

**BOSTON AND MAINE RAILROAD**  
**BEFORE THE INTERSTATE COMMERCE COMMISSION**  
**FINANCE DOCKET NO. 10948**

**Return to Questionnaire**  
**in the matter of application under paragraph (18)**  
**of section 1 of the Interstate Commerce Act for**  
**certificate of public convenience and necessity,**  
**authorizing the abandonment of a portion of its**  
**line in the vicinity of the so-called Hooksett**  
**Bridges.**

## RETURN TO QUESTIONNAIRE.

The Boston and Maine Railroad, having made application to the Interstate Commerce Commission under paragraph (18) of Section 1 of the Interstate Commerce Act, as amended, for certificate of public convenience and necessity, authorizing the abandonment of a portion of its so-called Suncook Loop extending from a point on its main line about 1500 feet north of its Hooksett passenger station easterly across the Merrimack River to a point just beyond the easterly bank of said river all in the town of Hooksett, Merrimack County, for a total distance of approximately 1200 feet and including the so-called Hooksett bridges, which application is filed in the office of the Commission in Finance Docket No. 10948, hereby affirms that the notice of the application has been published in the form prescribed by the Commission, at least once during each of three successive weeks in the following newspaper:

Concord Daily Monitor and New Hampshire Patriot on September 18, 25 and October 2, 1935; that said newspaper is of general circulation in Merrimack County in the State of New Hampshire.

Applicant also submits the following information required by the Commission.

1. When the line in question was constructed, for what purpose or purposes, and its history as an operating unit from the time of construction up to the date of this return.

ANSWER:

This line was constructed, for general railroad purposes, in 1862, by the Concord Railroad Corporation.

The line has been operated as follows:

1862 to April 15, 1870 by the corporation;  
 April 15, 1870 to Sept. 12, 1870 by Northern R.R. under contract;  
 Sept. 12, 1870 to Jan. 14, 1871 by Receivers, Stearns and Smith, under direction of the court;  
 Jan. 14, 1871 to Sept. 1, 1881 by the corporation;  
 Sept. 1, 1881 to March 1, 1883 by the corporation and Boston and Lowell R.R. Corp., jointly;  
 March 1, 1883 to Dec. 31, 1889 by the corporation;  
 Jan. 1, 1890 to April 1, 1895 by The Concord & Montreal R.R., successor to Concord R.R. Corp.;  
 April 1, 1895 to June 29, 1895 by The Concord & Montreal R.R., in interest of Boston and Maine R.R.;  
 June 29, 1895 to Dec. 1, 1919 by Boston and Maine R.R., lessee of The Concord & Montreal R. R.  
 Dec. 1, 1919 to date by Boston and Maine Railroad, successor of The Concord & Montreal R. R.

2. The general history of any past or existing receivership covering the line.

ANSWER:

This line, as a part of the Concord Railroad Corporation's property, was in the hands of Receivers from September 12, 1870 to January 14, 1871, during which period the contract of April 15, 1870 providing for operation by the Northern R.R. was in litigation. On January 14, 1871 a compromise settlement was made and the Concord Railroad's property was released to its stockholders.

3. The investment cost of the line as shown by the applicant's books, stated as nearly as possible according to the primary accounts prescribed in the Interstate Commerce Commission classification of investment in road and equipment.

ANSWER:

Records show only \$70.37 in capital accounts, the balance having been written off.

4. Whether any aid, gift, grant or donation of anything of value was contributed in consideration of its construction:

ANSWER:

The carrier has no evidence that any aid, gift, grant or donation of anything of value was contributed in consideration of its construction.

5. The amount and description of any bonds, notes or other evidence of indebtedness resting in whole or in part upon the line in question, or upon the earnings thereof, or upon the earnings of any other line or lines of the applicant not covered by the application, and of any evidences of indebtedness not resting specifically upon the line in question, but which may be affected by the proposed abandonment.

ANSWER:

There are no bonds, notes or other evidences of indebtedness resting wholly upon the line in question. This line forms a part of the property covered by a general mortgage of the Boston and Maine Railroad dated December 1, 1919, to the Old Colony Trust Company and S. Parkman Shaw, Jr., Trustees, under which bonds to the par value of \$137,715,500 are outstanding. As the continued operation and maintenance of this line would be unprofitable, its abandonment will have no adverse effect upon the security of the bonds issued under said general mortgage, but rather should improve it.

Aside from the general mortgage bonds above referred to, there are no bonds, notes or other evidences of indebtedness "resting upon the earnings thereof, or upon the earnings of any other line or lines of the applicant not covered by the application" nor any evidences of indebtedness "not resting specifically upon the lines in question, but which may be affected by the proposed abandonment," unless the following should be so considered:

	Outstanding August 31, 1935
Boston and Maine R.R. Equipment Trust of 1922	\$ 242,000.00
" " " " " " No. 3	423,000.00
" " " " " " No. 4	1,000,000.00
" " " " " " No. 5	1,026,000.00
" " " " " " No. 6	2,540,000.00
The Connecticut & Passumpsic River RR (Note 1)	1,900,000.00
Concord & Claremont N.H.R.R. (See Note 2)	500,000.00
The Peterborough & Hillsborough R. R. (See Note 3)	* 165,000.00
Newport & Richford R.R. Co. (See Note 4)	350,000.00
Vermont Valley R. R. (See Note 5)	1,500,000.00
The Sullivan County R.R. (See Note 5)	357,000.00
The St. Johnsbury & Lake Champlain R.R. Co. (See Note 6)	1,328,000.00
Contract: Pullman-Standard Car Mfg. Co.	2,719,913.69
New York State: Elimination Grade Crossings	124,335.05
P.W.A. Loans	4,603,000.00

\* First Mortgage Bonds due July 1, 1936 \$100,000 owned by Boston and Maine Railroad, Second Mortgage Bonds matured April 30, 1887, \$65,000 owned by Northern Railroad, held by Boston and Maine Railroad Lessee.

Note No. 1 -

This road is leased to the Boston and Maine Railroad until January 1, 1986.

Note No. 2 -

This road is controlled through stock ownership by the Northern Railroad, which latter road is leased to the Boston and Maine Railroad until January 1, 1989. The Concord & Claremont, N.H. Railroad is operated by the Boston and Maine Railroad as a leased line, under the lease of the Northern Railroad.

Note No. 3 -

This road is controlled through stock ownership by the Northern Railroad, which latter road is leased to the Boston and Maine Railroad until January 1, 1989. The Peterborough and Hillsborough Railroad is operated by the Boston and Maine Railroad as a leased line, under its lease of the Northern Railroad.

Note No. 4 -

This road is controlled through stock ownership by the Connecticut and Passumpsic River Railroad Company, which latter road is leased to the Boston and Maine Railroad until January 1, 1986. The Newport and Richford Railroad is sublet to the Montreal and Atlantic Railway until June 8, 1980.

## Note No. 5 -

The Capital Stock of the Sullivan County Railroad is owned by the Vermont Valley Railroad and the Capital Stock of the latter road is owned by the Boston and Maine Railroad. Both the Sullivan County and Vermont Valley Railroads are operated by the Boston and Maine Railroad under lease until July 1, 1940.

## Note No. 6 -

This road is operated separately, but these bonds are guaranteed by the Boston and Maine Railroad.

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6. A copy of the applicant's balance sheet as of the latest date for which such statement is available,

ANSWER:

Copy of applicant's balance sheet, as required, is hereto attached marked "Exhibit B".

7. A copy of the applicant's income account for each of the five years next preceding the current year, and of such income account for that portion of the current year for which figures are available.

ANSWER:

Statement of applicant's income account for the periods specified is attached hereto, marked "Exhibit C".

8. If the application covers less than the entire mileage operated by the applicant, the gross and net revenue, the gross and net income for the portion sought to be abandoned, allocated thereto on a mileage pro rata basis.

ANSWER:

The facts responsive to this question are set forth in answer to Question 9.

9. A full explanation of the statement filed in response to the last preceding question, showing the method used, and the probable effect of continued operation upon the applicant system earnings as a whole, with the reason for the conclusion.

ANSWER:

The property involved in this proceeding consists of a short section of about 1,200 feet on the Suncook Loop between the Hooksett and Suncook Stations. It is a section extending across the Merrimack River and consists of three wooden bridges and short intervening pieces of track. This section is at the extreme southern end of the loop and adjacent to the main line.

No freight service has been operated over this section for more than seven years, the territory on the Loop north of the bridges being served by trains operating from Concord. There is no freight revenue to be allocated to the section.

On January 11, 1935, flood conditions damaged the supports of the bridges so that it became unsafe to operate over them. Prior to this time two passenger trains a day in each direction had operated over this section. These trains were diverted to the main line on the opposite side of the river. Suncook is on a through bus line between Concord and Manchester. Mail and express service is being furnished by the railroad over the highway. The only station on the Loop is Suncook where the passenger business is exceedingly light. The passengers riding to or from this station on the four trains averaged a little over two a day. On account of its light volume no allocation of passenger revenue is made.

The reply to the question as to the probable effect of continued operation upon the applicant system earnings becomes one largely of the cost of restoring the bridges to operating condition and the cost of maintaining them thereafter. An expenditure of \$4800 would be necessary to restore the bridges so as to permit the use of the light power heretofore operated on this line. In the last five years \$5,820 has been spent in maintenance of this section and it is estimated that after its restoration the normal annual maintenance would be \$2,485. There is, however, always the possibility of considerable damage to the bents under the bridges by freshets.

- 10. The names of all cities and incorporated villages located upon the line in question, by counties, with the approximate population of each and the source of the information as to such population, and the names of all other railroads serving them.

ANSWER:

Hooksett, Merrimack County, N.H.  
 Population (1930) 2,132  
 Served by main line New Hampshire Division  
 of the Boston and Maine Railroad.

Source of information regarding population was the official record of 1930 Census.

- 11. The approximate population of the whole territory tributary to the line in question, with explanation of the method by which the limits of such territory were defined.

ANSWER:

There is really no territory tributary to this section of line.

- 12. The distance in miles from another line of railroad of each city or village named in question 10.

ANSWER:

Hooksett is on the main line of the New Hampshire Division of the Boston and Maine Railroad.

- 13. The names of all railroads with which the line in question connects for interchange of traffic and the points of such connection and interchange.

ANSWER:

This is a portion of the Suncook Loop line of the Boston and Maine Railroad between Manchester and Concord.

- 14. The tonnage handled by the line in question, classified by principal commodities, for each of the five years next preceding the current year, stating separately the tonnage (a) originating and destined to points on the line, and (b) interchanged with connecting carriers and moving over other lines.

ANSWER:

No freight service is or has been for many years operated over this piece of line.



15. The nature of industries located in the territory tributary to the line, such as farming, mining, lumbering, manufacturing, etc. how long established and the extent to which each such industry is dependent upon the lines in question for transportation.

ANSWER:

As stated under Question 11, no territory is tributary to this particular piece of line. The territory tributary to the balance of the Suncook Loop and the Suncook Valley R. R. which connects with the Loop at Suncook has an outlet to the main line and is served via Concord.

16. The passenger traffic handled on the line in question for each of the five years next preceding the current year, giving separately the number of local and connecting line passengers (if the latter designation is applicable) and the revenue derived from each class.

ANSWER:

There is no passenger station in this section of line. Prior to January 11, 1935, there were two trips a day in each direction operating over this section.

17. If the volume of traffic, freight or passenger, or both has diminished during recent years, any reason which may be assigned for such decrease.

ANSWER:

There has been the general decrease in passenger travel. A street railway serving Suncook has been changed to bus with a natural improvement in service.

18. What effort, if any, has been made to dispose of the line in question so as to insure continued operation?

ANSWER:

No effort has been made to dispose of the line.

19. Opinion of counsel that the proposed abandonment is within the chartered powers of the applicant.

ANSWER:

Opinion attached hereto, marked "Exhibit D."

20. All reasons relied upon in support of the application.

ANSWER:

The reasons relied upon in support of this application are the cost to put the bridges in operating condition and the cost of maintaining the bridges coupled with the lack of need for service over this section.

21. A tracing of the original map or a blueprint or white print of the original tracing on sheets 24" x 56" with plain lined margins, the inside dimensions of which shall be 23" x 55", drawn to a scale of 1" equals 200' or 1" equals 400' showing the location and route of the line affected by the proposed abandonment, with its relation, within the limits of the sheet, to other railroads and other common carriers in the same territory. Also a skeleton index or route map, drawn to a scale of not less than 1/4" equals 1 mile, on which shall be shown the line proposed to be abandoned, with its relation to other railroads or other common carriers that are within 20 miles on either side thereof and which shall be shown at any convenient place on the first sheet of the map described above, if desired, or on a separate sheet of the dimensions given above, all to be substantially in accordance with Map Order, so called, pertaining to steam railway carriers made and entered by the Commission under date of January 12, 1924, and modified and supplemented by Valuation Orders Nos. five (5), six (6) and twenty-three (23).

(Provided Maps drawn to other specifications than those outlined in this paragraph have been prepared by applicant prior to receipt of this questionnaire, such maps may be submitted for consideration, and if approved by the Commission, may be substituted for the maps required under this paragraph.)

ANSWER:

Map is attached hereto, marked "Exhibit F."

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Boston and Maine Railroad.

By (Signed) E. S. French

President.

October 22, 1935.

VERIFICATION

COMMONWEALTH OF MASSACHUSETTS

County of Suffolk, (SS)

E. S. French makes oath and says that he is the President of the Boston and Maine Railroad, applicant herein; that he has been authorized by proper corporate action on the part of said applicant 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. 10948, that he has carefully examined all 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.

(Signed) E. S. French

Subscribed and sworn to before me,  
a Notary Public, in and for the  
Commonwealth and County above named,  
this 22nd day of October 1935.

(Signed) Arthur B. Nichols

My Commission expires March 22, 1940.

AFFIDAVIT

I, W. A. Cole, of Boston, Massachusetts on oath depose and say that I have caused to be published, in the form prescribed by the Interstate Commerce Commission, the notice of the application of the Boston and Maine Railroad for a certificate to authorize the abandonment of a portion of its track in the vicinity of the Hooksett Bridges, the subject of this return; that the publication thereof has been made once each week during each of three successive weeks, in the following newspaper: Concord Daily Monitor and New Hampshire Patriot on September 18, 25 and October 2, 1935; that said newspaper is of general circulation in Merrimack County in the State of New Hampshire;

That the attached are clippings from the issues of said newspaper of the respective dates of issue.

(Signed) W. A. Cole

Boston, October 22, 1935.

Commonwealth of Massachusetts,

Suffolk,

ss.

Then personally appeared the above named W. A. Cole and made oath that the foregoing affidavit is true.

Subscribed and sworn to, before me, a Notary Public in and for the Commonwealth and County above named, this 22nd day of October, 1935.

(Signed) W. A. Knipe

My Commission expires July 13, 1939.

Page 2 of "Exhibit A" in the original copy of the Return to Questionnaire consist of three clippings from -- Concord Daily Monitor and New Hampshire Patriot of September 18, 35, and October 2, 1935, evidencing the publication of the following:

NOTICE

BOSTON AND MAINE RAILROAD

hereby gives notice that on September 11, 1935, it filed with the Interstate Commerce Commission at Washington, D. C., its application for a certificate that the present and future public convenience and necessity permit the abandonment by it of that portion of the Suncook Loop extending from a point on its main line about 1500 feet north of its Hooksett passenger station easterly across the Merrimack River to a point just beyond the easterly bank of said river a distance of approximately 1200 feet all in the town of Hooksett, Merrimack County, New Hampshire.

BOSTON AND MAINE RAILROAD.

**BOSTON AND MAINE RAILROAD**  
**CONDENSED GENERAL BALANCE SHEET - ASSETS**

Exhibit B  
Page 1

AUGUST 31, 1935

<u>INVESTMENTS</u>	<u>Total</u>	<u>Respondent's Holdings</u>
701 Investment in Road and Equipment		\$241,181,145.63
702 Improvements on Leased Railway Property		17,109,676.41
703 Sinking Funds \$4,731,389.83      \$ 3,844,500		886,889.83
704 Deposits in lieu of Mortgaged Property Sold		20,262.98
705 Miscellaneous Physical Property		3,881,301.89
706 Investments in Affiliated Companies:		
(A) Stocks		1,678,347.47
(B) Bonds		228,971.98
(C) Notes		2,300,542.70
(D) Advances		997,413.41
707 Other Investments:		
(A) Stocks		79,202.84
(B) Bonds		1,248,286.41
(C) Notes		352,444.00
(D) Advances		731,888.71
(E) Miscellaneous		-
Total Investments		<u>\$270,696,274.26</u>
<u>CURRENT ASSETS</u>		
708 Cash		\$ 3,392,731.94
Agents' and Conductors' Remit. in Transit		249,685.46
709 Demand Loans and Deposits		-
710 Time Drafts and Deposits		57,500.00
711 Special Deposits		33,453.89
712 Loans and Bills Receivable		-
713 Traffic and Car Service Balances Receivable		465,893.45
714 Net Balance receivable from Agts. and Condrs.		533,258.87
715 Miscellaneous Accounts Receivable		1,306,418.72
716 Material and Supplies		4,948,087.16
717 Interest and Dividends Receivable		3,880.44
718 Rents Receivable		51,230.00
719 Other Current Assets (Foreign Roads Ticket Suspense)		1,283.69
Total Current Assets		<u>\$ 11,043,423.62</u>
<u>DEFERRED ASSETS</u>		
720 Working Fund Advances		\$ 11,441.45
721 Insurance and Other Funds		35,000.00
722 Other Deferred Assets		1,532,024.92
Total Deferred Assets		<u>\$ 1,578,466.37</u>
<u>UNADJUSTED DEBITS</u>		
723 Rents and Insurance Premiums Paid in Advance		\$ 50,540.98
724 Discount on Capital Stock		-
725 Discount on Funded Debt		3,196,562.65
726 Property Abandoned Chargeable to Operating Exp.		486,717.04
727 Other Unadjusted Debits		4,225,526.04
728 Securities Issued or Assumed-Unpledged \$ 234,500.00		
729 Securities Issued or Assumed-Pledged \$25,000,000.00		
Total Unadjusted Debits		<u>\$ 7,959,346.71</u>
<b>GRAND TOTAL</b>		<u><u>\$291,277,510.96</u></u>

BOSTON AND MAINE RAILROAD

Exhibit B  
Page 2

CONDENSED GENERAL BALANCE SHEET - LIABILITIES

August 31, 1935

<u>STOCK</u>	<u>TOTAL</u>	<u>Respondent's</u> <u>Holdings</u>	
751 Capital Stock	\$104,611,300.00	\$267,000.00	\$104,344,300.00
752 Stock Liability for Conversion			3,000.00
753 Premium on Capital Stock			4,227,040.14
Total Stock			<u>\$108,574,340.14</u>
754 Grants in Aid of Construction			<u>\$ 17,252.22</u>
 <u>LONG TERM DEBT</u>			
755 Funded Debt Unmatured	\$150,393,748.74	\$28,812,000	\$131,581,748.74
Total Long Term Debt			<u>\$121,581,748.74</u>
 <u>CURRENT LIABILITIES</u>			
758 Loans and Bills Payable			\$ 13,524,619.44
759 Traffic and Car Service Balances Payable			1,788,023.93
760 Audited Accounts and Wages Payable			1,608,929.93
761 Miscellaneous Accounts Payable			70,685.45
762 Interest Matured Unpaid			1,063,809.50
763 Dividends Matured Unpaid			15,411.81
764 Funded Debt Matured Unpaid			800.00
765 Unmatured Dividends Declared			-
766 Unmatured Interest Accrued			1,175,758.27
767 Unmatured Rents Accrued			267,065.85
768 Foreign Roads Prepaid Orders			157.58
Total Current Liabilities			<u>\$ 19,515,261.76</u>
 <u>DEFERRED LIABILITIES</u>			
769 Liability for Provident Funds			\$ -
770 Other Deferred Liabilities			412,321.27
Total Deferred Liabilities			<u>\$ 412,321.27</u>
 <u>UNADJUSTED CREDITS</u>			
771 Tax Liability			\$ 1,886,615.45
772 Premium on Funded Debt			-
773 Insurance and Casualty Reserves			1,302,853.17
774 Operating Reserves		Debit -	6,459.33
775 Accrued Depreciation - Road			181,909.41
776 Accrued Depreciation - Equipment			23,299,916.87
777 Accrued Depreciation - Misc. Phys. Prop.			639,049.56
778 Other Unadjusted Credits			190,951.86
Total Unadjusted Credits			<u>\$27,494,836.99</u>
 <u>CORPORATE SURPLUS</u>			
779 Additions to Property thru Income and Surplus			\$ 939,126.78
780 Funded Debt Retired thru Income and Surplus			1,929,000.00
781 Sinking Fund Reserve			4,785,312.43
782 Miscellaneous Fund Reserve			-
783 Appropriated Surplus not Specifically Invested			-
Total Appropriated Surplus			<u>\$ 7,653,439.21</u>
784 Profit and Loss		Balance	6,028,310.63
Total Corporate Surplus			<u>\$13,681,749.84</u>
 <b>GRAND TOTAL</b>			 <b><u>\$391,277,510.96</u></b>

## CONDENSED

Operating Revenues	<u>1930</u>	<u>1931</u>
Freight	\$45,241,696.98	\$37,858,190.
Passenger	14,399,500.25	11,445,035.
Mail	1,556,162.62	1,528,181.
Express	2,068,864.99	1,454,073.
All other Transportation	3,474,695.41	3,392,636.
Incidental	2,361,090.22	1,992,818.
Joint Facility-Cr.	178,366.97	116,138.
Joint Facility-Dr.	2,041.74	1,997.
Railway Operating Revenues	<u>\$69,278,335.70</u>	<u>\$57,784,977.</u>
Operating Expenses:		
Maintenance of Way and Structures	11,668,430.38	8,469,285.
Maintenance of Equipment	10,213,944.84	8,156,324.
Traffic	1,078,822.73	1,026,373.
Transportation	24,999,188.88	21,817,055.
Miscellaneous Operations	295,598.58	220,727.
General	2,615,301.29	2,537,410.
Transportation for Investment-Cr.	5,680.45	1,776.
Railway Operating Expenses	<u>\$50,865,606.25</u>	<u>\$42,225,601.</u>
Operating Ratio	(73.42%)	(73.07%)
Income Items:		
Net Revenue from Railway Operations	\$18,412,729.45	\$15,559,376.
Railway Tax Accruals	3,531,795.99	3,175,456.
Uncollectible Railway Revenues	6,830.07	12,529.
Railway Operating Income	<u>\$14,874,103.39</u>	<u>\$12,371,390.</u>
Equipment rents net-Dr	2,390,945.93	2,229,639.
Joint Facility rents net-Dr	231,998.10	246,983.
Net Railway Operating Income	<u>\$12,251,159.36</u>	<u>\$9,894,767.</u>
Other Income	1,469,343.85	1,357,677.
Total	<u>\$13,720,503.21</u>	<u>\$11,252,445.</u>
Deductions:		
Rent for leased roads	\$ 1,138,915.45	\$ 1,134,143.
Interest on Funded Debt	6,338,186.10	6,392,847.
Other Deductions	515,871.57	348,168.
Total Deductions	<u>\$ 7,992,973.12</u>	<u>\$ 7,875,165.</u>
Net Income	\$ 5,727,530.09	\$ 3,377,279.
Income applied to sinking funds	174,412.41	178,086.
Dividends declared	5,717,483.94	4,022,205.
Total appropriations of income	<u>\$ 5,891,896.35</u>	<u>\$ 4,200,292.</u>
Balance	<u>\$D- 164,366.26</u>	<u>\$D- 823,012.</u>



CONDENSED BOSTON AND MAINE RAILROAD  
COMPARATIVE STATEMENT OF INCOME ACCOUNT  
YEARS ENDED DECEMBER 31st

1931	1932	1933	1934	Eight Months Ended 8/31/35
3,190.98	\$29,784,948.85	\$29,024,189.82	\$29,236,170.19	\$20,163,406.35
5,035.31	8,109,168.47	6,595,142.42	6,762,793.52	4,577,757.94
3,181.86	1,448,897.92	1,354,038.58	1,416,734.37	891,782.02
1,073.26	890,730.51	763,830.57	770,701.85	437,021.31
2,636.06	2,992,755.22	2,518,264.08	2,304,442.98	1,555,640.58
2,818.81	1,764,656.38	1,521,406.05	1,557,911.23	1,069,913.33
1,138.66	98,152.91	102,495.19	109,379.13	86,902.30
1,997.07	1,556.54	1,997.23	2,520.95	1,244.58
1,977.77	\$45,087,753.72	\$41,877,369.48	\$42,155,612.32	\$28,831,179.25
285.89	5,504,943.08	4,884,205.99	5,234,020.66	3,555,161.42
324.36	6,973,835.21	6,554,890.83	5,811,919.49	4,643,195.18
373.77	850,506.49	700,935.58	713,042.99	510,955.39
1,055.68	17,289,911.44	16,146,334.05	17,070,663.90	11,863,129.86
727.37	138,203.81	90,954.79	105,308.39	96,846.56
410.41	2,188,590.63	2,012,910.75	1,939,302.55	1,392,489.55
776.38	2,322.51	356.68	1,987.93	2,985.03
601.10	\$32,943,668.15	\$30,389,875.31	\$30,872,270.55	\$22,058,792.93
07%)	(73.07%)	(72.57%)	(73.23%)	(76.51%)
376.67	\$12,144,085.57	\$11,487,494.17	\$11,283,341.77	\$ 6,772,386.32
456.90	2,866,976.97	2,563,332.50	2,431,775.84	1,611,075.13
529.63	2,705.87	1,382.49	30,605.12	1,706.54
390.14	\$ 9,274,402.73	\$ 8,922,779.19	\$ 8,820,960.81	\$ 5,159,604.65
639.18	1,780,187.32	1,861,604.01	1,830,879.89	1,275,193.60
983.04	127,871.87	Cr. 7,139.96	96,566.32	61,201.74
767.92	\$ 7,366,343.54	\$ 7,068,315.13	\$ 6,893,514.60	\$ 3,823,209.31
677.10	1,311,172.32	1,082,712.55	1,030,145.15	742,104.15
445.02	\$ 8,677,515.86	\$ 8,151,027.68	\$ 7,923,659.75	\$ 4,565,313.46
143.75	\$ 1,141,639.66	\$ 1,243,210.97	\$ 1,240,084.52	\$ 827,587.98
847.45	6,148,940.76	5,750,210.35	5,580,604.62	3,695,165.74
168.95	586,275.93	836,035.64	809,478.12	505,287.10
165.15	\$ 7,876,856.35	\$ 7,829,456.96	\$ 7,630,167.26	\$ 5,028,040.82
279.87	\$ 800,659.51	\$ 321,570.72	\$ 293,492.49	\$ D 462,727.36
086.63	187,428.13	197,621.98	211,478.80	152,114.26
205.40	0	0	0	0
292.03	\$ 187,428.13	\$ 197,621.98	\$ 211,478.80	\$ 152,114.26
012.16	\$ 613,231.38	\$ 123,948.74	\$ 82,013.69	\$ D 614,841.62

D - Deficit

EXHIBIT D

OPINION OF COUNSEL

I, Allan P. Mackinnon, General Counsel of the applicant, Boston and Maine Railroad, hereby certify that it is my opinion that the proposed abandonment of the portion of its line in the vicinity of the Hooksett Bridges, in the State of New Hampshire, pursuant to a valid certificate issued by the Interstate Commerce Commission under Section 1 (18) of the Interstate Commerce Act, will be within the charter powers of the applicant.

(Signed) Allan P. Mackinnon

General Counsel.