

buying 35 acres of land and employing 100--200 persons; also some other concern to replace the Marsten Shoe Co. if they leave, as now intimated. He would not try to induce business to come to a town on a dead end line.

Geo. R. Grantham, Real Estate, Danvers, testified as to Topsfield, where there are many country places worth \$100,000 or more. The owners of these places use autos often to save time, but need the R. R. for bringing in supplies and for their employees.

He thought Topsfield real estate would depreciate 25% to 50%; that in Danvers half as much.

Henry F. Long, Mass. Commissioner of Corporations and Taxation, also testified as to Topsfield, which he described as partly agricultural, with many commuters, especially in summer. The town's valuation has increased from about \$500,000 in 1854 to over \$2,500,000 in 1925, while the population has decreased from about 1100 in 1850 to over 900 in 1925. Three shoe factories formerly here have now passed away.

The Proctor estate cost over \$1,000,000. This would depreciate easily 40%. People would have to sell or give away their homes. Many of the owners of large estates, and many of the people connected with them, use the branch. Some, however, use Hamilton, Wenham, Prides Crossing; stations on other lines.

The Essex County Fair attracts 80,000 to 100,000 people who use the R. R., as far as it can accommodate, and very largely for moving exhibits.

Andy F. Jackman, the largest coal dealer in Topsfield, testified that he would have to go out of business.

The threatened abandonment has held up a sale of 6 or 8 acres to the Simmons Products Co.

He suggests doing away with the agent at Topsfield station.

Guy C. Rogers, representing the Kelsey Nurseries at Boxford, testified that although the rail service is poor and although trucks are used for local deliveries, the business cannot be carried on without the rails and it is impossible to move the nurseries.

Wm. J. Greenler, Representative from Boxford, Georgetown, Groveland and part of Haverhill, testified that the abandonment would be nothing short of a calamity and that real estate would depreciate 50%.

H. Howard Noyes, President, Georgetown National Bank, thought that there would be interference with the students going to the Normal School, Salem, the Essex Co. Agricultural School, etc.; also with people going to Boston. Busses would take too long.

The business of Georgetown, in money, is not so large as 10 or 15 years ago, but there is as much help employed.

Isaac H. Sawyer, Boxford, President Essex Co. Agricultural Society (Topsfield Fair) and Essex Co. Cooperative Dairy Ass'n, Salem, offered the opinion that labor conditions in such large centers as Lynn and Haverhill favored the establishment of plants elsewhere, and he thought that the shoe and clothing concerns which had gone out of business at Topsfield and Georgetown, because there was no one to carry them on after the original proprietors died, might have been saved had the B. & M. management, being in touch with capitalists and business men, used its influence. In connection with the Topsfield Fair, he said that the railroad had refused to run a special train (because not guaranteed) and could not transport 7 cars of exhibits at the close on a Saturday so they would reach Rochester, N. H., on Monday--thus necessitating trucking.

O P E R A T I N G A A N A L Y S I S .

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

Annual Amt.

REVENUES (Based on Sept. & Octo., 1924)

Freight,	\$ 23,157	
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Passenger,	84,942	
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Misc.,	<u>1,230</u>	
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		\$109,329
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(On the basis of 6 mos., Sept. 24-- Feb. 25, Applicant's Exhibit 64 indicates total revenue \$102,282.58.)

EXPENSES.

Maint. of Way & Struct.,	\$ 47,868	
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Maint. of Equipment,	51,948	
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Transportation,	<u>115,788</u>	
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		\$215,604
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LOSS

		\$106,275
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Protestants brought out the fact that this amount is but .135 of one per cent of total B. & M. operating revenues.

Atty. Sullivan sought by cross examination of Mr. Brigham to show that by considering all gross revenues without dividing same between the branch and main line, that such revenue, being more than \$350,000, fully covered the estimated total expenses of \$215,000. Mr. Brigham would not admit the propriety of this computation.

F.D. 4477

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 only \$70,000, thus not meeting the deficit.

Wm. W. Tirrell, for the Protestants, intimated that much theorizing had been done in preparing the operating statement, and that by other theories a different result would be reached. He thought that if figured on "a fair and equitable basis" the Newburyport Branch should "break even".

Freight revenue was allocated to the branch by apportioning the B. & M. gross, including terminal allowances if any, on a mileage basis. The freight revenue, so allocated, was roughly 20% of the total.

With respect to the division between branch and main line, Mr. Brigham (B. & M.) stated that independent branches usually received more than a mileage pro rate. He gave the various arrangements with 10 or more independent connecting lines, some

of which were,-

Woodstock,	37½ to 60%
G. & J.,	20 " 57%
St. J. & L.C.,	Mileage pro rate plus commission, 20%
Suncook Valley,	25 mi. blocks.

He pointed out, however, that independent lines have separate organizations, have different financial responsibility, and are considered feeders-- all of which entitle them to a different treatment from the B. & M. branches under discussion.

Mr. Tirrell, for the Protestants, cited a case of 3 shipments from Topsfield, Mass., (on branch) to Center Barnstead, N.H., in which the terminal road (Suncook Valley) received \$41.74 out of total charges of \$97.06.

In allocating freight revenue to the branch the terminal allowances, where they existed, were not credited in full to the branch. On interline shipments the terminal allowance is deducted before making the division between B. & M. and the foreign road. The total B. & M. revenue, including terminal allowance, is allocated to the branch on a straight mileage proportion. For November, 1924, on traffic to and from the branch, the freight revenue allocated was \$2714.82, in connection with which the terminal allowances aggregated \$213.30. Terminal allowances are made only for certain territories and on shipments from west of the Hudson River; there are none on coal or gravel, none on interline traffic with New England roads. Car hire is apportioned on a car mile basis, using system figures. This gives the branch \$1,176, whereas the branch cars accruing per diem @ \$1.00 per day would give \$9,484 (Brigham testimony).

Mr. Lee, for the Protestants, presented a computation of the freight revenue allocation based on this formula: branch allocation = . . .
B. & M. revenue minus terminal allowance,
multiplied by a minimum of 25%, plus terminal

allowance. For the Newburyport Branch this gives a one month's allowance of \$4,287.33, compared with applicant's \$2,714.82. This is an increase of 58%. He thought that the express revenue (being based on a percentage of the freight) would be similarly increased.

Mr. Tirrell, for the Protestants, took exception to the applicant's method of treating freight shipments from the West to points on the branch, both as to proportions and terminal allowances. He cited 14 actual items in applicant's detailed freight statements for November, 1924, in which the terminal allowance alone was much larger than the entire amount allocated to the branch.

Atty. Cole (B. & M.), called attention to the fact that the aggregate of all the terminal allowances in the statement was but \$213.30.

In regard to Passenger Revenue, Mr. Lee claimed that the applicant's method of pro rating by mileage gave no credit to the system for the portion over the main line (Wakefield--Boston), thus ignoring any feeder value of the branch.

Protestants brought out the fact that for 46-ride and 60-ride tickets the applicant used, as revenue, each trip at a cost found by dividing the total price of the ticket by the number of

F.D. 4477

P. 578

rides possible. This would neglect any rides not taken, although the company received the same amount for these. If the "shrinkage" amounted to 20% there would be \$4,988 more passenger revenue due the branch.

Maintenance of Way & Structure expense was estimated. Of the total, \$47,868, 74% was in 3 accounts for which actual cost records on this branch were available. Nothing was included for taxes, depreciation, interest, loss & damage.

Mr. Lee, for the Protestants, criticized the applicant's figures for two items-- Ties and Roadway Maintenance-- considering the branch track equivalent to 65% of a first main line track as regards maintenance standards. This computation showed applicant's total for the two accounts to be \$6,712 too high.

Mr. Parant (Engineer, B. & M.), offered support for the maintenance of way estimate. In regard to Ties he stated that the branch had used an average of 10,345 ties per year for 10 years, whereas the figure used was 8,000. He showed (Exhibit 46) a comparison of the branch maintenance with that of the B. & M. on a mileage basis, using the A. R.E.A. method of mileage equation and including certain major accounts. The result was:

	<u>Number of Equated Miles</u>		<u>Maintenance Cost</u>	
			<u>Per Mile</u>	<u>Total</u>
System,	2684.62		\$3,757.84	
Newburyport Br.,	16.04	using	"	= \$60,275.75
" "		amount presented in study,.....		47,868.00

For track accounts only, the agreement was almost exact.

Maintenance of Equipment Expenses; apportioned on a mileage basis from system costs. This was afterward partly checked from actual cost of equipment used.

Mr. Tirrell, for the Protestants, compared the B. & M. with some other roads for 1924. He stated, in part:

				<u>B. & M.</u>	<u>B.&A.</u>
Loco.	repair cost per loco.	mile,	\$.319	\$.222	
Pass. car	" " "	pass. car "	.041	.0226	

He estimated that on B. & A. efficiency the cost of locomotive repairs for the branch would have been \$9,500 less than carrier's figure, and passenger car repairs \$6,200 less.

Transportation Expense: Actual expenditures for crossing flagmen (29) and stations. Train crews and fuel were apportioned on a mileage basis.

Mr. Lee, for the Protestants, gave a computation to show that the B. & M. cost per train mile as derived from certain selected accounts for 1924 was \$1.064, against the average of 61 Class I roads having a lower fuel cost than the B. & M., of \$.984.

He thought that the costs given for shop machinery and for freight car repairs were a little high; station employees, crossing tenders and per diem conservative. If consideration is to be given to

Protestants' exceptions to the applicant's showing of revenues and expenses in so far as definite amounts have been mentioned, the following approximate result would be indicated:

REVENUES	(Based on returns for 6 mos.)	<u>Annual Amt.</u>
Freight	\$ 31,937	
Passenger,	85,310	
Miscellaneous,	<u>1,277</u>	
		\$118,524
EXPENSES		
Maint. of Way & Structures,	\$ 41,156	
Maint. of Equipment,	36,248	
Transportation,	<u>115,788</u>	
		<u>193,192</u>
LOSS,		\$ 74,668

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

Applicant's statement.

The freight traffic on this branch as a whole has declined about one-third since 1920. The commodities handled are coal, grain, apples, gravel and miscellaneous. At four freight stations not near rail lines to be retained the following was shown--

Month of November, 1924.

	<u>Incoming</u>	<u>Outgoing</u>
Byfield, . . .	189 tons misc.) 93 tons misc.
Boxford, . . .	25 " "	
Lynnfield Center, .	842 " "	
Topsfield, . . .	422 " "	6231 " gravel

Year 1924

Above 4 stations) 352 cars	15 cars, misc.
Tapleyville (2 mi. from Danvers)		1435 " gravel
		47 " misc.

The yearly freight revenue allocated to this branch, not including switching and demurrage, is \$22,718.28, this being based on \$3,786.38 for September and October, 1924. Later studies for other periods show:

Exhibit 26 -- Complete details of freight traffic for November, 1924:

Gross freight charges, including fofeign lines, .	\$19,084.26
" " " B. & M. total,	11,383.03
" " " allocated to branch,	2,714.82
" " " " " " 12 mos.,	32,577.84

Exhibit 84 -- Allocation based on 6 months, September

1924--February, 1925, \$9,701.00. On a yearly basis this would be \$19,402.00--less than the amount first submitted.

(It thus appears that some difference results from the period used. Mr Lee, for the protestants, used the detail of charge shown for the month of November, Exhibit 26, and by his formula found that the amount allocated by applicant should be increased 58%. The effect of this if applied to the returns for 6 months, Exhibit 64, is indicated further on, along with other changes claimed by the protestants.)

Affidavits filed by protestants indicate at least \$78,938 gross freight charges at stations which will be discontinued, and \$3,637.69 express. At other stations gross freight charges amounting to at least \$88,000 are indicated. This is for one year. The total freight thus indicated would total approximately \$167,000 (of course before any division between main line and branch).

(Note: Applicant's statement of gross for one month--before division--is found in Exh. 26, \$19,084.26).

The present operation is one freight train each week day--alternating up and down. Formerly there was a round trip each day. There are 4 private sidetracks on the branch.

Wm. W. Tirrell, for the protestants, was of the opinion that the Newburyport Branch has "a considerable traffic." For September 1924 he gave; cars handled 704. On this basis the yearly number would be 8,448 and the yearly gross ton miles 2,507,772.

Mr. Brigham (B. & M.) stated that the train between Georgetown and Wakefield averaged 7.3 cars one way and 6 the other during the week November 17-22, 1924. It handled, however, an average total of 17 cars per day.

Connolly Co. Gravel & Sand Plant $\frac{1}{2}$ mile from Topsfield.

Shipments in 1924 1,438 cars.

This business is not profitable to the railroad at the present reduced rate of about \$20 per car for sand and gravel and entire earnings on 1,438 cars, \$31,000. The distances of these shipments were given differently by Mr. Brigham for the applicant and Mr. Connolly for the protestants. Some of these differences are--

Cars shipped 15 miles or less; Brigham 714, Connolly 717

" " 40 " " " " 1042, " 1038

Applicant contends that, due to the short haul, low rates, lack of business during the winter, and empty return movement, the traffic is of doubtful value. It also claims that it would be financially impossible to maintain the 6 miles of track from Danvers to this plant in order to continue service after the branch is discontinued.

S. John Connolly, Treasurer and Manager of the Company,

testified that it owns 149 acres of land, with 55 more adjoining, worth \$117,000. The product is a very superior one; sand 27.79%, gravel 72.21%. The plant is absolutely dependent on the R.R. Shipments are made all over New England. The business for 11 months of 1924 was -

Gravel; 1006 cars, 35,597.16 tons, frt. charges, \$25,335.50

Sand; 434 cars, 13,698.57 tons, frt. charges, \$ 6,882.76

Incoming freight charges, \$197.01.

Among the Exhibits filed by Mr. Connolly were blue print charts showing the amount of freight paid as divided between the branch and the system, and the tonnage moving by rail and by trucks. As indicating alleged injustice done the branch Mr. Connolly mentioned the routing of 155 loaded cars off the branch at Georgetown instead of at Newburyport, which would have made the haul on branch 9 miles more. He also cited a car of sand destined to Lebanon, N.H., which was routed via. W. Peabody. The branch allocation was 8 miles--freight \$33.69--as compared with the total haul 122 miles--freight \$547.65. On 1690 tons gravel to Concord, N.H., the branch received credit for \$187.00 out of total charges of \$1521.11.

Under cross examination Mr. Connolly testified that the average freight charges per car were \$22.38. The business is light in winter on account of slackening in construction work. There was no local competition.

He gave the trucking radius at $4\frac{1}{2}$ to 6 miles, but stated that gravel which was trucked at consignee's expense to Lawrence and Haverhill went $13\frac{1}{2}$ miles. He thought both R.R. and plant had benefited from the low rates recently fixed on sand and gravel. In the event of abandonment he would have to scrap the plant.

N. England Sand & Gravel Co. $1\frac{1}{2}$ miles from W. Peabody.

Shipments out in 1923 were 1,126 cars.

Not operated since. Impossible to maintain $1\frac{1}{2}$ miles of track to serve this plant after branch is abandoned.

Protestants' Affidavit #81 states that the freight paid 1916-1923 averaged \$40,856 per year, and that the reason for suspending operation was the poor service--principally failure to supply cars--given by the railroad.

Wm. F. Gerry gave the business done by his Cider and Vinegar Plant 1 mile from Lynnfield Center -

Freight & Express paid 1922,	\$5064.65	
1923	5993.02	
1924	5000.	approx.

His apples come by freight from Northern New England.

His product is all shipped out by truck.

Under cross examination he testified that his apple shipments took place in 3 months of the year. If the rail line were discontinued he would have to truck one additional mile. On account of close competition he did not think he would make a profit under these conditions

Jasper Marsh, Treas. & Mgr. Consolidated Lamp Co., located at R. R. yard Tapleyville, testified that his company employs 200.

Chas. L. Elliott, a coal dealer having a shed at Tapleyville where his coal is handled by machinery, stated that he received 3000 tons of anthracite in 1924 and paid the railroad between \$9000 and \$10,000. He would move or go out of business if the abandonment took place.

He operates in competition with coal trucked from Beverly (tidewater).

Andy F. Jackman (largest) coal dealer at Topsfield, handled about 2000 tons in 1924, paying \$8,970 in freight. He sells to the gentlemen farmers in the locality, the usual distance being 2 miles or less. He valued his plant at \$10,000, without land, and said that he would have to go out of business if the branch were abandoned.

Guy C. Rogers, attorney for the Kelsey Nurseries, Boxford, testified that the investment there was \$200,000; the establishment had existed 10 years and could not be moved. The business was -

1924, \$84,000.	Frts. & Exp., \$3,500	10 cars out
		14 " in
1925, up to middle of March	\$70,000	30 cars out
		15 " in

200 Protestants' affidavits submitted by Attorney Sullivan March 31, and 12 additional April 30, 1925, apply in part to the freight situation. A digest prepared by Engineer Examiner M. S. Jameson is attached, marked Appendix A.

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

Applicant's Statement.

Ticket sales at stations exclusively served by this branch were--

1920	51,257 (No. of rides.)
1922	37,643 " " "

	10 mos. 1924	28,274	(No. of rides.)		
	12 mos. 1924	33,745	(Brigham's testimony.)		
		(31,206.73)			
First	4 mos. 1925	8,942	"	"	
"	" " 1924	11,381	"	"	

Protestants produced a time table dated 1854 which showed the time of one train, Newburyport to Boston, 1 hr. 40 min. A train leaving at the same hour now takes 1 hr. 52 min.

Mr. Brigham (B. & M.), testified that there had been a tendency to reduce service following diminution in business.

Atty. Sullivan submitted 200 personal affidavits on March 31, and 12 additional April 30, 1925.

Many of these apply to the passenger commutation service. A digest prepared by Engineer Examiner M. S. Jameson is attached, marked Appendix A, and reference to same may be had.

The yearly passenger revenue allocated to branch, as based on returns for September and October, 1924, is \$77,658.90, not considering milk, mail, express, etc. It is claimed 60% of the travel is to and from stations served by other lines.

If based on the returns for 6 months (Sept. 1924--Feb. 1925) the amount allocated would be \$73,492.

Protestants emphasized the fact that about 1,290 persons use the branch on weekdays.

Mr. Brigham pointed out that this number includes passengers at stations common to other lines, and is not all travel to and from Boston.

The service is 6 trains each way 5 weekdays, 7 Saturdays, none Sundays.

Commuters' petitions, filed by Protestants, indicate a monthly total of \$3,170 in fares at 5 stations which would be abandoned, \$1,619 at Wakefield, Lowell St. and West Peabody, \$4667 at Danvers, Newburyport and Georgetown.

The yearly grand total for all stations is approximately \$116,000. (This covers the run on main line as well as branch.)

Exhibit 16 was presented to show passengers carried during the week November 17-22, 1924: (This count does not include one Sunday train run in summer, one regular Saturday afternoon train from Boston carrying some 900 passengers, and a Saturday night theatre train to Georgetown.) 82.2% of the business is commutation or special ticket to and from Boston.

This statement indicates 495 average daily passengers taking trains at all stations except those common to other lines, and 418 leaving trains at the same stations.

A petition of commuters filed by Protestants indicates 425 daily passengers at those stations, and 342 at the common stations.

Applicant considers that, assuming 4 stations adjacent to other lines, there are about 300 commuters who would lose rail facilities and have to be furnished with bus service.

Commuters' petition indicates at least 257. Protestants do not agree that passengers at such stations as Lowell St., W. Peabody, Tapleyville, will be served by other rail lines. They also point out the extremely circuitous all rail route which passengers from a point such as Georgetown would have to follow in order to reach Salem, the county seat, also Georgetown and Boston, between which points, via present line, the monthly commutation ticket is \$16.32, whereas via Haverhill--10 miles longer-- it would be \$18.78. This was brought out in connection with applicant's statement that Georgetown would still have rail facilities.

Mr. Grant, B. & M. Gen. Pass. Traffic Manager, at Protestants' request, gave commutation rate, Boston to Danvers, 25¢; Boston to Topsfield, 30¢ per ride. The difference of 5¢ was compared by Protestants with the proposed bus transportation, Danvers to Topsfield, and Mr. Loring (B. & M.) stated that the bus fare might be as much as 15¢ on the basis of cost of service. Comparing the service between Danvers and Boston via Wakefield

Jct. (Newburyport Branch) and via Salem and main line, Mr. Grant (B. & M.) gave the following:

Via Wakefield Junct., -	18.6 miles.	<u>In</u>	<u>Out</u>
	Pass. trains, - 5 Weekdays,	6	5
	Saturdays,	7	7
	Sundays,	0	0
	Running time, minutes:	57	46
		46	53
	Average No. passengers this way daily,	240	
Via Salem,-	21.4 miles.	<u>In</u>	<u>Out</u>
	Pass. trains, week days, (3 of these run to Lawrence)	8	8
	Running time, minutes, -	49	55
		56	59
		64	
	Average no. passengers this way daily,	186	

In the event of abandonment of branch, Danvers would become the terminal for trains running via Salem.

Essex Co. Agricultural School, Hathorne.

Mr. Fred A. Smith, for Protestants, testified that of the 241 students, about 22 come by rail from Georgetown, Byfield, Topsfield and Newburyport on the branch. About 30 come by autos from the South Reading territory on account of poor train service.

Students from Lynn, Cape Ann, etc., take trains to Salem and from there by trolley (hourly service). 25 graduates have settled on Essex Co. farms, relying on freight service. The school has traveling agents who supply help to farmers and this service would be crippled if the rail line were discontinued. The school location is accessible to a good highway, Salem-Lawrence, and is $\frac{1}{4}$ mile from the Newburyport Turnpike.

Wm. B. Moore, for the Protestants, testified that West Beabody has 172 houses and 400 people. There are a dozen or more heads of families who commute regularly and 15 others occasionally. No citizen uses an auto regularly. The service on the Lowell-Peabody line (not to be abandoned) is inadequate. There is no trolley or bus line. (No bus line is proposed by applicant for West Peabody.)

Jasper Marsh, Treas. and Manager, Consolidated Lamp Co., testified that 500 people live near Collins St. and 30 to 40 ride daily. At Tapleyville Station there are 2000 people within $\frac{1}{2}$ mile and 100 use the line daily. Danvers would be very unfavorably affected by being at the end of rather a short spur track. One shoe concern is considering moving.

USE OF BRANCH AS "A THIRD TRACK".

The possible value of the Newburyport Branch as a "third track" to relieve congestion on the Portland Division through Salem, or on account of accidents thereon, was brought out by C. E. Lee, witness for Protestants. He considered it valuable for these reasons and further because of the future growth of New England. He said "if the management took up every track within 30 miles of Boston" (and over 5 miles) "it would be sorry within 10 years". When he was Supt., the line was used to divert local freight from congested points.

Mr. Brigham (B. & M.) did not think there would be any saving in car hire by retaining the branch and that the traffic situation would not be improved. If the present (Portland Div.) traffic were doubled the Newburyport Branch would not be of any help in relieving the congestion at the Boston Terminal. A wreck or derailment (Portland Div.) might occur "once a year or once in two years, causing use of branch to save passenger inconvenience."

The Salem terminal was mentioned as a source of delay on the Portland Division. Mr. Brigham gave the number of train movements through the terminal as--

Midnight to 6 A.M.,	32	
6 A.M. to 3 A.M.,	26	
In 24 hours,	197	July 26, 1924.
" " "	212	July 24, 1920.

He said that cars are occasionally diverted over the branch because of lack of clearance in the tunnel. In general there are fewer movements through the tunnel than in the past, and present indi-

cations are that it is inadequate.

PROPOSED MOTOR SERVICE.

Applicant's Statement.

The proposed motor service is to be worked out with town authorities and established where required. The company expects no profit but will not run at a loss (Loring) and does not bind itself in any way. Mr. H. F. Fritch stated that as many busses will be run as required.

Passenger Busses. Mr. Fritch testified that the roads were suitable for the service and proposed one bus line between Lynnfield Center and Wakefield with a schedule corresponding to the present steam; another bus line between Newburyport and Danvers, passing through the centers of population and not necessarily following the rail route. This plan provides no through bus facilities from points north of Danvers to points south. The indications are, however, that such travel is light. Commuters to Boston would take busses from local points to trains leaving Danvers and Wakefield, or if at nearby stations such as Collins St., would find other means of reaching those stations.

Mr. Fritch gave the cost of operating 5 busses as \$40,000 per year. Mr. Lee, for the Protestants, thought this extremely low.

Under cross-examination as to the ability of busses to handle the concentrated commuter traffic between Lynnfield and the main line at Wakefield, Mr. Fritch indicated that there might be an overloading of busses if the present number of passengers moved.

The difference in cost of one trip between Boston and Lynnfield and Boston and Wakefield on the 12 ride ticket fares was shown to be $3\frac{3}{4}\phi$, (this corresponding to the trip Wakefield--Lynnfield, between 3 and 4 miles, which the bus would perform). Mr. Fritch thought the bus fare would be 10ϕ for this and referred to a similar fare for a similar distance now being charged on busses running in Gloucester and between Everett and Revere Beach.

Mr. Frank L. Cass, President, Lynnfield Community Bus, testified that the line made enough money to replace its busses when worn out. The town contributes \$2,000 per year. The company clears the roads of snow.

Fares charged:

Lynn--Wakefield,	$7\frac{1}{2}$ mi.,	30ϕ
Lynn--Lynnfield,	$5\frac{1}{2}$ "	20ϕ

Mr. Geo. H. Bancroft, Real Estate dealer, Lynnfield Center, testified that busses would be inadequate to handle the people in the numbers they would go to Wakefield station on the main line.

Freight Trucks.

To take care of all freight which would not be handled at points where other rail lines are retained, it is proposed to install 5 to 7 trucks and to move about 15 truck loads per day. The advantage of store door delivery was mentioned.

Additional cost of trucking would apply on freight such as grain, which takes a blanket rate to all points in this territory. But on coal such blanket does not apply. E.g., from the D.& H. the rate is 63ϕ higher to Topsfield than to Danvers, and

Mr. Loring (B. & M.), stated that in such a case trucking would cost but little more than by the present method. Anthracite coal is mostly handled at these stations, and it comes all rail at present. Bituminous, where used, is now largely trucked from Beverly (tidewater).

Freight Trucks.

Charles L. Elliott, a coal dealer, having a shed at the Tapleyville station, where his coal is handled by machinery, testified that it would cost \$1.25 per ton to haul by trucks 1 mile.

Highways.

In regard to the highways which would be used by the busses and trucks, Mr. Fritch (B. & M.) stated that the road between Danvers and Byfield is tar surfaced gravel; between Byfield and the turnpike (Newburyport) it is "just a country dirt road" but fit to run loaded trucks on--6 movements a day.

Mr. Trafry, Commissioner, Essex Co., testified that the proposed bus and truck operation would require the rebuilding of $32\frac{1}{2}$ miles of gravel roads at a cost of at least \$1,000,000 for bituminous macadam. The cost would be equally divided between town, county and state. The highways are now overcrowded and not fit for regular bus use.

He suggested that the maintenance of the existing railroad track and roadway be borne by the communities affected on the theory that it is in effect a highway.

APPENDIX A

F.D. 4477

200 objectors' affidavits, submitted by Atty. Sullivan March 31, 1925.

Affidavit No. 1 consists of petitions signed by some 774 passengers using this branch week days. 104 of these have also sent in individual affidavits in which they state the amount paid in fares and the probable effect of abandonment as regards moving their homes or giving up their employment. In general they say that it would probably be necessary for them to move if the branch were discontinued. These persons are commuters to Boston.

An analysis of the petition indicates that there are 241 daily riders between stations which will be abandoned--and for which no other reasonably near steam service can be had--and Boston. This excludes Lowell St., West Peabody, Collins St., Tapleyville and Georgetown. They pay monthly a total of \$3,170 in fares.

There are 16 daily riders between local points on the branch who would lose service. These pay a total of \$106 monthly.

It would seem from the above that a total of at least 257 daily commuters to Boston would be obliged to depend upon busses or automobiles to reach stations such as Danvers, from which it is proposed to continue train operation over another line.

166 daily commuters to Boston use the stations Wakefield, Lowell Street and West Peabody. These pay a total of \$1,619 per month.

There are 348 daily commuters to Boston over this branch from Danvers, Newburyport, Georgetown and other points served also

by other lines. These pay a total of \$4,667 per month. There are 273 daily commuters from Danvers, including Collins St., Tapleyville and Putnamville. These people evidently find the branch more convenient than the route via Salem, and while the latter would be used in case the Newburyport Branch were discontinued, it does not appear that the commuters think it convenient or quick.

The total yearly payment by all commuters in the petition appears to be about \$116,000. (The trip involves not only the Newburyport Branch but also the $9\frac{1}{2}$ miles between Wakefield Junction and Boston. In computing the passenger revenue assignable to the branch, the applicant estimated a yearly total of \$84,900, which includes both commutation and single tickets.)

In the matter of freight there are less than 25 affidavits from various shippers or receivers at stations which will be discontinued and not served by nearby stations on other lines. The figures representing amount of business done with the railroad are difficult of consolidation, but at least \$78,938 gross freight charges paid in 1924 is indicated by these statements. In addition, express charges of \$3,637.69 are given. One objector states that he paid local express companies \$1,923.95, and in another case \$8,806.03 was paid by consignees for trucking. The foregoing figures do not include anything for the New England Sand & Gravel Co., at West Peabody. The affidavit states that it did not operate in 1924, although a business of \$2,000 for that year is also given. Its average yearly freight payment, 1916 to 1923, was \$40,856.

(The amounts paid in freight as stated by these objectors are the gross amounts, without subdivision as between this branch

and other B. & M. lines; also, incoming freight prepaid and outgoing freight not prepaid are not included.)

At stations such as Danvers, Georgetown, etc., served also by other lines, some 25 objectors' affidavits indicate that at least \$38,000 was paid to the railroad in 1924 in freight charges. One shipper states that he used trucks to the extent of 300 tons in 1924, in addition to a tonnage of 850 handled on the Newburyport Branch.

No. 2. Chairman of Selectmen or Mayors, of Wakefield, Lynnfield, Peabody, Danvers, Topsfield, Boxford, Georgetown and West Newbury. These were appointed a committee to confer with the railroad company on December 16, 1924, and state that they in behalf of their towns offered to pay such fares as would support a limited service on this branch. They claim that in refusing this proposition the railroad is debarred from abandoning its line. They call attention to the benefit to the company from an increase in freight divisions, from improvement in general earnings and from an (assumed) reduction of \$750,000 in interest on debt owed the Government in loans. This affidavit states that 1290 daily passengers must either abandon their homes or give up their positions. Also that there are 80 daily car movements on this branch.

No. 2 $\frac{1}{2}$. Other representatives of the towns. Attention is called, in connection with the use of busses and trucks, to the heavy grades on the highways, the impossibility of moving livestock thereon because of autos, the necessity of maintaining the branch on account of possible blockades on the main line to Portland and the alleged probability, in the event the branch road were turned

into a highway, that competition by trucks on this highway would seriously hurt the freight business of the railroad.

No. 3. Members of the General Court of Massachusetts. Ten reasons given for not abandoning the branch. These are based upon the 1924 B. & M. annual report, and point out the principal financial improvements in the operation of the system, tending to increase the road's ability to continue the branch.

Nos. 4, 5, 6 & 7 Opinions of residents: decrease in property values, failure of busses in the past to give satisfactory service, injurious effect on summer colony at Pillings Pond near Lynnfield, obligation of the railroad not to abandon line until patrons had refused to pay the cost of operation, deprivation of rail facilities for Camp Stanton near Boxford, inconvenience to persons attending Essex County Court, hardship on students attending Normal School at Salem and St. John's School at Danvers.

No. 23. Mr. Pearson, connected with the Snuff Co., at Byfield, states that he could and would use trucks altogether in case of abandonment of rail service.

No. 30. Mr. Richardson, Agricultural Implements, Danvers; statement in connection with 1,000 tons of fertilizer per year delivered by truck in 1923 but on account of impracticability of this method, shipment is again being made by rail.

No. 31. Byfield Woolen Co. Considerable business, not fully stated in money. Payroll \$75,000 per year. Would ship more by rail if the service was better, but in case of discontinuance would be

obliged to move plant.

No. 55. Consolidated Electric Lamp Co., Danvers. Complains of freight service every other day, and much delay. 250 employees. Some employees come from stations on north end of line to Tapleville. A side track is now used by this concern. Objects strongly to having to go one mile to Danvers station.

No. 79. Connolly Sand & Gravel, Topsfield. Paid about \$32,600 in freight, 1924; would be put out of business by abandonment.

No. 81. New England Sand & Gravel Co., New England Concrete Products Co., West Peabody. When operating did an average freight business of \$40,356 per year, but being unable to secure service in the matter of cars, had to close down in 1924. Condemns the railroad management.

In connection with using trucks for this gravel business, D.S. Smith (not located on this branch), in Affidavit No. 162, states that he considers the limit of economical haul by trucks to be 6 miles.

No. 90. Essex County Cooperative Farming Association, Topsfield. This runs the annual County Fair, and paid the railroad \$9,550 in 1924, not including prepaid incoming shipments. Removal of rail facilities at Topsfield would injure the fair.

No. 96. Thomas E. Proctor, Topsfield, large land owner, employing 25 heads of families. Claims that his property would loss one-half in value. States, however, that he now uses Hamilton and Wenham

stations, on another B. & M. line, to some extent, on account of better train service.

No. 150. Kelsey Nurseries, Boxford. Considerable freight business. Could not move this plant.

Representatives of Georgetown banks give amount invested in mortgages, express opinion that property would be injured, that busses would be a poor substitute, and that the railroad should practice economy.

12 additional affidavits submitted by Atty. Sullivan
April 30, 1925.

M. S. JAMESON

Engineer Examiner.