

Phil Michaud's Bangor and Aroostook N Scale Layout



History

- The Bangor and Aroostook Railroad (reporting mark BAR) was a former Class I U.S. railroad that brought rail service to Aroostook County (“THE COUNTY”) in northern Maine. Brightly painted BAR box cars attracted national attention in the 1950s. First-generation diesel locomotives operated on BAR until they were museum pieces. The economic downturn of the 1980s coupled with the departure of heavy industry from northern Maine forced the railroad to seek a buyer and end operations in 2003.

History cont'd

- BAR began hauling potatoes in heated box cars in 1895. Potatoes provided a stable income source through the great depression and provided 50% of the railroad's revenue following World War II. BAR had the 2nd largest United States railroad-owned reefer fleet (after Santa Fe) during the 1950s. BAR made an arrangement with Pacific Fruit Express whereby PFE reefers shipped Maine potatoes during winter months and BAR reefers carried California produce during the summer and autumn.

History cont'd

- Inbound chemicals and outbound paper from mills on the Penobscot River at Millinocket and East Millinocket were major revenue sources for the BAR from 1900. Another paper mill was built in Madawaska in 1925. Pulpwood and wood chips to the paper mills became increasingly important as potato loadings declined. The remote port facilities at Searsport were a preferred loading point for ammunition during World War II; and BAR transported heating coal and aircraft fuel to Loring AFB for Strategic Air Command bombers through the Cold War. BAR painted 2,500 box cars in the red, white and blue colors of the US flag during the 1950s. A less expensive oxide red paint scheme with large white reporting marks was adopted during the Vietnam War.

History cont'd

- The Bangor & Aroostook was created relatively late for a railroad, incorporated on February 13, 1891. The Bangor and Aroostook Railroad was a company synonymous with Maine. Its entire network of more than 800 miles was all located within the Pine Tree State's borders from Bangor to Van Buren. This potato loss began a trend which eventually resulted in the BAR's cessation of service in 2003. While it continued to serve paper mills it struggled to make ends meet. The railroad lived a relatively quiet existence during the next three decades until it was acquired by Iron Road Railways, Inc. on March 17, 1995. By this time its network had shrunk to only 433 miles while the new owner's addition of a former Canadian Pacific line to Montreal via Brownville doubled its size to 853 miles.

BAR Trackage Around 1970



Interchanges -	<ul style="list-style-type: none"> Van Buren Presque Isle Brownville Jct (via NMI) 	<ul style="list-style-type: none"> Canadian National Aroostook Valley / Canadian Pacific Maine Central / Canadian Pacific
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Layout Representation

- My layout represents the railroad as would have been seen between the early 1960's through late 1980's with 3 color schemes:
 - Gray over blue (50's and early 60's) -1947 was the first diesel delivery (livery colors)
 - Solid blue with yellow handrails -1965 with new business from deepwater Searsport -1961 end of passenger service via rail (moved to buses)
 - Tri-color (black/orange/grey) -1970's forward (many blue locos were never repainted)
 - End of buses and blue units -1980's ended buses, many potato-house rails removed

By the numbers - prototype

- 17 active locomotives
- 4 Dummy locomotives
- 9 Caboosees (3 different types)
- Over 100 pieces of rolling stock
- Most switches are remote electric
- The model is based on 1960-1980 era

Interchanges

- Van Buren
 - Canadian National
- Presque Ilse
 - Canadian Pacific
 - Aroostook Valley RR
- North Maine Junction (NMJ)
 - Maine Central
 - Later Guilford Industries
- Brownville Junction (Via NMJ)
 - Canadian Pacific

Searsport



Deepwater Seaport supporting dry goods/fuels and oils/chemicals

Fort Kent



1842 "block house" from Aroostook War / Lumber mill

St. John Valley



Frenchville/Madawaska/Fort Kent/Van Buren (CN inter) (with lights)

Rural “County”



Hand built trestle / Piggyback loading / fishing / farming

Fraser Paper



Loading of railcars for paper, unloading of fuel and chemicals

Oakfield



Main service and consolidation point (note electric switches) (front)

Central Aroostook



Downtown Caribou / Presque Ilse (with lights)

Central Aroostook



Industries – fuel / potato starch / pulpwood / wood chips / French fries

NMJ



Northern Maine Junction (MEC and CP interchange)