

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

Trustees
OFFICE OF ~~PRESIDENT~~

SUBJECT

ABANDONMENT

Florence-Williamsburg, Mass.

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 $\frac{1}{4}$ 75 in city of Northampton, Mass., and the end of track 0.05 mile north of the Williamsburg freight station at valuation station 366 $\frac{1}{4}$ 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

Assistant to Comptroller

Special Engineer

General Manager Traffic Research

General Commerce Counsel

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

	<u>Year</u> <u>1959</u>	<u>Year</u> <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)

February 8, 1962

Mr. Richard Joyce Smith
Mr. William J. Kirk
Mr. Harry W. Dorigan

Attached hereto is copy of study by the committee on abandonments recommending abandonment of the line from Florence to Williamsburg, Mass., a distance of about four miles.

Traffic of this line has been decreasing for several years.

Using the I.C.C. formula, the study indicates a system deficit of \$3,292 for 1960 and \$7,350 for the first eight months of 1961. The engineering department estimates that maintenance of way expenses will be higher in 1962 and if the figures for 1960 and 1961 were adjusted to the basis of this estimate these system deficits would increase to \$10,009 and \$7,137 respectively.

With the decline of business handled by this line and no hope for its revitalization, I concur in the recommendation of the committee that this line be abandoned.

H. H. Coyle

Att.

Copy to: Mr. W. A. Gordon
Mr. A. G. Kuhbach
Mr. F. J. Orner
Mr. C. E. Ragland
Mr. J. W. Grady

No salvage value is assigned to the two buildings on the line, as neither they nor adjacent platforms are in serviceable condition.

6. The names of all railroads with which the line connects for interchange of traffic and the points of such interchange.

There are no railroads with which the line connects for interchange of traffic.

7. A brief description of the present train service on the line, and of important changes made in the past five years.

There has been no passenger train service on this line for many years. The line is served, as required, by a local freight train, handling carloads only, operating from and to Westfield, Mass. There have been no important changes made in this operation during the past five years.

8. The names of all stations on the line, stating in order with mile-post numbers, with the approximate population of each, and the authority for the information, showing for each place the names of all other railroads by which it is served or its distance by highway from the nearest other railroad. Distinguish non-agency stations.

<u>Station</u>	<u>Milepost Number</u>	<u>Population</u>	<u>Distance by Highway to Nearest Station of Applicant</u>
Williamsburg	0.00	2,248	6 miles to Florence, Mass.

Williamsburg is a non-agency station and is reported by the Northampton, Mass. agency. This station is served by no other railroad.

Population source: Decennial Census 1955, Commonwealth of Massachusetts.

9. The approximate population of the territory served by this line, explaining how the limits of this territory are defined.

The approximate population of the territory served by the line is 2,248. The limits of this territory contain the town of Williamsburg, Mass.

10. A detailed statement of the location and nature of the highways available for movement of the traffic now handled by the line, and of the common-carrier truck and bus service on such highways, if any.

The principal highway routes serving the area are state highway routes 9 and 143.

Common-carrier truck operators serving the area are Bettinson Express, Cambridge, Mass.; Branch Motor Express Co., Brooklyn, N.Y.; Capitol Motor Transportation Co., Inc., Everett, Mass.; Nigro Freight Lines, Inc., Farmington, Conn.; Northampton and Boston Express Service, Inc., North Hadley, Mass.

11. The nature of the industries in the tributary territory (such as farming, mining, lumbering, manufacturing, etc.), how long established and the extent to which each is dependent upon the line for transportation. State location and other facts concerning the most important plants served.

The territory served by the line is a rural region with no industries located therein. The principal patron at Williamsburg is a receiver of carloads of feed. A fuel dealer at Williamsburg receives an occasional carload of anthracite coal. No patron is wholly dependent upon the line for transportation.

12. The passenger traffic handled on the line in each of the last two calendar years and for that part of the current year for which the information is available, giving separately the number of local and connecting line passengers (if the latter designation is applicable) and the revenue from each class.

Year 1959)
Year 1960) None
Jan.-Oct. 1961)

13. The freight tonnage handled by the line for each of the last two calendar years, and for that part of the current year for which the information is available, showing the number of cars and the tonnage of carload freight, classified by principal commodities and the tonnage of less-than-carload freight. Show in separate statements (a) local freight originated at and destined to points on the line, (b) freight moved between points on the line and points beyond it, and (c) freight neither originated at nor destined to points on the line (overhead or bridge traffic).

See Exhibit No. 3 attached.

14. (1) If the line to be abandoned is less than the entire mileage operated by the applicant, a statement showing the effect of the proposed abandonment on the net railway operating income of the applicant. The statement should include for each of the last two calendar years and for that part of the current year for which the information is available:

(a) The applicant's railway operating revenue from traffic handled locally between points on the line proposed to be abandoned;

See Exhibit No. 4 attached.

(b) The applicant's railway operating revenue from traffic originating on or destined to points on the line proposed to be abandoned and also handled on other parts of the applicant's lines of railroad;

See Exhibit No. 4 attached.

(c) An estimate in detail of the total operating revenue that should be assigned to the line proposed to be abandoned and a statement of the reasons for such assignment;

See Exhibit No. 4 attached.

(d) The expense of operating the line proposed to be abandoned, stated by appropriate primary accounts, actual so far as possible and otherwise approximated with a full statement of the method used;

See Exhibit No. 5 consisting of 3 sheets attached.

(e) Railway tax accruals with method of apportionment;

Taxes	Year <u>1959</u>	Year <u>1960</u>	Jan.-Oct. <u>1961</u>
Property	\$291	\$337	\$295
R.R. Retirement & Unemployment	<u>425</u>	<u>447</u>	<u>683</u>
Total	\$716	\$784	\$978

Property taxes shown are directly chargeable to the line proposed to be abandoned and were taken from bills rendered by the City of Northampton and the Town of Williamsburg. Railroad retirement and unemployment taxes are based on the labor portions of applicable accounts charged at the following rates: 7.875% in 1959 and 8.5% in 1960 and for the first ten months of 1961.

(f) Other items entering into the applicant's income account and assignable to the line proposed to be abandoned, with methods of assignment;

	Year <u>1959</u>	Year <u>1960</u>	Jan.-Oct. <u>1961</u>
Miscellaneous Rent Income	\$627	\$491	\$311

Rent income from real property and privileges was allocated directly to the line proposed to be abandoned.

(g) The costs of moving this traffic on the line proposed to be abandoned beyond the limits of said line, on other parts of the applicant's lines, with method of determination;

Year 1959	\$4,656
Year 1960	2,945
Jan.-Oct. 1961	1,775

The costs of moving the traffic on the line proposed to be abandoned beyond the limits of said line on other parts of the applicant's lines were determined by applying a ratio of fifty percent to that portion of the freight revenue assigned beyond the line.

14. (2) If the applicant's line is operated as part of a system under common control and management, a statement for the same period as required in paragraph (1) showing the effect of the proposed abandonment on the net railway operating income of the system and the unit members thereof. This statement should show the revenues accruing to the system and its unit members from traffic moving to and from the line proposed to be abandoned and the costs of handling such traffic.

Not applicable.

15. If the volume of freight or passenger traffic on the line has decreased during recent years, any reason therefor.

There has been no passenger train service operated on this line for many years. Freight traffic on this line has been decreasing for a considerable period of time and at the present time the line is in fact being maintained and operated for one principal patron. Within the past few years a manufacturer of brass articles at Haydenville, a section of Williamsburg, went out of business and in May 1961 a feed dealer at Williamsburg who in 1960 received 27 cars gave up the feed business but continues to receive an occasional carload of lumber and cement.

16. If the line is operated as a joint facility, and abandonment of the applicant's operation only is proposed, state fully the facts as to operation by others and the extent to which it will supply the place of operation it is proposed to abandon.

Not applicable.

17. State what effort has been made to dispose of the line so as to insure its continued operation, and what, if any, transportation service will remain or may be substituted for that proposed to be discontinued.

Because of the deferred maintenance and the poor condition of the line, the decreasing traffic and the decline of business activity in the area, the possibility of a sale of the line as a going business seems remote. If abandonment of the line is authorized, rail service will be available to patrons of the line at other stations of the applicant in the area, the nearest station at Florence being approximately 6 highway miles from Williamsburg.

18. A summary statement of the reasons for the application.

The territory served by the line proposed to be abandoned is a sparsely settled, rural region. Traffic on the line has declined over the years and at the present time only one patron is being served on a regular basis. There are no indications that in the foreseeable future there will be any economic revitalization of the area which will benefit applicant.

It appears that traffic can be handled at nearby stations of the applicant with only a small amount of additional expense to the users.

Exhibit No. 3 attached herewith, indicates that the traffic trend on the line has declined steadily since 1959. Operations are now being conducted at a loss even though maintenance is being performed at only that minimum level necessary to assure safe operation. Exhibit No. 6 attached shows the

results of operation of the line for the years 1959, 1960, and the first ten months of 1961. On a system basis, there was an excess of expenses over revenues in 1959 of \$608, in 1960 of \$3,010, and \$8,982 for the first ten months of 1961.

As indicated in the reply to Question No. 4 herein, it is estimated that continued operation of the line will require a maintenance expenditure of approximately \$10,000 in 1962 and substantial maintenance expenditures in the succeeding four years which will increase the deficit already being incurred by applicant and cause a further cash drain.

For these reasons, applicant submits that authority to abandon this line should be granted. Its continued operation would impose an unreasonable burden upon interstate commerce.

Respectfully submitted,

THE NEW YORK, NEW HAVEN AND HARTFORD RAIL-
ROAD COMPANY, DEBTOR (RICHARD JOYCE SMITH,
WILLIAM J. KIRK, HARRY W. DORIGAN, TRUSTEES)

By F. J. ORNER
Vice President.

VERIFICATION

STATE OF CONNECTICUT)
) ss.:
COUNTY OF NEW HAVEN)

F. J. ORNER makes oath and says that he is Vice President of The New York, New Haven and Hartford Railroad Company, Debtor, (Richard Joyce Smith, William J. Kirk and Harry W. Dorigan, Trustees), applicant herein; that he has been authorized by said Trustees to verify and file with the Interstate Commerce Commission the foregoing Return to Questionnaire of said Commission in respect of the application in Finance Docket No. 22006; that he has carefully examined all of the statements referred to in said Return and the exhibits attached thereto and made a part thereof; that he has knowledge of the matters set forth in such Return and that all such statements made and matters set forth therein are true and correct to the best of his knowledge, information and belief.

-----F. J. ORNER-----

Subscribed and sworn to before me, a Notary Public, in and for the State and County above named, this 4th day of May, 1962.

-----EVERETT S. WILSON-----
Notary Public

[Notarial Seal]

My Commission expires April 1, 1964.

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY
GENERAL BALANCE SHEET, FEBRUARY 28, 1962

ASSETS

CURRENT ASSETS

701 Cash	\$ 7,101,007
703 Special Deposits	402,250
706 Net Balance Receivable from Agents and Conductors	3,057,551
707 Miscellaneous Accounts Receivable	4,330,927
708 Interest and Dividends Receivable	55,413
709 Accrued Accounts Receivable	1,237,709
710 Working Fund Advances	740,006
711 Prepayments	542,845
712 Material and Supplies	6,199,712
713 Other Current Assets	<u>25,601</u>
Total Current Assets	<u>23,693,021</u>

SPECIAL FUNDS

716 Capital and Other Reserve Funds	2,788,447
717 Insurance and Other Funds	<u>74,840</u>
Total Special Funds	<u>2,863,287</u>

INVESTMENTS

721 Investments in Affiliated Companies	20,702,309
722 Other Investments	6,169,454
723 Reserve for Adjustment in Securities-Cr.	<u>(4,745,201)</u>
Total Investments	<u>22,126,562</u>

PROPERTIES

731 Road and Equipment Property	453,908,046
732 Improvements on Leased Property	<u>6,896,415</u>
Total Transportation Property	<u>460,804,461</u>
735 Accrued Depreciation-Road and Equipment	<u>(116,045,788)</u>
736 Amortization of Defense Projects-Road and Equipment	<u>(10,261,055)</u>
Total Transportation Property less Depreciation and Amortization	<u>334,497,618</u>
737 Miscellaneous Physical Property	<u>27,504,627</u>
Total Properties less Recorded Depreciation and Amortization	<u>362,002,245</u>

OTHER ASSETS AND DEFERRED CHARGES

741 Other Assets	4,530,700
742 Unamortized Discount on Long-Term Debt	435,109
743 Other Deferred Charges	<u>2,691,481</u>
Total Other Assets and Deferred Charges	<u>7,657,290</u>

TOTAL ASSETS

\$418,342,405

() Indicates Credit

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY
GENERAL BALANCE SHEET-LIABILITIES AND SHAREHOLDERS' EQUITY-FEBRUARY 28, 1962

CURRENT LIABILITIES

752 Traffic and Car-Service Balances-Credit	\$ 5,713,544
753 Audited Accounts and Wages Payable	5,345,416
754 Miscellaneous Accounts Payable	2,014,508
755 Interest Matured Unpaid	283,200
756 Dividends Matured Unpaid	22,750
757 Unmatured Interest Accrued	393,505
759 Accrued Accounts Payable	13,734,543
760 Federal Income Taxes Accrued	318,275
761 Other Taxes Accrued	759,299
763 Other Current Liabilities	<u>1,365,228</u>
Total Current Liabilities (exclusive of Long-Term Debt due Within One Year)	<u>29,950,268</u>

LONG-TERM DEBT DUE WITHIN ONE YEAR

764 Equipment Obligations and Other Debt	<u>6,738,699</u>
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LONG-TERM DEBT

766 Equipment Obligations	30,364,196
767 Receivers and Trustees Securities	8,000,000
768 Debt in Default	<u>165,774,634</u>
Total Long-Term Debt	<u>204,138,830</u>

RESERVES

774 Casualty and Other Reserves	<u>6,952,815</u>
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OTHER LIABILITIES AND DEFERRED CREDITS

781 Interest in Default	4,983,309
782 Other Liabilities	36,630,013
784 Other Deferred Credits	630,858
785 Accrued Depreciation-Leased Property	<u>5,258,848</u>
Total Other Liabilities and Deferred Credits	<u>47,503,028</u>

SHAREHOLDERS' EQUITY

Stock:

791 Outstanding:		
Common (No Par) (538,515 shares)		53,822,641
Preferred (\$100 Par) (490,890 shares)		49,089,000
792 Stock Liability for Conversion:		
Common (No Par) (535,360 shares)		53,486,000
Preferred (\$100 Par) (650 shares)		65,000
Total Stock		<u>156,462,641</u>
Capital Surplus:		
795 Paid-in Surplus		<u>1,000</u>
Retained Income:		
798 Retained Income-Unappropriated		<u>(33,404,876)</u>
Total Shareholders' Equity		<u>123,058,765</u>
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY		<u>\$418,342,405</u>

() Indicates Debit

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY
INCOME ACCOUNT

Exhibit No. 2

	Year ended December 31,					January - February Inclusive 1962
	<u>1957</u>	<u>1958</u>	<u>1959</u>	<u>1960</u>	<u>1961</u>	
Operating Revenues	\$164,056,355	\$149,550,961	\$144,335,105	\$134,044,436	\$127,202,495	\$20,310,999
Operating Expenses	<u>135,383,552</u>	<u>125,435,142</u>	<u>124,968,623</u>	<u>121,063,593</u>	<u>122,456,057</u>	<u>19,593,683</u>
Net Revenue from Railway Operations	<u>28,672,803</u>	<u>24,115,819</u>	<u>19,366,482</u>	<u>12,980,843</u>	<u>4,746,438</u>	<u>717,316</u>
Railway Tax Accruals	11,705,944	11,756,329	11,738,351	12,174,340	8,271,841	1,429,594
Equipment Rents - Net Dr.	9,007,366	9,038,112	9,434,274	10,380,748	9,790,901	1,314,173
Joint Facility Rents - Net Dr.	<u>7,616,344</u>	<u>7,176,925</u>	<u>7,409,145</u>	<u>7,051,086</u>	<u>6,260,991</u>	<u>977,147</u>
Net Railway Operating Income	343,149	(3,855,547)	(9,215,288)	(16,625,331)	(19,577,295)	(3,003,598)
Non-Operating Income	<u>7,584,054</u>	<u>9,684,626</u>	<u>8,338,151</u>	<u>10,292,005</u>	<u>8,673,337</u>	<u>1,217,225</u>
Total Income	7,927,203	5,829,079	(877,137)	(6,333,326)	(10,903,958)	(1,786,373)
Miscellaneous Deductions	<u>808,355</u>	<u>780,622</u>	<u>830,995</u>	<u>1,396,403</u>	<u>1,047,905</u>	<u>142,292</u>
Income Available for Fixed Charges	7,118,848	5,048,457	(1,708,132)	(7,729,729)	(11,951,863)	(1,928,665)
Fixed Charges	<u>7,108,552</u>	<u>6,951,098</u>	<u>6,733,873</u>	<u>6,968,911</u>	<u>7,597,826</u>	<u>1,288,613</u>
Income after Fixed Charges	10,296	(1,902,641)	(8,442,005)	(14,698,640)	(19,549,689)	(3,217,278)
Contingent Interest	<u>2,373,998</u>	<u>2,373,998</u>	<u>2,373,998</u>	-	-	-
Net Income after Fixed Charges and Other Deductions	<u>\$ (2,363,702)</u>	<u>\$ (4,276,639)</u>	<u>\$ (10,816,003)</u>	<u>\$ (14,698,640)</u>	<u>\$ (19,549,689)</u>	<u>\$ (3,217,278)</u>
Operating Ratio	<u>82.52%</u>	<u>83.87%</u>	<u>86.58%</u>	<u>90.32%</u>	<u>96.27%</u>	<u>96.47%</u>

() Indicates Deficit

FLORENCE, MASS. - WILLIAMSBURG, MASS.

Statement of Railway Operating Revenues
From Traffic Handled Locally Between Points on the Line
Proposed to be Abandoned

	Year <u>1959</u>	Year <u>1960</u>	Jan.-Oct. <u>1961</u>
	None	None	None

Statement of Railway Operating Revenues
From Traffic Originating On or Destined To Points on the
Line Proposed to be Abandoned and also Handled on Other
Lines of The N.Y., N.H. and H. R.R.

Freight Revenue	\$12,415	\$7,854	\$4,732
Other Operating Revenue	<u>4</u>	<u>---</u>	<u>---</u>
Total	\$12,419	\$7,854	\$4,732

Estimate of Railway Operating Revenues
Assignable to the Line Proposed to be Abandoned

Freight Revenue(A)	\$ 3,104	\$1,964	\$1,183
Other Operating Revenue	<u>4</u>	<u>---</u>	<u>---</u>
Total	\$ 3,108	\$1,964	\$1,183

(A) Twenty-five (25) percent of system freight revenue was assigned to the line proposed to be abandoned. This method of assignment has been generally approved by the Interstate Commerce Commission in prior abandonment cases.

FLORENCE, MASS. - WILLIAMSBURG, MASS.

Statement of Expense of Operating the Line

	<u>Year</u> 1959	<u>Year</u> 1960	<u>Jan.-Oct.</u> 1961
<u>Maintenance of Way & Structures</u>			
202 Roadway Maintenance	\$ 834	\$ 765	\$ 2,754
208 Track Bridges	8	40	-
212 Ties	-	-	1,260
214 Rail	-	-	36
216 Other Track Material	-	-	146
220 Track Laying & Surfacing	108	90	2,221
249 Signals & Interlockers	669	1,036	48
271 Small Tools & Supplies	42	42	169
272 Removing Snow, Ice & Sand	872	1,344	851
273 Public Improvements-Maintenance	<u>514</u>	<u>443</u>	<u>1,090</u>
Total Maintenance of Way & Structures	<u>\$3,047</u>	<u>\$3,760</u>	<u>\$ 8,575</u>
<u>Maintenance of Equipment</u>			
311 Other Locomotive Repairs	\$ 275	\$ 176	\$ 177
<u>Transportation</u>			
392 Train Enginemen	\$1,180	\$ 992	\$ 752
394 Train Fuel	289	215	159
398 Lubricants for Train Locomotives	33	28	21
399 Other Supplies for Train Locomotives	10	9	6
400 Enginehouse Expenses - Train	118	101	78
401 Trainmen	1,649	1,387	1,050
402 Train Supplies & Expenses	20	11	6
Total Transportation	<u>\$3,299</u>	<u>\$2,743</u>	<u>\$ 2,072</u>
Grand Total Operating Expenses	\$6,621	\$6,679	\$10,824
Freight Car Hire	\$1,204	\$ 606	\$ 240
Rent for Locomotives	\$ 457	\$ 341	\$ 208

FLORENCE, MASS. - WILLIAMSBURG, MASS.

The method used in computing costs assignable to the line proposed to be abandoned was as follows:

Maintenance of Way and Structures

Total actual expenses on the line (excluding overhead and clearing accounts) by primary accounts were assembled. Based on a special study, these charges by primary accounts were separated between labor, material and other charges. Labor portion of each account was then increased to reflect vacation and paid holiday allowances and also allowance for health and welfare payments. These allowances were charged against labor at the rates approved by the General Manager's Association of New York for the years under consideration.

The labor portion of the balance of the primary accounts detailed below with the exception of crew wages have had similar fringe benefits added.

Maintenance of Equipment

Other Locomotive Repairs - Locomotive mileage by type was developed by analysis of train sheets every day freight train operated over the line during the two years and ten months encompassed by study. The system average repair cost per mile was then applied against the mileage so developed for the years 1959, 1960 and the first ten months of 1961 to obtain costs shown herein.

Transportation

Train Enginemen and Trainmen - The estimated overtime incurred by

engine and train crews as a result of serving Williamsburg was developed by a study of dispatcher's train sheets for the years 1959, 1960 and Jan.-Oct. 1961. Applicable hourly wage rates were assessed against this estimate and vacation allowance was added.

<u>Train Fuel</u>	-	The system average freight expense
<u>Lubricants for Train Locomotives</u>	-	
<u>Other Supplies for Train Locomotives</u>	-	per locomotive mile for each year
<u>Enginehouse Expenses - Train</u>	-	was applied to the locomotive mileage

made on the line each year to obtain the amounts shown on page 1 of the Exhibit.

Train Supplies and Expenses - The system average freight expense per car mile for each year was applied to the freight car miles accumulated on the line in each period to obtain amounts shown under this account.

Freight Car Hire - Separation was made of cars categorized as between mileage cars and per diem cars. Mileage by former was accumulated and appropriate mileage charges were assessed for the years 1959, 1960 and the first ten months of 1961. Car detention on the line for cars on a per diem basis was estimated at 3.5 days per car and was charged at the rate of \$2.75 per day up to December 1, 1959, and \$2.88 per day thereafter.

Locomotive Rental - From the analysis of train sheets covering operation of local freight train on the line for the years 1959, 1960 and the first ten months of 1961, locomotive mileage by types was determined. This analysis included mileage made by locomotives for which applicant pays an annual rental charge. These locomotives are of 1200 h.p. and are of the series 640-659. Owner is Hyman-Michaels. Annual system rental cost per locomotive mile for each year was determined and applied to the mileage made over the line for the years 1959, 1960 and the first ten months of 1961.

FLORENCE, MASS. - WILLIAMSBURG, MASS.

Summary of Results of Operation

	Year <u>1959</u>	Year <u>1960</u>	Jan.-Oct. <u>1961</u>
<u>Revenue & Income</u>			
Freight Revenue	\$12,415	\$ 7,854	\$ 4,732
Other Operating Revenue	4	-	-
Rents	627	491	311
Total	<u>\$13,046</u>	<u>\$ 8,345</u>	<u>\$ 5,043</u>
<u>Expenses</u>			
Assignable to Line:			
Maintenance of Way & Structures	\$ 3,047	\$ 3,760	\$ 8,575
Train Costs	3,574	2,919	2,249
Taxes - Property	291	337	295
- Payroll	425	447	683
Freight Car Hire	1,204	606	240
Locomotive Rental	457	341	208
Total	<u>\$ 8,998</u>	<u>\$ 8,410</u>	<u>\$12,250</u>
Beyond Line	\$ 4,656	\$ 2,945	\$ 1,775
Total Expenses	\$13,654	\$11,355	\$14,025
Excess of Expenses over Revenues	\$ 608	\$ 3,010	\$ 8,982

*rec'd
on
abandon*

New Haven, March 19, 1962

Re: Abandonments: Florence-Williamsburg, Mass.
Pratt's Junction-Sterling, Mass.
Torrington-Winsted, Conn.

→ Mr. H. W. Dorigan
Trustee

Enclosed, as information, are copies of the Applications to the Interstate Commerce Commission in connection with the above-captioned proceedings. The original and necessary additional copies have been mailed to the Commission for filing.

Thomas P. Hackett
THOMAS P. HACKETT
Assistant Commerce Counsel

Copies to:
Mr. J. W. Moore
Mr. F. J. Orner
Mr. C. E. Ragland (3)
Mr. H. H. Coyle
Mr. H. W. Jenkins
Mr. J. F. Larkin
Mr. B. W. Thompson (2)
Mr. W. P. Kennedy
Mr. W. E. McLennan
Mr. J. J. Duffy
Mr. W. G. Beyerle
Mr. E. P. Sullivan
Mr. R. S. McKernan

With copies of the Applications referred to above.

Mr. Ben Hines: With copies of Florence-Williamsburg and Pratt's Junction-Sterling applications.

New Haven, May 10, 1962.

Re: Finance Docket No. 22006, Abandonment between Florence-Williamsburg, Mass.

✓ Mr. H. W. Dorigan,
Trustee.

Enclosed, as information, is a copy of the Return to Questionnaire in connection with the above-captioned proceeding. The original and necessary additional copies have been mailed to the Commission for filing.



G. E. GILL

Assistant Commerce Counsel

Copies:

Mr. J. W. Moore
Mr. F. J. Orner
Mr. C. E. Ragland (3)
Mr. H. H. Coyle
Mr. H. W. Jenkins
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Mr. W. G. Beyerle
Mr. E. P. Sullivan
Mr. R. S. McKernan
Mr. Ben Hines
Mr. J. F. Larkin

BEFORE THE
INTERSTATE COMMERCE COMMISSION

FINANCE DOCKET NO. 22006

RETURN TO QUESTIONNAIRE
IN CONNECTION WITH
APPLICATION OF THE NEW YORK, NEW HAVEN AND
HARTFORD RAILROAD COMPANY, DEBTOR (RICHARD
JOYCE SMITH, WILLIAM J. KIRK, HARRY W.
DORIGAN, TRUSTEES), FOR A CERTIFICATE OF
PUBLIC CONVENIENCE AND NECESSITY AUTHORIZING
ABANDONMENT OF A LINE OF RAILROAD BETWEEN
FLORENCE AND WILLIAMSBURG, MASSACHUSETTS

TO THE INTERSTATE COMMERCE COMMISSION:

Comes now The New York, New Haven and Hartford Railroad Company, Debtor (Richard Joyce Smith, William J. Kirk, Harry W. Dorigan, Trustees) (hereinafter referred to as the "applicant" or the "New Haven") and files this Return to Questionnaire in connection with its application for authority to abandon a line of railroad (hereinafter referred to as "the line") as described in the application herein beginning at approximately Station 153 + 75 in Florence and extending to approximately Station 366 + 50 in Williamsburg, a distance of approximately 4.03 miles, all in Hampshire County, Commonwealth of Massachusetts.

1. Complete statement of the purpose of the application.

The purpose of the application is to secure a certificate of public convenience and necessity permitting abandonment of applicant's line of railroad as described above. The area involved is shown in red on the map attached to the abandonment application as Exhibit 2.

2. When, by whom and for what purpose the line was constructed and its proprietary history.

The line from Northampton to Williamsburg was constructed by The New Haven and Northampton Company and opened to traffic on February 1, 1868. This corporation, as the successor corporation resulting from a merger between the Hampshire and Hampden Railroad Corporation and The New Haven and Northampton Company was authorized by an Act of Connecticut approved June 7, 1862, and by an Act of Massachusetts approved March 28, 1862.

On October 26, 1910 a deed was executed by The New Haven and Northampton Company conveying all its franchises and property to The New York, New Haven and Hartford Railroad Company, by authorization of an Act of Massachusetts, approved April 3, 1906, and an Act of Connecticut approved June 29, 1905. The sale was made on June 30, 1910 and was approved by the Railroad Commissioners of Massachusetts as provided in the Act above referred to.

3. A copy of the applicant's general balance sheet of the latest date available and a copy of the applicant's income account for each of the last five calendar years and for that portion of the current year for which the information is available.

See Exhibits Nos. 1 and 2 attached.

4. The present state of maintenance of the line.

Maintenance of track and structures has been performed only to the extent necessary to insure safe operation of local freight train service at a maximum speed of 20 miles per hour. The single track main line consists of approximately 3.27 track miles of 79# scrap rail, rolled in 1897 and laid, partly

worn, in 1925; 0.76 track miles of 80# scrap rail rolled in 1910 and laid, partly worn, in 1925. The present weighted average age of all track in main line is 62 years. Track is 64% tie plated (curves only) and is unanchored. Ties are in poor condition and ballast is mostly gravel with some cinders. The brush condition is generally poor and the gravel ballast is badly fouled with weeds and grass. This latter condition results in undesirable water retention.

There are two private sidetracks and one team track, located within the limits of the proposed abandonment. The line also includes five (5) public crossings, two (2) private crossings, one (1) station driveway, one (1) track bridge, three (3) cattle passes, two (2) stone arches and four (4) minor culverts.

There are two buildings at Williamsburg, a brick freight house with a high wooden platform and a brick station with a low cinder platform.

Estimated Maintenance of Way and Structures 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 estimated average annual normalized maintenance cost for this line is \$10,874, separated by primary accounts as follows:

212 Ties	\$ 1,124
214 Rail	600
216 Other Track Material	322
218 Ballast	246
220 Track Laying & Surfacing	4,232
202 Roadway Maintenance	2,210
208 Track Bridges	170
249 Signals & Interlockers	100
271 Small Tools & Supplies	150
272 Removing Snow, Ice & Sand	1,000
273 Public Improvements	<u>720</u>
	\$10,874

5. The estimated salvage value of the line with a general statement of the basis of the estimate.

The salvage value of the line is estimated to be as follows:

<u>Gross Salvage Track Structure</u>		
Rail	- Scrap - 500 Tons	\$20,000
Other Track Material	- Scrap - 100 Tons	4,000
Bridge Steel	- Scrap - 50 Tons	<u>1,000</u>
Total Gross		\$25,000
Cost to Dismantle and Dispose of above:		
Track & Fastenings		\$12,750
Bridges		250
Public Crossings		<u>1,000</u>
Total Cost of Disposal		\$14,000
Net of Above		\$11,000
Land		\$20,000
Total Net Salvage Value		\$31,000

Scrap rail and other track material is included at \$40 per ton and scrap bridge steel at \$20 per ton.

Land salvage is based upon general knowledge of values in the territory affected and from experience in selling property on abandoned lines in the past. The estimate is of the fair market value of the land, which however, in all probability, will be realized only after a period of years.