

MAINE LINE

A Publication for the Friends of the Bangor and Aroostook Railroad



TALKING IT OVER



Welcome to 2025! This is the first issue of the eighth year of this reborn Maine Line and it is one of the issues I am most proud of. While working on the East Millinocket article featured on the cover of this issue, it occurred to me that my very first memory of the Bangor and Aroostook occurred in East Millinocket.

From shortly after I was born until I was in High School my Father worked for an industrial supply company as a salesman who traveled to his customers. Like a lot of children I thought my Father must have the most exciting job in the world so I begged to go along with him one day. I was probably 10 or so when this occurred. As a result I cannot give you the exact details, but I distinctly remember Dad left me in the truck while he went into the East Mill. I brought reading material. However, at some point during his sales call into the mill, the switcher showed up and began to work. I put down my reading material and went over to stand near the conductor who was guiding the engineer through some sort of switch move. I remember they were still in the middle of it when Dad returned to the truck and found it empty. Knowing me probably better than I knew myself, Dad figured out where I'd gone. After locating me - it was time to go and I hopped back in the truck and we were off to somewhere, probably much less exciting. I have a vague memory of the locomotives 'looking funny' to my eye, best guess it was one or two of the GP7u locomotives. It was brief and now decades later the details are fuzzy. Experiences like this however were the ones that kept me interested in railroads and railroading. Now I get to give a little back to the railroad that was so friendly to so many over the years.

Enjoy this issue - there is a bit for just about everyone in this one. As always thank you for reading the Maine Line and thank you all for your continued likes, comments and support of this effort. I appreciate it very much!

-Joey

"Joey" Kelley, Editor

Maine Line Magazine

A publication of

Joey Kelley Photography,

JoeyKelleyPhoto.com

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Volume 8, Issue 1
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IN THIS ISSUE

About the Cover

Rule of the Month

Memo of the Month

Maine Line Rewind

Still Rolling

No Longer A Mystery Mug

August 29, 1946

Life In Plastic, Its Fantastic

Tons of History

Santa Rides the Rails Again!

East Mill Rising

From the Archives: Opening up the photo vault

<http://mainelinemagazine.joeykelleyphoto.com>

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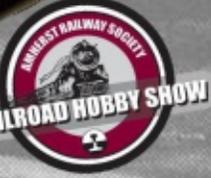
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ABOUT THE COVER



An unknown photographer shot this image on January 25, 1955. The only other comment on the negative was 'New Wood Room.' Obviously it is not new any more! For more information, see the article on the East Millinocket Mill elsewhere in this issue! From the JoeyKelleyPhoto.com Collection

REAR Cover: System Map from the back of a Sales folder, Circa 1990.



Rule of the Month

STORES DEPARTMENT
JANUARY 1986

10.2 - All employees must be very careful to see that their tools are kept in safe condition and must not use tools that are liable to cause injury. Unsafe tools should be tagged.

"THE RULE BREAKERS *are* accident makers"

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

BANGOR AND AROOSTOOK RAILROAD COMPANY

Bangor, Maine, January 25, 1971

SUBJECT:**TO -** L. W. Littlefield**FROM -** A. G. DustinBANGOR & AROOSTOOK
R. R. CO.

✓ JAN 25 1971

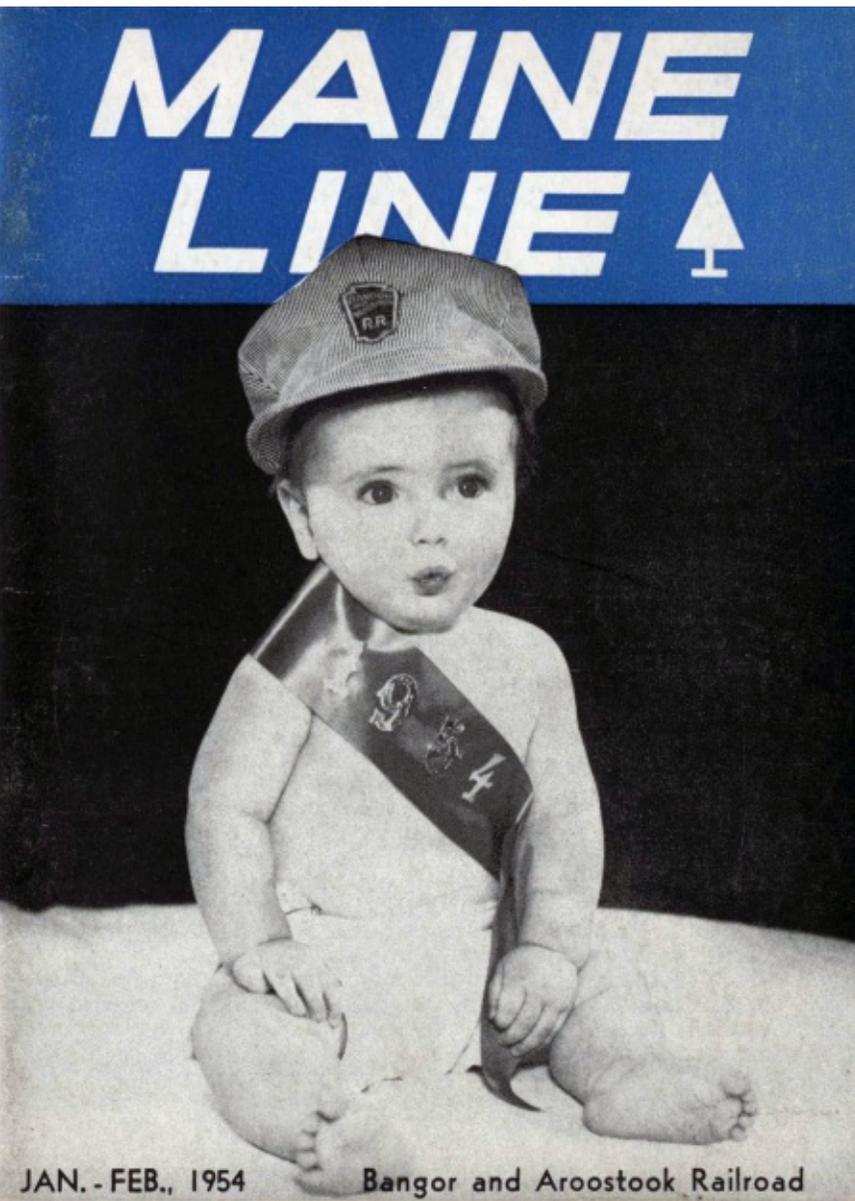
MARKETING DEPT. *dx*

You will recall, at the discussion held on Thursday, January 21, Mr. Cousins mentioned the desirability of a schedule of train operations and service which we might make available to our shippers for movements on the Bangor and Aroostook and to connections.

I would appreciate your comments with respect to our ability to put together a reasonable schedule and one which we could conform to. I am attaching a copy of Symbol Book No. 8, which was effective January 15, 1957, which contains freight train schedules and might be used as a guide. I don't think it's important that schedules be published to cover all of our lines but I do think we should publish some schedules for those which are most important.

cc: ✓ H. L. Cousins, Jr. *H*
H. G. Goodness

MAINE LINE REWIND



71 years ago in the Maine Line:
January - February 1954 Issue

- Curtis M. Travis is President
- Maine Public Service celebrates 50 years of making power
- Les Wentworth's Coin Collecting Hobby
- 'Thou Shalt Not Steal'
- Moving up on the B&A
- A profile of Engineer Bill Barrett
- Accidents are down
- The Suggestion System works
- In The Family of the B&A
- Facts and Figures

Burton David Sawyer - photographed by Burton A. Sawyer of the freight claims department appeared on the cover. We presume that he does not look like that now!

The January - February 1954 issue was Volume 2 and Issue number 2. In 1954, the Maine Line was being produced every other month.

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

STILL ROLLING



On September 29, 2001, Richard Louderback shot the boxcar above in Brownville Junction. This SLGG boxcar proudly bears both the B&A and CDAC logos. Imagine my surprise when on December 8, 2024, more than 23 years later, I found a similar car in of all places, Unity, Maine.





Although the reporting marks are different and the car number significantly altered, one cannot escape the patches on the right hand side - they exactly match what one would have to do to cover up the two heralds above. SOXX 409248 is still in revenue service, appearing in Unity for contracted work on its door mechanisms.

Graffiti tagged, patched out, bit rusty in spots, this veteran of the B&A (even if only by a couple of heralds stuck to the side of it) continues to soldier on hauling loads in Maine, some 22 years after the B&A passed into history!

NO LONGER A MYSTERY MUG

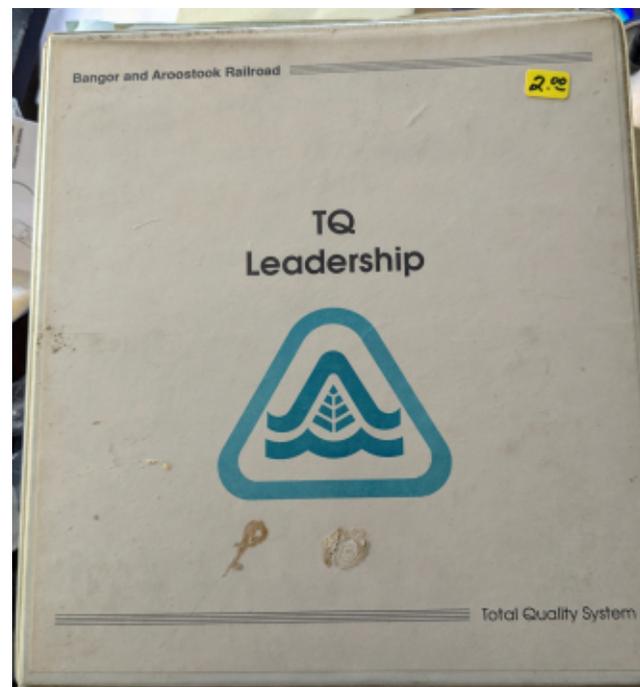


In the last issue the question about 'what is the story behind this mug' was put out to you readers. The irony is, the answer was nearly literally under your Editor's nose. From the Fall 1988 Maine Line: *Quality Program Launched*
A team from TQ Group, a Chicago-based company specializing in helping transportation companies establish quality programs, have conducted focus-discovery meetings with employees at Madawaska, Squa Pan, Millinocket, Derby and Northern Maine Junction. The discovery process explores employee concerns and problems. Employees have been given an opportunity to complete an employee opinion survey that will become part of the base for its quality program.

In retrospect, searching through the archive of Maine Line Magazines would have been a logical step, but, not knowing where to look made this somewhat daunting. A friend of the Maine Line suggested a rough time frame and mentioned that this was some sort of a training program. That lead your editor to literally run over to a pile of "To Be Digitized" Bangor and Aroostook documents to find a binder, on the top of the pile, still with its \$2 pricetag on it. Purchased from another collector at a train show, it still has not been scanned, but, at least now the 1988 copyright date was noted, leading to the Fall 1988 Maine Line news blurb on the subject.

The binder in question in the editor's collection has been used and according to the certificate included, this was a three day leadership conference. The friend of the Maine Line also mentioned that not everyone got mugs, so it would seem that a sliding scale of gift was given out based upon some metric.

The good news is that your Editor's guess of the time frame for this, between the triangle logo being introduced (1971) and the Iron Road take over (1993) was correct, although it was considerably closer to the latter. In any case, we now have a mystery solved and the story behind the mug explained.





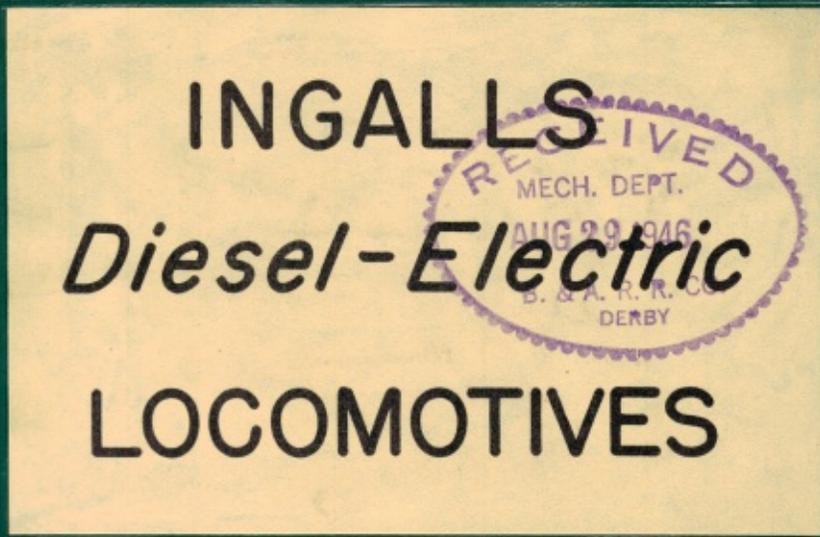
AUG. 29 1946

Above: GM&O 1900, original black and white photograph by J. Parker Lamb, Center of Railroad Photography and Art Collection - LAMB-01-124-10 - used with Permission Colorized and edited by Rick Foss, Memories in Color

Talk to any railroad enthusiast and they will tell you about the thing that their favorite railroad did that they should not have or that they did not do but should have. Many are the plans that never were finished as well. Perhaps the most famous in Maine railroading history is that of the two-foot gauge Wiscasset and Quebec, the hundreds of miles long railroad that made it only 44 miles before the money ran out.

There are numerous examples in the B&A's history - one we've already covered - the short distance between what became the Belfast and Moosehead Lake Railroad and the Searsport branch. See the Spring 2024 issue story called 'The Six Mile Gap' for more on this. Many hours have been happily spent between your Editor and Matt Sawyer of the BAR Archives speculating about what might have been, often while scanning the documents that contain the proposals under discussion!

That brings us to August 29, 1946. How you may ask? Well, quite simply that was the date that the mechanical department received the sales flyer from Ingalls.



Left and below: Two excerpts from the cover of the sales brochure - including the stamp showing August 29, 1946. Both from the BAR Archives



Never heard of the Ingalls' Shipbuilding Corporation? In railroading circles perhaps the most significant contribution Ingalls has ever made was the approximately 4000 covered hoppers made in the 1980s. Those hoppers continue to roll across North America, Michael Eby - Trainiax.net - shot this example on October 12, 2013 in the yard at Farnham QC. Virtually identical to the many many other cars of this type on North American rails, the ribs are rumored to be slightly thicker than other cars of the same type, although your Editor cannot really see much difference.



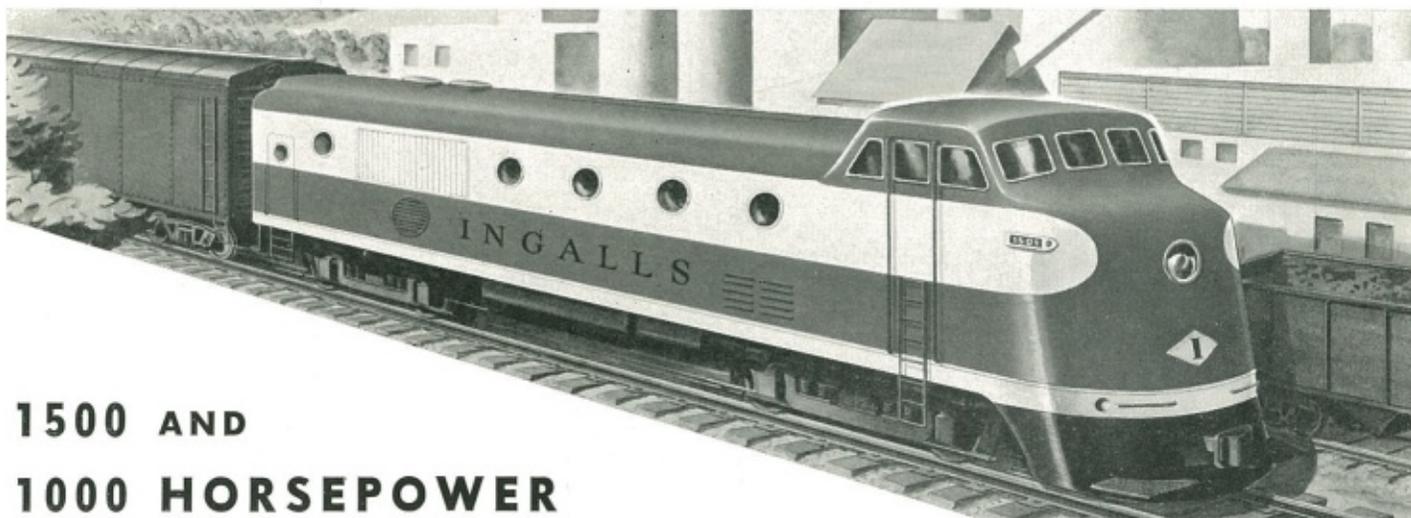
Although today one laughs at the idea of another locomotive manufacturer, one must put themselves in the context of 1946. Established in 1938, Ingalls would have built significant infrastructure to support the allies with ships and now would have no particular need for that manufacturing capacity. Marine builders had entered the locomotive business before, with some success. Fairbanks-Morse launched a line of railroad locomotives in 1943. Although they failed to capture a significant share of the locomotive market, that was not yet apparent only three years in.

It was not unreasonable then for a marine manufacturing company to at least dip a toe in the water of the locomotive market. The obvious way to do this, design a series of locomotives and send out sales information to the various railroads around the country. It is not known if the Bangor and Aroostook solicited Ingalls or if Ingalls simply mailed sales flyers to each railroad in the country. We do know that on August 29, 1946 the B&A did receive this particular flyer. Earlier in 1946, Ingalls would build a single example of their 1500 horsepower model, the 4-S.

It was both familiar and different. The cab style was unfamiliar to American railroading, although it does remind one of a variety of European models, particularly those aimed at switching.

Below: A segment of a 1949 Ingalls sales flyer showing an artists interpretation of the 4-S. Collection of Chris Skow and hosted on TheDieselShop.us this flyer can be found at: <https://www.thedieselshop.us/Sales.HTML>

ALL-PURPOSE LOCOMOTIVE



**1500 AND
1000 HORSEPOWER**



Above: Photographed in Mobile, Alabama in 1963, approximately three years before it was retired and four years before it was scrapped, Richard Adams found 1900 resting

Despite their marketing campaign, Ingalls sold but one of their locomotives. That demonstrator 4-S mentioned earlier became Gulf Mobile and Ohio #1900. Despite being well thought of and lasting some 20 years on the GM&O roster, it was the only one made, only one sold and was traded in to EMD in 1966. They tried to sell it to the Illinois Railway Museum but IRM could not raise the funds and it was scrapped in 1967. Ingalls went back to building ships and with that exception in the 1980s, has never gone back into the railroading world again. The company still exists, via a couple of buyouts and later a spinoff.

But what if it had been different? What if the Bangor and Aroostook had taken the chance on the new upstart locomotive manufacturer? What if the 1900 had come North for testing and the B&A had said yes? The idea is not without merit. The Alco Black Maria did some testing on the B&A - the New Haven sent up some DL-109 locomotives one winter and of course the five GE-Cooper Bessemer locomotives that were purchased by the New Haven came second hand to the B&A. There is a perception that the B&A was an all EMD diesel railroad, but it is not true. Morrison Knudson's 5001 - the Sulzer Diesel powered EMD rebuild spent months on the Bangor and Aroostook and the reports on its performance were favorable.

History is so often a look at the path taken, but in this case, the path not taken might have been more interesting.



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LIFE IN PLASTIC ITS FANTASTIC

When it comes to HO scale trains once a model becomes available in plastic as opposed to brass or custom made or even 3D printed it becomes accessible to many more modelers than before due to better price points and greater availability.

Above you will find the artwork for Rapido Trains latest B&A offering. These are the aptly named PRSL GP38s.

A special variant of the highly successful GP38 locomotive, the Pennsylvania Reading Seashore Lines (PRSL) requested dual control stands to facilitate easy operation in either direction of their 15 GP38 units. Ordered in three groups of 5 and built over a three year period these units did not have dynamic brakes and the cab had to be extended to accommodate the second control stand.

The units survived into Conrail and were eventually sent off to various buyers, four of which came to the Bangor and Aroostook. Renumbered into the 91-94 and painted in the second 'production' variation of the Tri-Color paint scheme 91-94 fit in well with the original non-dynamic GP38s already on the B&A roster. The models are being offered for pre-order with a tentative availability date of the end of 2025. All four of the tri-color numbers 91-94 are being offered both with and without DCC and Sound. DC only, silent units are being offered at a retail price of \$249.95 (US dollars) and the full on LokSound Equipped DCC and sound version retails for \$359.95. (US dollars) Available for pre-order both directly through Rapido's website and your favorite Rapido Dealer here is the first time to catch a plastic model of an ex PRSL GP38 in Bangor and Aroostook paint!

For more information check out:

<https://rapidotrains.com/ho-scale/diesel-locomotives/emd-gp38-prsl-cab.html>

Right: The locomotive that would become 90 parked on a shop track at Northern Maine Junction. Looks rather odd next to the tri-color units off to the right! Photographer unknown, slide dated September 1983, JoeyKelleyPhoto.com Collection



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TONS OF HISTORY

BY FINN KELLY

Above: BAR X235, X236 and Boston and Maine 2990 are bracketed by two Maine Central cabooses and appear to be in Bangor Yard for some reason in this Norman Bateman shot from July of 1981. JoeyKelleyPhoto.com Collection

It's a spring day. The sun beats down with a warm embrace and the crisp sea breeze sweeps your hair as a flock of gulls jive overhead. You are sitting on a hillside overlooking Penobscot Bay in a bed of vibrant spring clovers. Resting in the shadows of imposing three story tall oil tanks, you hear the sounds of tug boat horns echo across the bay and the clatter of railcars cuts through the commotion of the seabirds. This is the busy harbor of Searsport, Maine.

Searsport still bustles with commerce moving back and forth between land and sea. An important facet of this ongoing process of logistics is knowing just how much product is moving between modes of transportation. Enter the scale test car.

A scale car is used to zero out the enormous scales used to weigh railcars full of bulk goods such as cement, clay, flour, or spuds. It is essential for these measurements to be as precise as possible. This necessitated scale cars to be made entirely of iron and later steel with hand held, 50 pound weights added or removed as necessary. Interestingly this meant that these late 1800's built scale cars would be decades ahead of other railcar types in their all-metal construction. The American Railway Association (ARA) did not standardize the all-steel boxcar until the 1930's. This organization would merge with others in 1934 to become the Association of American Railroads (AAR) that we know today.

Fast forwarding to 2023, the railyard at Searsport began to receive a major rehabilitation to accommodate future port expansion and new types of traffic. Axed from the new yard layout was the former scale track and scale house. Since 2003, BAR X235 has been marooned here - increasingly tangled in weeds and blanketed with rust. As the work crew made their way down the yard in the early summer of 2024, they stumbled across X235. Recognizing its potential historical value, workers carefully eased the car up a nearby embankment with an excavator and out of the way of their track work.



Left: August 30, 2024, X235 and the moving equipment are nearly ready to head back to Unity, Maine. Photo by Finn Kelly

In the late summer of 2024, the Belfast & Moosehead Lake Railroad (B&ML) was contacted by a friend at Canadian Pacific Kansas City Railway (CPKC) that the last of these scale cars was in urgent need of saving in Searsport. So the B&ML jumped into action. After several phone calls, filing of paperwork, and coordinating with railroad and port officials, the B&ML team moved in to evacuate the stranded X235 on August 30th of 2024. Using a Pettibone Speed-Swing, X235 was gingerly towed across a 900 foot long dirt road to the safety of a lowboy tractor trailer.

At the B&ML's Unity repair shop, it has been repainted to its as-built appearance. Included in the project will be the restoration of its running board across the apex of the car, as well as the rebuilding of the accompanying handrails. A tool box underneath the sill line was also cleaned and welded back into place.



Right: Inside the Unity repair shop, as delivered to the B&ML. Photo by Finn Kelly



Left: Looking considerably better than it has in years, X235 has been painted. Photo by Finn Kelly

While "X207" is what was painted on the scale car at the time it was brought to the B&ML, it was determined that it was indeed X235. This was achieved through photo referencing many telling details about the car, such as the placement of mounts for the handrails and running board. By using focused lighting, raised areas of paint could be made out to be old information stenciled on the car - matching reference photos of X235. Why and when it was renumbered remains a mystery.

Right: Returned to its proper number, X235 is still a work in progress with additional lettering to be added. Photo by Finn Kelly



At its new home X235 will receive a fresh breath of life, and will be put on display for future generations to enjoy. It will stand as a reminder of the naval and railroading heritage that built the great state of Maine.

Finn Kelly (no relation to your Editor as he is quick to point out) is the Paint Shop and Heritage Equipment Coordinator at the Belfast and Moosehead Lake Railroad and the President of the Maine Central Railroad Historical Society. This is his first piece in the Maine Line.



Above: On December 8, 2024, X235 and the former SLGG boxcar discussed earlier in this issue were coupled together in Unity. One wonders if this is the first, possibly only, time these two very different pieces of Bangor and Aroostook history were ever coupled together! Photo by Joey Kelley, JoeyKelleyPhoto.com Collection



SANTA RIDES THE RAILS AGAIN!

Above: NBSR 3095 leads the train South on December 14, 2024 in Presque Isle. Photo by Shawn Duren

On the old B&A this past year there was but one opportunity for non-railroaders to experience the joy of train travel. Maine Northern Railway played host to some trains on December 14, 2024 out of Presque Isle. Boarding near where the passenger station once was and heading for Chapman. A total of three trains were run.

The train itself was nearly identical to the train that ran in 2023. The locomotives came to the New Brunswick Southern via Norfolk Southern and the coaches were Canadian. The festive winter holiday spirit? Very much Northern Maine. Enjoy this photo gallery of the day, provided by Shawn Duren. Thanks to Shawn for the photos and to the Maine Northern for putting on the trains!



*Above: 3028 leads the second train of the day by the airport in Presque Isle.
Below: Another train load is eagerly waiting their turn!
Both photos by Shawn Duren*





Above: Just Playing Through! The train passes through a soon-to-be mini-golf course in Presque Isle.

Below: Nothing says Bangor and Aroostook like a train in a potato field! Headed South near Mapleton.

Both photos by Shawn Duren





Previous Page: One of Santa's Helpers gets a hug from the Big Man himself! (Bobby Butler) Photo by Shawn Duren



Above: The last train of the day passes by the empty field near Chapman bringing the Holiday Train for 2024 to a close. Photo by Shawn Duren



EAST MILL RISING

Above: The Eastern side of the East Millinocket Mill site. December 31, 2024, Photo by Joey Kelley, JoeyKelleyPhoto.com

In 1907 Great Northern Paper opened its third paper mill in East Millinocket, Maine. In 2014, 107 years of making paper in the Katahdin Region ended. Our story could very well end here. Although the Bangor and Aroostook will probably go down in history as The Potato Railroad, in reality wood, wood products and paper were a huge part of the railroads economics.

In 1934, the Bangor and Aroostook carried 784,083 tons of potatoes. For the same year, 276,150 tons of paper were hauled. Paper mills were a big part of the Bangor and Aroostook, even back then. Add in the 143,162 tons of pulpwood and you can clearly see how important paper mills were.

By 1964 paper and potatoes had swapped positions. 652,713 tons of potatoes but 815,558 tons of paper products. The two together represent 40% of the railroads total tonnage for that year. Another 21% of the total was pulpwood.

By 1994, paper represented 33% of tons hauled and lumber and wood products another 37%. Its worth noting however that paper was responsible for about 40% of revenue, with lumber and wood at about 28.5%. The potato haul was essentially non-existent after the winter of 1969-1970.

The post 1970 Bangor and Aroostook Railroad relied on the paper industry to make it viable. The 1978 strike at the mills caused enough disruption in the finances of the railroad that the funding for Maine Line Magazine was cut back for one issue. The shortest issue of the Maine Line ever produced was only four pages. Look for the Summer 1978 issue in Volume 26 on the Archive section of the Maine Line website to see for yourself.

The paper industry took a sharp downturn in response to the increase in electronic media. On the day that the Montreal, Maine and Atlantic took over, January 9, 2003, Great Northern Paper filed for bankruptcy protection. In 2008, the Millinocket mill went silent, leaving the East Mill to carry on the paper making tradition in the Millinocket region. In 2014, the East Mill closed and demolition and scrapping of the mill took place soon after.



Above: The pile of rubble is all that remains of the mill building that housed the paper machines. Unable to remove them efficiently, the building was demolished so they could be scrapped.

December 31, 2024, Photo by Joey Kelley, JoeyKelleyPhoto.com

Next Page: Don Marson photographed 21 in East Millinocket on January 21, 2002. The recycling building is in the background. JoeyKelleyPhoto.com Collection



This story is titled East Mill Rising and so it is. Not only does our story not end with the demolished paper mill - it is still being written! On July 21, 2020, the town of East Millinocket bought the 215 acres site, plus 150 acres of other land for \$1.45 million. If you do the math, that is less than \$4000 an acre.

What they bought was, frankly, the shell of a former paper mill. With one building almost completely demolished, many others suffering from roof damage and severely deferred maintenance, it was not exactly move-in ready. The town created a non-profit organization, East Millinocket Industrials to manage the site. Along with Town Selectman and former US Congressman Mike Michaud, East Millinocket Industrials got busy and working with Senators Susan Collins and Angus King, economic appropriations have allowed much of the site to be improved.

One of the questions your Editor had was why not generate power using the boiler that would have been at the site already. The mill in Bucksport converted to natural gas for its power generation and that plant has survived the mill - why not in East Millinocket? Mike Michaud provided the answer, one boiler, a considerable amount of the electrical wiring, including control runs for equipment like the boiler and of course all the paper machines had been scrapped. But it is not all bad. A firm is looking to bring a new boiler in and set up for power generation. In addition five acres of the site have been leased for Community Solar and although still in the planning stages the intent is to put up a solar farm.

Speaking of solar the old recycling building, some 100,000 square feet of it is being reviewed for potential manufacturing of solar panels. This is by far the largest current potential project, but it is not the only one.



Above: The 100,000 square foot recycling building on December 31, 2024. Photo by Joey Kelley, JoeyKelleyPhoto.com Collection

Currently, the warehouse with its truck loading docks is occupied by a logistics firm and a steady stream of tractor trailer trucks come in and out. A construction contractor is leasing out the old training building. The core room and the new finishing room have been leased out to a company that may be able, in the future, to recycle old wooden railroad ties. In fact approximately 25% of the East Millinocket Mill site is under lease, or under consideration to be leased. This sets the East Millinocket site apart. With unique opportunities being offered that are not available at sites like Millinocket or Lincoln.

For the immediate future, another \$5 million in improvements has been earmarked and that is expected to finish roof repairs to the Finishing room, continue the renovation in the 'new' train shed (in reality, its just not as old as the old train shed) and get the recycling building ready for lease.

Your Editor admits that he fully expected to hear that the East Mill was a lost cause, dead and with no hope for rebirth. It seems the opposite is the case and this is a pleasant surprise!



Above: When the B&A got the new 5900 series red, white and blue boxcars, three and some management folks were photographed on the tracks to the 'Old Train Shed' in East Millinocket. JoeyKelleyPhoto.com Collection

Left: 23 works the old train shed in 2010 under MM&A, Joey Kelley Photo

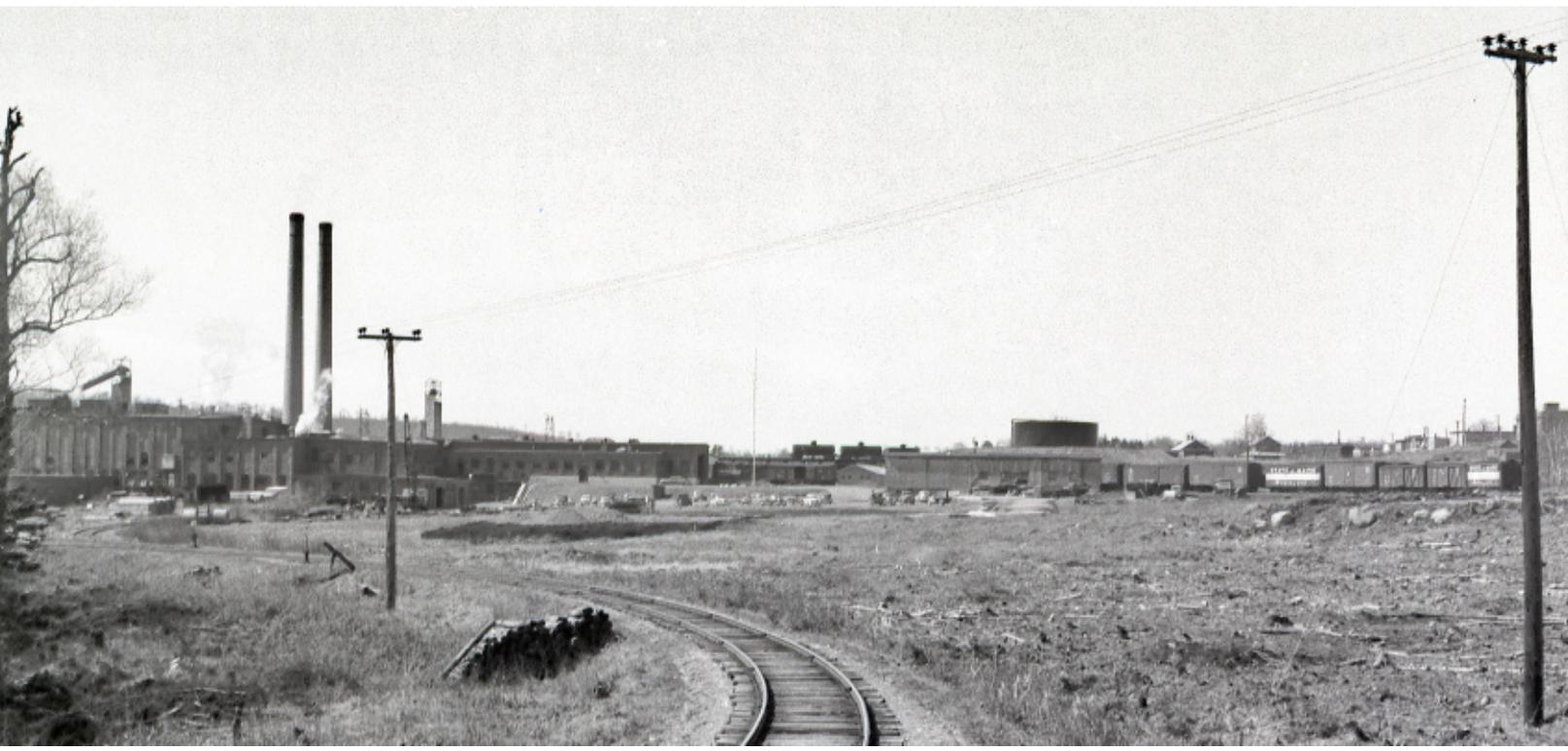
Below: The old train shed on December 31, 2024, its tracks disconnected. Joey Kelley Photo





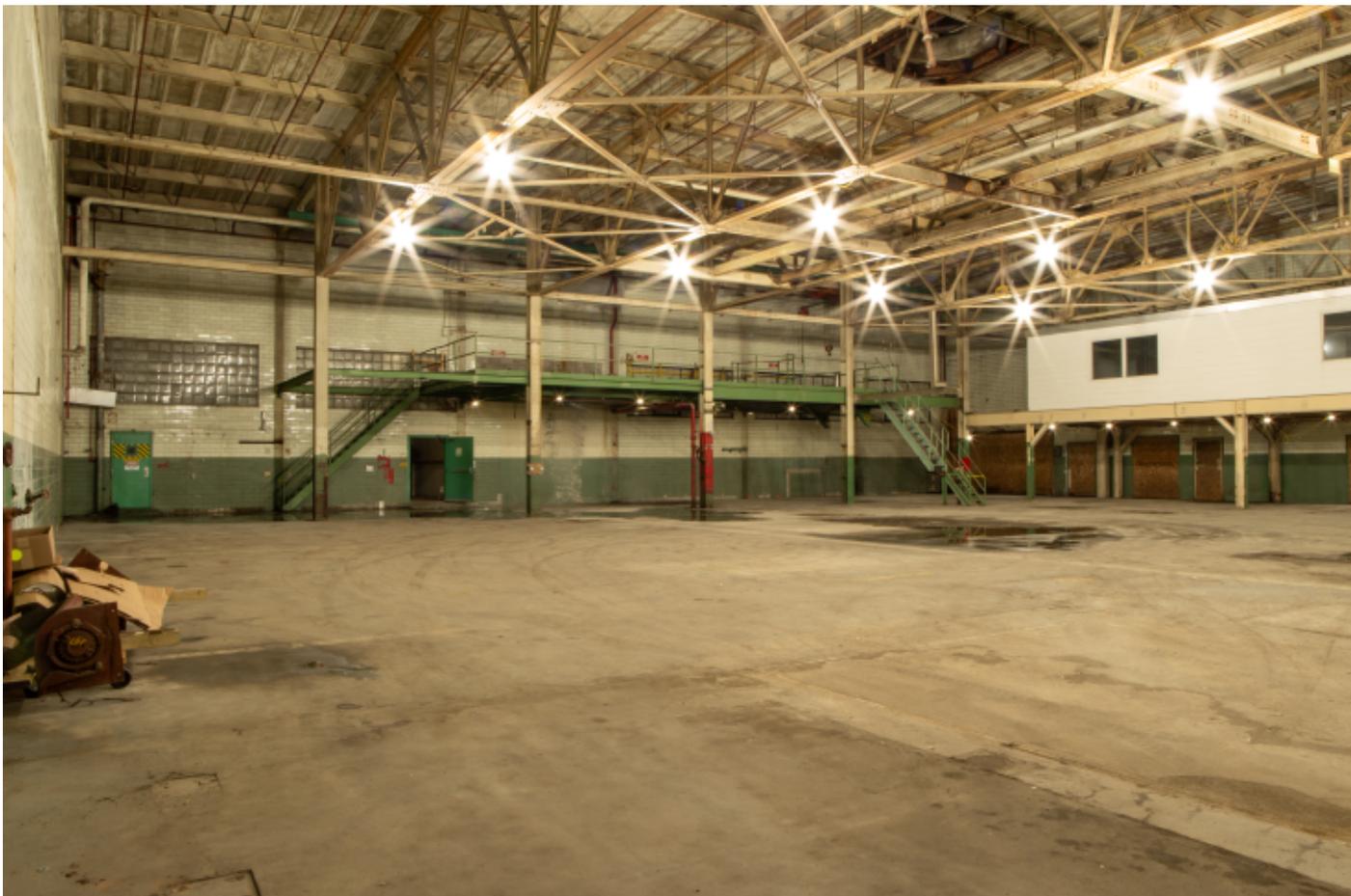
Above: The warehouse on December 31, 2024, Joey Kelley Photo, JoeyKelleyPhoto.com Collection

Below: In this view from April 4, 1953, this building has not even been built yet! Unknown photographer, JoeyKelleyPhoto.com Collection





Both photos are of the finishing room. The floor used to flip down and paper would move by elevator down into the new trainshed or warehouse to be loaded onto rail cars, trucks or stored. Both photos December 31, 2024, Joey Kelley, JoeyKelleyPhoto.com





Above: The imposing stack of the biomass boiler looms over the boiler rooms that once fed steam and power to this entire complex. Although a company is interested in bringing in a new boiler and generating facility for electricity, how much of these two buildings and their stacks will be reused is an unknown. December 31, 2024, Joey Kelley photo, JoeyKelleyPhoto.com Collection



Above: Once the site of literally train loads of fuel oil being delivered to run the two oil fired boilers, the oil rack is overgrown and unused at present. December 31, 2024, Joey Kelley, JoeyKelleyPhoto.com



To end this story on the most positive note possible, Mike Michaud confirmed that there were not one, but four current lessees or prospective lessees of the property that specifically want the ability to ship by rail. As a result, preliminary work is being done to assess what is needed to get the entire East Millinocket Branch restored for service! Perhaps East Millinocket has not seen its last train after all!

Editor's Note: This article would not have been possible without the help of Mike Michaud, the Town of East Millinocket and Shawn Melvin's lighting assistance. Thank you!

Above: The main entrance stands guarded by two sentinals, of the crossing gate variety. December 31, 2024, Joey Kelley, JoeyKelleyPhoto.com

Right: The same crossing looked a bit different in 1987, photo by John Endler, Jr. JoeyKelleyPhoto.com Collection



FROM THE ARCHIVES

There is an old cliché - "It Takes a Village". When it comes to this photo gallery, that is very true. These photos are from the late Mike Guay. When Mike passed his collection went to the Eastern Maine Model Railroad Club. Someone had the forethought to grab his railroad negatives while picking up his model railroad equipment. The negatives remained in the EMMRC clubhouse until recently. Shawn Melvin volunteered to scan them. To date Shawn has exceeded 1,000 images and is still counting! Many of those images are of the Bangor and Aroostook and a few are included here. Thanks to all involved in getting these images into the Maine Line!



Mike Guay shot this somewhere around 1997. This is the fueling 'shed' at Northern Maine Junction with 75 and 81 on the fuel track. A leased unit is next to the wheel car. JoeyKelleyPhoto.com Collection



These are two of your Editor's favorite B&A locomotives, simply because he got to see both of them in use! Sometime in the 1996-1997 era these were working the NMJ switcher one afternoon. Mike Guay photo, JoeyKelleyPhoto.com Collection

Next page: 301 and at least one other locomotive are working the Southern end of Oakfield Yard in this shot. Date unknown, but sometime in the 1996-1997 era. Mike Guay photo, JoeyKelleyPhoto.com Collection



301

301

148
SS



*Details matter! Although eventually the Quebec Central Railway herald would appear on the sides of the QSR lettered locomotives, at this point someone had stuck the CDAC and B&A logos on instead! Circa 1997, Northern Maine Junction
Mike Guay photo, JoeyKelleyPhoto.com Collection*



A photo that you cannot take today, for many many reasons! A lot to see here at the NMJ engine servicing tracks this day. Circa 1997, Mike Guay photo, JoeyKelleyPhoto.com Collection



Oh how Brownville Junction has changed since this was shot! A triple header of all 300 series Iron Road locos hauling Intermodal. Never going to see that again! Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



Probably the same day as the shot above, the sun throws great onto the East end of Brownville Junction. Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



Back at Northern Maine Junction, 364 is taking a turn on the table. Not sure what the table operator's expression is! Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



How many times C-66 has been repainted? Since it became a museum piece, at least three repaintings. Here it is getting an overhaul at the Oakfield Railroad Museum, Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



Perhaps the least photographed of all the types of equipment on the B&A, trackmobile X-134 is being used to pull on the hood and prime mover of 78 while both are on a former pulpwood flat. Northern Maine Junction, June 12, 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



In the modern era of the Bangor and Aroostook, nearly every night there was a Northbound from Northern Maine Junction to Millinocket and return. Rating between two and four units most nights, as long as the enginehouse was open at NMJ, it was the job of those workers to marshall together the nightly consist. One of the last jobs was to do a full throttle test, often resulting in a spectacular smoke show. This happened on a daily basis - but how many times was it photographed? Northern Maine Junction, Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



Arguably the most notable change from the outside during Iron Road's ownership was the excursion trains being offered all over the system. This looks to be an early one, featuring the one-of-a-kind paint job on CDAC 450. Brownville Junction, Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



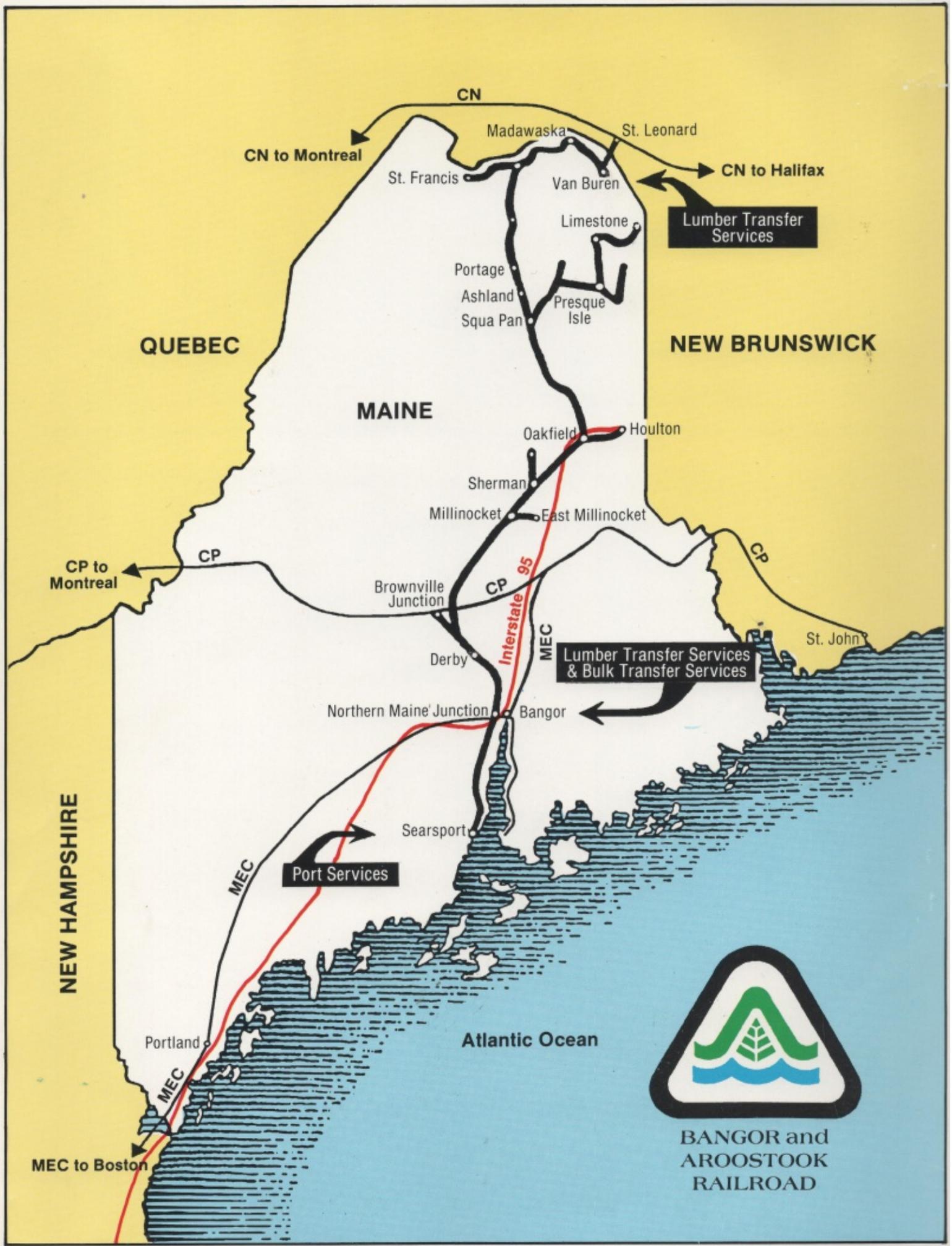
Every once in a while a particular photo surprises you. For those that cannot figure out the location, the photographer is standing ON one of the railroad bridges over US Route 2, shooting at the other bridge. Quite honestly your Editor does not recall ever seeing another shot from this particular angle. Northern Maine Junction, Circa 1997, Mike Guay photo, JoeyKelleyPhoto.com Collection



One never was sure what one would find kicking around NMJ at this time in history. Why NBSR 3735 was at the roundhouse is unknown. Northern Maine Junction, Circa 1996, Mike Guay photo, JoeyKelleyPhoto.com Collection



Speaking of visitors to Northern Maine Junction, Windsor and Hantsport Railway 8042 was down for some sort of work in this shot. WHRC was another property that was connected to Iron Road. Northern Maine Junction, Circa 1997, Mike Guay photo, JoeyKelleyPhoto.com Collection



QUEBEC

NEW BRUNSWICK

MAINE

NEW HAMPSHIRE

Atlantic Ocean



BANGOR and
AROOSTOOK
RAILROAD

CN to Montreal

CN to Halifax

Lumber Transfer
Services

CP to Montreal

Lumber Transfer Services
& Bulk Transfer Services

Port Services

MEC to Boston

CN

CP

Interstate 95

MEC

MEC

CP

CP

MEC

MEC

Madawaska

St. Leonard

St. Francis

Van Buren

Limestone

Portage

Ashland

Squa Pan

Presque Isle

Oakfield

Houlton

Sherman

Millinocket

East Millinocket

Brownville Junction

Derby

Northern Maine Junction

Bangor

Searsport

Portland

St. John