Experts Say B&M Should Go

Continued from Page One

would pay off the purchase price.

However, Bixler said, "The
pompous posing of threats by the
B&M trustees has been enough
to back off the state of New
Hampshire."

The B&M has not only
demanded extravagant com­
ensation for its lines, he said,
but has attached a condition to
any purchase that any future
operators of the lines could not
be permitted to compete with the
B&M.

Jennings said an efficient
short-line operator could make
money on the Monadnock lines,
even though the B&M has found
them unprofitable.

Short-line operators have
lower operating costs and are
lied to the communities they
serve, he said, making it more
important for them to attract new
rail-using industries and to give
better service to their
customers.

Unless somebody acts quickly
to push the B&M out of Cheshire
County and turn the rail lines
over to a short-line business,
Bixler said, "somebody will put
a supermarket right in the
middle of the railroad, and once
you cut the railroad you can't
put it back together."

"It would be a tragedy," he
said, "to lose this resource."