

Boston and Maine Railroad
Paint and Color Guide
Compiled by Rick Nowell

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See also bmrrhs.org>On-Line Archives>Modelers Notes Index

Paint for	Specification	Source
B&M caboose. C1-C-20 blt. by B&M from parts for PRR N-5b caboose, 1942 and 1944	<p>Exterior roof: Flood & Conklin black. Exterior sides, incl. cupola sides: Flood & Conklin tuscan red. Exterior ends incl. cupola ends: Flood & Conklin permanent red target.</p> <p>Interior ceiling and headliner: Patterson-Sargent Luxcoat standard gray headlining enamel. Lockers, locker doors, lower bunker tool chests, steel enclosures, such as hopper compartment, (int. and exterior of all) and exterior of lower bunk: Patterson-Sargent Luxcoat standard. Interior floor: Patterson-Sargent freight car red.</p> <p>Interior side and end walls: Patterson-Sargent Luxcoat buff enamel.</p>	Painting Diagram, Pullman-Standard dwg no. 45759, 4 Feb 1942. B&MRRHS Archives cat. no. 2009.8.3, p. 6 of 8.
B&M diesel locomotives	A letter from the late George Bishop (AccuPaint) in Jan. 2000 should satisfy some of your questions about the B&M Maroon and Gold colors. “Maroon used on the B&M locos during the 40s and early 50s had no official name but was a common color used by EMD during that period. Color was Dupont Duco 254-6957 (Maroon) and was referred to in official B&M painting specifications as Maroon for Engines hence when we produced AccuPaint AP-36, we called it Engine Maroon.	Article attributed to co-editors Bob Warren and Bruce Bowden in B&MRRHS Modelers Notes Issue #147, November-December 2013. Copied in its entirety.

	<p>“The color varied when applied due to the fact that the paint was semi-transparent and B&M specification specified that it be painted over the Imitation Gold (Dupont Duco 254-54015) for the proper color but this was not done by Alco and at some times in the shop; thus depending on what color was applied under the Maroon would affect the final color making it more red or darker. Also, as the Maroon wore off the color tended to turn more brownish because of the Imitation Gold used under it. This Maroon was also used by EMD on Lehigh Valley, Norfolk & Western and Rock Island units to name a few. AccuPaint AP-36 Engine Maroon and AP-22 Imitation Gold are matched to actual paint samples acquired personally from the B&M’s Billerica Shops in the early 70s from (a) can of paint in the paint shop which hadn’t been opened since 1957.” The B&M Styling & Painting Diagram I have in my files specifies the Dupont Duco numbers George lists above. Ed.</p>	
B&M diesel locomotive EMD F7	<p>Memoranda. Electro-motive division, General Motors Corp. deviation releases re painting and other special specifications and drawing list for B&M F7A unit sold to B&MRR, dated 5 Oct 1949 (B&M No. 4268).</p>	<p>B&MRRHS Archives Cat. No. 2012.99.15, filed in vertical file classification L7858 BM 10.1949</p>
B&M box cars	<p>The box herald was in use as of October 1929 and perhaps earlier. I have seen photos of this herald with and without “Minute Man Service” underneath the box.</p> <p>“The first box car to be painted with the Minute Man emblem came out of the Concord Shops in late July [1946] and other cars are being painted as rapidly as operating conditions permit. Thus the B</p>	<p>Rick Nowell, Archives Chairman, B&MRRHS</p> <p><i>Boston and Maine Railroad Employees Magazine</i>, September 1946, page 4.</p>

	and M's time-honored and historically famous insignia will soon take the place of the former plainly lettered inscription, Boston and Maine.”	
B&M freight cars	<p>B. & M. R. R. Mechanical Dept. Standard Practice 11-26-1924. Drawing no. SP-553-190.</p> <p>Stenciling Symbols: Cars</p> <p>Air Brake Cleaning & Testing: Journal Boxes Reweighing: Reservoir Test:</p> <p>A.R. Ayer M.B Barre, Vt. B.F Bellows Falls B.E. Berlin, N.H. X.S. Billerica Shop C.S. Boston-Charlestown Frt. Shop F.S. Boston-Mystic Wharf Y.D. Boston-Yard 13 M.M. Boston-Mystic Jct. M.S. Boston-Chas. Pass. Shop M.S. Boston-E. Camb. Pass. Shop M.S. Boston-Union Station B.O. Brattleboro O.S. Brightwood C.M. Claremont Jct. D.S. Concord Shops C.O. Concord Frt. Yard L.R. Coos Jct. D.R. Dover D.F. East Deerfield E.G. Eagle Bridge F.Y. Fabyan E.S. Fitchburg “East” Shop & Yard F.H. Fitchburg Pass. Sta. F.G. Greenfield H.L. Haverhill X Holyoke</p>	Typescript copy in B&MRRHS Archives lot no. 2011.29 (John A. Goodwin Collection)

	<p>V.A. Intervale Jct. K.N. Keene L.C. Laconia Car Co. L.P. Lakeport L.W. Lawrence L. Lowell & Middlesex L.D. Lyndonville M.H. Manchester K. Mechanicville M.W.S. Montpelier K.S. Nashua N.P. Newport A.M. North Adams R. Northampton P.L. Plymouth P.H. Portsmouth R.O. Rochester R.D. Rotterdam Jct. S.A. Salem S.D. Sanbornville G.S. Sherbrooke S.Y. St. Johnsbury O.R. Springfield E. Swanton Y. Troy, N.Y. W.M. Waltham L.E. Westboro W. White River Jct. W.O. Woodsville T. Worcester</p>	
<p>B&M diesel locomotives nos. 1505-1519 (RS3)</p>	<p>Black Lacquer: Dupont-Duco #254-2234.</p> <p>Aluminum Enamel: Schenectady Varnish Co. aluminum enamel (no spec. number)</p> <p>Aluminum: Dupont-Duco #254-34793</p> <p>Imitation Gold: Dupont-Duco #254-54015</p> <p>Maroon: Dupont-Duco #254-6957</p>	<p>Alco painting diagram no. 995S54200 for B&M locos no. 1505-1519, dated Mar. 24, 1954. Approval letter sent Feb. 18, 1955. (B&M Mech. Dept. drawing group 605)</p>

	<p>Suede Gray Enamel--heat resistant--for all hood interiors: no. mfr or spec. number</p> <p>Suede Gray Enamel—for cab interiors--no. mfr or spec. number</p> <p>Minuteman decal transfer to be furnished by railroad co.</p> <p>“Danger 600 volts” decal: 992S974115</p> <p>“Keep hands away” decal: 992S982970</p> <p>Black Enamel: Du-Pont #88-762</p> <p>Yellow Lacquer: Du-Pont #254-51596</p> <p>“Belt tension critical” decal: 992S982701</p>	
B&M diesel locomotives Nos. 4265 – 4268 (EMD F7)	See documents in file	B&MRRHS Archives Cat. No. 2012.99.15. Classif. L7858 BM 10.1949. Vertical file
B&M diesel locomotives	1967. Introduction of the “solid blue” paint scheme for locomotives which replaced the blue, black, and white scheme of the 1950s. Solid blue initially appeared on some of the RS-3s.	Kydd, Douglas F. “A Dozen More Covered Wagons,” in B&M Bulletin Vol. XXVIII, No. 3 (2013), p. 23.
B&M diesel locomotives	Pittsburgh Paints sold a color called “Boston & Maine blue”	Frattasio, <i>The New Haven Railroad in the McGinnis Era</i> , p. 205.
B&M passenger cars	5 June 1884. New B&M cars are stenciled lake and gold	Portland Daily Press, as quoted in Richard F. Dole letter to Leroy Hutchinson, 29 Mar 1977.
B&M passenger cars	<p>Change over from green to red began in spring 1941. (p. 3)</p> <p>“During the summer of 1940, the B&M bought 100-odd steel suburban cars</p>	Sanderson, Edward P. “The Railroads of Massachusetts,” May 1, 1943, pp. 3, 9

	from the Pennsy. These, of course, were red, but the surprising thing was, that instead of painting them green, they painted the old name over in red and kept the cars in their original color. When we finally got used to seeing them in our trains, weren't we surprised in the following spring, when they started painting all their own green equipment to match!" (p. 9)	
B&M passenger cars	"The interiors [of 1890s era wooden open platform cars] are being changed from dark varnish to cream color with a band of red or bright green near the ceiling. The floors are gray."	Sanderson, Edward P. "The Mid-Morning Local." B&MRRHS Archives Cat. No. 2016.21.12
B&M stations	1899. New station buildings are erected at Wentworth, Meredith, South Amherst, Lakeport, Grasmere, N.H., Wedgemere, Rockport, and Tewksbury, Mass., and York Harbor, Me. The station paint and color scheme was dark gray with bronze green trim.	B&M Chronicle Thru 1900
B&M stations	1 August 1900. Station buildings between Magnolia and Rockport have been painted green, some of them sea-green with a "base" of darker hue.	B&M Chronicle Thru 1900
B&M stations	"Passing North Conway, I noticed that the station had been recently painted bright green."	Edward P. Sanderson, "Round New Hampshire by Rail," 28 Oct 1941. B&MRRHS Archives Cat. No. 2016.21.38
B&M stations	"B&M has been painting its dingy, green wayside stations a snappy ivory with red trim since the fall of 1942 [1941?]"	Sanderson, Edward P. "The Railroads of Massachusetts," May 1, 1943, p.3
B&M stations	"End of 1941. Program of painting the more important stations ivory and red as opposed to the former dark green. Stations' appearance much improved."	Notes made by Edward P. Sanderson. B&MRRHS Archives Cat. No. 2016.21.14, C2419 BM c1943.

B&M stations	<p>“The standard colors on this Division are for the body portion either Sherwin-Williams “Golden Yellow #470,” DuPont “Deep Ivory #82,” or Patterson & Sargent “Colonial Yellow #265.” Trim to be either Sherwin-Williams “Rich Maroon #382,” DuPont Burgundy Red #769,” or Patterson & Sargent “Rich Maroon #254.”</p> <p>Delay ensued; on July 30, 1953 someone from Fitch. Div. Eng. Dept. met City Mgr. Gordon Dillon and report Frank Biggs at station regarding colors. “They would like to have Colonial Yellow Body and Rich Maroon trim. Colonial Yellow body to go to platform instead of stopping at window sills and rich maroon below.” This was approved the next day.</p> <p>A note dated July 24, 1953 “H.F.F. [H.F. Fifield, Engr. of Maint. of Way] says rich maroon paint was used for body while colonial yellow with a slight maroon mixture was used for trim on Swampscott station.”</p>	Letter J.F. Collins, Fitchburg Div. Engineer, to Geo. A. Blight, April 4, 1951 regarding painting of Claremont Jct. station by Junior Chamber of Commerce
B&M steam locomotives	<p>Paint required for a Boston and Maine Railroad A-41 locomotive:</p> <p>6 gal. black varnish 2 gal. primer 1 gal. surfacer For making aluminum paint: ¼ lb. aluminum 6 oz. linseed oil ½ pint spar varnish</p>	Harry A. Frye Collection
B&M structures	In 1936: Gray paint #1-A for “body” and “bronze green” paint #2-A for trim.	Correspondence relative to repair of dwelling at No. Walpole, N.H. (discarded).
B&M standard small	Colonial Yellow (body)	Standard Plan C-16, rev. 1-

open station	Rich Maroon (trim)	10-1949
B&M standard small closed station	<p>Colonial Yellow (body) Rich Maroon (trim)</p> <p>Paint shall be Patterson and Sargent, or equal.</p> <p>All exposed wood surfaces, both exterior and interior, shall be painted one priming coat and two body coats of lead and oil paint.</p> <p><u>Colors exterior:</u> Body – Asbestos panels in gables. Window sash and door—2590 Ivory</p> <p>All finish, window and door trim— 2650 Colonial Yellow</p> <p><u>Colors interior:</u> Paint dado up to bottom of windows, the seats, the door and window casings—2540 Rich Maroon.</p> <p>Paint walls above the dado and the ceiling, doors and window sash—2590 Ivory</p>	Standard Plans C-17 and C-17A, rev. 1-10-1949
B& M passenger cars	5 June 1884. New B&M cars are stenciled lake and gold	Portland Daily Press, as quoted in Richard F. Dole letter to Leroy Hutchinson, 29 Mar 1977.
B&M baggage cars	29 Nov 1890. B&M changing baggage cars from Tuscan red to yellow.	Portland Daily Press, as quoted in Richard F. Dole letter to Leroy Hutchinson, 29 Mar 1977.

B& M passenger cars	10 March 1892. "New cars are being put on different trains on the B&M. These cars are painted olive green with gilt stripes and have the old style monitor tops. It is expected that the lemon yellow passenger cars will be entirely a thing of the past by the time the summer timetable goes into effect."	Lowell Morning Mail, 10 Mar 1892 quoted in B&M Chronicle Thru 1900
B& M passenger cars	Nov. 1892. New B&M and MEC <u>Pullman</u> cars have brown exterior.	Portland Daily Press, 17 Nov 1892, as quoted in Richard F. Dole letter to Leroy Hutchinson, 29 Mar 1977.
B& M passenger cars	9 Sept. 1893. The olive green change continued with seven vestibule coaches delivered to B&M this date.	Leroy Hutchinson notebook.
B&M passenger cars	Painting. Body: Ry. Std. Sherwin-Williams #4861	Various coach and parlor car specs. Pullman Co., c1907
B& M passenger cars	American Flyer coaches, 24 Aug 1937	Pullman-Standard drawing. B&MRRHS Archives Class C2390.BM.8.1937 (Flat File) Cat. No. 2004.28.1
B&M passenger cars	In July 1940 B&M purchased some 150 suburban cars from the PRR. About 100 were coaches. They were red, and the B&M continued to operate them red, painting over the old name in that color.	Notes made by Edward P. Sanderson. B&MRRHS Archives Cat. No. 2016.21.14, C2419 BM c1943.
B& M passenger cars	In 1941 B&M adopts maroon as its passenger car color.	B&M Chronicle From 1901
B&M passenger cars	"April 1941. Started painting some of the reconditioned steel cars red. Noticed one first on [train no. 5502, [car no.] 4517.	Notes made by Edward P. Sanderson. B&MRRHS Archives Cat. No. 2016.21.14, C2419 BM c1943
B&M passenger cars	1941. "Soon after a few cars were	Notes made by Edward P.

	<p>“painted red, the lettering was changed from over the windows to under the windows.”</p>	<p>Sanderson. B&MRRHS Archives Cat. No. 2016.21.14, C2419 BM c1943</p>
B&M passenger cars	<p>“1941, 42,? Still painting more passenger cars red in this order: steel rec. [reconditioned?], wood vestibule, wood open plats., streamlined, misc. (i.e. in general)”</p>	<p>Notes made by Edward P. Sanderson. B&MRRHS Archives Cat. No. 2016.21.14, C2419 BM c1943</p>
B&M passenger cars – interiors	<p>“1939. Wholesale program of painting interiors of wooden and plain steel cars. The first steel cars were painted a green several years before (1935 anyway) but it did not look well after a time. Thereafter the interiors were painted a cream with a kind of light colored trim around above the windows, usually green.”</p>	<p>Notes made by Edward P. Sanderson. B&MRRHS Archives Cat. No. 2016.21.14, C2419 BM c1943</p>
B& M passenger cars- models	<p>American Flyer coaches. “B&M Maroon had many variations, and color shifts in older color photos (caused in part by age) often add to the variation...I custom mixed the maroon-red paint color used by RAPIDO Trains for the B&M American Flyer (Osgood Bradley Light Weight) Coaches they offered as ready-to-run models in HO Scale.” – Tom E. Thompson</p>	<p>Tom E. Thompson email to Rick Nowell, July 18, 2014</p>
B& M passenger cars- models	<p>For models of B&M parlor-buffet <i>Elm</i> and MEC parlor-buffet <i>Spruce</i> use Tru-Color Engine Maroon or Boston & Maine Maroon for the sides and for roof Model Master Flat Black (spray can).</p>	<p>Tom E. Thompson, “Modeling the Boston & Maine and Maine Central Pullman Plan 2417D Buffet Parlor Cars” in <i>Modelers Notes</i>, No.158, Sep.-Oct. 2015</p>
B& M passenger cars	<p>“The paint to be used for passenger equipment in the summer of 1949 was Flood & Conklin #2154-7 Maroon. So, yes it was probably not the Dupont Duco 254-6957. Flood & Conklin was located in Worcester, MA and was a regular supplier of paint for B&M</p>	<p>Tom E. Thompson email to Rick Nowell, July 19, 2014</p>

	equipment built by Osgood Bradley in Worcester. This does not mean other paint wasn't used.” – Tom E. Thompson	
B&M passenger cars—stainless steel	Interior colors of stainless steel cars were light blue or light green. Curtains were green, blue, brown, or morocco grain. Seats were green, brown, blue stripe, brown stripe, or brown.	B&MRRHS Newsletter squib
B&M steam locomotives – H. Frye	See Steam Locomotive Photos, A Guide to Identifying, at bmrhs.org >On-Line Archives Division markings on cab: P Portland; TP Terminal Portland; WMTS White Mountains; C&P (No.) Connecticut & Passumpsic (North); C& P (So.) Connecticut and Passumpsic (South); F Fitchburg; F-B Fitchburg-Berkshire; S Southern; NH New Hampshire; WN&P Worcester, Nashua & Portland; Pass. Passumpsic; C.R. Connecticut River; B Berkshire; McV Mechanicville; FE, FW Fitchburg Eastern and Western; WMTS-Pass., WMTS-P White Mountains-Passumpsic [unclear whether FE, FW, WMTS-Pass., or WMTS-P were ever used].	Adapted from “A Guide to Identifying Locomotive Photos” from <i>Minuteman Steam</i> by Harry A. Frye, p. viii.
B&M steam locomotives – Van Bokkelen	B&M Steam Paint Schemes 1911 - 1956 1911 scheme <i>Boston & Maine</i> below cab window, with class and division assignment in smaller characters, engine number in large font on tender side and rear. This was eventually applied to all the older engines re-numbered in 1911, and all new classes through S-1b (2-10-2s built in 1923) were delivered in it. No Herald, No Road Name, Black	Unofficial Boston & Maine Railroad Page <i>Copyright 1997 - 2012 by James B. Van Bokkelen. This document may be duplicated and distributed for non-commercial purposes only, all other rights reserved. Maintained by James B. VanBokkelen (jbvbRemove_This@ttlc.net).</i> Mr. VanB states: I know about the special <i>Minuteman</i> and <i>Flying Yankee</i> schemes applied to several P-2c 4-6-2s

	<p>The engine number appears in white on the cab side below the windows, and sometimes on the rear of the tender, and that's it. No road name, no herald, graphite on the smokebox and black everywhere else. Apparently an austerity measure, applied to low-prestige engines during the 1930s, although a few photos in the last couple years of steam operation also show engines without heralds. Frye, roster B&MRRHS Archives Cat. No. 2001.27.8, states that from Oct. 1927 to 1928 no logo or number appeared on tenders of freight locomotives.</p> <p>Rectangular Tender Herald</p> <p>The engine number appears in white on the cab side below the windows, usually with the engine class in tiny characters below it. Until just after WWII, a division assignment code was lettered above the engine number, and a date/location code (possibly of the last classified repairs) was applied at the lower front corner of the cab. A rectangular white <i>Boston and Maine</i> herald is applied to the tender side, centered between the trucks on some engines, and offset towards the front on larger tenders. Until just after WWII, the engine number and tender coal/water capacities were applied to the rear of the tender, but by 1949 the tender number used the same size digits as the cab side, and the capacities were omitted.</p> <p><i>N.B. See B&MRRHS Mechanical Dept. file 99 for location of "trademark" (box herald) on tenders. FNNIII</i></p> <p>This scheme appears on both switchers and road engines from the purchase of the T-1 Berkshires (1928) through the</p>	<p>around 1930, but I haven't written them up.</p>
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end of steam. A variation of this scheme added a large, round-cornered box of white striping near the edges of the tender side. P-4a and P-4b Pacifics and R-1a, R-1b and R-1c Mountains were delivered with this variation. It was also applied to the T-1b Berkshires and those T-1a engines that received 12-wheel tenders. AccuCals set 5803H letters the 1911, Austerity and Block Herald schemes in HO, but does not include letters for the assigned division. Model Graphics/South Waterville Shops set L-112 has the tender lettering and cab number for the Block Herald scheme, but does not include a "T-1" class designation, the assigned division or the characters for the numberboard.

Frye roster, B&MRRHS Archives cat. no. 2001.27.8, states that tender class "badge" was added to right side of frame from Oct. 1927.

Red Shaded Speed Lettering

Boston and Maine is lettered in large gold (sometimes silver or white) characters shaded with red on the tender side. The engine number is applied to the cab side in the same font. A red stripe is applied to the running board edge. The tender lettering is usually enclosed in a large, round-cornered box of gold/red (or silver/red) striping, but this doesn't appear in photos of 3713 on the final steam trip in July 1956. The R-1d Mountains were delivered in this scheme in 1941. During and after WWII it was applied to P-3, P-4 and P-5 Pacifics. Both Accu-Cals set 5805H and Model Graphics/South Waterville Shops set L-108 do this scheme in HO scale, but only contain silver lettering and

	striping.	
B&M Switch Boxes and Switch Machines	Locomotive Black Varnish	Memo: C.P. O'Connell to G.G. Barr, 29 Mar 1954.
BC&M passenger cars	Bright yellow up to about 1878	Caswell: Boston, Concord & Montreal, p. 48
BC&M White Mountain Express parlor cars	Like all passenger cars in early days were painted bright yellow and several of them over the windows, just beneath the eaves was painted the inscription "White Mountains, Lake Winnepesaukee, Plymouth, Lancaster." These parlor cars were through cars and said to have been owned by the Boston & Providence Road. The BC&M owned one or two parlor cars about that time.	Caswell: Boston, Concord & Montreal, p. 66
Conn. River Railroad passenger cars	Painted yellow in the 1870s	Reminiscences of CRRR conductor James P. Caldwell (unidentified newspaper, 9-14-1933) in Robert J. Brown scrapbook B&MRRHS Archives.
Fitchburg RR structures	1893. FRR opens new Marlboro depot at Lincoln and Mechanic Streets to replace the old station at Washington and Prospect Streets. The depot is painted in standard FRR colors of medium drab (gray) with terra cotta (brownish orange) wainscoting.	B&M Chronicle Thru 1900
Pullman Cars	Painted a deep chocolate brown until 1900 when Pullman developed color 70-10, Pullman green. This color with black roof and underbody was, with a few individual RR exceptions, the standard Pullman color scheme through the 1930s. Increasing use of color began in the 1930s until there were 21 color schemes in the "Descriptive List of Cars," 1942. "Exterior Painting Arrangements" of 1952 listed hundreds of schemes for different RRs and routes.	Welsh, Howes, and Holland, The Cars of Pullman. Minneapolis: Voyager Press, 2010, p. 168.

Eastern RR passenger cars	1837. Yellow was adopted as the Eastern RR paint scheme.	B&M Chronicle Thru 1901
MEC diesels used on the “feature trains” from Boston to Bangor	September 1948. MEC diesels used on the “feature trains” from Boston to Bangor are repainted in B&M maroon and imitation gold	B&M RR Employees Magazine, August 1948.
B&M steam locomotives. P-2-c Pacifics nos. 3681 and 3688 assigned to <i>Minuteman</i> service.	June 1922. B&M paints 2 P-2-c Pacifics, nos. 3681 and 3688, in Continental Army buff, blue, and red. These two engines were assigned to <i>Minuteman</i> service.	B&M Chronicle From 1901
B&M steam locomotives.	October 1927. B&M trademark is moved to sides of tenders as locomotives are repainted. Large numerals replace B&M lettering on cab sides. The small number on the sand box was omitted. Tenders now carried the engine number on the rear near the top of the tank “while a badge plate for classifying the tenders will be inconspicuously applied to the side of the tender frame.”	[B&M Emp. Mag. Nov 1927]
B&M steam locomotives. P-2-c Pacifics nos. 3686 and 3689 for <i>Flying Yankee</i> service.	June 1930. B&M paints P-2-c Pacifics nos. 3686 and 3689 in two-tone green and gold for <i>Flying Yankee</i> service.	B&M Chronicle From 1901
Maine Central passenger cars	The first MEC car that was painted olive green was mail car no. 565 out of shop on 12/8/1891—had been yellow. When car was built in 1885 had been a lake exterior. Apparently the color schemes changed at different times and	Richard F. Dole letter to Leroy Hutchinson, 29 Mar 1977.

	could be related to changes in management. In 1879 and earlier the MEC had painted its coaches lemon yellow.	
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FROM THE ARCHIVES

We recently acquired a loose leaf book of standard plans issued by the B&M's Engineering Department about 1926. (Archives Catalogue No. 2004.36.194). As with similar books in our collection, this one contains blueprint plans for structures, turnouts, signs, crossing gates, bridges, rail fittings, and trestles. Unlike the others, it contains a page that documents the B&M's painting standards in the 1920s. This is the first document that your chairman has uncovered that consolidates painting standards in one place. As additional donations come in we hope to find mixing formulas for the enumerated paint colors, paint specifications from other departments, and painting standards from the maroon and cream/yellow era and the blue era.

The Archives Committee meets monthly to organize and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. Contact Rick Nowell, Chairman, Archives Committee, fnowell3@yahoo.com.

BOSTON AND MAINE RAILROAD STANDARD PAINTS FOR STRUCTURES 1921

*Numbers refer to B. & M.R.R. Standard Paint Specifications
F—Freight Car Brown*

Buildings	Outside body #1A, Gray. Outside Trimming #2A, Dark Green, except in yards where subject to smoke, when F, Freight Car Brown would be used for both body and trimming. Inside Walls #3A, Buff. Inside Trimming #4A, Brown. Ceiling #5A, White. Roof projections and Underside Awnings #1A, Gray.
Bridges	Steel Track Bridges: first coat #6A, Light Brown. Second coat #7A, Dark Brown. Third coat #9A, Black Graphite. Steel O.H. Bridges, steel fences and railings thereon: first coat #6A, Light Brown. Second #7A, Dark Brown. Third #9A, Black Graphite. Wooden O.H. Bridges: #2A, Dark Green.
Bridge Guards	#10A, Black.
Bridge Markers—Posts	#5A, White, with #10A, Black Figures and Borders.
Bridge Markers—Boards	#5A, White, with #10A, Black Figures and Borders.
Baggage & Mail Trucks & Sleds	#2A, Dark Green. Ironwork #10A, Black.
Blue Flag Posts	#5A, White.
Bumpers—Freight &	#1A, Gray.

Passenger	
Crossing Signs	Boards: #5A, White with #10A, Black Letters and Borders. Posts: Top, #5A White. Base #10A, Black.
Culvert Markers	#5A, White with #10A Black Figures.
Clearance Posts	#5A, White with #10A Black Figures.
Coal Boxes	#2A, Dark Green.
Fences	Tight Board: #2A, Dark Green. Intertrack: #2A, Dark Green.
Gates	Arms: #5A, White and #10A, Black. Ironwork #10A, Black.
Lantern Posts	#2A, Dark Green. Track Bridges: #11A, Yellow with #10A, Black Letters.
Load Limit Signs	Highway Bridges: #5A, White with #10A, Black Letters and Borders. Cut Surface #5A, White with #10A Black Letters and Figures.
Mile Posts	#1A, Gray.
Mail Catcher	#10A, Black.
Poles carrying wires	#10A, Black.
Rail Stands	#10A, Black.
Ring Posts	#5A, White with #10A Black Letters
Roofs—Metal	See Steel Track Bridges.
Signal Poles	#10A, Black.
Snow Plow Signs	#11A, Yellow with #10A Black Disc Post: Top #2A Dark Green. Base #10 A, Black. Board: One End #5A White. Other End #2A Dark Green.
Station Targets	#2A Dark Green
Station Platform Railings	Ironwork #10A, Black. Board #11A, Yellow with #10A, Black Letters.
Slow Boards	#5A, White with #10A Black Letters and Figures
Section Posts	#10A, Black.
Standpipes	See Steel Track Bridges.
Turntables	#5A, White with #10A, Black Letters and Borders.
Whistle Posts	Board #5A, White with #10A, Black Letters and Borders.
Warning Signs	#10A, Black.
Water Spout Marker.	#1A, Gray.
Water Tanks	Medium Blue (specif. A-14-26). Cover: hoops, bands to be Yellow (specif. A-13-26). FIRE (8" letters) 3 times equidistant around upper half in Yellow.
Water Barrels	"F," Freight Car Brown.
Wheel Barrows	#11A, Yellow with #10A, Black Letters.
Yard Limit Sign	

ISSUE

G 7-19-21
H 4-7-22
I 4-29-22
J 8-19-25
K 4-5-26

Drawn by: JLO	Approved: F. Aldwich [?]
Traced by: JLO	Engr. Maint. of Way
Checked by: FST	Approved: A. B. Corthell
Correct: PLD	Chief Engineer
	Approved: B. R. Pollack
	Vice Pres. & Gen. Manager