

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



Talking It Over

As we enter 2022, I continue to hope to present the stories of the Bangor and Aroostook – both through the historical research angle and the personal touches. Our cover story this issue is a long time coming. One of the very first ideas Shawn Duren had for an article was one on Stockholm, Maine and its taken a great deal of time and research to come up with a picture of a railroad line that has nearly slipped from the cultural memory. One would have to be about 45 years old today to have a memory of a railroad through Stockholm and considerably older than that to remember it when it was busy. It is for reasons like this that I hope to get more stories like the one in this issue by Larry Curtis – first hand accounts that exist nowhere else and need to be put into the historical record for future generations.

As I work in 2022 to finish the digitization of my media collection, both from the Bangor and Aroostook's marketing department and other sources while balancing the time to get new issues out for you all to read in what little spare time I seem to have between all the other projects I seem to accumulate, I find myself asking why I do this. One reason stares back at me from my office wall – even as I sit and type this. Years ago, when the Central Maine and Quebec was moving out of the railroad offices in Hermon for smaller quarters, there was an auction. Staying until the last – I was able to pick up many box lots of 'misc items'. Among these were these three plaques noting awards given in honor of the Maine Line. Although they date from 1960, 1971 and 1972 for some reason



they seem to cheer me on and remind me that I am continuing a magazine of excellence – that this is a noble cause – and not to take things too seriously, since even in 1960 the American Railway Magazine Editors Association could not get "Maine Line" spelled right!

Thank You for your readership – your support and I encourage you if you are considering writing a piece for the Maine Line to do so and send it in.

–"Joey" Kelley, Editor



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ABOUT THE COVER

Recently I have been asked in various ways about how this new Maine Line got started. One of the important factors in this new Maine Line was the purchase of Richard B. "Dick" Gasset's Bangor and Aroostook slide collection. Most of the slides were shot by Dick – including this one on March 26, 1970, right in the town of Stockholm. 45 right by the depot seemed like the perfect compliment to Shawn Duren's article elsewhere in this issue of the Maine Line!





RMT 86467
BANGOR & AROOSTOOK
Car numbers 3301. . .3600
O Gauge 40' Wood Chip Car
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CHIP CARS IN O GAUGE!

Maine Line contributor Johan Kortman sent over the wonderful news that Ready Made Toys is releasing Chip Cars in O gauge, lettered for the Bangor and Aroostook! Your editor contacted Ready Made Toys and received the following:

The RMT woodchip cars, product number RMT-86467, are 3-gauge 3-rail cars referenced to the prototype BAR (and MEC) woodchip cars that were basically a 40ft boxcar with roof removed and a top extension added. A new side sliding door was also created by RMT to give a distinctive look. Each, of the 300 cars, is numbered differently so you can operate a train with all unique car roadnumbers.

Each woodchip car features authentic prototypically inspired paint scheme with appropriate numbering series, diecast underframe, operating diecast trucks, and operating couplers with separate airhose detail. Suggested retail price is only \$29.95 and can be pre-ordered from toy train dealers as RMT only sells through train stores such as TRAINWORLD in New York City, Pat's Trains in Wheeling, WV, Henning's Model Trains in Lansdale, PA and Brady's Train Outlet in Greensburg, PA among many others. Delivery is expected in late Spring 2022.



MONSON JUNE. ABBOT ME. 61

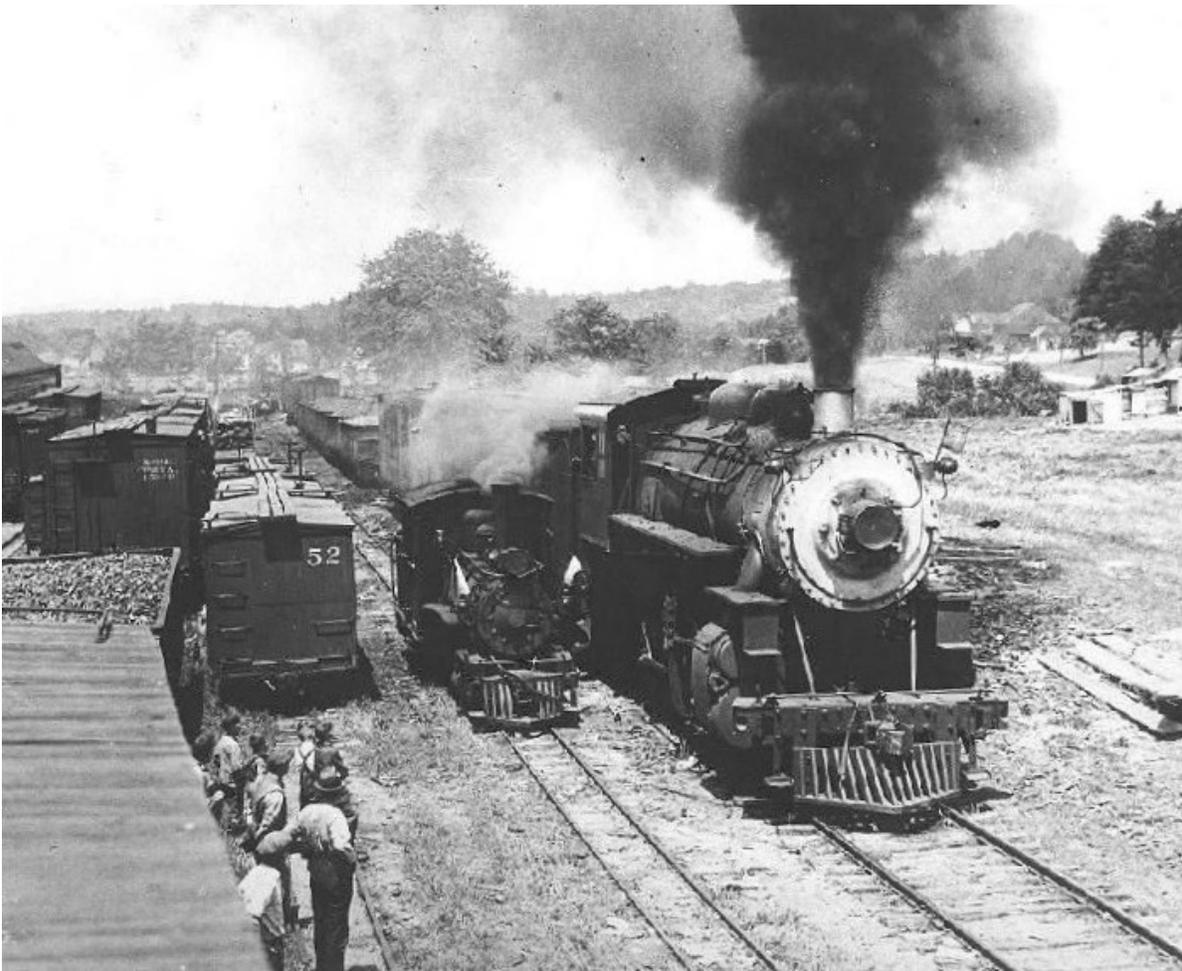
Above: The Monson Railroad tracks in the foreground are two foot gauge, while the standard gauge tracks of the Bangor and Aroostook are on the other side of the depot. Eastern Illustrating & Publishing Co. Collection; Penobscot Marine Museum

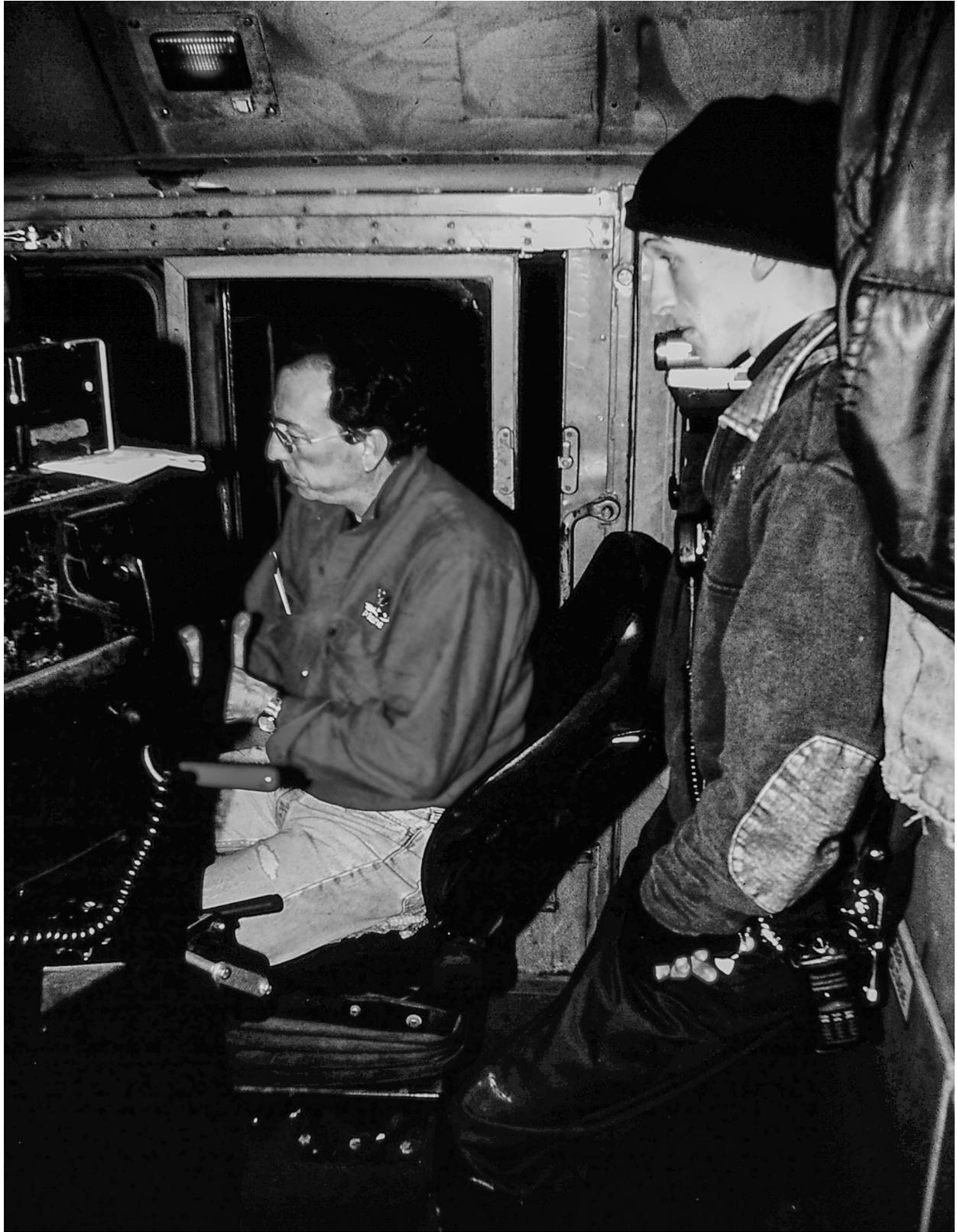
RAILROAD FUNDAMENTALS: GAUGE

Hang around in railroad circles long enough and you will encounter the term gauge. An old spelling – gage – pops up on very old documents and literature and even now you will find the abbreviation ga or Ga occasionally. Simply put, the gauge is the spacing between the rails. The Bangor and

Aroostook – along with nearly every other railroad in North America that survived into the latter half of the 20th century adopted Stephenson Gauge or Standard Gauge which became the DE-facto standard in the United States after Congress passed the Pacific Railroad Act of 1863, (https://en.wikipedia.org/wiki/Pacific_Railroad_Acts) which decreed the transcontinental railroad would be of the 4 foot, 8 and one half inch gauge. This was in direct contrast to the railroads in the southern portion of the US which were built to five foot gauge. Although not required for all railroads – most saw the advantage of being able to use the same cars and other equipment between multiple railroads. (the term is interchange) Many railroads in small and odd places adopted a smaller (narrow) gauge. The State of Maine was home to multiple two-foot gauge railroads and one of those was the Monson Railroad. Running from the slate quarries of Monson to Monson Junction in Abbot, Maine on the Greenville Branch of the Bangor and Aroostook, the Monson Railroad was the last of the two-foot gauge railroads of the State of Maine and the only one to connect with the Bangor and Aroostook.

Below: This photo has been widely circulated and is believed to be in the public domain – it shows the Maine Central on the right and the Bridgton and Harrison narrow gauge on the left – two foot and standard side by side





**A CUP OF COFFEE
AND A CAB RIDE
BY SHAWN DUREN**

The late Isaac Greenlaw and I spent many evenings at Northern Maine Junction watching trains during the mid and late 1990's. Instead of hitting the bars and night clubs like most 20-something year olds, we were feeding our fascination of trains with the Bangor & Aroostook.

Two to three times a week we would swing by the Service Center to get our releases and say hello to everyone. We would watch and listen to the golden words of Andrew St. Amant (AJS) roll across the microphone and over the airwaves like we were witnessing Casey Kasem deliver the top 40 hits from his dispatch office. I suspect the ladies in the office were getting too used to seeing our faces so often as our releases went from daily to monthly, and then yearly. With that extension came permission across the B&A system.

On one cold and miserable evening, Engineer Brad Benson and Conductor Glen Karam were assigned to run the "Turnaround" out of Northern Maine Junction to Millinocket and return. Isaac was good at making small talk and proceeded in chatting up the crew. "...and we'll stop at South LaGrange and pick up the empty chip cars..." Benson added to his instruction to that evenings duties. "What do you like in your coffee?" Isaac proceeded to ask. "Well, if you are going to get coffee, you'd better head out now!" said Benson.

With a hop onto the interstate and a stop along the way for coffee, we proceeded to the Alton-LaGrange exit and parked at the north end of the yard at South LaGrange where the junction of the Medford Cutoff and Old Town branch gave way to the rail-trail parking area. It wasn't long until we saw the glow of headlights on silver rails. As the lead locomotive pulled up to the switch, Brad yelled out, "You boys out chasing bunny rabbits tonight? Come up into my office."

Maintaining our 3 points of contact, the two of us safely delivered the precious liquid cargo. After awhile of switching back and forth, Glen and Brad were ready to head north. We departed the locomotive and gave our thanks. In Isaac's light hearted and humorous way, he said, "That was much better than hitting the bars."

The coffee run became standard practice for awhile until the jobs came up for bid. The new crew wasn't fond of coffee, but their hospitality was utmost appreciated and fell in line with the B&A reputation. With all that has changed these decades later, I still can't pass South LaGrange without thinking about woodchips, coffee and bunny rabbits.

MAINE LINE



1971: NEW LOGO - NEW IMAGE

BY ISAIAH OF PLAYER DEVELOPMENT OF
ST. MAARTEN

What is a logo? Its a design that is clear and simple, easily recognizable. You probably know hundreds of logos for everything from clothing companies, like the Nike swoop, to food businesses, like the Quaker Oats man. Someone had to design those logos, choose how the pictures would look, the colors and the shapes. Everything about a logo is chosen to symbolize something important about the brand.

Railroad companies have logos too and we found one that just showed up one day, but few people know anything about it. It is the triangular logo of the Bangor and Aroostook. In fact, it may be one of the best kept railroad secrets of all time. How did this logo for the Bangor and Aroostook Railroad come about?

In March of 2012, Christian Annayas on his International Designer Blog discusses how railroad company logo design has evolved. In his post, "100 logos from America and Canadian Railroad Companies," he lists the Bangor and Aroostook Railroad Keystone logo from 1936 and the Triangle logo from 1973. *[Note that this date is wrong, it was introduced in 1971, but this blog article referenced has the date wrong -Ed.]*

Annayas writes railroads had been in existence for nearly 50 years before any logos started to appear. Most of the logos were "designed" by printers and were made from "existing wood type fonts" and so most of them looked very similar. Annayas goes on to say that in 1960, the idea of what a logo can or should be changed. He credits Allan Fleming for designing the modern railroad logo, for Canadian National Railway. The CN logo is still in use today. A quick Google search will list dozens of articles on the "CN" or worm logo as it is sometimes called. *[Also known as the CN noodle -Ed]*

James Ward, in his story entitled, "On the Mark: The History and Symbolism of Railroad Emblems" which was published in Railroad History Magazine in 1985, wrote that the Bangor & Aroostook modernized its old keystone and tree emblem in the 1970s. He credits the change to Martin Ad Productions with J. Normand Martin and Charles Cronin as the designers.

He describes the new logo as essentially a circular emblem with a very strong triangular influence. He states the corners of the triangle have been softened to accent the circular influence. Ward goes on to say that inside the softened triangle is a stylized tree, surrounded with another triangle figure which "might symbolize the sky, snow, earth or water."

The logo was first introduced in the Railroad's "Maine Line Magazine" in

May of 1971 and began to appear on boxcars by June. It was reported in the Maine Line Magazine that the new trademark represents the state's "mountains, water and forest resources." The magazine says, "The whole concept of the new design is intended as a physical reminder that the railroad is breaking with tradition." The railroad's executive vice president, Alan G. Dustin, explained the change was not just for looks. He is quoted as saying, "It does mean, however, that we're going to use every new tool, every new idea at our disposal to make this company the best railroad anywhere."

The story credits Tom Kane Agency of Bangor for the Triangle logo. The design work was done by art director Charles Cronin, who acknowledges the new logo strays from the "traditional railroad elements of heralds and wings and cross sections of track." He continues to say Bangor and Aroostook is very much a product of the land it serves. Thus the new logo "incorporates the elements of the state's mountains and its great resources of water and forest."

So now you know the secret of the Bangor and Aroostook triangle. Shall we keep it a secret?

Editor's Note: Player Development is an after school program of the St. Maarten Little League. The program is designed to help struggling students improve their grades. The children start by reading Thomas the Tank Engine. When they complete a book they are allowed to play with one of the programs four train sets depending on the difficulty of the book they read. Then comes spelling and writing. The local newspaper, The Daily Herald, publishes stories the children write in their Kids Edition. This is the first submission published by one of the Player Development team members in the Maine Line and we hope for many more! -JTK





Above: 73 at Northern Maine Junction, June 16, 1963, unknown photographer, JoeyKelleyPhoto.com Collection

CURTIS CHRONICLES: THE FIRST DAY BY LARRY CURTIS

Sometimes we decide a change is due which turns out to be the right one in the long run. My tour of the railroad life began on February 21, 1963. I had been working as a clerk in a neighborhood corner store for almost 3 years and decided a change, out of the 'store' was in store for me. I had been out of work for about 2 months and my reserve cash was just about expended when

I heard they were hiring at the railroad. This was, as I would soon find out, because they were very busy with a lot of traffic and in a heavy winter to boot. I was to meet with a trainmaster at Searsport station, 8am and I was on time. I meet Mel Walls for the first time. We have a very brief chat, very few questions. He says he needs to give me an eye test first. I get a color test with the usual color chart viewing cards, and he says I am good to go. I can start my student time right now. I would be a brakeman at some future time. I have no idea just what I will be doing nor how much it pays and, by the way, I was not even asked if I had any questions about any of that.

The switcher crew is in the station and Mel tells the foreman I am good to go. He takes me out to the engine, and we get aboard and I notice there is only one man, the engineer, present. The foreman tells him that I am a new man for him. The foreman departs and the engineer says to have a seat, motioning to the fireman's seat in the geep. And no, I did not know it was called a geep then. Now, of course, we all know a GM GP model locomotive is called a geep, right?

The engineer points to a push button on the back panel and says, and I quote "when you hear the bell ring, you push that button." End of lesson one. I had no idea what it signified nor what it did.

This is the early 1960's and the US railroads are in a campaign to eliminate people, and in particular, the fireman. They were called featherbedders by some. These were the future engineers in training by the old timers. Yes, they did take care of the power while on duty and had a few other duties (like pushing the button), but they did not have a heavy workload.

To go along with this overview of the situation having been presented, the issue of who ran the train was settled in the early days of railroads, 1830's era, when the conductor over saw the train and the engineer had charge of the engine. However, on the BAR in 1913 there was a strike about issues with the enginemen which was never settled. In fact, the strike never was resolved. They just went back to work to keep food on the table. There was contention between the head end, engine men, and the rear men, the conductors and trainmen, from that time and it would present itself from time to time in my 26 years with the company. We all got along quite well, really.

However, back to the story at hand, I am sitting in the seat assigned to me and the crew is going about their switching work. After a couple of hours or so, the engineer says that I may come over to the other side of the cab and look over his shoulder if I wanted. Of course, I did as I was told. This crew went to work very early and after a couple of hours the foreman comes into the cab and says it is lunch time and I am to go with him. The foreman and brakemen in the crew would go to the bunkhouse to eat lunch and the engineer would eat on the engine. I get up to go and the engineer says to the foreman 'he isn't a fireman??' When he gets the negative reply, a look of dejection comes over his face and he looks me in the eye as I am at the door to leave and says 'you can forget all about pushing the button'. As I am not sure it deserved an answer, I said nothing, and I just left. I spent the rest of the day on the ground, mostly just observing and staying out of the way. Especially from the engineer.

Now, don't think this guy was a mean old bugger because he wasn't. He was just a little perturbed and got over it. I would work with him a number of times before he retired, and we always got along just fine. To continue with my first day, as the day wore on and it came to 4:30 pm, we were in the station and the crew was dismissing for the day. The trainmaster is still there and he says to me "Do you know where Northern Maine Junction is?" To which I reply in the affirmative. He says "we need you on a job tonight. be there at 7pm and ask for the conductor of #43." Point blank and to the point! I have no idea what 43 is but I have just about time to go home and get some stuff together and drive to the junction, about an hour drive.

Thus ended my student time at minimum wage of \$1 an hour. I already had \$8.50 due me on payday! That first trip would be an adventure for sure and I will save that for a future installment.



MORE WORK ON 52

BY KYLE FLANIGAN

The Hoosier Valley Railroad Museum volunteers have been hard at work on many projects this winter. BL2 52 has gotten a decent share of attention by our shop forces. On New Years Eve a team of 12 people met at the museum's shop complex to utilize recently acquired former Elgin Joliet and Eastern SDM #818 alongside the museum's 1940 vintage Orton Crane to remove the top hatch and radiators from 52 for freeze damage repair. A locked up radiator fan will also be replaced. A member of the museum recently made a trip to Tennessee to pick up a rebuilt fan offered for sale at a heavily discounted price by a fellow railroad preservationist. The old fan will be sent in for rebuild sometime this year and then be placed in storage to serve as a spare. The top end of the prime mover is set to be inspected and resealed prior to another test run once the top hatch and radiators are reinstalled. Some other small known issues will get attention as well. New water pumps and other various odds and ends are on order or already on site waiting for installation as well. We look forward to the day 52 returns to the rails for all to enjoy.



*All photos these two pages
courtesy of Kyle Flanigan at the
Hoosier Valley Railroad
Museum*





Above: Stockholm Station in 1949 – Negative from Shawn Duren’s Collection

STOCKHOLM SYNDROME

BY SHAWN DUREN

Stockholm Syndrome as defined by Wikipedia is “A condition which causes hostages to develop a psychological alliance with their captors. These alliances result from a bond formed between captor and captives during intimate time together.” Stockholm, Maine, in my mind, had been a far off wonderland of rail activity that had been seldom documented. The intimate bond was created in the years of me searching for the photos, documents and maps that had to be out there somewhere lost and forgotten. The psychological alliance was formed with the remote tranquility blended with the buried treasures that waited to be exposed with each visit to the sleepy little railroad town.

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Above: Van Buren to Stockholm ticket (unused) from the JoeyKelleyPhoto.com collection

As the Bangor & Aroostook Railroad expanded northward into the population centers of Aroostook County, there was little excitement to build north of Caribou. However, on January 4, 1899, the Van Buren & Caribou Railroad was formed on the prospects of creating a rail connection between the two towns. To prevent a competing line from entering the area, the B&A decided to take advantage of its charters and property rights and by March of that year, began the push north laying track to Van Buren. By October of 1899, train service began over the new line.

Ten years later in 1909, the B&A was awarded charters to build a line from Squa Pan to Stockholm by way of Mapleton which took 16 months to build. Although the mainline would run to Caribou, this low grade, secondary bypass would serve the community into the 1980s.

Lumber and pulp wood became the main commodity of the area with saw mills sprouting on the banks of the Little Madawaska River. The Stockholm Lumber Company was known to run two shifts, each sawing 45,000 board feet per shift. Other industries included the Atlas Plywood Company as well as the Collins Lumber Company. Although not a major hub in the market, Stockholm moved potatoes as well. A two story passenger station was built as well to

connect its residents to the outside world. As the ebb and flow of economic cycles propelled its motion, the change of hands of woodlands among paper companies and the arrival of the Interstate Highway system further south to Houlton, Stockholm became a place further and further off the map.



Above: Stockholm station with an extra stopped at the station – October 19, 1954, Shawn Duren Collection

On January 13, 1960, the Maine Public Utilities Commission authorized passenger and mail service to be discontinued between Van Buren and Caribou effectively leaving Stockholm (telegraph call sign KH) without passenger trains a month later on February 15th.

With only 1 train over the line since 1974, the B&A filed an application to abandon 13.67 miles of track between Caribou and Stockholm on March 20, 1979, and that section of mainline officially closed on May 21st. The town however, still received train service via the Washburn Cutoff, the low grade bypass that connected Washburn, Mapleton and Squa Pan.



Above: Transloading pulp in Stockholm, Maine, March 26, 1970, Richard B. "Dick" Gassett photo, JoeyKelleyPhoto.com collection

By this time, Stockholm was near the end of an obscure branch line that would see an occasional train based out of Squa Pan called the Collins Extra. As former B&A employee Roger St. Pierre reflected, "The last time I remember going through that area was back in the late 70's, early 80's (76- 82). We would go around the wye so we could back up to Collins Siding to switch out some log racks."

Collins Siding was an important location for loading logs for various mills further south and was five miles north of Stockholm. Logs were loaded on the shores of the Little Madawaska River as well as Blackstone farther down the tracks and were still the major source for this line's existence. However, as tracts of land the paper companies owned changed hands, rail traffic came to an end. In the summer of 1986, the line from Collins to Blackstone was filed for abandonment and the summer of 1987, the line was dismantled.

Today, the abandoned rail lines serve as recreational destinations for snowmobiles, ATVs, bikers and hikers. The two bridge structures still remain over

the Little Madawaska River, the old mainline and Washburn Cutoff, though signs of the once busy lumber mills are hard to find. The wye that Roger St. Pierre and his crew backed around to go to Collins Siding is still prominent as well as the concrete slabs that buildings sat on years earlier. At the bend in the wye, the base of the water tower remains hidden by the overgrowth of forest and moss. The potato houses are long gone and the location of where the two story passenger station once stood requires some time to locate.

As I continue my research uncovering the history of the railroad through Stockholm, I am reminded that the railroad, untouched by its predecessors, was born and had died as the Bangor & Aroostook. It's ghosts that remain pertinent for me to find, is a syndrome I am certainly happy to have.

Below: Standing on the former main line, looking South East, towards Main Road in Stockholm. May 22, 2019, Joey Kelley, JoeyKelleyPhoto.com – Shawn Duren was acting as tour guide





Above: 83 in relatively fresh paint on a slide processed in September 1974, unknown photographer, JoeyKelleyPhoto.com collection

THREE RING COLOR CIRCUS, RING 4 BY JOEY KELLEY

This is part Part 4 of our series of articles looking at the Bangor and Aroostook's most famous locomotive paint scheme – the Tri-color. In the three previous installments, we've looked at the two F3s and the lone BL-2 to be painted in this paint scheme along with the GP7 and GP9s. This time – we pick up with the original GP38's – which also happen to be the last locomotives the B&A bought new.

This series owes a great deal to Dana Johnson whose notes and

commentary have been invaluable nailing down what happened and when. Much of the research for this piece was done while working on the previous installment, as the GP7, 9 and 38 models were all painted at similar times. When the Tri-color paint scheme was adopted there were eight GP38 locomotives on the roster. All were purchased new by the railroad, all delivered between early 1966 and late 1967. All were delivered in the solid blue paint, yellow lettering, silver trucks and silver pilots as shown in this shot from the Bangor and Aroostook collection from March of 1966 shows.



For the purposes of clarity – we are reusing the designations of Tri-Color variations from the GP7 and 9 discussion. The GP38s were only painted in Tri-Color-2 and Tri-Color-3, the -2 being the all red cab version and the -3 being the gray bottom cab variation. These are the two most well known versions of the Tricolor. The first locomotives painted in the -2 were the #81 and #83. Both painted in May of 1974.

Below: Still looking fresh, 81 is in Oakfield in this shot from 1974 – photographer unknown, JoeyKelleyPhoto.com collection. Note 81's number boards are white





*Left: 82 was about three months out of the paint shop when photographed in Oakfield in December of 1974 by an unknown photographer, JoeyKelleyPhoto.com collection
Note the nose bell!*

Right: 83, 88 and 86 all still wearing the 2 (red cab) version of the Tri-color August 24, 1980 at NMJ photo by Jay J. Ruediger, JoeyKelleyPhoto.com collection



Left: 84 was captured by an unknown photographer in NB Yard on lease to the Penn Central, September 18, 1977 JoeyKelleyPhoto.com collection



Left: 85 is a long way from home, in Toledo, Ohio, June 24, 1978, photographed by David Hamley, JoeyKelleyPhoto.com collection

Right: James Clafin photographed 86 and 83 working Oakfield on September first, 1975. JoeyKelleyPhoto.com collection



Left: 87 was photographed at NMJ on October 17, 1975 by George Horna JoeyKelleyPhoto.com collection



Both: December 30, 1975 found 88 doing shop switcher duty at Northern Maine Junction. An unknown photographer shot it shuffling #52 into the roundhouse, presumably for some work. JoeyKelleyPhoto.com collection



The last GP38 painted in the -2 variation among the GP38s was #84 painted in October 1974. The first to appear in the -3 scheme was the #85 in August 1980.

You might remember that when #54 (the only BL-2 to be painted in Tri-Color) was first painted in June of 1980 it came out with black lettering down the side. The next month, July of 1980, #77 came out with black cab numbers, but the standard white lettering on the long hood. #85 was the final locomotive to appear with any sort of black lettering when she was painted in August of 1980.



Above: 85 with black lettering, June 10, 1981, at NMJ – photographer unknown, JoeyKelleyPhoto.com collection

Simply put, the black lettering on the gray background just does not stand out nor does it really match with the rest of the paint scheme. This must have been obvious after the fact – only three were done with the black lettering and all in a three month period in 1980.



Above: 85, 87 and 81 at NMJ in the midst of a snow squall February 20, 1981, photographer unknown, JoeyKelleyPhoto.com collection

Below: 85 at NMJ in June of 1981, photographer unknown, JoeyKelleyPhoto.com collection





Previous page: Bram Bailey photographed 81 and 94 on the Prospect Trestle headed south in June of 1986.



Above: David Hamley photographed 82 at NMJ on June 10, 1981 – she was painted in May of 81 into this scheme. Note the Nose bell that has been retained. 82 also has a winterization hatch over its front cooling fan (box looking affair over the forward of the two cooling fans on the rear of the long engine hood) this was the only GP38 to have this hatch.



Left: Robert Palmer shot 83 in Searsport in June of 1994

*Right: Less than a month out of the paint shop, Michael Spearing photographed 84 at NMJ, November 1, 1981
JoeyKelleyPhoto.com collection*



*Left: At some point after June of 1981, but before this shot, June 12, 1983, 85's cab numbers were changed to the standard white.
Unknown photographer,
JoeyKelleyPhoto.com collection*



Left: 86 was photographed by Robert Palmer in Squa Pan on February 22, 1991

Right: 87 leads 90 in this photograph from June of 1991, working the Millinocket Yard. Photographed by George Melvin, JoeyKelleyPhoto.com collection



Left: 88 was photographed at Millinocket by Geoffrey W. Oates in June of 1987, JoeyKelleyPhoto.com collection

The last GP38 painted into the -3 was #88 and it managed to last until September of 1984 before being painted into the -3 scheme. Unlike any other model of diesel locomotive on the Bangor and Aroostook roster, every single GP38 was painted into both of the -2 and -3 schemes. The GP38s were, as the GP7 and 9s had been, leased out to various railroads resulting in photos of them in a variety of places as you have just seen above. Once painted into the Tri-color -3 scheme the 38s would remain in that paint until being rebuilt under Iron Road.

That will do it for this installment of the Three Ring Color Circus – join us in the next issue for more!



FROM NEIL MACDONALD'S LENS

Your editor has known Neil MacDonald for nearly 20 years and although he is no stranger to the Maine Line – he has decided to make his entire photographic collection available. Here are a few from this decades spanning and geographically diverse collection. -JTK

Below: 53 is doing a good impression of a Baldwin Shark nose in this post-accident photo at Northern Maine Junction - 1972





June 1974 found Neil in Fort Kent – where he stopped by the station and found one caboose on scene.



Late 1972 found Neil upon the roof of the roundhouse at Northern Maine Junction.



Late 1974 found 38 post wreck damage at NMJ. Moments like this you realize how much weight and force there is around railroading!



North Bangor – often passed, rarely shot in my experience, was the subject of Neil's lens in 1970.



Summer of 1973 found Neil and his son Andy at Northern Maine Junction. Andy is up in the 56. A lot has changed in the nearly 50 years since this was taken!

We'll see more of Neil's work in the Maine Line!
Thank you Neil!

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