

SUMMARY OF STUDY OF POSSIBLE ABANDONMENT OF LINE

FLORENCE, MASS. - WILLIAMSBURG, MASS.

The Committee on Abandonments investigated the possibility of abandoning the entire line between Northampton, Mass., and Williamsburg, Mass., a distance of approximately 7.58 miles. The study indicated that on the basis of the formula found acceptable to the Interstate Commerce Commission in abandonment cases, the New Haven could not make a case for the abandonment of the segment between Northampton and Florence, a distance of approximately 2.74 miles, even after adjusting to estimated 1962 Maintenance of Way and Structures costs. Moreover, one of the largest accounts on the entire line is located at Florence - the Veterans Administration Hospital which receives Bunker C oil. This traffic, local to the New Haven Railroad, handled sometimes by rail and sometimes by truck depending upon the dealer who obtains the contract as a result of bids and if he has rail facilities and elects to ship by rail. This business has been the subject of active solicitation on the part of the Freight Traffic Department. In addition, there are several other accounts within this segment which in the opinion of the Traffic Department should be protected. There is merit to this in view of the fact that they would undoubtedly be jeopardized by the filing of an abandonment application, the outcome of which would be dubious. Finally, the Traffic Department estimates that if the portion of the line between Northampton and Florence were to be abandoned, the New Haven would lose all the traffic at Florence to the Boston and Maine Railroad at Northampton. Based on the year 1960, this amounted to 92 cars generating system freight revenue of \$12,394.

This study, therefore, is based on the abandonment of that portion of the line between a point 500 feet north of the point of switch of the Veterans Administration Hospital siding, 0.83 miles north of the Florence freight station at valuation station 153 / 75 in city of Northampton, Mass., and the end of track 0.05 mile north of the Williamsburg freight station at valuation station 366 / 50 in the town of Williamsburg, Mass., a distance of approximately 4.03 miles.

Diagrammatic map is attached showing graphically data in connection with this study. The number of cars shown on this map for each station are loaded cars handled in the year 1960. The agency at Northampton, Mass., reports Williamsburg. Of the 88 carloads handled at Williamsburg in 1960, 83 were received and 5 forwarded.

The principal patron at Williamsburg is the Eastern States Farmers Exchange, which accounted for 48 cars or 55% of the business handled at this station in 1960. Bisbee Brothers, who received 27 cars of feed, lumber and cement in 1960, were the Wirthmore Feed Company representatives. In May, 1961, they gave up this business, which was taken over by the Wirthmore Feed Company at Northampton on the Boston and Maine Railroad. The remainder of the traffic at Williamsburg consisted of 7 cars of coal received by the Williamsburg Fuel Co., 5 cars of railroad cross ties forwarded by Koppers Co., Inc., and 1 car of sugar cane pith received by Louis E. Page, Inc. The 88 cars handled at Williamsburg in 1960 represent but .3 car handled per working day.

Maintenance of track and structures on this line has been performed only to the extent necessary to insure safe operation at maximum permissible speed of 20 miles per hour.

Estimated M. of W. & S. expenditures on this line for the next five years are as follows:

1962	\$10,170
1963	4,300
1964	4,860
1965	8,940
1966	10,770

The higher amounts in 1962, 1965 and 1966 are accounted for by the fact that relatively heavy cross tie installations will be required in those years. Estimated average annual normalized maintenance costs on this line would be \$10,874.

Statement attached shows summary of revenues and expenses for the years 1959, 1960 and the first eight months of 1961. The upper portion is compiled on the basis found acceptable to the I.C.C. in abandonment cases. As explained in other summaries of abandonment studies, on this basis system freight revenue is apportioned 25% to the branch line and 75% to the remainder of the system. Actual expenses are compiled for the branch line and expenses for the remainder of the system are estimated at one-half of the revenue allocated to it. The I.C.C. requires that this information be furnished for two calendar years, as well as for those months in the current year for which the information is available.

On this basis, with actual Maintenance of Way and Structures expenses shown for each of the periods involved, there is a system excess of expenses over revenues of \$966 for 1959, \$3,292 for 1960 and \$7,350 for the first eight months of 1961.

The lower portion of this statement shows results on the basis of substituting the estimated 1962 M. of W. & S. expenditures in each period. On this basis there is an excess of expenses over revenues of \$8,415 for 1959, \$10,009 for 1960 and \$7,137 for the first eight months of 1961.

It is estimated by the Traffic Department that if this line were to be abandoned, all of the traffic handled at Williamsburg would be lost. In 1960 this amounted to freight revenue of \$7,854 with Bisbee Brothers traffic included. Adjusting this figure to reflect the fact that this patron is now out of business, the revenue loss to the New Haven would be \$5,846.

With the decline of the poultry-raising industry (practically the only one in the area served by the line), and with no hope for the economic revitalization of the area as evidenced by the dwindling of the traffic of the few remaining patrons of the Railroad, it is our recommendation that this line be abandoned.

The estimated salvage value of the line, excluding land and two buildings, is as follows:

<u>Gross Salvage</u>	
Rail	\$20,000
Other Track Material	4,000
Bridges	1,000
Total	<u>\$25,000</u>
 <u>Cost to Remove and Dispose</u>	
Track and Fastenings	\$12,750
Bridges	250
Public Crossings	1,000
Total	<u>\$14,000</u>
 Net of Above	 \$11,000

Committee on Abandonments

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FLORENCE - WILLIAMSBURG

Summary of Revenues and Expenses Compiled in Accordance  
with Procedures Found Acceptable to I.C.C. in Presenting  
Application for Abandonment of Line

	Year <u>1959</u>	Year <u>1960</u>	<u>Jan.-Aug. 1961</u>
Revenues & Income			
Freight Revenue	\$12,415	\$ 7,854	\$ 3,791
Other Operating Revenue	4	-	-
Rents	297	306	208
Total	<u>\$12,716</u>	<u>\$ 8,160</u>	<u>\$ 3,999</u>
Expenses			
Assignable to Segment:			
Maint. of Way & Struc.	\$ 3,006	\$ 3,724	\$ 6,948
Train Costs	3,575	2,924	1,805
Taxes - Payroll	391	416	490
- Property	215	215	143
Freight Car Hire	1,382	887	393
Locomotive Rental	457	341	148
Total	<u>\$ 9,026</u>	<u>\$ 8,507</u>	<u>\$ 9,927</u>
Beyond Branch	\$ 4,656	\$ 2,945	\$ 1,422
Total Expenses	\$13,682	\$11,452	\$11,349
System Net	(\$ 966)	(\$ 3,292)	(\$ 7,350)

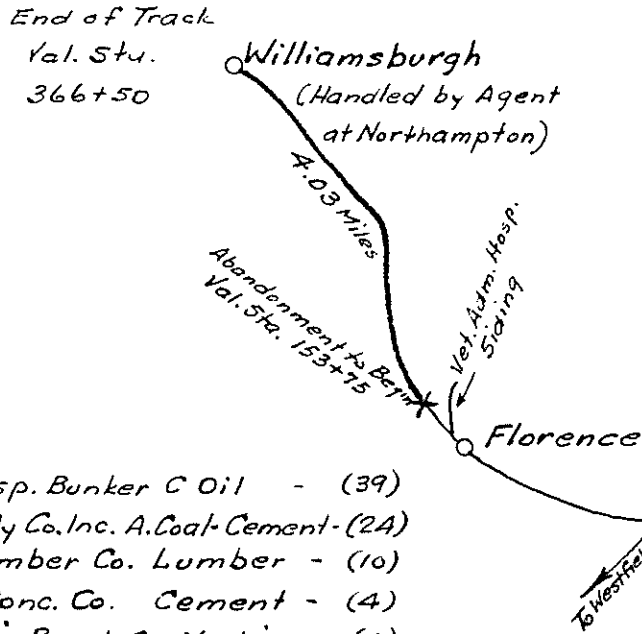
Above Data with M. of W. & S.  
Adjusted to Estimated Expenditure in 1962

Revenues & Income as Above	\$12,716	\$ 8,160	\$ 3,999
Expenses: Assignable to Segment			
Maint. of Way & Struc.	\$10,170	\$10,170	\$ 6,780
Train Costs	3,575	2,924	1,805
Taxes - Payroll	676	687	445
- Property	215	215	143
Freight Car Hire	1,382	887	393
Locomotive Rental	457	341	148
Total	<u>\$16,475</u>	<u>\$15,224</u>	<u>\$ 9,714</u>
Beyond Branch	\$ 4,656	\$ 2,945	\$ 1,422
Total Expenses	\$21,131	\$18,169	\$11,136
System Net	(\$ 8,415)	(\$10,009)	(\$ 7,137)

A+P Feed

Eastern States Farmers Exchange - Potatoes - (48)  
 Bisbee Brothers - A+P Feed - Lumber - Cement - (27)  
 Williamsburgh Fuel Co. - A Coal - (7)  
 Koppers Co. Inc. - R.R. X Ties - (5)  
 Louis E. Page Inc. Sugar Cane Pith - (1)

TOTAL (88)



CARLOAD

Vet. Adm. Hosp. Bunker C Oil - (39)  
 Walsh Supply Co. Inc. A. Coat - Cement - (24)  
 Newton Lumber Co. Lumber - (10)  
 Valentine Conc. Co. Cement - (4)  
 Prophylactic Brush Co. Machinery - (4)  
 Ducharme Co. Sand - (3)  
 Florence Casket Co. Lumber - Plywood - (3)  
 E. Gurvitch Lumber Co. Plywood - (2)  
 Prolon Plastics - Furniture Parts -  
 Synth Plastic -  
 Tableware - (2)  
 FitzGerald Rustic Fence Co. - Wooden  
 Posts - (1)

TOTAL (92)

PLUS  
 Less Carload - 16 Tons

Number in parentheses ( ) are  
 loaded Cars handled in 1960  
 TOTAL (180)

DATA IN CONNECTION  
 WITH STUDY OF  
 POSSIBLE ABANDONMENT  
 OF LINE BETWEEN  
 NORTHAMPTON AND WILLIAMSBURGH  
 Not to Scale