Petition of Boston and Maine Corporation pursuant to Chapter 160, Sections 128 and 128A of the General Laws, as amended, for authorization to abandon facilities in Springfield, Holyoke, Northampton and Greenfield, and to discontinue certain passenger service.

APPEARANCES:
John N. Hasikas, Esq., for Boston and Maine Corporation
Troy T. Murray, Esq., for the City of Springfield
Joseph P. Feeney, Esq., for Brotherhood of Railroad Trainmen
Edward G. Saffran, Esq., Counsel for the Department

On April 22, 1966, the Boston and Maine Corporation (henceforward referred to as the "Railroad"), filed a petition seeking approval under General Laws, (Ter.Ed.) Chapter 160, sections 128 and 128A, of the discontinuance of certain passenger service between Springfield and Greenfield, Massachusetts, and the abandonment of passenger facilities at Springfield, Holyoke, Northampton and Greenfield, Mass. stations.

Public hearings were held at Boston on November 3, 1966 and at Northampton, Mass. on November 21, 1966.

A summary of the operations of the subject "route" is as follows:

<table>
<thead>
<tr>
<th>Train No.</th>
<th>Departure Time</th>
<th>Departure Station</th>
<th>Arrival Time</th>
<th>Arrival Station</th>
<th>Days of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>750</td>
<td>1:00 PM</td>
<td>Greenfield</td>
<td>1:55 PM</td>
<td>Springfield</td>
<td>Fri.</td>
</tr>
<tr>
<td>751</td>
<td>4:10 PM</td>
<td>Springfield</td>
<td>5:00 PM</td>
<td>Greenfield</td>
<td>Sun.</td>
</tr>
<tr>
<td>753</td>
<td>9:40 PM</td>
<td>Springfield</td>
<td>10:30 PM</td>
<td>Greenfield</td>
<td>Sun.</td>
</tr>
</tbody>
</table>
The subject trains make intermediate stops at Holyoke and Northampton and are operated between September 12 and June 16, with no summer service, to coincide with the schedules of various colleges in the area.

In D.F.U. 1279b (May 12, 1959) the Department allowed the discontinuance of daily, local service between Springfield and Greenfield, Mass., but ordered the continuance of the subject trains on Fridays and Sundays only, between September and June as aforesaid, to serve the needs of students who depended upon this service.

One DTC-3 car with 60 seat capacity is used for this service.

Revenue passengers on and estimated annual revenue for 1966 from these trains may be summarized as follows:

<table>
<thead>
<tr>
<th>Train</th>
<th>1 Day</th>
<th>Interstate</th>
<th>Mass. Intrastate</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>720</td>
<td>16.1</td>
<td>$90.40</td>
<td>$92.45</td>
<td>$1,270.15</td>
</tr>
<tr>
<td>723</td>
<td>5.2</td>
<td>32.70</td>
<td>226.19</td>
<td>276.29</td>
</tr>
<tr>
<td>724</td>
<td>0.4</td>
<td>7.60</td>
<td>28.47</td>
<td>36.07</td>
</tr>
<tr>
<td>727</td>
<td>12.5</td>
<td>320.16</td>
<td>1,355.63</td>
<td>1,675.79</td>
</tr>
<tr>
<td>728</td>
<td>7.3</td>
<td>151.29</td>
<td>385.92</td>
<td>537.21</td>
</tr>
<tr>
<td>Total</td>
<td>$503.51</td>
<td>$1,534.81</td>
<td>$2,038.36</td>
<td>$2,676.68</td>
</tr>
</tbody>
</table>

The total revenue figure was adjusted and corrected to $2,500.00.

Annual available costs of operating these trains may be summarized as follows:

- Maintenance and Servicing of Equipment: $4,177
- Train Costs: $7,744
- Other Related Passenger Costs: $126
- Depreciation: $5,533
- Total: $17,577

The Railroad estimates that an annual return on capital invested in one Budd car at 6% would amount to $5,475 and that net annual savings would, therefore, be $20,450.

The Railroad produced an exhibit which shows that patronage on the
five subject trains, which in 1965 carried 129.7 passengers on an average day, has deteriorated to 61.8 passengers in 1966 or an average of 8.3 passengers per train. The decreasing patronage is attributed to increased bus and air service in the area and improved highways.

It is apparent that the use made of these trains by the public does not warrant the expenditure involved. It is also significant that no opposition was recorded to this petition for discontinuance by the colleges in the area for which this service was primarily designed.

Exhibits were introduced showing that the Vermont Transit Line, Peter Pan Bus Line, Springfield Street Railway and Holyoke Street Railway all run frequent bus service within the communities involved in this petition, and that adequate bus service is available to Springfield for connecting New York, New Haven and Hartford Railroad trains to New York City and air travel from Bradley Field, Connecticut.

The financial position of the Railroad continues to deteriorate with the Railroad reporting a loss of $909,598 for the six months ending June 30, 1965 as compared to a loss of $4,57,168 for the similar period of 1965. Operations for the 9-month period ending September 30, 1966 shows a loss of $1,305,927. Although the net annual savings expected from this train-off petition will not make a great impact on the overall financial position of the Railroad, it does demonstrate an effort to effect economies where possible.

Generally speaking, with the approval of this petition, this Railroad is no longer in the business of carrying passengers except where subsidized by the Commonwealth through the Metropolitan Bay Transportation Authority.

Accordingly, after due notice, investigation and consideration, it is
ORDERED: That the petition of the Boston and Maine Corporation, filed on April 22, 1966, seeking approval of the discontinuance of trains Nos. 750, 752, 754, 756, and 753 and, of passenger facilities in Springfield, Holyoke, Northampton and Greenfield, Massachusetts, be and is hereby granted to be effective not earlier than March 1, 1967.

By order of the Department,

/s/ FRANCIS J. HICKLEY, JR.
Francis J. Hickey, Jr.
Secretary

A true copy

Secretary

An appeal as to matters of law from any final decision, order or ruling of the Commission may be taken to the Supreme Judicial Court by an aggrieved party in interest by the filing of a written petition praying that the order or the Commission be modified or set aside in whole or in part.

Such petition for appeal shall be filed with the Secretary of the Commission within twenty days after the date of the decision, order or ruling of the Commission, or within such further time as the Commission may allow upon request filed prior to the expiration of the twenty days after said decision, order or ruling. (Sec. 5, chap. 25, G.L., Ter.Ed.).

Hampshire, ss. March 17, 1967 at 12 O'clock and 30 minutes P.M. received and entered with Hampshire County Registry of Deeds. Book 1503 Page 269.

Attest:

Register.