Rolling stock moves on

Two hours after it left the East Deerfield railroad yard, the Boston & Maine freight train NE-1 was barreling through Petersburgh Junction, N.Y. All five guys on the train were looking for deer.

"Herds of them go through here. Herds of them," said George N. Cefferillo, the conductor. "Our guys on the yard tower watch for them all the time. They're always staying up.

"We hit 'em all the time. You just have to stay alert," Cefferillo said.

The trainmen ride, watching for signals and tracks. They don't believe the signals, where they came from, where they're going, what they carry, what they're doing. They know their work. They know the trains. They know the people.

"We don't believe the signals," said flagman Jerry Marrato. "We always see guys hanging around the tracks with cameras and all that. What's that all about?"

The colors of a train? The power of a train? The romance of a train? The mystique of a train? The fascination with trainmen? "Little do they know," Marrato said. "You always see guys hanging around the tracks with cameras and all that. What's that all about?"

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Federal help to fix the line

The Boston & Maine Railroad was the only railroad of nine bankrupt lines in the Northeast that did not go into the federally-subsidized Conrail system in 1973. Because of that, B&M is the only "competitor" to Conrail in this part of the country.


