

FINANCE DOCKET NO. 13287

SUSQUEHANNA CONNECTING RAILROAD COMPANY
ET AL. ABANDONMENT

Submitted June 30, 1941. Decided July 18, 1941

Certificate issued permitting (1) abandonment by the Susquehanna Connecting Railroad Company of a portion of a line of railroad, (2) abandonment by Walter Kidde, trustee of the New York, Susquehanna & Western Railroad Company of two branch lines of railroad, and (3) abandonment of operation by Robert E. Woodruff and John A. Hadden, trustees of the Erie Railroad Company, of the three lines of railroad referred to in (1) and (2) above, all in Lackawanna County, Pa.

H. A. Taylor for applicants.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS PORTER, MAHAFFIE, AND MILLER

BY DIVISION 4:

By joint application filed on May 15, 1941, permission is sought (1) by the Susquehanna Connecting Railroad Company to abandon that portion of its line of railroad extending from Hillside Junction northerly to the end of the line at Old Forge, approximately 2.29 miles; (2) by Walter Kidde, trustee in reorganization proceedings of the New York, Susquehanna and Western Railroad Company, to abandon (a) the so-called Jermyn No. 2 Breaker branch extending from a connection with the tracks of the Susquehanna Connecting Railroad at Old Forge northeasterly to the end of the branch, approximately 1.46 miles, and (b) the so-called Dolph branch extending from a connection with the Moosic Mountain & Carbondale Railroad Company easterly to the end of the branch, approximately 0.9 mile; and (3) by Robert E. Woodruff and John A. Hadden, trustees in reorganization proceedings of the Erie Railroad Company, to abandon operation of the lines of railroad described in (1) and (2) above, all in Lackawanna County, Pa. No representations have been made by State authorities, and no objection to the application has been offered.

The trustees were authorized to operate over the line of the Susquehanna Connecting and over the Jermyn No. 2 Breaker branch by our report and certificate of July 14, 1938, in *Erie R. Co. Trustees Operation*, 228 I. C. C. 515. The right to operate over the Dolph branch was acquired by the Erie by contract made in 1906. The record 247 I. C. C.

shows that no passengers have been carried over the lines in question, and that the freight handled has consisted principally of coal. All mines dependent upon the lines have discontinued operation. The applicants estimate that approximately 72 carloads of freight consisting of building materials, flour and feed, and gasoline will be handled each year at Old Forge. The dealers are represented by the applicants as having no objection to the proposed abandonments. The record shows that they will be served by the Delaware, Lackawanna & Western Railroad at Old Forge, and by the Delaware & Hudson at Moosic. The distance from store to railroad station will not be increased more than 0.8 mile in the case of any of the dealers referred to. There is nothing to indicate that any new source of traffic will be developed for either of the lines in question.

Income statements were submitted by the applicants for the purpose of showing the financial results of operations during the years 1936-40 and the first 4 months of 1941. These figures indicate net operating deficits from operation of the three lines during the years stated as follows: Hillside Junction-Old Forge (income shown in italics) \$2,270, *\$171*, *\$132*, \$1,286, \$1,625; and \$403; Jermyn No. 2, \$588, \$1,203, \$472, \$933, \$811, and \$32; Dolph branch \$895, \$1,273, and \$305. No traffic has been handled on the branch last named since May 1938. The figures indicate that the Erie system has received net profits from the traffic handled on the lines during the periods stated as follows: \$2,941 (deficit), \$142, \$1,092, \$1,048, \$426, and \$12. In view of the fact that the record indicates that no traffic will be offered for shipment over the Dolph and Jermyn No. 2 branches in the future and that very little will be handled on the other line in question, further consideration of the operating results on these lines during the past is deemed unnecessary for the purposes of this proceeding.

It is apparent from the record that the abandonment of the three lines will not result in serious inconvenience to the public, while their future operation would impose an undue burden upon the applicants and upon interstate commerce.

We find that the present and future public convenience and necessity permit (1) abandonment by the Susquehanna Connecting Railroad Company of the portion of a line of railroad, and (2) abandonment by Walter Kidde, trustee of the New York, Susquehanna and Western Railroad Company, of two branch lines of railroad, all in Lackawanna County, Pa., described herein, and (3) abandonment of operation thereof by Robert E. Woodruff and John A. Hadden, trustees of the Erie Railroad Company. An appropriate certificate will be issued effective from and after 30 days from its date, in which suitable provision will be made for the cancelation of tariffs.

247 I. C. C.