the turn of the century, he inquired about employment and was welcomed on a crew working on what was to become the Ashland branch south of Masardis. After looking over the lay of the land he sent a message to his son-in-law to join him in Maine as work was abounding and experienced men were hard to find.

They all settled in Masardis where Dow was blessed in 1911 by a son, Clair. As time went on Dow eventually added three other sons and two daughters to his young family and was section foreman who at that time was responsible for 6 miles of trackage. All four sons worked for the B&A, Clair, Clifford (*Pictured at right*), John (my father) and Frederick (Ted). All added together the extended family had well over 200 years service to the same railroad.

Clifford went into business for himself as a carpenter and opened a store in Masardis, Cain's Superette. He bought

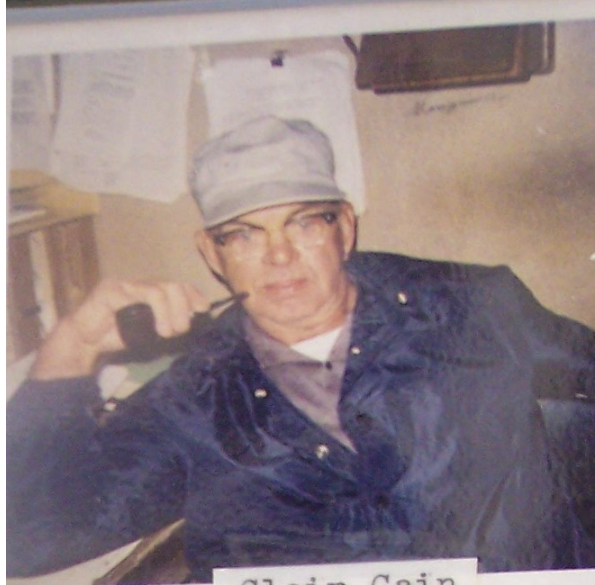


the old freight shed from the railroad for storage. The store burned a few years ago but the old freight shed still stands. He put in over 12 years with the B&A.

Clair, the eldest, retired after 46 years service as section foreman in Millinocket after spending many years as section foreman in Masardis. With the abolishment of the six mile sections he moved to Millinocket to get time in until he was old enough to retire.

John, my Dad, retired after nearly 40 years service with the B&A. He worked as a trackman, extra gang subforeman and equipment operator. My mother, Mona, was featured in one of the Maine Line magazines. She was usually by her CB radio and kept the truck drivers abreast of the train movements through Masardis. They usually referred to her as the "Masardis dispatcher" and on a few occasions reported problems with trains passing by her home.

Ted was the youngest and spent over 40 years in service to the railroad in many roles but mostly as a machine operator. Though he was a capable operator of most any machine he was put on, his real talent was operating a bulldozer. I think this was the machine he liked the most. He was married to Sharon Bell, daughter of section foreman, Wes Bell.



Clair Cain



Dow Cain



Top to bottom: Clair, Dow and John Cain

Left: Clair Cain and Norm Clark checking in with Dispatch – as featured in the November, December 1964 Maine Line – Clair even made the cover!

I started first in 1969 as assistant operator of the week sprayer and was rewarded with the pay rate of 3.02/hour. I went back to school that fall and finally got hired in the Houlton shop as an equipment

mechanic in 1977. It should be noted that I use the terms equipment and machinery interchangeably. Some consider rolling stock as equipment which is something I never had anything to do with, this was the car knocker's job. I suffered through the change of ownership to Iron Road and the bankruptcy of the once great B&A....in name. I also suffered through the days of MMA until an injury took me out of service in 2008. I do feel fortunate that I missed their darkest hours but still proud to say I did my best to do my job. I was a mechanic, shop foreman and when I left I was the oldest (seniority) mechanic on the roster. I had a total of 33 years service.

I would be remiss if I did not mention my cousins



Ted Cain



Warren Cain

Dow Cain, Gary (Gus) Cain and Johnny McHatten's service to B&A as trackmen on extra gang crews. It was very common back then to hire on temporarily in the summer break from college and a lot of those who did so were family members of long time employees and went on to make a career of railroading.

I can not begin to name all of the wonderful people I have worked with over the years I spent on the B&A and look forward to seeing some of them at the annual dinner in Presque Isle. I spent many nights on the road either in a motel or an "outfit" car. I spent several summers staying with either the tie crew or the steel crew and keeping their machines running as best I could.

Though many believe the B&A is dead, I know it will live on as long as its employees and others like Joey Kelley are around. My many thanks to Joey for resurrecting the Maine Line.



Mrs. John Cain of Masardis, pictured talking on her CB radio from her kitchen, is a well-known voice to truckers who ply busy Route 11 which parallels the railroad's Ashland main line. Her quick action in relaying a report of a hotbox on a passing Bangor and Aroostook freight train averted a derailment.

Above: Mona Cain appeared in the Fall 1984 Maine Line in a story about her relaying information about a hotbox on a train relayed to her by a passing trucker

A STORY 50 YEARS IN THE MAKING

BY KEVIN S. BOOTS A.I.A.

This story begins more than 50 years ago, in Iowa. My grandfather was a very special type of Bangor & Aroostook railfan. He neither traveled great distances to view BAR cars, nor was he a BAR historian, but he was an avid fan nonetheless.



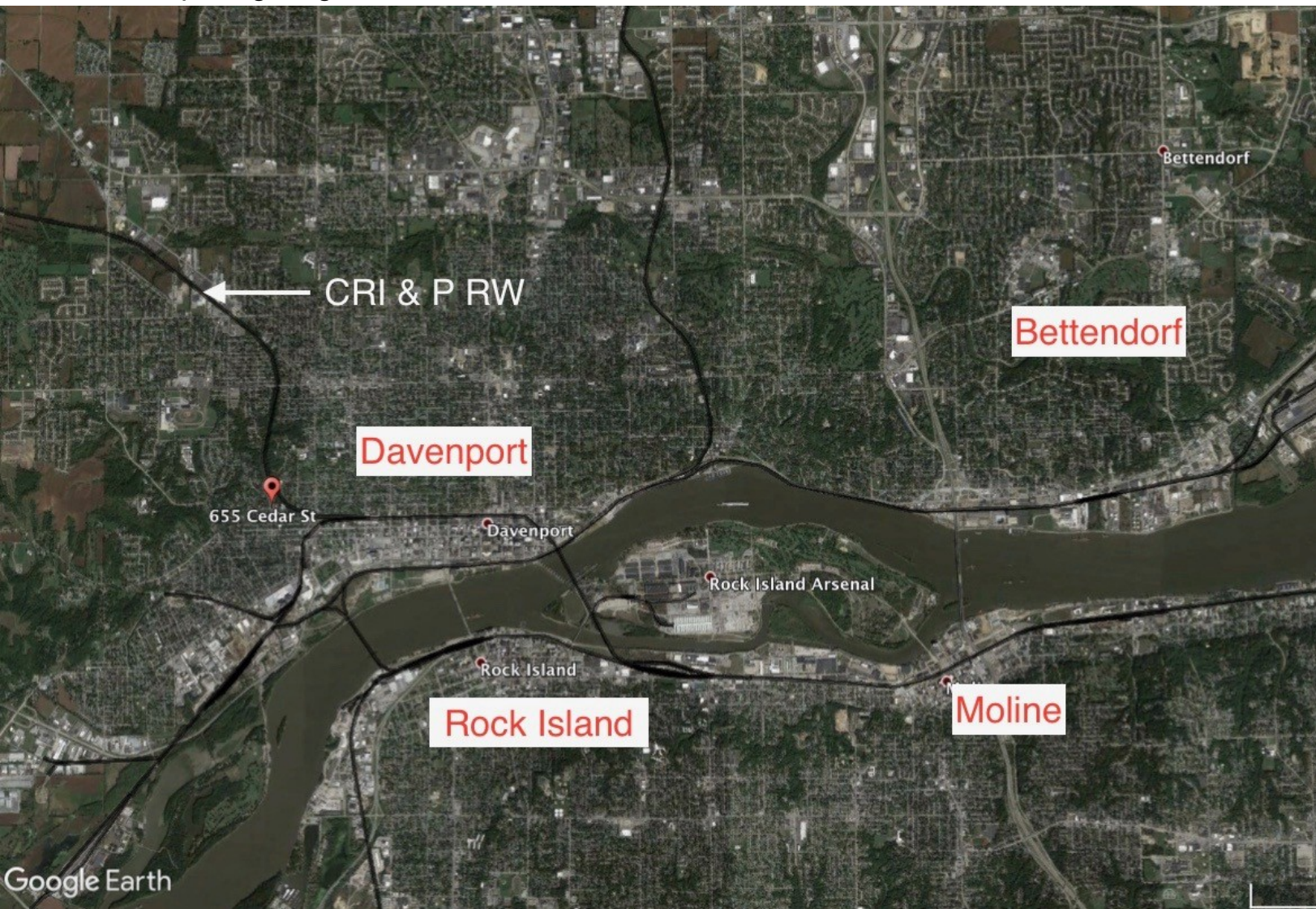
*Left:
Bernadine
and Sidney
Boots in
1980*

Born in 1902, my grandfather Sidney I. Boots lived in Davenport, Iowa until his passing in 1981. For most of his life, he lived in the same house he raised my father in: a brown asphalt sided structure just 104 feet away from the Class 1 Railroad single track mainline of the Chicago, Rock Island and Pacific Railroad (Better known as the Rock Island). Sitting on the back porch he had a perfect view of the mainline, raised 12 feet above the ground floor of his home. This vantage seeded a passion for trains that would not only stick with my grandfather for life, it would eventually inspire two generations of railroad fans in my family.



Left: A Google Map of the Area

Fast forward to sometime in the late '50's or early '60's when the real first chapter of the story begins. The Bangor & Aroostook railroad had a very large Interchange car fleet that ran to California and back. As these distinctive consists passed by my grandfather in the Midwest, he recorded every BAR car he saw. Armed with a black diary, he developed a system for recording the reporting numbers on the distinctive Orange cars. Unfortunately, he never recorded multiple sightings of the same car, or which direction it was headed.



Above – the Quad Cities – from Google Earth

Davenport is still today the biggest of the Quad Cities, a group of four cities that are bisected by the Mississippi river. Davenport and Bettendorf are on the Iowa side of the Mississippi river, and Moline and Rock Island are on the Illinois side. My parents raised me and my brother in Bettendorf, which has its own railroad lineage. The town was named for the brothers William and Joseph Bettendorf,

inventors of the famed “Bettendorf railroad truck,” which was manufactured in Bettendorf in the early 1900’s. My family has since moved to California, but my grandfather never left Iowa during his lifetime. Instead, he experienced travel in a different way: watching the transcontinental rail traffic on the Rock Island from his favorite porch chair.

BAR made an agreement with Pacific Fruit Express (PFE) to haul Maine potatoes in the winter and BAR Refers carried California produce in the summer and fall, ensuring a steady flow of new train cars through my grandfather’s vantage point in Davenport, Iowa. Even though BAR painted 2,500 box cars in their new Red White & Blue paint scheme, I mostly remember the original Orange or Brown paint scheme with large white BAR letters and numbers, until I started collecting N Scale BAR Cars as an adult.

This experience gave my grandfather a unique appreciation for and expertise with the BAR railcar that didn’t require historical knowledge. I wish my conversations with him had been more specific. Did he understand the difference between a Box car and a Refer by sight alone?

Car Type	Number BAR Owned	Number SB Observed	
Box Car	4083	101	2%
Rack	1339	10	1%
Flat	54	0	0%
Refer	1753	797	45%
Refer, Mechanical	357	173	48%
Hopper / Gondola	231	7	3%
Passenger	7	0	0%
Caboose	49	1	2%
Unknown	9	2	22%
	7882	1091	14%

Did he have an idea that he had seen 45% of all the Iced Ventilated Refers and 48% of all the Mechanical Refers that BAR owned at the time?

Did he understand how rare the sightings of three MOW BAR cars so far from home were?

MOW Car Type	Number BAR Owned	Number SB Observed	
Box, Oil Barrel & Supply	13	2	15%
Fairmont Weed Burner	1	1	100%
All Other MOW	272	0	0%
	286	3	1%

What about the single sighting of a BAR caboose out of 48 in operation at the time?



BAR 7435 – Danville Junction, Maine, March 12, 1968 – photo by Richard B. Gassett – JoeyKelleyPhoto.com Collection

Long before my own model railroad story began, as a young child, I knew what a BAR Car was. Watching Grandpa's ritual of train car spotting was a matter of fact when I visited. I tried to help recite the car numbers for him as they passed, but he seemed to know from memory which cars he'd already seen. My Grandfather saw many of the fleet's cars multiple times, so when he did see a new car for the first time and reached for his black diary, it was thrilling.

During the age of steam BAR was famous for hauling potatoes. In 1927 it handled 32,242 cars of potatoes which represented 30% of its total freight tonnage. Products of forests represented 23% and paper 14%. I wish I had the same statistics from each of the years my grandfather was counting BAR cars.

As more and more numbers were recorded in the diary it became more difficult to confirm if sightings were unique. In 1970, my uncle wrote to the BAR company explaining my grandfather's fascination with their signature cars. Richard Sprague, the VP of Public Relations, responded with treasure that enabled my grandfather to continue his passion undeterred: a company biography, a copy of the Maine Line magazine, and most importantly, a summary of all rolling stock, MOW, and locomotives owned by the railroad as of January 1, 1969. The list was compiled from their Car Accounting Section Circular No. 172 revised 1/1/69 and their Mechanical Department Circular No. C-93 revised 1/1/69.

BANGOR AND AROOSTOOK RAILROAD COMPANY

84 HARLOW STREET
BANGOR, MAINE 04401

RICHARD W. SPRAGUE
VICE PRESIDENT - PUBLIC RELATIONS

(207) 945-5611

June 8, 1970

Mr. William G. Boots
2110 West Pleasant
Davenport, Iowa 52804

Dear Mr. Boots:

Mr. Strout has referred your letter of June 3 to me, and we are delighted to learn that we have such a good friend of the Railroad in Davenport, Iowa.

I am sending you under separate cover a copy of our anniversary history published in 1966 and am also enclosing a car roster for your father which lists all the various types of rolling stock we own.

Perhaps you will also be interested in a copy of our Company publication and a map of our system. Thank you for writing and for continued interest in our Railroad.

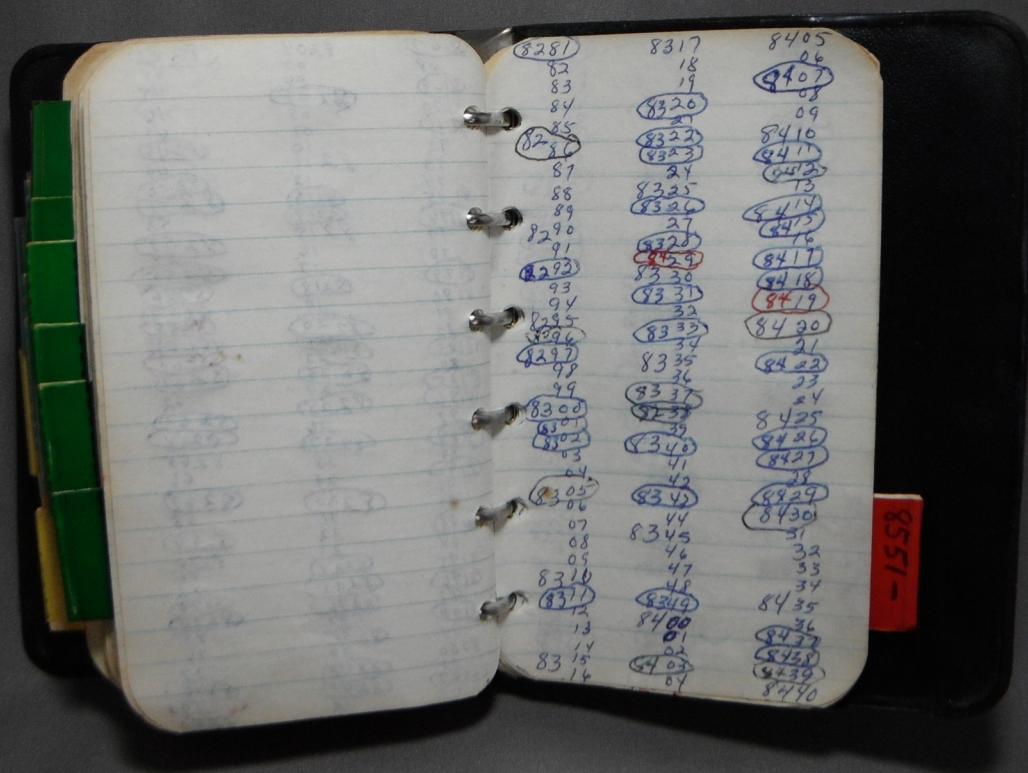
Sincerely,

Richard Sprague

{Editors Note: How many Vice Presidents would take the time to respond to one 'friend of the railroad' in 1970? How about today? -JTK}

AUTHORS NOTE - I've used the term Refer not Reefer to describe the Iced or mechanically cooled cars. I know Reefer is a much more widely used acronym; however, I used Refer because that is how BAR described them in the 1969 Car Accounting Circular.

Now remember, this was a time before personal computers, so, armed with a paper list of their roster, my uncle pre-populated my grandfathers black diary with all of the car numbers they owned so my Grandfather could simply circle numbers when he saw them. He continued train-spotting until late 1980, when he finally moved into a retirement home. He died one year later, leaving unfinished the BAR car accounting he and my uncle worked so hard to create.



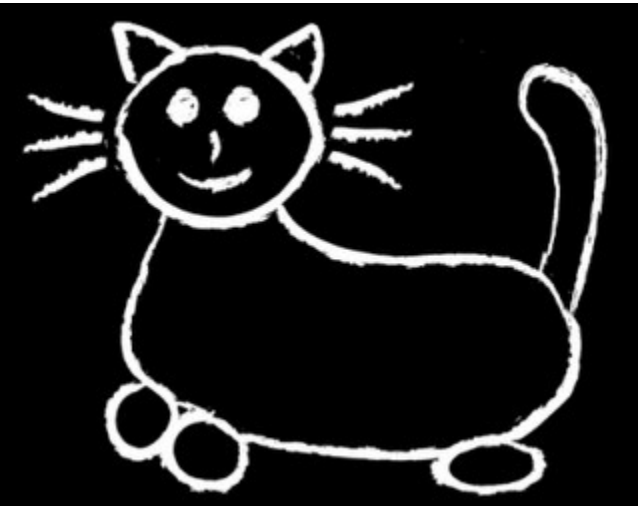
Grampa's Diary

As time passes, I realize how much railways were engrained into my family history. This summer, my son and I visited my parents in Sacramento, California, where they now live. I convinced everyone to indulge me and visit the railroad museum there. After spending an enjoyable afternoon with my father and my

son, I noticed a poster in the bookshop of 'hobo symbols' or markings left along the railways and their meanings.

Homeless travelers would leave these marks on fences, posts, sidewalks, buildings, trestles, bridge abutments and railroad line equipment to aid their fellow travelers in finding help or steering them clear of trouble.

My father mentioned that my grandmother always fed any hobos who stopped to ask for a helping hand. Was there a stick figure of a cat nearby (The symbol for a kind lady)?



My uncle wrote in a family newsletter in 2016 *"Our house on Cedar street was well marked on the back side for the hobos that rode the railroad. The tracks there had too steep a grade and the train always stopped back of our house. They would uncouple and take about half the cars on up to the top of the grade and switch there and the steam engine would come back for the rest of the train.*

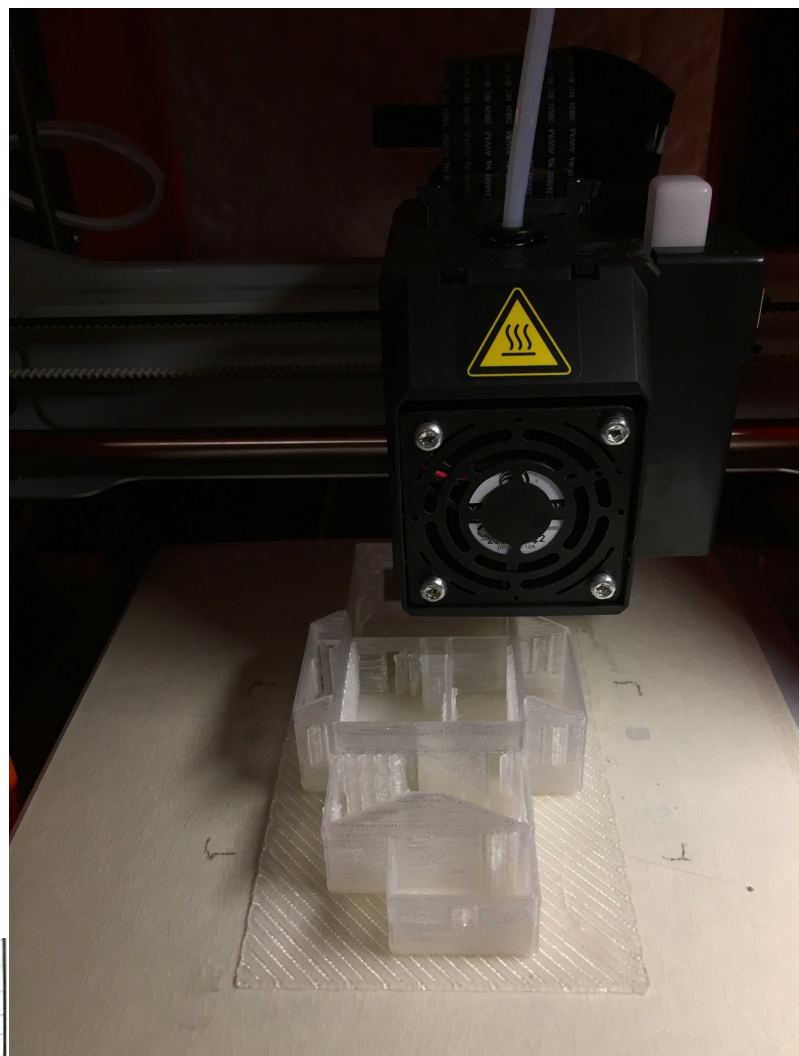
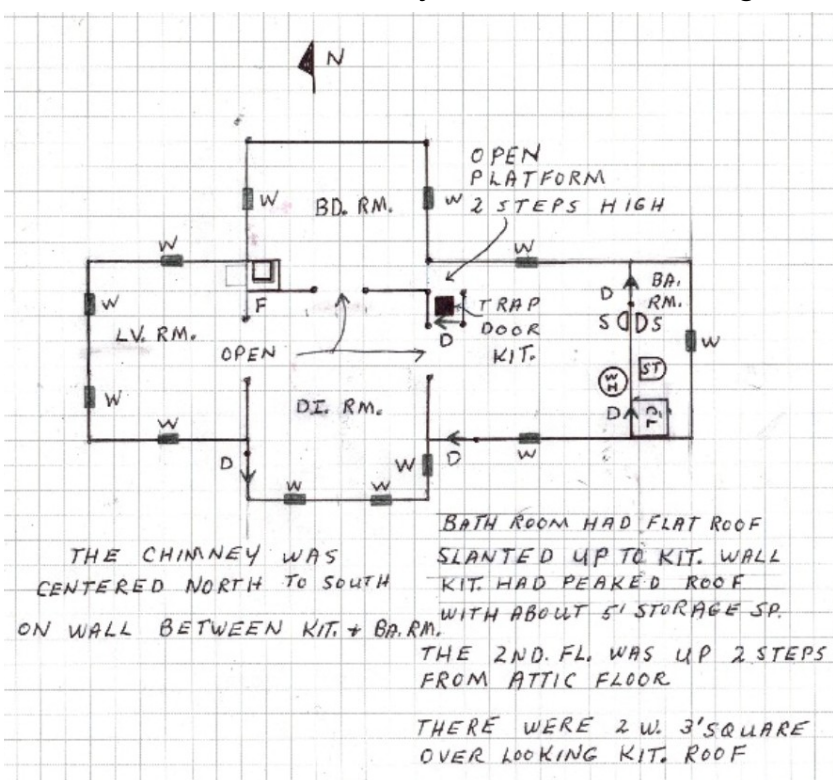
The hobos would come down from the tracks and knock on our back door looking for a meal. Our

Mother would never turn them away but would always have something for them to eat. First she made them "earn" their lunch by sweeping the porch or spade the garden. Some menial task but just enough to give them dignity. She never let them in the house. It was only later that we understood that the back of the garage or on the phone pole there was a mark that let everyone know that this was a good place to get something to eat"

Even today, the BAR cars seem to unlock new chapters in my family history, painting a clearer picture of my grandparents and the passion for trains that my brother and I would later inherit. After my grandfather's death, my brother came into possession of his black diary in 1997 and in 2018 I created a database of the entire BAR roster and the cars my grandfather saw. There were almost 50 car numbers recorded after the 1969 information was obtained from BAR, for which we did not know the car type. With help from two RR photo archive web sites, I've been able to reduce the number of unknown car types to two. BAR 5784 & 11609 Car Types remain elusive to me, but the sleuthing involved in tracing how BAR renumbered and rebuilt cars and how their post 1969 roster developed has been enjoyable.

Although I'm primarily interested in logging railroads of the Yosemite Valley and I typically work in larger scales, I've collected over 20 N-Scale BAR cars over the years from every hobby shop, show, or swap meet I've attended. My grandfather's fascination not just for trains, but for keeping meticulous records of them has stuck with me for all these years.

I'm currently working on a 20 inch by 20 inch N Scale diorama of my grandfather's house and the mainline beyond. I 3D printed the house, from plans I developed from sketches my father made, Google



Earth (the house remains unmodified), and from my own architects instincts. I plan to display some of the BAR cars my grandfather actually saw on the elevated rail. Only five cars in my collection are cars that my grandfather saw. I've got lots of opportunities for renumbering and perhaps a few more opportunities to learn something new about my family.

For over 50 years, the BAR story was a part of my family. Connecting with my father, son, and my brother on the latest chapter of my family's BAR story has been enjoyable. A story not quite finished, and by sharing it with other BAR enthusiasts, I hope I can find someone who has some information that I can use to complete the story.

EDITOR'S COMMENTS

Thank you Kevin for sending in this unique story of the B&A's friend in Iowa! Regarding the 11600 series car you were seeking information about, I have not been able to locate one, but here is the closest I could come. This is 11040, after it had been sold to the Belfast and Moosehead Lake, then sold, taken off its trucks and moved off rail. Photographed in 2007, it has been moved since.





After an exhaustive search of my photo collection – Shawn Melvin managed to find this print of a BAR 5700 series car in the Isaac A. Greenlaw collection, a print apparently of a Shawn Duren photo. Its undated – but the build date says 1974
I hope that helps! -JTK



From the Archives

Editors Note: The shoe is on the other foot! Last issue, I ran photos of CP engines on the B&A – these are all B&A engines on what used to be the CP! These photos were shot by the late Alan Thomas and came to my collection via Matt Cosgro. (Thanks again!) Scanned by Shawn Melvin (Huge thanks again!) -JTK

303 and her train are headed through Scottstown, Quebec in 1996





352 and 356 lead going through Bury, Quebec in this undated shot

355 is on the head end of this train in Magog, Quebec, June 1997





These two shots are most likely from the same day and same train – a westbound, most likely Job #1, is pictured at Greenville Junction (above) and Jackman (below)



FREE ORDER SERVICE

**FOR FREIGHT
SHIPMENTS
FROM
BANGOR**

