

# Boston & Maine Railroad Historical Society Incorporated

File 16

HO-Scale Boston & Maine Diesel Locomotives  
Hardware Collection

# Boston & Maine Railroad

44 Ton #119 Builder: General Electric 6/1948 Class DS-1a

Delivered in black /w red nose stripes and Minuteman Herald

Donation by; Anonymous Donor



# Boston & Maine Railroad

S4 #1270 Builder: Alco 8/1950 Class DS-4b

Delivered in Black /w red nose stripes and white Minuteman Herald

Donation by; Anonymous Donor

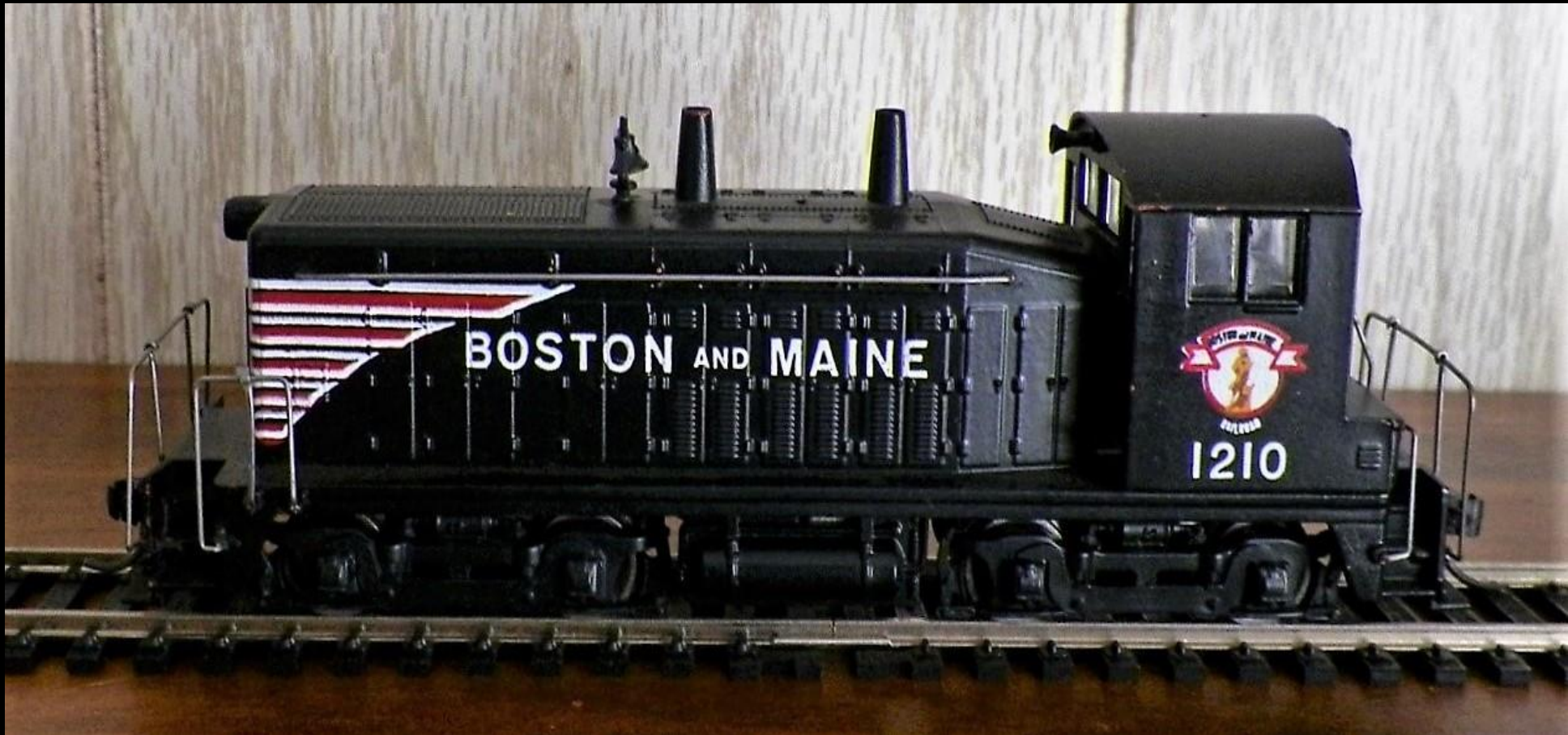


# Boston & Maine Railroad

NW-2 #1210 Builder: EMD 1/1949 ClassDS-4c

Delivered in Black /w red nose stripes and Minuteman Herald

Donation by; Anonymous Donor



# Boston & Maine Railroad

## Minuteman Herald – Maroon with Gold Stripes

- The most common version of the **Maroon and Gold Minuteman scheme** first appeared on the first two EMD E-7s in 1945: Maroon carbody sides and nose, with black roof, blind end and underbody.
- A Minuteman herald was applied to the nose door, and four wide gold stripes ran the length of the sides.
- The name appeared in a gold panel overlaying the upper three gold stripes.
- Except for the 1946 order of E-7s, all post-1944 B&M cab units were delivered in this paint, and most kept it all their lives. E-7s 3802 – 3815 were delivered in “Rock Island-style” maroon and the off white paint did not wear well, and 3802 – 3815 & MEC 705 - 708 were repainted, partially at EMD and paint supplier DuPont’s expense between late 1946 and late fall 1948.
- Maroon and gold was also applied to roadswitchers: the BL-2 variation had a black roof and a nose herald (both ends), but only a single wide gold stripe instead of the upper three on other versions.
- RS-2s had all four stripes and nose heralds, but didn’t have any black on the roof as delivered. A number of RS-2s received black roofs later.
- GP-7s also had a maroon roof, with cab-side heralds and four stripes.
- Early RS-3s had nose heralds (long body only). The last RS-3s were delivered in 1954 with cab-side heralds and silver trucks. All RS-3s had black on the top of the hoods and cab roofs.

# Boston & Maine Railroad

## Minuteman Herald – Maroon with Gold Stripes

- Four orders of switchers were delivered in maroon and gold, with cab-side heralds, black roofs and aluminum trucks; The 1953 order of EMD SW-1s and all the SW-8s, SW-9s and Alco S-5s. A few older switchers were repainted in maroon and gold in the 1950s, when assigned to road service.
- Some engines kept their maroon/gold paint into the 1970s. When their footboards were removed, they received orange steps wells and white sill stripes. The last engine re-painted in maroon and gold by the B&M was SW-9 no. 1223 which was done in co-operation with the Amherst Railway Society around 1981. It and 1220 were repainted from maroon/gold to gray “at the time” from after the GTI. merger.
- There were two visible variations in the maroon/gold scheme. First about 1953, some engines started coming out of Billerica Shops with the trucks painted aluminum.. Color photos of E-7s, FTs, F-2s, BL-2s, RS2s, RS-3s, GP-7s, SW-8s, SW-9s and S-5s painted this way. The silver trucks disappeared from Es, Fs and GPs quite quickly after McGinnis took over in 1955.
- The second variation was in the color used to letter the “Boston and Maine” on the gold side panel: The letters can be either maroon or black, depending on the engine and the period.
- All the color photos of Alco S-5, BL-2s and repainted FTs show maroon letters. Most E-units picture show black letters.
- Information from: *Harry Frye and L. Stewart Twombly*

# Boston & Maine Railroad

SW-9 #1220 Builder: EMD 1/1952 Class DS-5a

Delivered in Maroon /w gold stripes /w Minuteman Herald

Donation by; Anonymous Donor



# Boston & Maine Railroad

RS-3 #1538 Builder: Alco 1/1952 Class DRS-1e

Delivered in Maroon /w gold stripes, black roof scheme

Donation by; Anonymous Donor





# Boston & Maine Railroad

GP-7 #1557 Builder: EMD 9/1950 Class DRS-3-b,c  
Delivered in Maroon /w gold stripes and Minuteman Herald

Donation by; Anonymous Donor



# Boston & Maine Railroad

FTA #4201A Builder: EMD & FTB 4201B Builder: EMD 9/1943

Delivered in Maroon /w gold stripes and Wing Herald.

Donation by; Anonymous Donor



# Boston & Maine Railroad

## Solid Blue – Blue and White Paint Scheme

- About 1969, Billerica shops started applying a solid blue scheme to yard and road units.
- The trucks and underbody were black, and a white stripe was applied along the side sill (or bottom edge of the carbody of F-units).
- An all-white interlaced BM herald was applied to the cab side of switchers and road switchers, and to the nose and side of the carbody of F-units.
- The GP-38-2s arrived in this scheme, but the GP-40-2s had “Boston and Maine” lettered in white on the long hood, and kept the interlaced herald on the cab.
- Late in the 1970s, some GP-9s received a variation with a larger “Boston and Maine” on two lines on the long hood, and no interlaced herald. As is the final version of B&M’s Road Engines paint scheme. Units from 1700 (GP-9) 200 (GP-38-2) and 300 (GP-40-2) classes were painted this way during 1982 – 1983.
- During the period when footboards were being removed from engines, most received orange step wells, but most were repainted black before the Guilford merger.
- Information from: *James Van Bokkelen*

# Boston & Maine Railroad

GP38-2 #200 Builder: EMD 12/1973

The 200 was delivered solid blue as #212 in the same scheme as the other eleven GP=38-2's.  
No. 212 was re-numbered 200, repainted into the Bi-Centennial Scheme in March, 1975 at Billerica.

Donation by; Frederick Brown Collection



# Boston & Maine Railroad

GP-38-2 #202 Builder: EMD 12/1973

Delivered in solid blue /w white lettering./w block style BM on nose.  
Example of the final B&M Road Locomotive paint scheme of 1982 – 1983  
The only difference from the prior one is now the side sill is black, not white.

Donation by; Anonymous Donor



# Boston & Maine Railroad

GP38-2 #205 Builder: EMD 12/1973 Named: "Hannah Dustin"

Delivered in solid blue /w white B over M herald

Donation by; Anonymous Donor



# Boston & Maine Railroad

GP-40-2 #300 Builder: EMD 12/1977

Delivered in a variant of solid blue scheme

White B over M herald /w the block style BM on the nose.

Donation by; Anonymous Donor



# Guilford "Springfield Terminal" Railroad

B&M GP-9 #1729 Builder: EMD 4/1957

Transferred to Springfield Terminal – renumbered GP-9 #66

Repainted gray /w orange strip /w "G" and white lettering.

Donation by; Paul T. Kosciolk





# Boston & Maine Railroad

## Budd “Highliners”

- In 1955 the Boston & Maine became the world’s largest user of Budd Rail Diesel Cars, having purchased a total of 57 RDC-1. One, #6150 was demolished at Swampscott only 2 ½ months after delivery in Dec 1955.
- Most of these cars, called Budd Highliners on the Boston & Maine, were used in commutation passenger service in the Boston area.
- The Budd cars are stainless steel, air conditioned, self propelled diesel cars and they provided the last word in modern passenger transportation.
- The Boston & Maine fleet of Budd’s consists of four types:
  - 57 RDC-1s or coaches; 15 RDC-2s or combination coach and baggage cars; and 7 RDC-3s include both baggage and RPO space, and the last class of Budd’s received by B&M, 4 came in 1958.
  - Also, not shown – the 30 RDC-9’s from 1956 B&M rostered. They were blind end cars with just 1 engine which could only be operated behind or between other types of RDC’s and were unique to the B&M.
- B&M purchased a total of 109 RDC’s but at its maximum “only” operated 108, over 1/3 of Budd’s total production.
- The RDC-1 or full coach car seats 89 passengers; the RDC-2 or coach-baggage combine, 71 passengers; and the RDC-3, coach-mail-baggage car; 49 passengers.
- Information From: Carl R. Byron

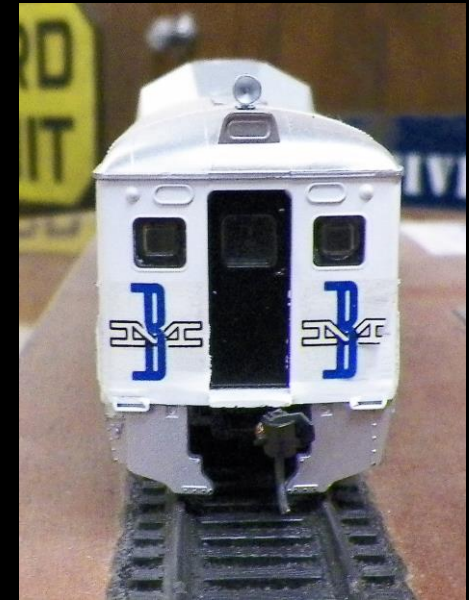
# Boston & Maine Railroad

RDC-2s combination coach & Baggage car

RDC-2 6200 – 6214 Series Builder: Budd 1/1955 – 2/1958

The RDC-2 Combine Coach-Baggage, 71 passengers.

Donation by; Frederick Brown



# Boston & Maine Railroad

RDC-1 6100 - 6156 Series Builder: Budd 3/1952 - 3/1957

RDC-1s Full coach car seats 89 passengers.

Donation by; Frederick Brown



# Boston & Maine Railroad Historical Society

## Acknowledgement

- The following donations have made it possible to preserve the B&MRR and our New England Railroad History.
- Donor:
- Anonymous Donors
- The Frederick Brown HO-scale collection
- The Paul T. Kosciolk HO-scale Diesel Locomotive Collection
  
- Information from: *James B. Van Bokkelen and Carl R. Byron.*  
B&M Diesel Locomotives 1930 – 1983 *Harry Frye and L. Stewart Twombly*  
Boston & Maine All-Time Diesel Locomotive and RDC Roster. *Completed by Ken Houghton's*
  
- Submitted by
- Hardware Committee
- Boston & Maine Railroad Historical Society