

B & M. R. R.

LAWRENCE BRANCH
F.D. 4591
G E N E R A L .

Applicant's Statement.

This single track line, about 15 miles in length, was built in 1848 in the interest of the Eastern Railroad in order to reach Lawrence from Newburyport, in competition with the original Boston & Maine. It was never extended through to Lawrence. Under the Eastern R.R. management it earned a scant income. It is claimed there was never any reliance upon local business, and only a bare return on the investment was earned.

The estimated investment on the B. & M. books for the Lawrence Branch is given at \$244,506. No special securities rest directly on this, and the line is now a part of the B. & M. system.

The territory immediately adjacent to this line is well served by highways and by a through electric line which parallels it between Danvers and Middleton on the south and is not over a mile and a half from it at any point on the north end. The only township exclusively served is Middleton, of which the whole population is about 1,200, - a very small increase over what it was in 1850. Middleton and Hathorne are the only freight stations to be abandoned and the principal plant at Hathorne is the State Hospital. This institution built a coal trestle 5 years ago, to handle its 6,000 tons per year, but later decided to bring its coal in by trucks from tide water at Beverly. This is the only sidetrack on the line.

Freight service at Stevens and Machine Shop will be continued by retaining track out of North Andover.

A1441 BM Lawrence. 1925 76.800

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O P E R A T I N G _ E X P E N S E .

Applicant's study filed with application
and followed by detailed statements.

| | | <u>Annual Amount</u> |
|---------------------------------------|-----------|----------------------|
| REVENUE (Based on Nov. and Dec. 1924) | | |
| Freight | \$ 3,934 | |
| Passenger | 21,233 | |
| Miscellaneous | <u>31</u> | |
| | | \$25,198 |

(A supplemental statement shows that based on
4 months, Nov. 1924-Feb. 1925, the total revenue
would be \$27,658.62)

EXPENSE

| | | |
|-------------------------|---------------|----------------|
| Maint. of Way & Struc., | \$24,603 | |
| Maint. of Equipment | 23,922 | |
| Transportation | <u>61,812</u> | |
| | | <u>110,337</u> |
| Annual Loss, | | \$85,139 |

The methods by which these figures were arrived at are the same as explained for the Newburyport Branch.

Protestants' brought out the fact that the loss shown would be but .108 of one percent of total B. & M. operating revenue. The protestants' attack on applicant's method of allocating revenue to the Newburyport Branch would apply to the Lawrence Branch also. In regard to terminal allowances -

Mr. Brigham (B. & M.) testified that for the month of November, 1924, the terminal allowances amount^{ed} to \$176.69, total freight revenue allocated to Lawrence Br. \$300.97.

OPERATING EXPENSE.

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Mr Lee's formula would increase the freight allowance to branch from \$300.97 to \$1,775.96 for November 1924. He considered that the express revenue should be increased to correspond.

Applicant claims that if the entire B. & M. freight revenue on traffic to and from points on the branch were credited it would increase the total branch revenue by about \$60,000, thus not meeting the deficit.

Maintenance of Way & Structures; Computed as before explained.

Mr. Lee, for protestants, criticized the estimate as regards Ties and Roadway Labor and on the basis of branch track being equivalent to 65% of a first main track arrived at the conclusion that applicant's figure was \$3,079 too high.

Mr. Parant (Engineer, B. & M.) stated that 65% of the estimated amount was based on actual records for this branch, and that the total was some \$6,000 less than the average system maintenance on the A.R.E.A. equated mile basis (Exhibit 46).

Maintenance of Equipment; Computed as before explained.

Applicant stated that car hire had been apportioned on a system mileage basis the branch getting \$948, whereas on branch cars @ \$1.00 per day the amount would have been \$4,266.

Mr. Tirrell, for the protestants, criticised B. & M. cost of locomotives and pass. car repairs, and gave an estimate in figures for excessive cost for the Newburyport Branch, but no similar figures for the Lawrence Branch.

Giving consideration to protestants' exceptions as far as stated in figures the showing would be approximately as follows:

| | | Annual Amount |
|-----------------------------|---------------|---------------|
| REVENUE (Based on 4 months) | | |
| Freight | \$26,378* | |
| Passenger | 24,513 | |
| Miscellaneous | <u>36</u> | |
| | | \$50,927 |
| EXPENSE | | |
| Maint. of Way & Struc. | \$21,524 | |
| Maint. of Equipment | 23,922 | |
| Transportation | <u>61,812</u> | \$107,258 |
| Annual Loss | | \$ 56,331 |

*Freight Revenue increased in proportion to Mr. Lee's increase computed for November, 1924.)

F R E I G H T B U S I N E S S .

Applicant's statement.

Freight handled on this branch has shown the following decrease:

| | <u>Tons Outgoing</u> | <u>Tons Incoming</u> |
|-----------|--------------------------|--------------------------|
| Year 1920 | 1440 | 32,381 |
| Year 1924 | 1172 | 20,828 |

Annual gross receipts not including switching and demurrage allocated to branch in applicant's operating study based on Sept. & Oct., 1924 \$3,657

Supplemental statement in detail for Nov. 1924 - (Exh.27)

Total interline and B. & M. charges, \$10,776.73

| | |
|---------------------------|------------|
| B. & M. proportion | 6,439.80 |
| " " " allocated to branch | 300.97 |
| " " " " " yearly basis, | \$3,611.64 |

Supplemental statement for 4 months Nov. 1924 to Feb. 1925

showed allocated revenue on yearly basis, \$4,439.70

At Middleton and Hathorne, the only freight stations to lose service, there were 2 outgoing cars and 220 incoming cars of miscellaneous during 1924.

Protestants' affidavits (see Appendix B for digest) apply in part to freight.

P A S S E N G E R B U S I N E S S .

Applicant's Statement.

Annual revenue allocated to branch based on Sept. and

Oct. 1924, \$21,233

Ticket sales in 1924 were less than half those in 1920.

Mr. Grant (D. & M.) gave the average daily number of passengers making round trips on the branch at about 248. The proximity of trolley line and highway was stated. At the North end of branch the travel is mostly factory employees riding between Stevens, Machine Shop, Marble Ridge, No. Andover, - and Lawrence. There are about 75 regular passengers of this class. They use the trolley line one way and steam line the other, to some extent.

Mr. Lee, for protestants', testified that by prorating passenger revenue on a mileage basis no credit is given the branch as to feeder value.

Protestants' point as to the "shrinkage" in passenger revenue due to failure to adjust for commutation rides paid for but not used, was not specifically brought out for this branch and the amount involved was not mentioned.

I N S T I T U T I O N S A F F E C T E D .

J. Asbury Pitman, Essex Co. Board of Trade, Salem Chamber of Commerce, and Principal State Normal School, Salem, testified that the Normal School represented an investment of \$1,500,000 and had 525 students, 400 being turned away last year. These students pay half regular fare on 46 ride tickets. 30 of them use the branch from Lawrence, the trolley service being expensive and inadequate. 5 to 7 use autos. There is no summer session at the school.

Mr. Pitman said that the Board of Trade and Chamber of Commerce had voted against the abandonment.

He stated that 30 students of the Salem Commercial School live in the territory of this branch. He mentioned the many students who commute to Boston and said that they could not stand additional expense. He was of the opinion that the B. & M. should be regarded as a unit, the same as any other large system which has light branches.

State Hospital, Hawthorne.

Cost \$2,000,000 in 1876.

Mr. Brigham (B. & M.) gave the rate on coal by rail from Salem or Beverley to Danvers or Hathorne 88¢ (Not 50¢ from Salem.)

Mr. Brigham in cross examination stated that the institution now trucks its coal but that (in regard to other commodities handled) it would have to "readjust its methods of receiving freight and it may involve some extra expense."

Jas. D. Sullivan, for the Protestants, testified that the Hospital Superintendent had given the number of visitors

yearly as 32,000, of which about $\frac{1}{4}$ came by rail; more would use the R.R. if the service were better.

Dr. Geo. M. Kline, Mass. Commissioner of Mental Diseases and formerly Sup. of this Hospital, testified that it has 1,750 patients, and 2,000 persons connected. The freight charges paid in 1924 were \$17,000; when coal came by rail \$44,000. A siding runs into the hospital store house.

Abandonment would mean a marked inconvenience and greater expense for maintenance.

Essex Co. Tuberculosis Hospital, near Howe Station.

Mr. R. F. Trafry, Essex Co. Commissioner, stated the hospital has 200 patients and 100 attendants. Like the Agricultural School it was located where it is because of rail facilities. The street railway is inadequate, especially in winter.

The hospital is 2 miles from Danvers.

Mr. Grant (B. & M.) testified that the hospital is on the highway and trolley line. Company records show transportation for U. S. Veteran's Bureau to average less than 1 ride per day to and from Boston and 85% of this via Danvers.

St. Johns Normal College, Ferncroft.

The total passenger travel at Ferncroft is given by the applicant's count as 74 from, 64 to, average daily.

The school is not located near either the trolley line or the railroad.

Mr. Pitman (for protestants) stated that 40 to 50 students use the Lawrence Branch, and a less number the So. Reading Branch.

Brother Norbert, for protestants, testified that the school would lose practically all its day pupils. In cross examination he stated that the Salem-Lawrence trolley line is a 10 minutes' walk and a good many students come from Salem and vicinity on it. 6 to 8 students use autos.

Mr. Grant (B. & M.) testified that the school is 1 mile from Danvers Station and 200 or 300 yards from the Salem-Lawrence trolley line, where there is hourly service for the 31 students living in Lawrence and 10 in North Andover.

Essex Co. Agricultural School, Hathorne.

The number of students using the branches daily was given by Mr. J. A. Pitman (Protestants) at 53. Mr. Fred A. Smith, principal of this school, said that 32 students use the Lawrence Branch. These could not be accommodated by the Salem-Lawrence Electric Line as they live in the Lawrence district—too long a trip. 50 to 60 students, however, use the electric line from points South and East. Being a day school it is inconvenient for students to come by circuitous routes. It draws from the rural parts of Essex County.

Mr. Trafry, for protestants, stated that without rail facilities the school would need dormitories.

Mr. Grant (B. & M.) testified that the school is 2 miles from Danvers station and is near Salem-Lawrence highway and trolley. Company's record shows 52 student tickets, one third of these go to Danvers by rail and use other transportation from there to the school.

M O T O R T R A N S P O R T A T I O N, E T C.

An improved highway and a trolley line follow this branch from Danvers through Middleton, depart from it about a mile at Ingalls, and approach it again at the North End stations-Marble Ridge, Stevens and Machine Shop.

Applicant does not make any specific provision for busses or trucks in this territory. The assumption is that the freight will be taken care of by existing truck operators and the passengers by trolley line or other convenient means.

A P P E N D I X B.

F.D. 4591 - LAWRENCE BRANCH.

24 affidavits by patrons of this branch filed by Atty. Sullivan March 31, 1925. In the matter of freight, 5 statements covering a gross annual business of \$132,569 apply to stations such as Danvers, which it is proposed to take care of by lines not to be abandoned. At other stations the following apply:

Milk business at Ingalls Crossing, 1,460 cans in 1924. Fuel for town pumping plant $\frac{1}{4}$ mile from Marble Ridge station would cost \$500 additional per year to haul by trucks. Freight paid by town in 1924 at Marble Ridge and Machine Shop stations was \$2,750. A farmer at Middleton paid \$3,866.26 in freight in 1924. The most important statement is from the State Hospital at Hathorne, 3 miles from Danvers. This institution now trucks its coal from tidewater. In 1924 it paid the railroad \$16,905.17 for freight-other than coal-about 62 cars during the year. If coal were brought in by rail, as previous to 1924, there would be 250 cars additional, and the gross freight charges would amount to \$43,000 annually. (No attempt is made to show the portion of these charges assignable to the branch itself.) Dr. Geo. M. Kline, speaking for the hospital, holds that trucking is inconvenient, slow and expensive. He calls attention to other Essex County institutions at Hathorne; the Agricultural School, the Tuberculosis Sanitorium, and the Prison, and suggests that the rail line be retained from Danvers as far as Middleton.

As regards passenger traffic, the affidavits indicate 128 daily commuters, 122 of which are students at Salem, Hathorne and Danvers.

About 50 of them seem to travel the entire length of the branch. Many commuters who are accessible to trolley lines state that the trolley service is inadequate,- that general inconvenience and depreciation of property would result from abandoning steam service. Several wish it as an emergency facility. There are 6 commuters going in to Boston.

. Atty. Sullivan submitted May 1, 1925, additional affidavits of 9 residents of Middleton using the branch, also a petition signed by 38 students of the Agricultural School, Danvers.

M. S. JAMESON,

Engineer Examiner.