

F-12-6

B. & M. R. R.

PORTIONS OF LOWELL-LAWRENCE AND  
LOWELL-SALEM BRANCHES.

F.D. 4353

Applicant's Statement.

The lines in question aggregate 8.82 miles of single track from Wilmington Junction to South Lawrence, including the "Y" at Tewksbury Junction. These were originally part of the Lowell and Lawrence, and Salem & Lowell Railroads, built in 1838 and 1850, leased to the Boston & Lowell in 1858 and merged with it in 1879. This enabled the Boston & Lowell to reach Lawrence in competition with the old Boston & Maine. The Boston & Maine later built a line from Lowell Junction into Lowell in competition with the Boston & Lowell. All these roads were merged into the Boston & Maine system in 1919. It is claimed the map will show that there is no economic reason for the existence of all the lines in this territory. The portion of the old Lowell & Lawrence line between Tewksbury Junction and Lowell, however, is to be retained on account of the necessity for serving industries on it and the physical impossibility of connection with the Lowell-Lowell Junction line to be retained.

The book investment of the 8.82 miles is given as \$164,730, upon which no special securities rest directly as the property is now merged into the Boston & Maine System.

The annual operating loss is given as \$26,140. With additional savings from eliminating a signal tower this would be about \$35,500.

A1441 BM Lowell .925 76.798

The protestants general criticisms may apply to the methods by which this was obtained, but no testimony was given on it directly.

Three of the stations to be abandoned, namely Haggett, West Andover and Burt, are not agent stations and, when passenger trains were run, averaged not over 8 passengers per day. Tewksbury Junction has been discontinued. Tewksbury Center has been discontinued for passengers. It is but one-half mile from Almont on the Lowell-Lowell Junction line.

5 affidavits filed by Atty. Sullivan March 31, 1925; one being by Dr. Nichols of the State Infirmary, Tewksbury. He states that the institution paid the railroad \$15,724.63 in freight and \$750 in express during 1924. Freight is handled on a sidetrack, which will be continued. Passenger business amounting to \$8,000 per year seems to be at Baldwin, which is on the Lowell Junction line not to be abandoned. Dr. Nichols understands in some way that Baldwin station is to be closed, in which case he says it would be a hardship to go  $\frac{1}{2}$  mile farther to Almont over a bad road. He states that the people of Tewksbury are not "keenly interested" in the proposed abandonment.

Two students commute between Lowell and Salem, paying \$15.46 each per month. The other objectors commute to Boston.

2 additional affidavits of students attending the Normal School, Salem, were submitted by Atty. Sullivan, May 1, 1925.

Applicant states that the 4 students attending the Normal School made their affidavits in March, 1925--6 months after passenger service was suspended--and were then using the Salem-Lowell line, not covered in this proceeding.