



## Rail yard

(From Page 1)

ing has been done to it with the exception of one expansion in 1918," Hughes said.

"Back then, trains operated on steam and a common box car length was 40 feet. Now we use heavy diesel-operated locomotives with box cars as long as 90 feet," he said, stressing the needs for physical improvement.

"There's a lot of different types of work going on in the yard at the same time. While crews are classifying cars and making up trains other trains are trying to pass through the yard," he said.

"The main artery which goes right through the middle of the yard gets tied up while the yard crews are working and the passing trains must wait until the tracks are cleared," Hughes said.

The efficiency of the yard would be improved substantially if the main line were moved off to the side, he explained.

"Since the East Deerfield yard is a major hub of the B&M, it's important that it operates at its peak efficiency," he said.

The proposed changes will not have any impact on employment in the yard, he said. Officials are hoping

for an increase in service to customers and enlarging work capacity of the yard.

Although railroad officials estimate the cost of the improvements will be around the \$2 million mark, Hughes said a majority of the changes are still in the design stages.

The improvements will be designed with the assistance of the Federal Railroad Administration; Cambridge's Transportation Systems Center, affiliated with the federal Department of Transportation; and the Stanford Research Center.

Last week, production crews completed replacing approximately 10,000 cross ties on the east and west sides of the East Deerfield yard.

In other areas along B&M tracks, rail crews are continuing work of another rehabilitation project designed to improve rail service and operations between Ayer and Mechanicville, N.Y.

The FRA in September approved a \$25,867,000 loan agreement with the B&M for completion of the project.

A majority of that project will be done early next year, according to Hughes.

# Rail yard to receive facelift

By AUDREY SOVINSKI  
Recorder Staff

**DEERFIELD**—A rehabilitation plan costing nearly \$2 million will be underway early next year in the Boston & Maine Railroad's East Deerfield yard, according to David Hughes, B&M vice president of engineering in Billerica.

The major change planned for the yard will be reconstruction of the main rail artery from the center to the outer side of the yard, Hughes said.

Approximately 50 percent of the cost for rail repairs and yard improvements will be funded by the New England Regional Economic Development Commission which operates under the federal Economic Development Act, Hughes said.

The federal financing will be used for labor costs while the corporation will pay for equipment, machinery and materials, he said.

"In view of the overall poor condition of the yard, we found no other choice but reconfiguration. The yard was built in 1880 and since that time, practically nothing

Continued on Back Page  
of This Section