

BEFORE THE  
INTERSTATE COMMERCE COMMISSION

FD 12236

APPLICATION OF BOSTON AND MAINE RAILROAD  
FOR CERTIFICATE AUTHORIZING IT TO ABANDON  
A PORTION OF ITS SALEM BRANCH IN MIDDLESEX  
AND ESSEX COUNTIES, MASSACHUSETTS.

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
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Respectfully represents the applicant, Boston and Maine Railroad, as follows:

- a. Its full corporate name is BOSTON AND MAINE RAILROAD.
- b. It is a common carrier by railroad subject to the Interstate Commerce Act.
- c. It herewith seeks authority to abandon that portion of its so-called Salem Branch which extends approximately 7 miles from Wilmington Junction in the town of Wilmington and County of Middlesex to its South Middleton station in the town of Middleton and County of Essex, all in the Commonwealth of Massachusetts.
- d. Abandonment of the line is sought.
- e. Service on this line is no longer necessary. No passenger service has been operated on it for more than five years, and on most of it no freight service for more than two years.
- f. Correspondence in regard to this application may

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be addressed to Allan P. Mackinnon, General Counsel, 150 Causeway Street, Boston, Massachusetts.

g. Applicant is organized under the laws of Maine, New Hampshire, Massachusetts and New York, and is authorized to do business in Vermont.

h. The making and filing of this application were authorized by a vote of the Executive Committee of **its** Board of Directors passed November 1, 1938, a certified copy of which is attached hereto.

i. Attached hereto is a copy of a situation map showing the line in question and nearby rail lines. All of said lines are operated as part of the system of the Boston and Maine Railroad.

BOSTON AND MAINE RAILROAD

By \_\_\_\_\_ Edward S. French  
President.

VERIFICATION

Commonwealth of Massachusetts.

Suffolk, ss.

Edward S. French makes oath and says that he is 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 application; that he has carefully examined all the statements therein and that all such statements are true and correct to the best of his knowledge, information and belief.

\_\_\_\_\_  
Edward S. French

Subscribed and sworn to  
before me, a Notary Public  
in and for the Commonwealth  
and County above named,  
this 9th day of November, 1938.

\_\_\_\_\_  
Arthur B. Nichols

Notary Public

My commission expires March 22, 1940

(Notarial seal)

At a Meeting of the Executive Committee of the Board of Directors of BOSTON AND MAINE RAILROAD, duly called, notified and held on November 1, 1938, a quorum being present, the following action was taken:

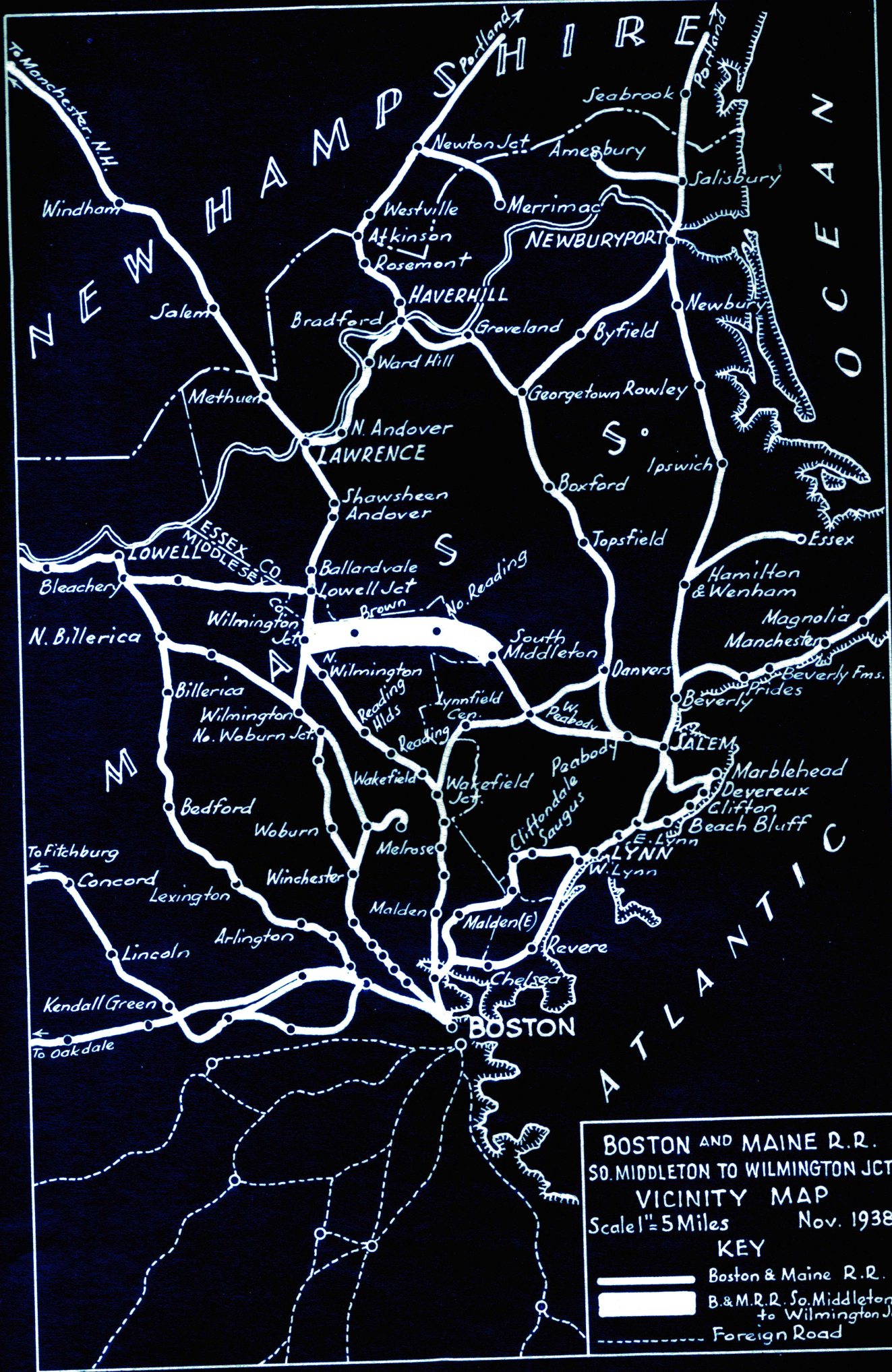
VOTED: that the President, Edward S. French, be and hereby is authorized to make application to the Interstate Commerce Commission for authority from said Commission to abandon that portion of this corporation's line which extends for about, 7 miles from a point on its lines known as Wilmington Junction in the town of Wilmington in the County of Middlesex to its so-called South Middleton station in the town of Middleton in the County of Essex, all in the Commonwealth of Massachusetts, and that he be further authorized to sign, verify and file on behalf of this corporation an appropriate application to the Interstate Commerce Commission and a return to any Questionnaire submitted by said Commission, and generally to perform all acts necessary, convenient or desirable toward accomplishing the foregoing.

Attest:

Arthur B. Nichols

Clerk.

(Corporate seal)



**BOSTON AND MAINE R.R.**  
**SO. MIDDLETON TO WILMINGTON JCT.**  
**VICINITY MAP**  
 Scale 1" = 5 Miles      Nov. 1938.  
**KEY**  
 ————— Boston & Maine R.R.  
 ————— B. & M. R.R. So. Middleton to Wilmington Jct.  
 - - - - - Foreign Road

COPY

Contract No. C. 450.2A

INTERSTATE COMMERCE COMMISSION

Finance Docket No. 12236

BOSTON & MAINE RAILROAD ABANDONMENT

Submitted January 3, 1939.

Decided January 24, 1939.

Certificate issued permitting abandonment by the Boston & Maine Railroad of a portion of its Salem branch in Middlesex and Essex Counties, Mass.

Allan P. Mackinnon for applicant.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS MEYER, PORTER, AND MAHAFFIE

BY DIVISION 4:

The Boston and Maine Railroad on November 14, 1938, filed an application for permission to abandon that portion of its Salem branch line of railroad extending from Wilmington Junction to South Middleton, approximately 7 miles, all in Middlesex and Essex Counties, Mass. No representations have been made by any State authority, and no objections to the granting of the application have been presented.

The Salem branch extends from Wilmington Junction to Salem, having connections at both points with other lines of the applicant. Under the proposed abandonment that portion from South Middleton to Salem will be retained in service. The branch was constructed by the Salem & Lowell Railroad Company in 1850 and has been in operation since. It became the property of the applicant on December 1, 1919.

The line proposed to be abandoned has no connections other than as stated above. The only station thereon is North Reading. It is a nonagency station, 3 miles by highway from South Middleton and 4 miles from Reading, a station on the main line. According to the 1930 census, North Reading has a population of 2,321. A shoe factory is located at that place, but is not dependent upon the line for transportation. A C.C.C. Camp 4 miles away from that station has been receiving coal thereat, but it is understood that in the future the coal will be delivered at the Reading station. Tracks leading to a coal shed at North Reading and other side tracks nearby are no longer in use. The rail service to industries at South Middleton would not be disturbed by removal of the line. About 2,000 feet of track west of the South Middleton station will be retained as an industrial track. A hard-surfaced road extends between North Reading and both Reading and South Middleton. A common-carrier bus and a truck line operate between North Reading and Reading.

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Passenger service has not been conducted on the line since September, 1932, and freight has not been transported thereon north of North Reading since May, 1935. The disappearance of the passenger traffic is attributed to the use of private automobiles. The volume of freight has been at about the same level for the past five years, during which period the Railroad has not been patronized as in former years. North Reading is served by a local



freight train which extends its run from South Middleton whenever necessary. No local freight has been handled for the four years 1934-37 and the first 11 months of 1938. Freight moving between points on the line and points beyond for the period mentioned, by years, in order, amounted to 9, 12, 68, 13, and 12 carloads, and 366, 467, 447, 434, and 305 tons of less-than-carload shipments. The amount shown for 1936 does not include shipments received in June for the reason that records of such traffic are not available. Of the number of carloads shown for that year, 57 carloads consisted of iron pipe, nonrecurring traffic, yielding \$3,959 of revenue. Records of overhead traffic are not available, but it was stated in that connection that the amount of such freight, if any, was negligible. The corresponding gross freight revenues for the period mentioned, by years, were \$785, \$1,233, \$5,459, \$1,488, and \$1,312. Operating expenses for 1937 consisted of \$375 for maintenance of way and structures between South Middleton and North Reading. No expenditures were made on the remainder of the line. Taxes were not apportioned and the cost of moving the freight beyond the line was not determined. The applicant states that inasmuch as its investigation disclosed that a major portion of the present carload traffic would be received at another station, and as it was evident that abandonment would be to the advantage of the system, it did not undertake to show the financial results of operation of the line for the period mentioned.

In the event of abandonment the applicant anticipates a saving of \$75 a year in the present train operations. To maintain the line in a reasonably safe operating condition, the cost of maintenance of way and structures is estimated at \$4,560 a year. The estimated net salvage value is \$13,771.

It is represented that the traffic is insufficient to warrant continued operation, notwithstanding the small operating saving; that if the freight for the C.C.C. Camp is handled at Reading, as proposed, there would be practically no traffic on the line; and that the Massachusetts Department of Public Works desires to improve a main road bridge crossing the line north of North Reading, which can not be efficiently accomplished unless the line be abandoned.

The record warrants the conclusion that abandonment of the line would not result in serious public inconvenience, while continued operation would impose an undue burden upon the applicant and upon interstate commerce.

We find that the present and future public convenience and necessity permit abandonment by the Boston and Maine Railroad of the portion of a branch line of railroad in Middlesex and Essex Counties, Mass., described in the application. An appropriate certificate will be issued, effective from and after 30 days from its date, in which suitable provisions will be made for the cancelation of tariffs.

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In the event the line is abandoned, a saving of \$75 a year will be realized. The cost of maintenance of way and structures is estimated at \$4,500 a year. The estimated net salvage value is \$13,771.

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