

SW
September 7, 1979

Messrs. P. W. Carr
S. B. Culliford
J. K. Geiger
D. J. Hughes
E. J. Marrs
✓ J. J. Nee
M. V. Smith

Subject: South Ashburnham to Jaffrey Branch

After serious deliberations, I have decided to remove the branch line from South Ashburnham to Jaffrey from the list of lines to be abandoned on the B&M.

Following several meetings with shippers on the line, we are commencing a coordinated project to raise the levels of traffic along the line in an effort to improve revenue and service. It is hopeful that this experiment will prove successful and allow us to retain a line in what may be a growing area of New Hampshire.

I would like you to discuss the situation with each of your subordinates involved so that they are fully aware of our concerted attempts to work with the shippers to save the line.

I am enclosing several pieces of correspondence between B&M and the shippers on the line and appropriate state officials discussing arrangements which we have made.

A. G. Dustin

A. G. Dustin

mlm

Enc.

August 10, 1979

Mr. George E. Walsh
District Manager
Southern Hardwood Traffic Association
P. O. Box 3057
Memphis, Tennessee 38103

Dear Mr. Walsh:

With reference to your letter of August 6th concerning our proposed abandonment of the South Ashburnham to Jaffrey line.

Currently, the Boston and Maine is still working with the shippers on the line to determine what the long-term viability and potential for the line might be and if there might be other alternatives available for the establishment of a combination rail/highway transfer facility.

When a Notice of Intent to Abandon is filed with the Interstate Commerce Commission, we will advise.

Sincerely,

signed by W. J. Rennie

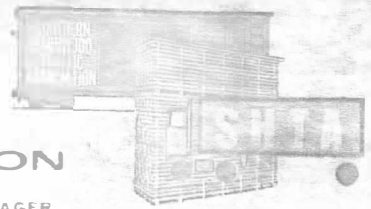
W. J. Rennie
Assistant to the President

cc: J. J. Nee ✓

FROM DELIVERED
1979 AUG 13 PM 3:04
RECEIVED

SOUTHERN HARDWOOD TRAFFIC ASSOCIATION

1000 COMMERCE TITLE BLDG • P O BOX 3057 • (901) 526-7625 • MEMPHIS, TN 38103 • GEORGE E WALSH, DISTRICT MANAGER



HENRY C. FULCHER, JR., PRESIDENT
RAY F. SHARP, JR., FIRST VICE PRESIDENT
PAUL G. McQUISTON, EXECUTIVE VICE PRESIDENT

August 6, 1979
File: W-8055

Mr. W. J. Rennie
Assistant to the President
Boston and Maine Corporation
Iron Horse Park
North Billerica, Massachusetts 01475

Dear Sir:

This is in reference to your letter of July 9, addressed to our Member, Mr. James Gibson, General Box Company, Winchendon, MA, concerning the B&M Corporation listing the branch that serves their company for abandonment, i.e., the branch from South Ashburnham, MA, to Jaffrey, NH.

We would appreciate very much, your furnishing us with a copy of the Notice of Intent to Abandonment or the A B Number Notice if you have already filed it with the Interstate Commerce Commission.

Wish to thank you in advance for your prompt response.

Yours very truly,



District Manager
GEW:sh

BOSTON AND MAINE CORPORATION - DEBTOR
IRON HORSE PARK
NO. BILLERICA, MASS. 01862



ROBERT W. MESERVE
BENJAMIN H. LACY
TRUSTEES

September 12, 1979

Mr. Philip LeClerc
Plant Manager
Whitney Division of Ethan Allen
14 Pleasant Street
South Ashburnham, Massachusetts 01466

Dear Mr. LeClerc:

I am enclosing a letter from Alan Dustin, President and Chief Executive Officer of the Boston and Maine, delisting the South Ashburnham, Massachusetts to Jaffrey, New Hampshire branch line from the list of lines considered for potential abandonment by the Boston and Maine.

As Mr. Dustin has explained, there will be an abandonment moratorium on relisting this line for a period of five years, starting January 1, 1980.

I was most appreciative of the comments that each of you made at the meeting held at the Old Mill Restaurant in West Rindge on Friday, August 31st. I am hopeful that, if we can continue with this spirit of cooperation, many of the difficulties that are before us can be easily handled through open communication between employees of the railroad and the shippers located on the branch line.

I am also enclosing with this letter a copy of a letter being sent by the Boston and Maine to the State of New Hampshire and the Commonwealth of Massachusetts for application of local rail assistance funds for the South Ashburnham to Jaffrey branch line. It will be most helpful to our cause in attempting to get financial assistance if you could write to the appropriate individuals in either New Hampshire or Massachusetts, depending upon the state in which you are located, in support of our application to obtain branch line subsidy funds.

File: Aband: So Ashburnham, Mass. to Jaffrey, N.H. All

SW
↑

It is our general desire to use these funds to upgrade the track conditions between South Ashburnham and the Massachusetts/New Hampshire state line and, in addition, provide funding for the development of the modern concrete loading platforms located along the line.

I was most disappointed to learn from many of you about the performance of the train crews operating on the branch. I am sure you can recognize that improving the efficiency and productivity of these individuals will also aid in helping turn around the financial situation on the branch. If there are any instances of irregularities with our operations on the line, I hope you will make them known to Wilbur Twombly or John Walsh. In addition, I want to stress to each of you that the Boston and Maine expects the users of our services to pay the railroad through normal freight rates. In no way does the railroad condone or permit train crews from bartering their services with patrons. This is a most serious matter and I hope you will bring this policy to the attention of the train crews involved if an instance like this should arise and to the appropriate Boston and Maine transportation officials.

There is one other additional name that I should have listed on your list of telephone numbers to be contacted on the Boston and Maine. Mr. Jeff Geiger is our Director of Car Utilization and Control. In instances where the agent has difficulty in procuring equipment for your service, please do not hesitate to contact Mr. Geiger at Area Code 617/667-8100, Extension 288.

Thank you again for your interest in this particular project and I am hopeful that, through the concerted efforts of all parties involved, the line will return itself to one of viability.

Sincerely,



W. J. Rennie
Assistant to the President

BOSTON AND MAINE CORPORATION, DEBTOR
IRON HORSE PARK
NORTH BILLERICA, MASSACHUSETTS 01862
617/867-8100



ROBERT W. MESERVE
BENJAMIN H. LACY
TRUSTEES

ALAN G. DUSTIN
PRESIDENT AND CHIEF EXECUTIVE OFFICER

September 12, 1979

Mr. Philip LeClerc
Plant Manager
Whitney Division of Ethan Allen
14 Pleasant Street
South Ashburnham, Massachusetts 01466

Dear Mr. LeClerc:

After serious discussion and analysis, the Boston and Maine has agreed to delist the South Ashburnham, Massachusetts to Jaffrey, New Hampshire branch line from its lines identified for abandonment in the near term.

We have agreed to delisting the branch line on the basis of shippers and receivers on the line making investment and rail use decisions free of the threat of imminent abandonment. We also agreed not to relist this line for abandonment for a period of five years, starting January 1, 1980. The only qualification of this agreement is that there cannot be a catastrophic loss of business on the line during the five-year period. The abandonment moratorium will stay in effect so long as the traffic level does not drop on an annual basis to a level of 35% less than the 427 cars used on the line during the year of 1978.

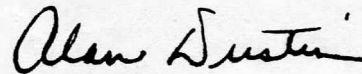
The abandonment moratorium is a demonstration of our sincere desire to make this line viable and is the first time the Boston and Maine has decided to experiment with a branch line in this fashion. I am hopeful that the partnership of shippers and the railroad will be able to work together over the next few years to develop a level of activity on the line which will allow us to continue service beyond the five-year point, increase frequency of service on the line, and make the necessary long-term physical plant improvements which must be made if the line is to be considered continuously viable.

I believe the dialogue which has begun between you and members of my staff has been most encouraging, and I am hopeful that you will work with us in any way possible to improve the revenue potential of this branch line.

If there are any problems that you believe are not being solved to your satisfaction in light of the spirit in which we are making this proposal, I hope you will feel free to contact me.

Thank you for your interest and willingness to work with the railroad in our efforts to turn this line around.

Sincerely,

A handwritten signature in cursive script that reads "Alan G. Dustin".

A. G. Dustin
President and Chief Executive Officer

BOSTON AND MAINE CORPORATION, DEBTOR
IRON HORSE PARK
NORTH BILLERICA, MASSACHUSETTS 01862
817/867-8100



ROBERT W. MESERVE
BENJAMIN H. LACY
TRUSTEES

ALAN G. DUSTIN
PRESIDENT AND CHIEF EXECUTIVE OFFICER

September 12, 1979

The Honorable Barry M. Locke
Secretary
Commonwealth of Massachusetts
Executive Office of Transportation and Construction
One Ashburton Place
Boston, Massachusetts 02108

Dear Barry:

The Boston and Maine and the shippers on the South Ashburnham to Jaffrey line are embarking on an experiment which will hopefully return the line to one of viability on the Boston and Maine system.

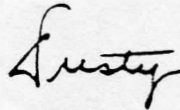
I am enclosing for your information a recent letter I sent to the shippers on the line offering a moratorium on any further abandonment proceedings for a period of five years. During this ensuing period, the railroad, the shippers and hopefully the state government will attempt to improve the level of traffic which will improve the overall economic situation along the line.

The Boston and Maine is most interested in receiving pre-abandonment funding under the Local Rail Assistance Act of 1978 for use on the line. It is my belief that this will probably be the only line of its kind on the Boston and Maine system where such aid will be requested. Over the next one to two years, we will require approximately \$150,000 to improve the track condition between South Ashburnham and the state line just north of Winchendon, Massachusetts. Improvement in the track conditions will go a long way toward aiding operating efficiency and improving transit times. In addition, if traffic patterns develop, the Boston and Maine would also like to request an expenditure of approximately \$15,000 for the construction of a concrete loading dock at Winchendon, Massachusetts to facilitate the transfer of materials from truck-to-rail.

For the past two months, these ideas and our approach have been thoroughly discussed with the shippers. I believe this to be a unique experience which might have bearing on other markets and areas of the New England rail system.

I would be most interested in hearing your comments on this project and whether you feel there would be any type of financial aid possible under the pre-abandonment provisions of the Local Rail Assistance Act of 1978.

Sincerely,

A handwritten signature in cursive script, appearing to read "A. G. Dustin".

A. G. Dustin
President and Chief Executive Officer

BOSTON AND MAINE CORPORATION, DEBTOR
IRON HORSE PARK
NORTH BILLERICA, MASSACHUSETTS 01862
817/887-8100



ROBERT W. MESERVE
BENJAMIN H. LACY
TRUSTEES

ALAN G. DUSTIN
PRESIDENT AND CHIEF EXECUTIVE OFFICER

September 12, 1979

Mr. Charles Chandler
Executive Director
New Hampshire Transportation Authority
John O. Morton Building
85 Loudon Road
Concord, New Hampshire 03301

Dear Charlie:

The Boston and Maine and the shippers on the South Ashburnham to Jaffrey branch have come to a mutual agreement which has allowed the Boston and Maine to delist the line from abandonment and provide the shippers with a moratorium on abandoning the line for a period of five years. During this time, we are hopeful that through corrective action the line will be returned to a level of traffic which will be able to support a continuation of rail service into the future.

The State of New Hampshire has already been most generous in helping the viability of the line through the application of NERCOM funds several years ago. However, I believe if the line is to be made permanently viable, an additional expenditure of money will be needed to improve the track condition between the state line and the end of the branch.

I would like to request your consideration in the next year for the use of funding under the pre-abandonment provisions of the Local Rail Assistance Act of 1978 to provide the Boston and Maine with a sum of \$35,000 to improve the track and tie condition from the state line northward. Additionally, the Boston and Maine would also like to request a sum of \$15,000 for the construction of a cement loading dock at Jaffrey, New Hampshire which will allow an increase in the transloading of material from truck to rail cars.

I believe that this entire effort will be successful in the long run because of the excellent cooperation between the railroad and the shippers in the early stages of our discussions. This modest amount of funding over the next one to two years would certainly go a long way toward insuring the viability of the line. I feel it is the type of corrective action that was envisioned when the Local Rail Assistance Act was passed.

I look forward to hearing your comments on whether this type of funding might be available from the State of New Hampshire.

Sincerely,

A handwritten signature in cursive script, appearing to read "A. G. Dustin".

A. G. Dustin
President and Chief Executive Officer

SAME LETTER ALSO SENT TO:

Mr. Philip LeClerc
Plant Manager
Whitney Division of Ethan Allen
14 Pleasant Street
South Ashburnham, Massachusetts 01466

Mr. John P. Spuria
President
John P. Spuria & Sons
Gardner Road
South Ashburnham, Massachusetts 01466

Mr. A. W. Urquhart
President
New England Wooden Ware Company
363 River Street
Winchendon, Massachusetts 01475

Mr. Robert McMahon
General Manager
Patriot Industries, Inc.
101 Jackson Avenue
Winchendon, Massachusetts 01475

Mr. James Gibson
Plant Manager
General Box Company
Franklin Street
Winchendon, Massachusetts 01475

Mr David Foster
President
D. A. Manufacturing Company
Summer Street Extension
Winchendon, Massachusetts 01475

Mr. Warren Harris
President
Level of Winchendon
28 Front Street
Winchendon, Massachusetts 01475

Mr. Donald S. Adams
Traffic Manager
W. W. Cross
Division of PCI Group, Inc.
77 Webster Street
Jaffrey, New Hampshire 03452

Mr. James Sullivan
Traffic Manager
D. D. Bean & Sons Company
Jaffrey Road
Jaffrey, New Hampshire 03452

Mr. Brian E. Rohde
President
Monadnock Forest Products
Squantum Road
Jaffrey, New Hampshire 03452

Mr. Jack Belletetes
General Manager
Belletetes, Inc.
Peterborough Road
Jaffrey, New Hampshire 03452

Mr. Lee Chamberlain
Bean Fiberglass, Inc.
26 Union Street
Jaffrey, New Hampshire 03452

Mr. Kevin Sawyer
President
Monadnock Distributors
Jaffrey, New Hampshire 03452

Mr. Juha Parkkonen
Seppala & Aho Construction Company
West Rindge, New Hampshire 03461

Mr. David J. Houston
President
Water Base Systems, Inc.
Knight Road
Jaffrey, New Hampshire 03452



March 11, 1982

Mr. Vincent Iacopino, Secretary
New Hampshire Public Utilities Commission
8 Old Suncook Road
Concord, N. H. 03301

Re: B&M's Statement of position on the
jurisdiction of the State of New
Hampshire to approve lease to Green
Mountain Railroad of Fort Hill and
Ashuelot branch lines.

Dear Mr. Iacopino:

This statement is submitted in response to the request of the Commissioners of your Commission.

Boston and Maine Corporation, Debtor, (Robert W. Meserve and Benjamin H. Lacy, Trustees) ("B&M") denies the jurisdiction of the State of New Hampshire, acting by and through its Public Utilities Commission under the provisions of N.H. Revised Statutes Annotated, Chapter 374, Section 29, on "the approval of a lease or operating agreement between the Boston and Maine Corporation and the Green Mountain Railroad relative to the operations on the Ashuelot Branch between Keene and Brattleboro."

Approval of the subject lease by virtue of exemption thereof, under applicable provisions of the Interstate Commerce Act (49 USC 10505, copy appended) was obtained from the Interstate Commerce Commission in its decision, dated November 3, 1981, in Finance Docket No. 29727, Green Mountain Railroad Corporation - Lease And Operate over Boston and Maine Corporation - Exemption, a copy of which, together with a copy of the Federal Register publication pursuant thereto, dated November 13, 1981, is appended hereto.

S. Weir

W. H. Van Slyke, AAR, Washington, DC

Jan. 26, 1983

Please issue B&M Embargo No. 2-83 effective at once against all traffic destined Winchendon, MA and Jaffrey, NH. Cause: Track conditions.

Exceptions: None.

R. E. Hill, Supt. Trans.
B&M Corp.

