

AB 32 SUB NO. 4 (F) A

BOSTON MAINE CORPORATION - DEBTOR
150 CAUSEWAY STREET
BOSTON, MASSACHUSETTS 02114
Telephone: 227-6000



ROBERT W. MESERVE
BENJAMIN H. LACY
TRUSTEES

APR 2 1979

LAW DEPARTMENT

INTERSTATE
COMMERCE COMMISSION

JOHN J. SE
Vice President and General Counsel

JOHN E. O'KEEFE
SIDNEY WEINBERG
Attorneys

FILE IN DOCKET

March 28, 1979

H. G. Homme, Jr., Secretary
Interstate Commerce Commission
Washington, D. C. 20423

FINANCE DEPT. 10-10000
FILED MAR 31 1979
INTERSTATE COMMERCE COMMISSION

Re: AB-32 Sub No. 4F
Summary Application for Abandonment: Townsend, MA
to Greenville, N.H.

Dear Mr. Homme:

Enclosed herein please find the original and six (6) copies of
the above-captioned application for filing, together with check in the
amount of \$175.00 for the filing fee.

Very truly yours,

Sidney Weinberg
Sidney Weinberg

SW/mcn
Enclosures

INTERSTATE
COMMERCE COMMISSION
RECEIVED

APR 1 1979

ADMINISTRATIVE SERVICES
MAIL UNIT

APR 3 2 35 PM '79
OFFICE OF
FINANCE SUPPORT
PROCEEDINGS
INTERSTATE
COMMISSION
RECEIVED

APR 2 12 47 PM '79
FEE OFFICE
U.S. DEPT. OF COMMERCE

9-032AC45

No.

Date APR 2 1979

Fee 1/79

BEFORE THE

INTERSTATE COMMERCE COMMISSION

FILED

ICC Washington, D. C.

IN THE MATTER OF THE APPLICATION)
 OF THE BOSTON AND MAINE CORPOR-)
 ATION, DEBTOR (R. W. Meserve and)
 B. H. Lacy, Trustees) for a)
 Certificate of Public Convenience)
 and necessity authorizing the)
 abandonment of a line of railroad)
 extending from Milepost B46.85 in)
 Townsend, Ma. to Milepost B59.76)
 in Greenville, N.H., a distance)
 of 12.91 miles, in Worcester)
 County, Ma. and Hillsborough)
 County N.H.)

APR 2 1979

INTERSTATE

COMMERCE COMMISSION

Docket No. AB-32
 (Sub No. 4F)

RECEIVED
 INTERSTATE COMMERCE
 COMMISSION
 APR 3 2 35 PM '79
 FINANCE SUPPORT
 UNIT
 OFFICE OF
 PROCEEDINGS

SUMMARY APPLICATION

Applicants, Robert W. Meserve and Benjamin H. Lacy, Trustees of the property of Boston and Maine Corporation, Debtor seek a certificate of public convenience and necessity permitting the abandonment of a line of railroad extending from Milepost B46.85 in Townsend, Ma. to Milepost B59.76 in Greenville, N.H. in Worcester County, Ma. and Hillsborough County, N.H., a distance of 12.91 miles. In support of their application pursuant to 49 CFR Sec. 1121.32, said Trustees state the following:

FREE OPERATION BR.

I.C.C.

APR 2 12 43 PM '79

RECEIVED

ABANDONMENT APPLICATION INFORMATION
49 C.F.R. PART 1121.32

1121.32(a) GENERAL.

1) Q. What is the exact name of applicant?

A. Robert W. Meserve and Benjamin H. Lacy, Trustees (Trustees) of the property of Boston and Maine Corporation, Debtor (See In the Matter of Boston and Maine Corporation, Debtor, U. S. District Court for the District of Massachusetts, No. 70-250-M) (hereinafter Debtor and its property are referred to as B&M).

2) Q. Is applicant a common carrier by railroad subject to the Interstate Commerce Act?

A. B&M is a common carrier by railroad subject to the Interstate Commerce Act.

3) Q. Is the carrier which owns or operates the line of railroad to be abandoned or over which service is to be discontinued a part of any railroad system?

A. B&M is not part of any system of railroads.

4) Q. What is the relief sought?

A. Trustees request the issuance of a certificate of public convenience and necessity permitting the abandonment of a line of railroad, 12.91 miles in length, extending from milepost B46.85 in Townsend, Ma. to milepost B59.76 in Greenville, N.H. in Worcester County, Ma. and Hillsborough County, N.H. The authority of B&M's Reorganization Court to apply for the within abandonment is contained in Order No. 160, a copy of which is attached hereto as Exhibit A.

5) Q. What is the proposed effective date of abandonment?

A. July 15, 1979.

6) Q. Detailed map of the subject line.

A. See Exhibit B, a detailed map of the subject line.

7) Q. Reference to inclusion of the rail line to be abandoned or over which service is to be discontinued on the carrier's system diagram map, in compliance with §1121.20-.23, and the date upon which such line was first listed on the system diagram map. A copy of the line description which accompanies the system diagram map shall also be submitted.

A. The line has appeared in B&M's system diagram map in Category 1 since June 24, 1977 and its description is as follows:

- (a) West Townsend, Mass. to Greenville, N.H. (12.91 mile segment of Greenville Branch.
- (b) Located within Commonwealth of Massachusetts and State of New Hampshire
- (c) Located within Worcester County, Mass. and Hillsboro County, N. H.
- (d) Mileposts: B46.85 to B59.76.
- (e) No agency stations located on segment. Segment served by agency station at Ayer, Mass. (Milepost B36.12).

8) Q. Detailed statement of reasons for filing application.

A. The sole customer on the line, Pilgrim Foods, Inc., Greenville, N.H., has accepted public delivery at Townsend, Ma. for the past five years. Such delivery will not be affected by the proposed abandonment. The salvage that may be realized from the dismantling of the line is required by B&M for more essential rail purposes.

9) Q. Name, title, and address of representative of applicant to whom correspondence should be sent.

A. Sidney Weinberg, Esq.
Boston and Maine Corporation
150 Causeway Street
Boston, Massachusetts 02114

1121.32

REVENUE AND COST DATA.

- 3) Q. Carrier's computation of an "Estimated Subsidy Payment" for the base year in the form called for in Exhibit 1 and an alternate payment to reflect (A) increases or decreases in attributable revenues and avoidable costs projected for the subsidy year and (B) an estimate, in reasonable detail, of the cash income tax reductions, Federal and State, to be realized in the subsidy year.

A. See Exhibit 1 for the "estimated subsidy payment".

1121.32(e) RURAL AND COMMUNITY IMPACT.

- 1) Q. The name and population of each community in which a station on the line is located.

A. West Townsend is a station in Townsend, Ma. population 2700. Greenville is a station in Greenville, N.H., population 1450.

Source: Rand McNally
Commercial Atlas,
1978

- 2) Q. Identification of significant users by name, address, principal commodity, and tonnage.

A. No significant users are located on the line.

- 3) Q. Detailed description of the alternate sources of transportation service available, including a detailed description and nature of operations, and the highway network in the proximate area.

A. Public delivery facilities will be available to customers at W. Townsend, Ma. and at Winton, N. H., nine (9) miles from Greenville, N. H. utilizing State Highways 31, 101 and 31.

4) Q. Statement of efforts which have been made to continue service through solicitation of additional traffic, and the sale or subsidy of the line and the results of those efforts.

A. B&M's sales people have made normal sales calls on potential customers in the territory served by the line. B&M has not attempted to sell the line nor sought any subsidy for continued operation of the line.

5. Q. Statement of whether the properties proposed to be abandoned are suitable for use for other public purposes. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

A. The line and its appurtenant properties are suitable for use for outdoor recreational purposes, roadways and public utility pipe or power line extensions. 98 per cent of the property is owned in fee by B&M. 2 per cent is subject to reverter if the property is not used for railroad purposes.

1121.32(f) ENVIRONMENTAL IMPACT.

Applicant as part of its abandonment application submits the following information in compliance with 49 C.F.R. 1108.12(b) and (c):

1108.12(b) (3) - Supplemental environmental evaluation (SEE).

(i) Q. A description, in narrative form, of the contemplated action.

A. B&M seeks a certificate of public convenience and necessity permitting the abandonment of a line of railroad, 12.91 miles in length, extending from milepost B46.85 in Townsend, Ma. to milepost B59.76 in Greenville, N.H. in Worcester County, Ma. and Hillsborough County, N.H. There has not been any demand for rail freight service on the line nor does any prospect for such demand appear. Abandonment of the line will permit B&M to avoid unnecessary maintenance expense on the line.

(ii) Q. An indication of related applications or proposals before the Commission or not yet filed but contemplated.

A. There are no related applications or proposals before the Commission, nor are any contemplated by B&M, which involve the line.

(iii) Q. The involvement of any other Federal, State, or local governmental agency (including the need for additional permits or licenses or the expectation of funding or financing).

A. No other federal, state or local governmental agency involvement appears nor is any such involvement expected. No additional governmental permits or licenses are needed.

(iv) Q. The anticipated environmental impacts.

A. Abandonment of the line will not significantly affect the quality of the human environment. There is no rail traffic on the line and thus no additional traffic would be diverted to the highway system. Abandonment of the line will eliminate hazards of grade crossing accidents and will return the underlying right of way to its natural state. The Town of Mason, N.H., desires to acquire the segment of the line within the town's limits for recreational purposes.

(v) Q. Anticipated increases in energy requirements or natural resource consumption.

A. There are no anticipated increases in energy use or natural resource consumption.

(vi) Q. Probable and potential changes in transportation patterns.

A. No changes in transportation patterns will result from this abandonment.

(vii) Q. The anticipated amount of traffic diversion to alternate modes of transportation, and, if no diversion is anticipated, the reasons why.

A. Since there is no traffic on the line, no traffic diversion will result from the abandonment.

(viii) Q. The alternatives to the proposed action which applicant, proponent, or complainant has considered.

A. The only alternative to abandonment of the line is its continued availability for transportation despite lack of any demand for its use. Such continued availability subjects B&M to maintenance expense which wastes its limited resources. Abandonment of the line is the only realistic option available.

1108.12(c) - Additional environmental information for rail abandonment applications.

(1) Q. A description, in narrative form, of the contemplated action, including the involvement of other railroads and related abandonment, construction, or trackage rights applications.

A. See 1108.12(b)(3)(i) for a total description of the contemplated action. No trackage rights applications or related abandonments are involved in this case.

(2) Q. A detailed map showing the exact location of the line to be abandoned and its relationship to other railroad lines.

A. See Exhibit B, a detailed map of the subject line.

(3) Q. The most recently available traffic figures for the line in question, including type of commodities transported, the amount of carloads and tons handled, and a breakdown of traffic received and forwarded at each station on the line.

A. No traffic is handled on the line.

(4) Q. The number of acres in the right of way proposed for abandonment and, stated separately, in the railroad property appurtenant thereto.

A. There are 156.85 acres in the right of way proposed for abandonment and 32.43 acres in the railroad property appurtenant thereto.

(5) Q. Other contemplated abandonment applications.

A. No other associated abandonments are contemplated.

(6) Q. The number, type, and location, including a description of all bridges, culverts, and grade crossings, or any other structures on the line.

A. See Exhibit C, attached.

(7) Q. The anticipated plans for salvage operations.

A. Anticipated plans for salvage operations include the removal of all ties, bridge materials, rail and track fastenings. Material which cannot be reused elsewhere will be sold for scrap. B&M policy is to restore the surface under all grade crossings with the same material as contained in the adjacent roadway surface. Box culverts are left in place to facilitate drainage.

(8) Q. Federal, State, or local laws or ordinances relating to salvage operations.

A. B&M is unaware of any federal, state or local laws relating to salvage operations.

(9) Q. The general nature of ownership of the underlying right of way.

A. 98 per cent of the underlying right of way is owned by B&M in fee. 2 per cent is subject to rights of reverter if the property is not used for railroad purposes.

(10) Q. A description of current land use in the area directly adjacent to the line and in the tributary territory.

A. Land adjacent to the line is used almost exclusively for rural residential purposes.

(11) Q. The kind and amount of property taxes paid by the railroad to the local communities in the last 2 calendar years.

A. Non-exempt property taxes are due the Town of Townsend, Ma. in the amount of \$24.00 for 1977. Like taxes are due the Town of Mason, N.H. in the amounts of \$62.21 for 1977 and \$69.02 for 1978. Like taxes are due the State of New Hampshire in the amounts of \$5,853.00 for 1977 and \$5,528.00 for 1978.

1108.10(d) Q. Applicant's environmental declaration.

A. Applicants, Robert W. Meserve and Benjamin H. Lacy, Trustees of the property of Boston and Maine Corporation, Debtor, believe the proposed abandonment does not constitute a major federal action having a significant effect on the quality of the human environment.

1121.32(g) PASSENGER SERVICE.

A. Not applicable.

1121.32(h) FINANCIAL STATEMENTS.

- 1) Q. Carrier's general balance sheet as of the latest date available.

A. See Exhibit D, attached.

- 2) Q. Carrier's income statement for each of the 2 calendar years immediately preceding the filing of the application for abandonment or discontinuance and for that portion of the current year for which information is available.

A. See Exhibit E, attached.

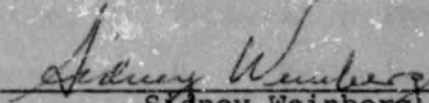
Respectfully submitted,

Sidney Weinberg
Sidney Weinberg
Attorney for Boston and Maine
Corporation, Debtor (Robert
W. Meserve and Benjamin H.
Lacy, Trustees)
150 Causeway Street
Boston, Massachusetts
(617) 227-6000

Dated: March 26, 1979

Certification for Summary Application

I, Sidney Weinberg, Attorney for the applicants in the foregoing application for abandonment, certify that applicants are not aware of any substantial and material objection to the application, acknowledging the comment of Marshall A. Buttrich dated March 6, 1979, but considering such comment by a private party and non-user of the line's services as less than a substantial and material objection to the application.

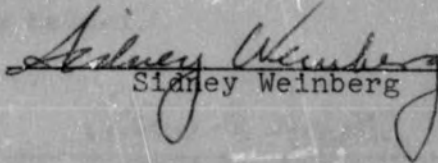


Sidney Weinberg

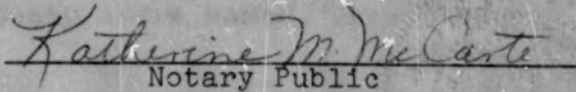
Dated: March 26, 1979

Affidavit of Compliance with Notice Requirements (S 1121.30)

I, Sidney Weinberg hereby affirm that notice of intent to abandon the line described in the foregoing application was given to the Governor of Massachusetts, the Massachusetts Department of Public Utilities, the Massachusetts Executive Office of Transportation and Construction Governor of New Hampshire, Public Utilities Commission of New Hampshire and New Hampshire Transportation Authority and Pilgrim Foods, Inc. on March 2, 1979, was posted at applicant's Ayer, Ma. Agency Station on March 1, 1979 and published in the Worcester, Ma. Telegram on March 6, 13 and 20, 1979 and in the Manchester, N. H. Union Leader on March 5, 12 and 19, 1979.


Sidney Weinberg

Subscribed, under oath, before me this 26th day of March, 1979.


Notary Public

My Commission expires:

Jan. 26, 1984

VERIFICATION

State of Massachusetts
County of Suffolk

Alan G. Dustin makes oath and says that he is the President and Chief Executive Officer of Boston and Maine Corporation, Debtor, applicant herein; that he has been authorized by the applicant trustees to verify and file with the Interstate Commerce Commission the foregoing application in AB-32 (Sub-No. 4F); that he has carefully examined all of the statements in the application as well as the exhibits attached thereto and made a part thereof; that he has knowledge of the facts and matters relied upon in the application; and that all representations set forth therein are true and correct to the best of his knowledge, information, and belief.

Alan G. Dustin

Alan G. Dustin

Subscribed and sworn to before me
in and for the State and County above named, this 26th
day of March , 1979.

Arduy W. W. W.
Notary Public

My Commission expires: March 5, 1982

BOSTON & MAINE CORPORATION-DEBTOR
ABANDONMENT-TOWNSEND, MASS. TO GREENVILLE, N.H.
ESTIMATED SUBSIDY PAYMENT

Docket No. AB-32
(Sub. No. 4F)
Exhibit No. 1

	<u>Base Year</u>	<u>Estimated Subsidy Year</u>
<u>REVENUES ATTRIBUTABLE FOR</u>		
1. Freight Originated and/or Terminated on Branch.	\$ -	\$ -
2. Bridge Traffic	-	-
3. All Other Revenue and Income	2,611	2,611
4. Total Revenues Attributable (lines 1 thru 3)	\$ 2,611	\$ 2,611
<u>AVOIDABLE COSTS FOR</u>		
5. On-Branch Costs (lines 5a thru 5j)		
a. Maintenance of Way and Structures	\$ 63,734	\$ 50,732
b. Maintenance of Equipment	2,963	2,963
c. Transportation	12,481	13,694
d. General administrative	-	-
e. Deadheading, taxi, and hotel	-	-
f. Overhead movement	-	-
g. Freight car costs	-	-
h. Return on investment - locomotives	244	244
Avoidable costs for		
i. Revenue taxes	-	-
j. Property taxes	-	-
6. Off-branch costs	-	-
7. Total avoidable costs (line 5 plus line 6)	\$ 79,422	\$ 67,633
<u>SUBSIDIZATION COSTS FOR</u>		
8. Rehabilitation	\$ 82,124	\$ 82,124
9. Administration costs (subsidy year only)	-	-
10. Casualty reserve account	-	-
11. Total subsidization costs (lines 8 through 10)	\$ 82,124	\$ 82,124
<u>RETURN ON VALUE FOR</u>		
12. Valuation of property (lines 12a thru 12c)		
a. Working capital	\$ 2,402	\$ 2,989
b. Income tax benefits	-	-
c. Net liquidation value	-	-
13. Rate of return	10.38%	10.38%
14. Total return on value (line 12 times line 13)	\$ 249	\$ 310
15. Avoidable loss from operations (line 4 minus line 7)	\$ (76,811)	\$ (65,022)
16. Estimated subsidy (line 4 minus lines 7, 11 and 14)	\$ 159,184	\$ 147,456

Note 1. Base year and Subsidy Year based on assumption of commencement of operations at a level of one train per week.

BOSTON & MAINE CORPORATION-DEBTOR
 ABANDONMENT-TOWNSEND, MASS. TO GREENVILLE, N.H.
 ESTIMATED SUBSIDY PAYMENT

Docket No. AB-32
 (Sub. No. 4F)
 Exhibit No. 1

<u>ACCOUNT NUMBER AND NAME</u>	<u>Base Year</u>	<u>Estimated Subsidy Year</u>
Maintenance of Way and Structures		
201 Superintendence	\$ 154	\$ 154
202 Roadway maintenance	1,936	1,936
208 Bridges, trestles and culverts	361	361
212 Ties	10,750	10,750
214 Rails	1,021	1,021
216 Other track material	1,875	1,875
213 Ballast	6,867	6,867
220 Track laying and surfacing	15,696	15,696
272 Removing snow, ice and sand	4,785	4,785
273 Public Improvements - Maintenance	608	608
Fringes	19,681	6,679
Total	\$ 63,734	\$ 50,732

Rehabilitation Cost to Meet Minimum F.R.A. Standard Class 1 (49 CFR 213)

201 Superintendence	\$ 1,275
202 Roadway Maintenance	3,281
208 Bridges, trestles, and culverts	13,000
212 Material	32,868
214 Rails	607
216 Material	3,834
220 Track laying and surfacing	26,385
273 Public improvements - maintenance	876
Total	\$ 82,124

BOSTON & MAINE CORPORATION-DEBTOR
 ABANDONMENT-TOWNSEND, MASS. TO GREENVILLE, N.H.
 ESTIMATED SUBSIDY PAYMENT

Docket No. AB-32
 (Sub. No. 1-F)
 Exhibit No. 1

	<u>Base Year</u>	<u>Estimated Subsidy Year</u>
<u>Maintenance of Equipment</u>		
311 Locomotive Repairs	\$ 2,376	\$ 2,376
331 Equipment Depreciation - Locomotives	328	328
Fringe Benefits	259	259
Total	\$ 2,963	\$ 2,963

<u>Transportation Expense</u>		
392 Train Enginemen	\$ 1,899	\$ 2,183
394 Train Fuel	2,220	2,220
400 Servicing Train Locomotives	444	444
401 Trainmen	4,680	5,382
402 Train Supplies and Expenses	1,728	1,728
Fringes Engine Crew	436	501
Train Crew	1,074	1,236
Total	\$ 12,481	\$ 13,694

Return on Investment - Locomotives	\$ 244	\$ 244
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Order No. 160

DISTRICT COURT OF THE UNITED STATES
FOR THE DISTRICT OF MASSACHUSETTS

In Proceedings for the Reorganization of a Railroad

.....
In the Matter of
BOSTON AND MAINE CORPORATION No. 70-250-M
Debtor
.....

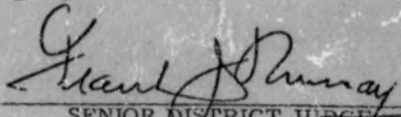
ORDER ADOPTING REPORTS OF
SPECIAL MASTER, R. AMMI CUTTER,
ON PETITION OF TRUSTEES FOR AUTHORITY TO
ABANDON LINES OF RAILROAD BETWEEN
BENNINGTON AND HILLSBOROUGH, N. H.;
TOWNSEND, MASS. AND GREENVILLE, N. H.;
AND ACTON AND MAYNARD, MASS.

This cause came on to be heard on the motion of the Debtor's Trustees to adopt the Reports of R. Ammi Cutter, Special Master, regarding the petition of the Debtor's Trustees for authority to abandon the lines of railroad referred to in the petition, and no objections to the adoption of said Reports having been filed, and the Court being duly advised in the premises, it is

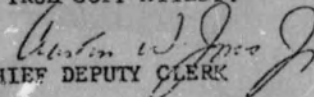
ORDERED, ADJUDGED and DECREED:

1. That the Reports of R. Ammi Cutter, Special Master, are adopted.
2. That the Trustees be, and they hereby are, authorized
 - (a) to apply to the Interstate Commerce Commission, pursuant to Paragraphs 18 to 20, inclusive, of Section 1 of the Act, as amended, for a Certificate that the present and future public convenience and necessity permit the abandonments of the following lines of railroad:
 - (1) a line of railroad, approximately 8.4 miles in length, running from Valuation Station No. 1197+06 in the Town of Bennington to Valuation Station No. 753+25 in the Town of Hillsborough, all within Hillsborough County, State of New Hampshire;

- (2) a line of railroad, approximately 12.3 miles in length, running from Valuation Station No. 567+45 in the Town of Townsend, Middlesex County, Massachusetts to Valuation Station No. 1247+86 in the Town of Greenville, Hillsborough County, New Hampshire; and
- ✓ (3) a line of railroad, approximately 2.7 miles in length, running from Valuation Station No. -5+98 in the Town of Acton to Valuation Station No. 138+50 in the Town of Maynard, all within the County of Middlesex, Massachusetts.
- (b) to abandon each of said lines of railroad upon the issuance of a proper certificate by the Interstate Commerce Commission;
- (c) upon the issuance of a proper certificate by the Interstate Commerce Commission for each of the aforesaid proposed abandonments, to salvage such material as may profitably be recovered therefrom and, as provided by and subject to the limitations of other Orders entered herein, sell or otherwise dispose of any property included in said lines of railroad; and
- (d) to take such other steps as may be necessary and proper to accomplish the foregoing.


SENIOR DISTRICT JUDGE

A TRUE COPY ATTEST:


CHIEF DEPUTY CLERK



MAP OF
BOSTON AND MAINE CORPORATION
SHOWING
PROPOSED ABANDONMENT OF LINE
BETWEEN

W. TOWNSEND, MASS. AND GREENVILLE, N.H.

M.P. 46.85 TO M.P. 59.79 = 12.91

BOSTON AND MAINE CORPORATION

TOTAL PROPOSED ABANDONMENT = 12.91 MI.

OFFICE OF VICE PRESIDENT-ENGINEERING, NO. BILLERICA, MASS.

MARCH 23, 1979

SCALE

0 1 2 3 4 5 MILES

WEST TOWNSEND - GREENVILLE (Branch)

BRIDGE, CULVERT, AND GRADE CROSSING LIST

ID NUMBER	NAME	KIND	CLEAR SPAN	HEIGHT
47.07		Vit. Pipe	0-10	1-6
47.20		Rail Top Culv.	4-0	7-0
47.21		Wooden Box	2-0	1-0
47.34		Stone Box	1-0	1-0
47.40		Cast Iron Pipe	1-4	3-6
47.65		" " "	1-4	2-0
47.85	Squannacook Riv.	Pile Trestle	154-6	27-10
48.69		Stone Box	3-0	22-0
48.96		Cast Iron Pipe	1-4	35-0
49.12	Duncan Rusk Co.	Iron Pipe	0-1	0-6
49.12	" " "	" " "	0-3	5-0
49.20		Stone Box	2-0	16-0
49.43		" "	2-0	21-0
49.64		" "	2-0	9-0
49.78		" "	3-6	12-0
49.90		" "	2-0	8-0
49.94		Cast Iron Pipe	2-0	5-0
50.30		Stone Box	4-0	22-0
50.80		" "	4-0	30-0
51.22	West Ditch	Vit. Pipe	1-0	1-6
51.26		" "	1-4	3-0
51.33		Stone Box	2-0	6-0
51.74	Blood's	Deck Plate Girder	19-6	21-5
51.77		Stone Box	2-5	24-0
52.08		Rail Top Culv.	4-0	7-0
52.23		Vit. Pipe	1-0	2-0
52.25		Cast Iron Pipe	1-6	3-0
52.28	Water Tank	Iron Pipe	0-4	5-0
52.53		Stone Box	2-0	5-0
52.91		" "	3-6	8-0
53.16		Vit. Pipe	1-3	2-6
53.18		" "	1-3	2-6
53.21		Cast Iron Pipe	2-0	3-0
53.41		Stone Box	4-0	7-0
53.66		" "	3-9	15-0
53.89		Cast Iron Pipe	1-3	2-6
54.46		Vit. Pipe	0-8	2-6
54.75		Stone Box	5-0	24-0
55.32		Vit. Pipe	1-0	3-0
55.44		Stone Box	2-2	12-9
55.59		" "	1-9	3-0

WEST TOWNSEND - GREENVILLE (Branch) continued

ID NUMBER	NAME	KIND	CLEAR SPAN	HEIGHT
55.67		Stone Box	3-0	10-0
56.11		Vit. Pipe	1-0	2-0
56.49		Stone Box	2-0	10-0
56.59		Rail Top Culv.	4-1	4-0
57.40		Stone Box	3-4	8-0
57.61		Stone Box	3-5	23-0
57.84		" "	4-0	38-6
58.09		Cast Iron Pipe	1-1	4-4
58.14		" " "	1-3	3-4
58.18		Vit. Pipe	1-0	6-0
58.62		Stone Box	2-0	27-0
58.72		" "	4-6	40-0
58.97	High Bridge	Steel Viaduct	611-0	97-0
59.30		Vit. Pipe	1-0	4-0
59.39		Stone Box	4-6	36-4
59.55		Vit. Pipe	1-0	3-0
59.58		" "	0-4	4-0
59.62		" "	1-0	5-0
59.62		" "	0-6	5-0
59.69		" "	0-6	5-0
59.70		" "	0-6	5-0

HIGHWAY/RAILROAD GRADE CROSSINGS

MILE POST	STREET OR HIGHWAY NAME	DESCRIPTION	PROTECTION
47.07	Scales Lane	Asphalt	None
47.65	Main St.	Asphalt	Crossbucks
48.09	Dudley Rd.	Asphalt	Crossbucks
50.30	Morse Rd.	Unconsolidated	Crossbucks
51.74	Bloods Rd.	Unconsolidated	None
52.30	Brookling Rd.	Asphalt	Crossbucks
53.17	Adams St.	Asphalt	Crossbucks
55.20	Mason	Sec. Timber	Crossbucks
55.26	Pratt St.	Asphalt	Crossbucks
55.99	Pratt Rd.	Unconsolidated	Crossbucks
58.75	Adams Hill Rd.	Asphalt	Crossbucks
58.97	High St.	Asphalt	None

BOSTON AND MAINE CORPORATION, DEBTOR
ABANDONMENT - TOWNSEND, MA TO GREENVILLE, NH

GENERAL BALANCE SHEET
NOVEMBER 30, 1976

ASSETS

CURRENT ASSETS:		
701	Cash	\$ 234,969
702	Temporary Cash Investments	2,128,000
703	Special Deposits	155,597
703.1	Segregated Funds; MBTA Contract Obligations	604,317
706	Accounts Receivable; Customers	6,949,637
707	Accounts Receivable; Other	3,516,921
708	Interest and Dividends Receivable	64,069
709	Accrued Accounts Receivable	7,848,068
	Net Receivables	21,342,578
710	Working Funds	351,112
711	Prepayments	736,601
712	Material and Supplies	4,752,921
713	Other Current Assets	242,922
	Total Current Assets	<u>27,626,134</u>
SPECIAL FUNDS:		
715	Sinking Funds	1,491
716	Capital Funds:	
	Deposits with Trustees in Lieu of Mortgaged Property Sold#	58,257,756
	Other Deposits	105,737
717	Other Funds	* 394,576
	Total Special Funds	<u>58,759,460</u>
INVESTMENTS:		
721	Investments and Advances; Affiliated Companies-\$50,001	
	Pledged	2,360,706
722	Other Investments and Advances	41,001
	Total Investments	<u>2,401,707</u>
TANGIBLE PROPERTY:		
731	Road and Equipment Property	139,828,655
735	Accumulated Depreciation; Road and Equipment Property	(38,694,000)
	Net Road and Equipment Property	<u>101,134,655</u>
732	Improvements on Leased Property	13,856,699
733	Accumulated Depreciation; Improvements on Leased Property	(1,742,972)
734	Accumulated Amortization; Improvements on Leased Property -	
	Defense Projects	(444,342)
	Net Improvements on Leased Property	<u>11,669,385</u>
	Total Carrier Property	<u>112,804,040</u>
737	Property Used in Other Than Carrier Operations	2,824,290
738	Accumulated Depreciation; Property Used in Other Than	
	Carrier Operations	(79,705)
	Net - Property Used in Other Than Carrier Operations	<u>2,744,585</u>
	Total Tangible Property	<u>115,548,625</u>
OTHER ASSETS AND DEFERRED DEBITS:		
741	Other Assets	3,949,493
743	Other Deferred Debts	18,076,691
	Total Other Assets and Deferred Debits	<u>22,026,184</u>
TOTAL ASSETS		<u>\$226,362,110</u>

Includes balance of proceeds from sale of Reading Line to Massachusetts Bay Transportation Authority on September 25, 1973, originally, \$18,038,896.

Also includes proceeds from sale of commuter lines and other properties to Massachusetts Bay Transportation Authority on December 27, 1976, \$39.5 million.

* Includes \$80,000 on deposit with St. Paul Fire and Marine Insurance Co. to secure Workmen's Compensation obligations of Boston & Maine Transportation Company, Bankrupt. The ultimate amount to be charged against this account cannot be determined at this time.

Ø In connection with settlement agreement reached with Bomaine Corporation in June 1977, the Trustees now hold the following outstanding Capital Stock of the Corporation:

Common, \$1 Par	\$ 851,168
Preferred, \$100 Par	7,465,200
	<u>\$8,316,368</u>

BOSTON AND MAINE CORPORATION, DEBTOR
ABANDONMENT - TOWNSEND, MA TO GREENVILLE, NH

GENERAL BALANCE SHEET
NOVEMBER 30, 1978

LIABILITIES AND SHAREHOLDERS' EQUITY

CURRENT LIABILITIES:		
751	Loans and Notes Payable	\$ 1,668,436
752	Accounts Payable; Interline and Other Balances	2,535,334
753	Audited Accounts and Wages Payable	1,378,493
754	Accounts Payable; Other	456,989
755	Interest Payable	76,715
756	Dividends Payable	2,326
759	Accrued Accounts Payable	13,907,766
760	Federal Income Taxes Accrued	11,643
761.5	Other Taxes Accrued	3,136,316
763	Other Current Liabilities	3,016,840
764	Equipment Obligations and Other Long-Term Debt due Within One Year	715,068
	Total Current Liabilities	<u>26,905,926</u>
LONG-TERM DEBT DUE AFTER ONE YEAR:		
765	Funded Debt Unmatured, due Serially to January 1, 1985	810,380
766	Equipment Obligations, due Serially to February 1, 1991	1,712,034
766.5	Capitalized Lease Obligations; Locomotives, due December 31, 1992	7,610,905
768	Debt in Default:	
	1st Mtge. Series TT 6% Bonds, due July 1, 1970	\$46,337,876
	2nd Mtge. Series A 4 1/2% Income Bonds, due July 1, 1970	10,826,500
	Collateral Note 7 1/2%, due Serially to June 15, 1970	454,994
	Southern Railway Association Note 10%, due February 20, 1970	594,200
769	Accounts Payable; Affiliated Companies	66,243,570
	Total Long-Term Debt due After One Year	<u>866,841</u> <u>77,243,730</u>
OTHER LONG-TERM LIABILITIES:		
771	Accrued Liability; Pension and Welfare	(55,664)
772	Accrued Liability; Leased Property	841,387
774	Accrued Liability; Casualty and Other Claims	4,266,605
781	Interest in Default	42,567,469
782	Other Liabilities	25,731,964
	Total Other Long-Term Liabilities	<u>73,351,762</u>
DEFERRED CREDITS:		
784	Other Deferred Credits	4,192,513
SHAREHOLDERS' EQUITY:		
Capital Stock:		
791	Capital Stock	\$ 9,604,912
Additional Capital:		
794	Premiums and Assessments on Capital Stock	200,322
795	Other Capital	100,132,332
	Total Additional Capital	<u>100,332,654</u>
RETAINED EARNINGS:		
797	Retained Earnings; Appropriated	1,460
798	Retained Earnings; Unappropriated	(65,270,847)
	Total Retained Earnings	<u>(65,269,387)</u>
	Total Shareholders' Equity	<u>44,668,179</u>
TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY		<u>\$226,362,110</u>

NOTE: Prepared in accordance with new Interstate Commerce Commission's Uniform System of Accounts effective January 1, 1978.

BOSTON AND MAINE CORPORATION, DEBTOR
ABANDONMENT - TOWNSEND, MA TO GREENVILLE, NH

COMPARATIVE INCOME STATEMENT
FOR THE TWO YEARS ENDED DECEMBER 31

	1976	1977
Operating Revenues:		
Freight	\$ 80,106,633	\$82,254,584
Passenger	4,841,658	-
All Other	15,028,673	3,401,771
Railway Operating Revenues	99,976,964	85,656,355
Railway Operating Expenses	86,094,970	74,773,402
Operating Ratio	86.11%	87.29%
Net Revenue from Railway Operations	13,881,994	10,882,953
Railway Tax Accruals	10,056,793	8,572,236
Railway Operating Income	3,825,201	2,310,717
Net Rents - Dr.	10,262,012	8,976,884
Net Railway Operating Income	(6,436,811)	(6,666,167)
Other Income	2,330,233	6,524,932
Total Income	(4,106,578)	(141,235)
Miscellaneous Deductions from Income	785,361	1,261,435
Income Available for Fixed Charges	(4,891,939)	(1,402,670)
Fixed Charges	3,475,219	3,498,664
Income after Fixed Charges	(8,367,158)	(4,901,334)
Contingent Interest	753,060	753,060
Ordinary Income (Loss)	(9,120,218)	(5,654,394)
Extraordinary Items	(13,518,214)	-
Net Income (Loss)	<u>\$ (22,638,432)</u>	<u>\$ (5,654,394)</u>

BOSTON AND MAINE CORPORATION, DEBTOR
ABANDONMENT - TOWNSEND, MA TO GREENVILLE, NH

CONDENSED INCOME STATEMENT
FOR ELEVEN MONTHS ENDED NOVEMBER 30, 1978

OPERATING REVENUES:	
Freight	\$78,934,142
Switching	210,126
Demurrage	2,134,313
Net Return from MBTA Operating Contracts	928,583
All Other	<u>1,138,391</u>
Railway Operating Revenues (Exclusive of Transfers from Government Authorities)	83,345,555
Railway Operating Revenues-Transfers from Government Authorities for Current Operations	<u>223,902</u>
Total Railway Operating Revenues	<u>83,569,457</u>
OPERATING EXPENSES:	
Maintenance of Way and Structures	15,963,049
Maintenance of Equipment	22,843,250
Transportation	36,459,828
General and Administrative	<u>8,929,638</u>
Total Railway Operating Expenses	<u>84,195,765</u>
NET REVENUE FROM RAILWAY OPERATIONS	(626,308)
Other Income	<u>4,416,396</u>
Total Income	<u>3,790,088</u>
MISCELLANEOUS DEDUCTIONS FROM INCOME	<u>747,834</u>
Income Available for Fixed Charges	<u>3,042,254</u>
FIXED CHARGES:	
Fixed Interest on Funded Debt	3,550,124
Interest on Unfunded Debt	<u>3,422</u>
Total Fixed Charges	<u>3,553,846</u>
Income after Fixed Charges	<u>(511,592)</u>
Interest on Income Mortgage Bonds	690,305
Unusual or Infrequent Items	-
Total	<u>690,305</u>
Income (Loss) from Continuing Operations (before Income Taxes)	(1,201,897)
Income Taxes on Ordinary Income	<u>61,300</u>
INCOME (Loss) FROM CONTINUING OPERATIONS	<u><u>\$ (1,263,197)</u></u>

NOTE: Change in format due to new Interstate Commerce Commission's
Uniform System of Accounts effective January 1, 1978.