

**Right of Way and Track Maps of the Bangor & Aroostook Railroad Co.  
MCC-00453**

**Finding Aid**

**Prepared by  
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Fort Kent, Maine**

**Title:** Right of Way and Track Maps of the Bangor & Aroostook Railroad Co.

**Creator/Collector:**

**Collection number:** MCC-00453

Shelf list number: K-453 (mobile map file)

**Dates:** 1916 - 1927

**Extent:** 20 maps (0.94 cubic feet)

**Provenance:** Material was acquired from Daniel 'Danny' Nicolas on May 1, 2018.

**Language:** English

**Conservation notes:** All maps were inserted in clear archival sleeves for protection and placed in individual blueprint storage tube.

**Access restrictions:** None.

**Physical restrictions:** None.

**Technical restrictions:** None.

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**Citation:** Right of Way and Track Maps of the Bangor & Aroostook Railroad Co., MCC-00453, Acadian Archives/Archives acadiennes, University of Maine at Fort Kent

**Separated materials:** 1870 Penobscot County Census on microfilm; 1850 Piscataquis County Census on microfilm; 1870 Androscoggin County Census on microfilm.

**Related materials:**

DVD HE2791 .B33 2004      Bangor & Aroostook Railroad [videorecording] : the first 100 years, 1891-1991.

HE2791.B33 B36 1966      The Bangor and Aroostook, 1891-1966.

MCC-00159      Bangor and Aroostook Railroad and connections map, circa 1910-1961.

MCC-00333      Acadian Archives/Archives acadiennes collection on the Bangor and Aroostook Railroad in Fort Kent (Me.), 1975-2004.

**Location of originals:** Not applicable.

**Location of copies:** Not applicable.

**Published in:** Not applicable.

**Historical information:** The Bangor and Aroostook Railroad (reporting mark BAR) was a United States railroad company that brought rail service to Aroostook County in northern Maine. The company was incorporated in 1891 to combine the lines of the former Bangor and Piscataquis Railroad and the Bangor and Katahdin Iron Works Railway. It was based in Bangor and lines extended from there to Oakfield and Houlton in 1894. The line was extended from Houlton to Fort Fairfield and Caribou in 1895. A parallel branch line was extended from Oakfield to Ashland in 1896. A branch was built from Caribou to Limestone in 1897, and the main line extended from Caribou to Van Buren in 1899. The Ashland Branch was extended to Fort Kent in 1902. A southern extension was completed in 1905 through Northern Maine Junction to Searsport on Penobscot Bay. The Medford Cutoff from Packard to South Lagrange was completed in 1907; and a branch was built from Millinocket to a new paper mill in East Millinocket. Rails were extended up the Saint John River from Van Buren through Madawaska and Fort Kent to St. Francis in 1910; and Mapleton was connected to Stockholm and Presque Isle on the main line, and to Squa Pan on the Ashland branch. An international bridge was constructed over the Saint John River between Van Buren and St. Leonard, NB in 1915 to connect with the Canadian Pacific Railway and National Transcontinental Railway (later merged into the Canadian National Railway).

BAR began hauling potatoes in heated boxcars 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 made 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.

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.<sup>1</sup>

**Biographical information:** Moses Burpee was born on February 25, 1847 in Sheffield, New Brunswick, Canada, the son of George Burpee and Phoebe Elizabeth Burpee. He married Caroline Alexander on April 4, 1880 in Fredericton Junction, New Brunswick. Moses received his early education in Sheffield and his technical training in engineering from Franklin Institute, Philadelphia, 1866-1868. From 1870 to 1877, he was assistant engineer on location during the construction of the European and North American Railway (now Maine Central). From 1877 to 1884, he was Assistant and Division Engineer for Canadian Pacific and Milwaukee Railways. In 1885, he was Chief Engineer of the New Brunswick Railway, and when this railroad was leased to the Canadian Pacific, he remained as Chief Engineer, Atlantic Division.

In 1891, he became Chief Engineer of Bangor & Aroostook Railway. He stayed on in this capacity until his death in 1936. As Chief Engineer of the Bangor and Aroostook Railway, he was credited

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<sup>1</sup> [https://en.wikipedia.org/wiki/Bangor\\_and\\_Aroostook\\_Railroad](https://en.wikipedia.org/wiki/Bangor_and_Aroostook_Railroad)

with laying out the location and supervised the construction of the entire Bangor and Aroostook Railway.<sup>2</sup>

**Scope and content:** This collection consists of 20 annotated blueprint maps of right-of-way and track maps, station maps, and related indexes of the Bangor and Aroostook Railroad Company in Northern Aroostook County. The blueprint maps were prepared at scales ranging from one inch to 100 feet and one inch to 400 feet and dates back from 1916 to 1927. The map sheets contain information on land acquisition (grantor and grantee information) and engineering details such as the layout of track and the locations of roads. These annotated blueprints all measure approximately 25 by 54 inches. Moses Burpee was the Chief Engineer who laid out the location and supervised the construction of the entire Bangor & Aroostook Railway.

**Inventory:**

- Map 1: Right of Way and Track Map Bangor & Aroostook R.R. Co. Kent Junction to St. Francis Fort Kent Village 149.  
Station 0 + 00 to Station 130 + 0  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 2: Right of Way and Track Map Bangor & Aroostook R.R. Co. Kent Junction to St. Francis Ledges – Pierre 150.  
Station 130 + 0 to Station 337 + 51  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 3: Right of Way and Track Map Bangor & Aroostook R.R. Co. Kent Junction to St. Francis. St. Francis 153.  
Station 730 + 00 to Station 877 + 10  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 4: Right of Way and Track Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Station 0 + 00 to Station 180 + 00  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 5: Right of Way and Track Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Notre Dame 138,  
Station 391 + 20 to Station 602 + 40  
Scale: 1 inch = 400 feet

Date: June 30, 1916

- Map 6: Right of Way and Track Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
St. David – Fournier Elmo 142.  
Station 1010 + 00 to Station 1220 + 00  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 7: Right of Way and Track Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Station 1220 + 00 to Station on 1430 + 00  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 8: Station Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Frenchville – St. Luce 147.  
Station 1684 + 00 to Station 1724 + 00 to Station 1774 + 00 to Station 1814 + 00  
Scale: 1 inch = 100 feet  
Date: June 30, 1916
- Map 9: Right of Way and Track Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Valley.  
Station 2040 + 00 to Station 2200 + 00  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 10: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Winterville – St. Froid 126  
Station 1267 + 20 to Station 1478 + 40  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 11: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Station 1689 + 60 to Station 1900 + 80  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 12: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Eagle Lake 129  
Station 1754 + 00 to Station 1796 + 00  
Scale: 1 inch = 100 feet  
Date: June 30, 1916
- Map 13: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Wallagrass 130  
Station 1900 + 80 to station 2112 + 00  
Scale: 1 inch = 400 feet

Date June 30, 1916

- Map 14: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Soldier Pond 131.  
Station 2112 + 00 to Station 2323 + 20  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 15: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Sutton 132.  
Station 2323 + 20 to Station 2534 + 40  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 16: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Station 2534 + 40 to Station 2692 + 49  
Scale: 1 inch = 400 feet  
Date: June 30, 1916
- Map 17: Right of Way and Track Map Bangor & Aroostook R.R. Co. Sheridan to Fort Kent  
Fort Kent 134.  
Station 2655 + 00 to Station 2692 + 49  
Scale: 1 inch = 100 feet  
Date: June 30, 1916
- Map 18: Right of Way and Track Map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Madawaska 144  
Station 1256 + 00 to Station 1314 + 00  
Scale: 1 inch = 100 feet  
Date: April 20, 1926
- Map 19: Station Map Bangor & Aroostook R.R. Co. Caribou to Van Buren  
Station 1692 + 00 to Station 1763 + 33 and Station 0 + 00 to Station 4 + 06  
Scale: 1 inch = 100 feet  
Date: October 30, 1926
- Map 20: Station map Bangor & Aroostook R.R. Co. Van Buren to Fort Kent  
Cleveland 146  
Station 1632 + 00 to Station 1668 + 00  
Scale:  
Date: February 26, 1927

***Order and arrangement:*** Maps are in order by stations numbers and dates.