

BEFORE THE  
INTERSTATE COMMERCE COMMISSION

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APPLICATION OF BOSTON AND MAINE RAILROAD  
FOR CERTIFICATE AUTHORIZING IT TO ABANDON  
A PORTION OF ITS KEENE BRANCH IN THE TOWN  
OF HANCOCK, HILLSBOROUGH COUNTY, NEW HAMPSHIRE.

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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 Keene Branch which extends approximately 2 miles from a point on its line called Elmwood to a point called Coolridge Crossing, all in the Town of Hancock, County of Hillsborough and State of New Hampshire.
- d. Abandonment of the line is sought.
- e. This portion of line has been seriously damaged by a flood and service is no longer necessary. No passenger service has been operated for more than five years, and the only use of it for freight service in that time has been as a place for loading and unloading carload shipments. The latter service will be continued at Elmwood station, which is in the same town of Hancock.
- f. Correspondence in regard to this application may 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 January 10, 1939, 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. Except as otherwise indicated, 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 16th day of January, 1939.

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 January 10, 1939, 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 so-called Keene Branch which extends for about 2 miles from its so-called Elmwood station to a point known as Coolridge Crossing, all in the town of Hancock, County of Hillsborough and State of New Hampshire, 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.**  
**KEENE BRANCH**  
**VICINITY MAP**  
 Scale 1"=5 Miles  
 Jan. 1939

**KEY**

-  Boston & Maine R.R.
-  B & M R.R. To be Abandoned
-  Foreign Road



INTERSTATE COMMERCE COMMISSION

Finance Docket No. 12301

BOSTON & MAINE RAILROAD ABANDONMENT

Submitted April 27, 1939.

Decided May 15, 1939

Certificate issued permitting abandonment by the Boston & Maine Railroad of a branch line of railroad in Hillsborough County, N. H.

Allan P. Mackinnon for applicant.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS PORTER, MAHAFFIE, AND MILLER

BY DIVISION 4:

The Boston and Maine Railroad on January 17, 1939, applied for permission to abandon a branch line of railroad extending from Elmwood to Coolridge Crossing, approximately 2 miles, all in Hillsborough County, N. H. The attorney general of New Hampshire requested a hearing, but the request was later withdrawn. No objections to the granting of the application have been presented.

The line in question was formerly a portion of the Keene branch, which extended from Keene to Nashua, N. H. Abandonment of the portion from Keene to Coolridge Crossing was authorized by our report and certificate dated November 1, 1938, in Boston & M. R. Abandonment, 230 I.C.C. 195.

The line has been used for the placement of cars for shippers or consignees located at Hancock, formerly a station on the portion of the Keene branch now abandoned, about 4 miles from Elmwood by highway and 1 or 2 miles from Coolridge Crossing. The town of Hancock has a population of 561, according to the 1930 census. A hard-surfaced highway extends from Bennington, N. H., a point north of Elmwood, through Hancock, to Peterboro, a point south of Elmwood over which bus service is provided. Hancock is also afforded common-carrier truck service. Coolridge Crossing is not a station but a point at which the line is convenient to the highway. Elmwood is a nonagency station situated at the junction point of the branch with other lines of the applicant. There is no center of population at that point, which is within the boundaries of the town of Hancock.

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No passenger service has been conducted over the line since January 9, 1934, and freight service has been limited to a few cars moving subsequent to May 1, 1935. The track was damaged by flood in September, 1938, and has not been used since.

The freight handled from May 1, 1935, to the time of the flood in 1938 amounted to a total of 11 cars, with corresponding revenues of \$534. An apportionment of the operating revenues to the line was considered unnecessary.

Because of the insignificant use made of the line, expenditures for maintenance have not exceeded \$300 a year. The annual cost of maintenance on a normal basis is estimated at \$763. Expenditures required to repair the damage caused by the flood are estimated at \$13,857. The estimated net salvage value of the line is approximately \$437.

The evidence supports the conclusion that there is no public need for the line. The cost of rehabilitation and its 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 branch line of railroad in Hillsborough County, N. H., 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.



CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 4,  
held at its office in Washington, D. C., on the 15th  
day of May, A. D. 1939

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BOSTON & MAINE RAILROAD ABANDONMENT

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Investigation of the matters and things involved in this proceeding having been made, and said division having, on the date hereof, made and filed a report containing its findings of fact and conclusions thereon, which report is hereby referred to and made a part hereof:

It is hereby certified, That the present and future public convenience and necessity permit abandonment by the Boston and Maine Railroad of the branch line of railroad in Hillsborough County, N. H., described in the application and report aforesaid.

It is ordered, That this certificate shall take effect and be in force from and after 30 days from its date. Tariffs applicable to the line in question may be canceled upon notice to this Commission and to the general public by not less than 10 days' filing and posting in the manner prescribed in section 6 of the Interstate Commerce Act.

It is further ordered, That the Boston and Maine Railroad, when filing schedules canceling tariffs applicable on said line, shall in such schedules refer to this certificate by title, date, and docket number.

And it is further ordered, That the Boston and Maine Railroad shall report to this Commission as required by valuation order No. 24, effective May 15, 1928.

By the Commission, division 4.

(SEAL.)

W. P. BARTEL,  
Secretary.