



trucks are going to be replaced by swapping them from the RS-3 #127." Thanks for setting us straight, Doug, and keep us posted on the restoration.

### RAINBOW WARRIORS

#### From the Mohawk & Hudson Call Board, paraphrased for B&M territory!

The color palette of the Guilford Transportation Industries running through New England is getting a bit overloaded. Erratically available we have: Delaware & Hudson classic blue and gray; Delaware & Hudson blue with large or small yellow numbers (with your choice of striped or solid yellow noses); Boston & Maine blue, one Boston & Maine maroon and gold repainted switcher; Lehigh Valley Cornell Red; Reading green and yellow; Maine Central yellow, and green; Santa Fe blue and yellow warbonnets; Guilford grey and orange, with sublettering for Springfield Terminal, Delaware & Hudson, Boston & Maine and Maine Central; ex-Penn Central black, ex-Detroit Edison blue and white; and Norfolk & Western (ex-Illinois Terminal) colorings.

This does not take into account the "one-of-a-kind paint schemes", of which there are still several: the aforementioned restored B&M switcher, the "Grey Ghost" the Maine Central (ex-D&H) U23B sporting an all grey body with blue striping, which still makes an occasional appearance, nor the "Ghosts of the Reading", making their reappearance through the blue paint of some D&H units.

If this is not enough, let's roll on down to Massachusetts Bay Transportation Authority territory, where you can add even more colors to the palette! Any rush hour at North Station will show F40's in regular purple and silver with yellow trim, with and without black cab fronts; F40's and F10's in purple and silver, and maroon and silver, and silver and maroon, all with yellow trim. There are still a couple ex-Burlington Northern green and black units roaming around; and just recently some ex-SouthEast Michigan Transportation Authority Geeps have shown up sporting silver and orange paint. All of this can be seen within a 100 mile radius of Boston, depending on motive power assignments. Wander up and down the line and you can add Bangor & Aroostook, Amtrak, and perhaps others. And remember, we're only talking locomotion here!

#### MBTA COMMUTER TRAINS ARRIVING ON TIME MORE OFTEN

The on-time performances of MBTA commuter rail trains has improved significantly in the past month after a rough winter that caused as many as twenty-one percent of trains to run late on one line, statistics show. MBTA officials said the improvements have come in part because the system is returning to nor-

mal after the winter dumped 38 inches of snow - almost twice as much as last year - and as Amtrak, the government-owned railroad that took over the contract to operate trains on the eight lines January 1, settles in to operating the system.

Between 92 and 97 percent of commuter trains ran within five minutes of schedule in March, said Massachusetts Bay Transportation Authority spokesman Peter Dimond. On-time performance in February ranged from 79 to 95 percent and 84 to 92 percent in January, Dimond said.

"There's been a dramatic drop in equipment failures, and part of that is weather related," said Amtrak public affairs manager Clifford Black. "During the heavy snow the ice would build up underneath the cars and would become dislodged while the trains were moving, and then bounce onto the underside of the train and cause damage to pipes, brake-lines and electrical lines."

Amtrak began operating the system, which covers 270 miles of track and carries 26,000 riders a day, after the MBTA cancelled its ten-year contract with the Boston & Maine Railroad last year.

#### South Station Routes

Branch	Jan.	Feb.	Mar.
Attleboro	86%	90%	96%
Framingham	91%	88%	97%
Franklin	88%	91%	95%
Stoughton	84%	79%	92%

#### North Station Routes

Branch	Jan.	Feb.	Mar.
Fitchburg	84%	89%	95%
Haverhill	88%	88%	94%
Ipswich	92%	94%	96%
Lowell	92%	95%	95%
Rockport	89%	91%	95%

#### From the Boston Globe.

**Editor's note:** After reading nothing but bad reports concerning the operation of the MBTA commuter rail trains since Amtrak Day, this report is like a breath of fresh air! Amtrak personnel are to be commended for their performance under very adverse conditions!

#### B&MRRHS MAILBAG

**When you mail the Newsletter with the BULLETIN, sometimes I don't receive it until after the meeting, and occasionally after the following month's Newsletter has been received. What gives?**

Well, the difference between first and third class mail, for one thing. The Newsletter is mailed first class, except when it rides piggy-back with the BULLETIN to save money. It's a regrettable inconvenience, but it saves the B&MRRHS almost \$300 much needed dollars each time we do.

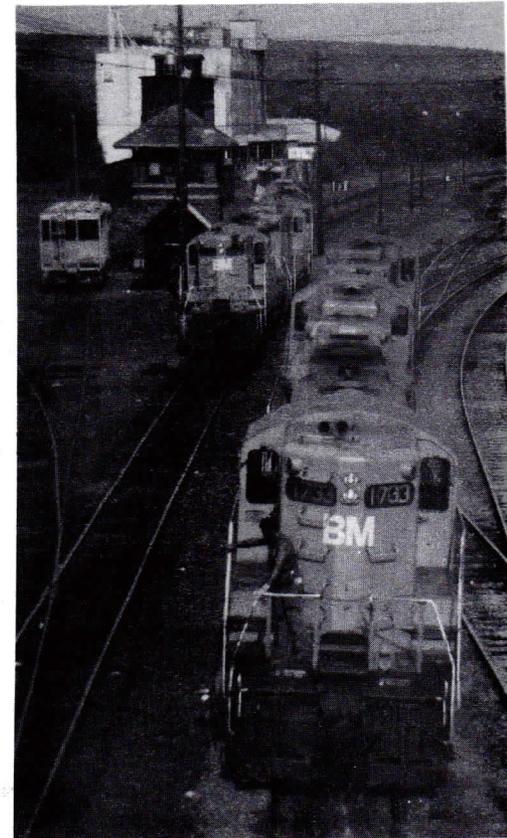
**I was reading the "Back-to-the-Future" issue of the Newsletter, and was wondering something about the B&M's "Talگو Train". What does the "Talگو" stand for?**

According to the B&M Employees Magazine for March-April 1958, TALGO is a Spanish composite name. **T** stands for tren (train); **A** for articulade (articulated); **L** for ligero (light); **G** for Goicoechea, the man who designed the basic wheel system; and **O** for Oriol, the Spanish family which financed development of the original train. And, all this time we thought it was for the wheel arrangement!

**It seems that when the B&MRRHS goes "on the road" in the summer months, the people in the Boston/Woburn area are forgotten. Comments?**

I suppose that may be one way of looking at it, but on the other hand, our "road shows" are the only chances that members in the areas we visit get to attend a B&MRRHS function. If someone wished to coordinate meetings during the summer months at Woburn or another location, and do all the groundwork, line up the entertainment, and arrange for the facilities, I'm sure that the B&MRRHS would sanction them, but to ask John Alan Roderick to produce his twelve shows, plus the other job-related duties he performs, and then tell him he has to come up with four more shows doesn't seem fair. Your comments?

**The B&MRRHS has learned of the passing of Mr. Philip Hastings. I'm sure that most of us are aware of Mr. Hasting's contributions to railfan photography, and we will miss him. We extend our deepest sympathy to his family and friends.**



**A view from the East Deerfield "Railfans Bridge" from that not-too-long-ago time when B&M blue was the only color to be seen! B&M 1733 was the last "McGinnis" GP-9 to be repainted a few years ago.**

#### CURRENT SPRINGFIELD TERMINAL ROSTER

UNIT INITIALS	UNIT NUMBERS	NO. OF UNITS	BUILDER	MODEL	FORMER NO.s
ST	10 to 20	11	EMD	GP7	MEC 500's
ST	21	1	EMD	GP9	MEC 450
ST	40 to 43	4	EMD	GP18	B&M 1750's
ST	614	1	EMD	SD35	Ex-WM 7434
ST	615 to 649	34	EMD	SD26	Ex-SF 4600's

From Don LeJeune.

## INTERCHANGE

...a column of opinion

### Spring, and a railfan's fancy.....

Your editors read and got a great chuckle out of the recent **Trains of Thought** column in **Model Railroader** magazine. The column is written by Tony Koester, and is always a joy to read, and this particular column dealt with a subject we can all relate to: snakes! (Or, as George Drury relates, the "S" word!)

But, before this column turns into an unabashed commercial for Kalmbach's finest, we should point out that this particular article brought out a very important point: Watch where you step whilst traipsing around outdoors during summer railfan outings.

Fortunately, there are very few snakes which are poisonous living here in New England, but there are a few, and they do like the fields and rocks that surround most railroad rights of way. And, as some wag once remarked, after being told that there were no poisonous snakes where he lived, a snake doesn't have to be poisonous if he can make you jump off a twenty foot cliff. Watch where you step this summer!

On other notes, with the recent rosters we have been publishing, it's becoming more and more apparent that the wheels of progress are rolling over some of the older Boston & Maine locomotives that we've known and loved for years. The number of the once ubiquitous GP9 are down significantly, and only about ten GP7's are left in service. The units we once disdained in favor of the rarer RS2's, RS3's and F's are now almost as rare as the units they replaced. Seems to me I've read the same thing in the BULLETIN about the waning years of steam. What comes around goes around! Get your photos now!

One more note... Spring and summer railfanning means chasing trains, and once again we suggest that, while chasing the iron horse you observe the rules of the road and respect the rights of other motorists. A speeding ticket makes for an expensive day of railfanning!

Dennis and Scott

## GUILFORD GLANCES

More than half of the Maine Central units bought by the Springfield Terminal have been to Oneonta for paint. Those that have been painted are Springfield Terminal 10, 11, 12, 14, 16, 19, and 21. All except the 21 are back in service the lines acquired by the Springfield Terminal. The 21 is currently out of service at Waterville Shops awaiting material.

Springfield Terminal seems to be Springing up everywhere on the Guilford System. Presently, Springfield Terminal owns 49 units, the Delaware & Hudson 91, the Boston & Maine 155 and the Maine Central 70. With Waterville Shops closed, Billerica Shops is getting a fair share more work, with Maine Central U25B 229 being worked on, and GP38's 254 and 259 are waiting to get into the shops for main generator work. GP-7 569 is also out of service for a main generator at Waterville.

Stored Maine Central units at Waterville include the following: GP-7's 566 and 593; GP38's 260 and 262; U25B's 284, 282 and 293. It now appears that they will not be repaired. Boston & Maine U33B 191 remains out of service at Waterville engine house. Maine Central U23B 291 is also awaiting engine repairs.

Springfield Terminal 625 (ex-Santa Fe 4618) is stored at Billerica Shops out of service. Other recently stored Boston & Maine units are: GP-9's 1742 and 1848. The 1848 was stripped clean with everything under the long hood picked and stored. Others stored are 1727, 1728, and 1737.

Originally the Boston & Maine had 22 GP-7's. The official current roster shows 15 with only 10 active. They are 1560, 1563, 1564, 1566, 1567, 1568, 1570, 1573, 1575, and 1577. Stored but still carried on the roster are the 1555, 1561, 1562, 1572 and 1576.

Delaware & Hudson GP39-2 7420 still remains in the shops at Billerica for repairs after derailment damage at Fitchburg in January. The Maine Central 231 was cut up on sight and the remaining engines are at Billerica stored awaiting repairs.

The winter's cold weather has taken its toll on some units by freeze damage, resulting in major work being performed to get some units back in service. Some units at Billerica are: GP9's 1715, 1744 and 1746. Other units inside the shops are Springfield Terminal 4606, 618, 622, 1129, 203 and 204. Awaiting repair for damages is GP38-2 208. Also at Billerica is the 1714, old, tired, and in need of repairs may be rested permanently there.

Delaware & Hudson GP39-2's 7403 and 7416 arrived at Billerica from Colonie Shops at the end of March. The 7416 needs an overhaul and the 7403 has had most of its parts robbed. At East Deerfield the 803, 806, 1224 and Maine Central 932 are all out of service awaiting repairs. Oneonta paint shops have Springfield Terminal 43, 627, 623, 637 and 615.

On March 18, Boston & Maine GP18 became the first ex-Boston & Maine unit to get Springfield Terminal paint scheme and be renumbered. On March 29, it was at Waterville engine house for spark arbor repairs. 1751, 1752, 1753 and 1755 are owned by the Springfield Terminal, the 1755 is now the 43. The 1850 remains at Colonie shops, officially off the roster.

Also officially removed from the roster are Delaware & Hudson C420's 410 to 422, sold to the Arkansas & Missouri Railroad. The majority of these units are at Colonie, and some are at Binghamton. The 418 may be the only unit that will have to be cut up at Colonie because it's not able to go over the road. **From Don LeJeune.**

**Doug Barron** of the **Mohawk & Hudson Chapter of the NRHS** writes in: "In the December 1986 Newsletter there is a mention that currently stored at Colonie, NY, are Amtrak RS-3 127 and a "PA".

This is to let you know that both of the engines are owned by the Mohawk & Hudson Chapter, NRHS. The "PA" is in fact a FA built by Alco in 1952 for the Western Maryland Railroad as #302. It was sold to the Long Island Railroad as #610. The Mohawk & Hudson chapter bought the 610 in March of 1986. The FA is currently undergoing restoration. It is planned to paint the FA for the New York Central.

When the Long Island owned the 610, they removed the traction motor trucks. These



**Boston & Maine Pacific 3680** waits at North Station in Boston, Mass., for departure time. Notice the wooden platforms, platform roofs and the skyline of Boston. If this photo looks familiar to some, it's because this is the photo which accompanied the excellent article by Carl Byron and Richard Symmes concerning the end of B&M passenger service. Photo from the collection of Richard Symmes.

