



Rebranch

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Project 6364
Informal Working Note No. 47
March 11, 1979

EAST DEERFIELD YARD - MAINLINE RELOCATION

One of the major problems at the East Deerfield is that the mainline goes through the middle of the yard, thus creating a substantial number of mainline crossing movements between one side of the yard and the other. The purpose of this short working note is to document the alternatives considered in the mainline relocation study process ^{*}.

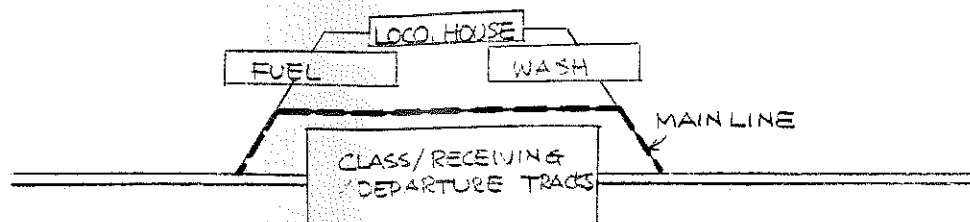
Two alternatives have been proposed by the Boston and Maine management. Alternative I is to relocate the mainline to the south side of the yard to avoid all the crossing movements in the yard. Alternative II is to relocate the mainline from the existing location to the northern side of the classification tracks (between these tracks and the locomotive house/wash track). In both alternatives, the proposed mainline is a single track. A schematic layout of the alternatives is given in Figure 1.

Alternative I eliminates crossing movements between different class-departure/receiving tracks in the yard. However, this alternative does not eliminate conflicting movements between the mainline traffic and such intra yard movements as the movement from a class track to the wash track and from the locomotive house to a departure track.

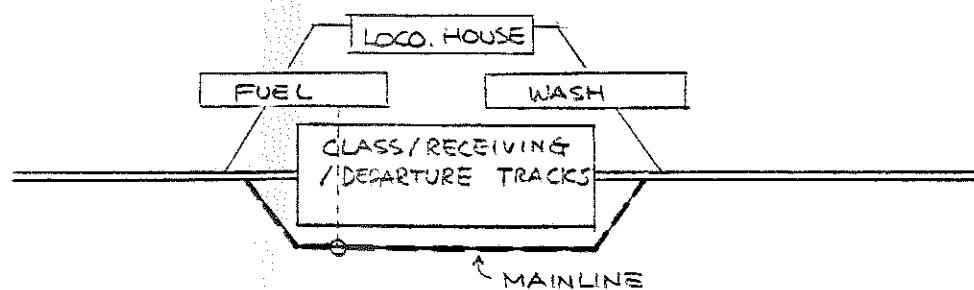
Alternative II eliminates all the mainline crossing movements. However, this scheme may create some problems regarding fuel supply to locomotives on the mainline (some through trains are fueled at the East Deerfield yard under the existing operations).

If the fuel were to be supplied after the modification of the yard, then an extension of a pipeline from the fuel tank to the new mainline would have to be constructed. Otherwise, all the through trains would have to be at other locations on the B&M system.

* The description of the problem is given in the document by D. J. Hughes entitled "Proposal for an East Deerfield Yard Rehabilitation Project," and is not described in this working note to avoid repetition.



ALTERNATIVE I



ALTERNATIVE II

Figure 1 Schematic Layout of Alternatives

After considering the above strengths and weaknesses of the two alternatives, it has been determined by the study team that Alternative II is preferable to Alternative I.