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INTERSTATE COMMERCE COMMISSION

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Finance Docket No. 14001

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY  
TRUSTEES ABANDONMENT

SECTION OF DOCKETS

Submitted June 9, 1943.

Decided July 24, 1943.

Certificate issued permitting abandonment by Henry A. Scandrett, Walter J. Cummings, and George I. Haight, trustees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, of a line of railroad in Oneida and Vilas Counties, Wis.

C. R. Sutherland for applicant.

L. P. Atwood for Public Service Commission of Wisconsin.

Gilbert W. Booth for Hiawatha Stage Line.

R. E. Fuchner, G. E. Leighty, E. M. Shoemaker, Perry L. Gray,

R. M. Olson, H. R. Johnson, W. J. Hayes, M. E. Donovan,

H. Claypatch, John H. Vanderhie and John Kolanda for protestants.

REPORT OF THE COMMISSION.

DIVISION 4, COMMISSIONERS PORTER, MAHAFFIE, AND MILLER

BY DIVISION 4:

Exceptions to the report proposed by the examiner were filed, and oral argument heard.

Henry A. Scandrett, Walter J. Cummings, and George I. Haight, trustees in reorganization proceedings of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, on November 2, 1942, applied for permission to abandon a line of railroad extending from a point about 0.5 mile north of the depot at Woodruff, northerly to the end of the line at Star Lake, approximately 16.8 miles, all in Oneida and Vilas Counties, Wis. Protests were filed and a hearing held. No representations were made by any State authority. All points named herein are in Wisconsin, unless otherwise specified.

The line is the northern end of the applicants' line extending northerly from New Lisbon. It was built in 1895 for the purpose of serving the lumber interests at that time operating in the territory. Practically all the timber suitable for saw logs has been cut, the last substantial movement over the line having occurred in 1937. A small amount of second-growth pulpwood is now being handled. As the timber was removed, the region developed into a summer resort area. Resorts, summer homes, and camps were established largely along the shores of the numerous lakes. The applicant has widely advertised this region as a part of the so-called North Woods of Wisconsin, and provided summer excursion rates on the line. With the exception of acreages adjacent to the lakes and villages, most of the land is included in State forests.

Much of the line runs through a tamarack swamp, requiring the use of so-called swamp ties, and the crossing of several sinkholes. The largest one is crossed on Bridge G-512, which is 314 feet long and 42 feet high, and in which 70-foot piles are necessary for bearings. The piles were driven in 1894, and, according to the applicants, should be redriven in 1944, at a cost of about \$9,400. Bridge G-518, which is 125 feet long and 25 feet high also should be renewed in 1944, at a cost of \$2,375. The tie situation is described as fair. About 65 percent are zinc-treated, 27 percent oil-treated, and the remaining 7 percent untreated. In the 3-year period, 1940-42, a total of 7,453 ties were renewed, and the 1943 program calls for the replacement of 2,438. The maintenance-of-way and structure expenses in the period average about \$717 a mile. Such expenses for 1943 are estimated at \$625 a mile, and for 1944 at \$1,350, because of the renewal of the bridges mentioned. In the application herein, the average annual expenditures for such maintenance in the next 5 years was estimated at \$660 a mile, but at the hearing the applicants' division engineer stated that that estimate was based on figures which were not complete. In his judgment the average annual cost for the 5-year period would be about \$750 a mile. About three-fourths of the line is laid with 75-pound rail, some of it being rerolled rail, and the remainder with 85-pound. The state of maintenance was described as rather poor. On the basis of 1,827 gross tons of relay rail, and 194 tons of scrap rail, the net salvage value of the metal in the line is estimated at \$57,441.

With the exception of about 0.5 mile, the entire line is situated in the approximate center of the south half of Vilas County. The eastern half of the county is served by a north and south line of the Chicago & North Western Railway serving Eagle River, the county seat, and Conover, the latter being 13 miles east of Star Lake. The southwest corner is traversed in a northwesterly direction by another line of the Chicago & North Western. According to the 1940 census the permanent population of the county is 8,894. On the assumption that the territory served by the line sought to be abandoned extends one-half the distance to the nearest other line of railroad, the applicants estimate the population thereof at 1,531.

The stations on the line, their distances from Woodruff by rail, their populations, and their distances by highway from Woodruff or from Conover, are as follows: Velasco 0.6, 6, 1; Arbor Vitae 2.4, 125, 5; Sayner 11, 140, 16; Plum Lake 13.8, not reported, 16; and Star Lake 16.8, 85, 13. Star Lake is an agency station the entire year, and Sayner for 4 months each year.

During the summer months, that is from a few days before Memorial day, until about a week after Labor Day, the applicants operate two passenger trains daily, referred to as the day train and the night train, into and out of Star Lake. During the remainder of the year these trains are operated only as far as Minocqua, about 2 miles south of Woodruff. They also operate a week-end train called the Fisherman, and occasionally a special train for groups of passengers destined to particular resorts or camps. The day train is an extension of the run of the North Woods-Hiawatha train which has a connection at New Lisbon with the applicants' Hiawatha train out of Chicago, Ill., and the night train is an extension of a through-train run from Chicago.



Prior to the effective date of Order No. 1 of the Office of Defense Transportation, freight service was rendered tri-weekly by a mixed train. Since that date service has been given only when cars were to be moved. Loss-than-carload traffic destined to points on the line is hauled by truck from New Lisbon into Minocqua, and then transferred to another trucker for delivery. At Woodruff the applicants interchange freight with the Chicago & North Western. In 1941 they received at that point 606 carloads of pulpwood, and in 1942 1,109 destined to Rosthschild and Mosinee, points on their line south of Minocqua. Deliveries to the North Western amounted to 4 and 9 carloads, respectively.

During the years 1940 and 1941, and the first 10 months of 1942, freight traffic between points on the line and points beyond is reported as follows: forwarded 3, 7; and 7 carloads, received 68, 64, and 52 carloads, and 136, 125 and 68 tons of loss-than carload. Inbound freight consisted of building materials, coal, gasoline, road oil, and asphalt. No local traffic was handled. System freight revenues produced by such traffic amounted to \$9,259, \$8,612, and \$4,911, respectively, including minor sums collected for storage and demurrage.

In the same years and period, 155, 95 and 95 local passengers used the line, yielding revenues of \$27, \$11, and \$13, respectively; and 2,218, 2,398, and 3,216 passengers to and from points beyond the line produced system revenues of \$15,811, \$14,112, and \$20,931, respectively. In 1941 and 1942 about 98 percent of the passengers traveled on the summer trains, and about three-fourths of the summer traffic moved during the months of July and August. Passenger-train revenues of all trains north of New Lisbon in the week July 10-16, in the years 1936-42, averaged 77, 85, 80, 85, 84, and 87 cents, and \$1.31 a mile.

The system results of operation of the line are shown by the applicants as follows: Revenues \$24,315, \$23,843, and \$26,755, of which \$1,376, \$1,316, and \$1,345, respectively, are assigned to the line on a mileage prorato basis; operating expenses on the line, maintenance of way and structures \$10,815, \$14,823, and \$8,903, maintenance of equipment \$3,702, \$5,693, and \$3,520, transportation expenses \$14,307, \$14,879, and \$14,775; totals \$28,824, \$33,395, and \$27,198; taxes \$5,280, \$5,594, and \$4,849; credits for collections of miscellaneous rent income in inconsequential amounts; expense of handling freight and passenger traffic on system lines beyond the line on the basis of 50 percent of the revenue assigned to such system lines \$11,470, \$11,264, and \$12,705; and losses of \$21,244, \$26,370, and \$17,957. Charges for depreciation on equipment, rental of freight cars, and overhead expenses, are not included in the foregoing computations.

With the exception of express revenues, which were estimated at 50 percent of the station express earnings, the system revenues shown are stated to be the actual receipts. Maintenance-of-way and structures expenses are actual, except where direct allocation could not be made, in which case apportionment was made on a track-mileage basis. The section crew at Minocqua performs work on about 4 miles of the line, and the remainder is under the jurisdiction of the section foreman at Saynor. Maintenance-of-equipment charges are computed by application of locomotive- and car-mile system aver-

ages. Transportation expenses, other than train expenses, are actual. Enginemen, trainmen, and fuel expenses are apportioned on a locomotive-mile basis. The remaining locomotive expenses are computed on the average cost a locomotive-mile on the division of which the line is a part. Train supplies and expenses are based on train-mile costs of the division.

At the hearing the protestants suggested that the cost of operating passenger trains north of Woodruff could have been reduced by sending but 1 car (coach or sleeper, as the case may be) on trains north of Minocqua, instead of hauling the entire trains into and out of Star Lake. If this had been done, the charges for repairs to passenger-train cars, and for train expenses, other than crew wages, would have been less. The trains usually consist of about 6 cars, except on week ends when the day train includes from 1 to 4 or 5 additional coaches. A passenger count made by the applicants in August 1942, shows that the largest number of passengers carried north of Woodruff on the day train on any day in that month was 28 inbound, and 32 outbound. The corresponding figures for the night train were 18 and 16, and for the Fisherman 22 and 19. On several days the night train carried no passengers north of Woodruff. In August 1942, inbound passengers to all points on the line totaled 571, and outbound 746, the latter including 173 on 2 special trains. In the same month 1,583 passengers detrained at Minocqua, and 1,863 boarded at that point. On behalf of the applicants it was testified that the additional costs of setting out parts of the trains at Minocqua would far exceed any savings which might be accomplished, because it would be necessary during the summer months, to divide the force handling the equipment, and to maintain at Minocqua an additional charging car, and an additional dormitory car. In their exceptions the protestants argue that inasmuch as 1 train could have taken care of the passenger requirements of the line, the expense of running 2 trains into Star Lake should not be charged against the line. Assuming that 1 train would have transported the same number of passengers as used the 2 trains, and assuming that no additional expense would have been incurred by the maintenance of car-servicing crews at Minocqua and Star Lake, instead of only at Star Lake, the protestants estimate that the applicants could have saved from \$4,000 to \$4,300 annually in passenger train expense.

The protestants question charges to the line for wages of the freight-train crew, for Wisconsin taxes, and for costs of handling passengers and freight on system lines beyond the line sought to be abandoned.

The crew operates out of Minocqua three days a week south to Tomahawk, and return, and on the other three days out of Minocqua north as far as Star Lake, and return. The charges therefor against the line are \$4,177, \$4,298, and \$3,298, respectively. Witnesses for the applicants state that no crew will be eliminated as a result of the abandonment, and admit that if no change in the present assignment of the crew is made no savings will be effected. They testified, however, that consideration has been given to the reassignment of crews in connection with the operation of the line south of Woodruff, although no final conclusions had been reached. It was definitely stated that no arrangement would be permitted to exist whereby, if abandonment is permitted, the crew would receive a minimum day's pay for operating from Minocqua to Woodruff and return, about 4 miles; and that therefore some savings in crew wages will be effected.



With respect to the cost of handling passengers beyond the line, the protestants contend that no additional expenses had been incurred on the trains south of Woodruff because of the transportation of passengers to and from the line, and that such expenses will not be decreased if the line is abandoned. They are of the opinion that the charge for handling freight beyond the line should be limited to the ratio of the applicants' transportation expenses to their revenues, which in 1941 was slightly in excess of 30 percent. The statistical witness of the applicants was not able to designate particular expense items on the passenger trains south of Woodruff which would have been less if no passengers had been transported north of Woodruff. He considers it a reasonable assumption that expenses would increase or decrease according to the volume of traffic, and in his opinion, if abandonment is permitted, eventually savings will be effected in the passenger expenses south of Woodruff. While he admits that the charge of 50 percent used to compute costs beyond the line is an arbitrary figure, it is his judgment that in the course of time savings to that extent will be accomplished. He calls attention to the fact that even if all the charges for handling the traffic beyond the line, namely \$11,470, \$11,264, and \$12,705, were eliminated, the results would still show that system losses were incurred in the operation of the line.

Of the taxes assigned to the line, the respective amounts of \$4,097, \$4,256, and \$3,712, represent taxes paid to the State of Wisconsin. These were apportioned on the basis of the physical value of the applicants' properties in the State. The protestants contend that, because the State in levying taxes considers not only the physical value of the applicants' properties in the State but also their revenues and income; abandonment of the line would not result in a decrease of property taxes. On the other hand, it is the view of the applicants that in time taxes will be adjusted to the value of the property, although the savings will not materialize immediately upon abandonment.

If the amounts charged for the wages of the freight-train crew, the Wisconsin taxes, and the cost of transporting passengers beyond the line, are eliminated from the expenses, and if the cost of handling freight beyond the line is computed at 30 percent of the freight revenue credited to system lines, in other words if it is conceded that the protestants are correct in all their contentions, the operation of the line resulted in system losses of \$4,104 and \$8,977 in 1940 and 1941. If 50 percent is substituted for the above-mentioned 30 percent, the resulting figures show system losses of \$5,836, and \$11,594. The latter amounts should be increased by the savings which would be effected in the wages of the freight-train crew. The protestants compute that operation of the line produced a system profit of \$738 in the first 10 months of 1942.

Inasmuch as the system revenues received on 1940 and 1941 from all traffic handled on the line were insufficient to pay the operating expenses on the line, other than freight-train crew wages, and taxes other than Wisconsin taxes, and inasmuch as such revenues in the first 10 months of 1942 exceeded such expenses only by \$2,438, the latter being subject to the reduction by some amount for crew wages, it is not necessary to discuss further the cost of transportation of passengers and freight beyond the line, or the effect, if any, abandonment might have on the applicants' Wisconsin taxes.

The owner of the Hiawatha Stage Line testified that, if the line of railroad herein involved is abandoned, he will

agree to install bus service between Minocqua and Star Lake during the summer months, provided he is assured of reimbursement for any losses he might incur in such operation. The applicants are willing to enter into such an arrangement, contingent upon receiving assistance or support of the resort owners, and also contingent upon the operator's obtaining the necessary authorizations from Federal and State regulatory bodies. He has available for use in such service a bus with a carrying capacity of 32 passengers, a smaller one which can accommodate 12, and an automobile which can accommodate 6 passengers. The route he would use, 25.6 miles, includes 4 miles of a U. S. Highway, about 9.5 miles of State highways and 12 miles of county roads. The State highways are described as Class "B", or second class, or low type bituminous, with load capacities of 7.5 tons, except during the spring. The county roads are sand and dirt, but oiled, on which, according to the protestants, the spring load limit is 3,500 pounds, and summer limit, 3 tons. In the opinion of the resort owners, the proposed bus operation would not be as satisfactory as the present rail service, and might result in fewer persons coming into the area for vacations. They question whether the bus operator could furnish adequate service on holidays, particularly Labor Day.

Several other highway routes are in the area. From Conover, on U. S. Highway 45, a dustless or black-top county road extends easterly through Star Lake, to Boulder Junction. An alternative, though longer, route from Saylor to Minocqua would be easterly over a county highway to U. S. Highway 51 and thence south to Minocqua. Eagle River, on U. S. Highway 45, is about 21 miles from Saylor, by way of State Highways 70 and 155. Highway 70, about 25 miles long, is the connection between north and south U. S. Highways 45 and 51.

The results of surveys by the protestants are shown in the following tabulation, and include information only as to summer homes, etc. closer to the applicants' line than to any other railroad.

Township	Resorts	Capacity	Summer Homes	Capacity	Permanent Residents
Arbor Vitae	25	587	22	110	Not shown
St. Germaine	61	2,850	87	435	350
Plum Lake (1)	32	1,712	80	480	390
Boulder Jct. (2)	58	1,723	40	240	297
Totals	176	6,872	229	1,265	1,037

- (1) Includes 10 camps with capacity of 730.  
 (2) Includes 8 camps with capacity of 265.

None of the foregoing resorts, etc., is more than 10 miles from the line.

St. Germaine township is served by the Saylor station, Plum Lake township by Saylor, Plum Lake and Star Lake, and Boulder Junction township primarily by the 2 stations last named. Saylor is the principal passenger station. By rail it is 11 miles from Minocqua, and by highway about 18 miles. Of the 2,412 passengers who used the line in the June-September 1941 period, 1,829 were to and from Saylor. The corresponding figures for 1942, are 3,255 and 2,313.

Summer residents come into the area from points as far



east as Pittsburgh, Pa., from such midwestern and western points as St. Louis and Kansas City, Mo., and occasionally from California, and from such southern points as Memphis, Tenn., and New Orleans, La. Apparently the largest groups are from Chicago and Milwaukee. The families of those who own summer homes generally remain for the season, and guests at the resorts usually stay for shorter periods. During July and August the resorts are occupied to about 90 percent of their capacity. Owners of resorts located from 2 to 5 miles from stations on the line estimate that from 10 to 25 percent of their guests use the line. A resident of Sayner testified that from 15 to 20 percent of the summer home owners use the line. The remaining guests and home owners travel in private automobiles.

Most of the carload freight consists of building materials and gasoline delivered on sidings at Sayner. The dealer in building supplies also operates a general store and builds summer homes. He has been in business at this point for 19 years, serves an area within a radius of 15 miles, and is the only lumber and coal dealer on the line. He fears that if the line is abandoned he cannot continue in business, because summer residents will buy their groceries at Woodruff or Minocqua as they come into the region, and because he would not be able to compete with lumber and coal dealers having railroad facilities. It would be necessary for him to purchase motor trucks to haul his commodities from Woodruff or Minocqua, and the operation thereof in the spring would be restricted by the load limits on the highways. In the years 1940, 1941, and the first 10 months of 1942 he received about 20, 20, and 13 carloads, respectively.

The operator of the bulk-oil station at Sayner received about 33 carloads of gasoline a year. He owns a 500-gallon tank truck with which he serves a district ranging from 11 miles south of Sayner to Winogar, a point about 31 miles north. If the line is abandoned, and he retains the distributing rights in the area he now serves, it will be necessary for him to work out of Woodruff, which would double the mileage he would have to drive, and would not be a profitable operation on the basis of his present pay.

Another general store at Sayner, and a storekeeper at Star Lake receive less-than-carload shipments of staples and canned goods from the trucker who operates under contract with the applicants. Perishable foods are delivered by the trucks of the wholesalers.

The protestants state that the area served by the line was cut over 30 or 40 years ago; that a second growth of saw-log timber is coming up; that pulpwood is now being cut in the vicinity of Star Lake but, because the applicants have not installed accessible loading facilities at that point, the wood is being trucked to Woodruff. Recently a stand of from 1 to 3 million feet of pine saw-log timber, apparently the last large stand of virgin timber tributary to the line, was acquired by an operator who proposes to cut it in the next 2 years, and who advised one of the protestants that he desires to ship it out of Sayner. The applicants state that their revenue from such logs is about \$40 a carload of approximately 10,000 feet. This would produce about \$6,000 revenue annually for 2 years.

The protestants argue that inasmuch as the applicants have widely advertised the area as a vacation land, thereby encouraging investments therein, abandonment of the line should not be permitted just at the time when passenger traffic shows

a marked increase, and when a further increase may be expected as a result of tire and gasoline rationing. They contend that the system loss, as computed by the applicants, of \$18,000 in the first 10 months of 1942, is an insignificant item when compared with the system earnings in the same period. The applicants' income account for the 10 months' period shows income available for fixed charges in excess of \$28,000,000 and net income of \$8,669,975. The protestants request that the application be denied, or held in abeyance for a period of 2 years or until the present emergency is over.

It is the opinion of the applicants that even during the emergency, passenger traffic will not increase to a point where the line can be operated except at a substantial loss and that much of the passenger business will be retained, if the line is abandoned, because the highway distances to many of the resorts will not be greatly increased. Their willingness to enter into some sort of an arrangement to provide bus service from Minocqua during the summer months apparently is an effort to retain as much thereof as possible, and also an indication that passenger service will be operated only as far as Minocqua.

Although the applicants may have been instrumental in the development of the area, the advertising and the summer excursion rates induced only a small proportion, less than 4 percent, of the summer visitors to use the line. This does not indicate a substantial need for the service rendered. Whether the gasoline and tire rationing would materially increase passenger traffic is too speculative to merit serious consideration. The resources of the tributary territory offer no hope of an appreciable increase in the volume of freight traffic. Abandonment will inconvenience the summer residents, and owners of summer homes and resorts, who used the line, and also the several shippers who serve them, but the prospect of additional business is not sufficient to warrant the continued operation of the line. In those circumstances, such operation would impose an undue burden upon the applicants and upon interstate commerce. We have held that a carrier should not be required to continue indefinitely the operation of a line which will not pay the cost of operation, maintenance, and taxes, on the theory that the system as a whole is profitable. See Central Pac. Ry. Co. Abandonment, 224 I.C.C., 291, 298, and cases therein cited.

The organizations representing the employees' request in the event abandonment is permitted, that we provide that for a period of 4 years from the date of the abandonment none of the employees shall be in a worse position with respect to his employment and compensation, and that any employee adversely affected and required to move be compensated for any loss he might sustain with reference to his residential property and reimbursed for his moving expenses. As nearly as can be determined from the record, it appears that the full-time agent at Star Lake, the part-time agent at Sayner, and the section foreman and his crew at Sayner will be forced to seek other employment, and some reductions will be made in the pay of some of the train crews. Jurisdiction will be retained for a period of 2 years to consider the question of whether conditions should be imposed for the protection of employees who may have been adversely affected by anything done pursuant to the permission to abandon granted herein.

We find that the present and future public convenience and necessity permit the abandonment by Henry A. Scandrett,



Finance Docket No. 14001 - Sheet 9.

Walter J. Cummings, and George I. Haight, trustees in reorganization proceedings of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, of the line of railroad in Oneida and Vilas Counties, Wis., herein described. An appropriate certificate will be issued, effective from and after September 15, 1943, in which suitable provision will be made for the cancellation 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 24th day of July A. D. 1943,

Finance Docket No. 14001

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD  
COMPANY TRUSTEES ABANDONMENT

Investigation of the matters and things involved in this proceeding having been made, a hearing having been held 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:

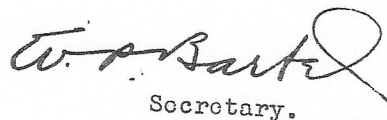
It is hereby certified That the present and future public convenience and necessity permit abandonment by Henry A. Scandrett, Walter J. Cummings, and George I. Haight, trustees in reorganization proceedings of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, of the line of railroad in Oneida and Vilas Counties, Wis., described in the said report; Provided, however, and this certificate is issued upon the express understanding, that this Commission reserves jurisdiction for a period of two years to consider the question whether conditions should be imposed for the protection of employees who may have been adversely affected by anything done pursuant to the permission to abandon granted herein.

It is ordered, That this certificate shall take effect and be in force from and after September 15, 1943. Tariffs applicable to said line 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 trustees of the Chicago Milwaukee, St. Paul and Pacific Railroad Company, when filing schedules canceling such tariffs, shall in such schedules refer to this certificate by title, date, and docket number.

And it is further ordered, That the trustees of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company shall report to this Commission as required by valuation order No. 24, effective May 15, 1928.

By the Commission, division 4.

  
Secretary.



(See Corrected Table of Reports, page v.)

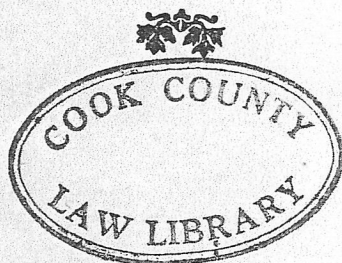
INTERSTATE COMMERCE COMMISSION REPORTS

VOLUME 254

DECISIONS OF THE  
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OF THE UNITED STATES  
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JULY 1942—APRIL 1944

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extending from Lake Villa southwesterly to Tarpon Springs, approximately 3.1 miles; and (2) that part extending from Elfers northerly to New Port Richey, approximately 2.3 miles in the State of Florida. *Charles T. Abeles and George B. Barber* for applicants. *W. A. Brewton and George Smith* for protestants.

F. D. No. 13995, SUGAR LAND RAILWAY COMPANY TRUSTEE ABANDONMENT. Decided December 7, 1942. Certificate issued permitting abandonment by the trustee of the Sugar Land Railway Company of part of a line of railroad extending westward from Cabell to Hickey, 11.66 miles, in the State of Texas. *H. H. Larimore, Geo. W. Holmes, and Toll R. Ware* for applicant.

F. D. No. 13996, PENNSYLVANIA RAILROAD COMPANY ABANDONMENT. Decided January 1, 1943. Certificate issued permitting abandonment by the Pennsylvania Railroad Company of (1) the Amesville branch No. 3, extending from a junction with Amesville branch No. 1, north of West Moshannon, to the terminus, about 0.86 mile; (2) the Liveright branch, extending from a junction with the Clearfield branch, south of South Clearfield, to the terminus, about 0.53 mile; (3) the Bute Run branch, extending from a junction with the Vance Hill branch to the terminus, about 2.45 miles; (4) the portion of the Amesville branch No. 1, extending from valuation station 83 plus 80, at the junction with Amesville branch No. 2, to the terminus, about 0.75 mile; (5) the portion of the Dundale branch, extending from valuation station 61 plus 85, at Allsworth, to the terminus near Dundale, about 0.76 mile; and (6) the portion of the Philipsburg branch, extending from valuation station 91 plus 40 to the terminus, about 1.58 miles, all in the State of Pennsylvania. *Windsor F. Cousins* for applicant.

F. D. No. 13998, GREENWICH & JOHNSONVILLE RAILWAY COMPANY ABANDONMENT. Decided December 16, 1942. Certificate issued permitting abandonment by the Greenwich & Johnsonville Railway Company of a line of railroad extending from station 1095 plus 07 in Greenwich to station 1133 plus 14 in Northumberland, approximately 0.721 mile, in the State of New York. *Thomas L. Ennis* for applicant.

F. D. No. 13999, ST. JOSEPH, SOUTH BEND & SOUTHERN RAILROAD COMPANY ET AL. ABANDONMENT. Decided December 7, 1942. Certificate issued permitting abandonment by the St. Joseph, South Bend & Southern Railroad Company and abandonment of operation by the New York Central Railroad Company and the Michigan Central Railroad Company, lessees, of a line of railroad extending from S. S. & S. Junction, at South Bend, Ind., to a point near Baroda, Mich., approximately 25.04 miles. *John J. Danhof* for applicants.

→ F. D. No. 14001, CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD COMPANY TRUSTEES ABANDONMENT. Decided July 24, 1943. Certificate issued permitting abandonment by Henry A. Scandrett, Walter J. Cummings, and George I. Haight, trustees of the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, of a line of railroad, extending from a point about 0.5 mile north of the depot at Woodruff, northerly to the end of the line at Star Lake, approximately 16.8 miles, in the State of Wisconsin. *C. R. Sutherland* for applicant. *L. P. Atwood* for Public Service Commission of Wisconsin. *Gilbert W. Booth* for Hiawatha Stage Line. *R. E. Puchner, G. E. Leighty, E. M. Shoemaker, Perry L. Gray, R. M. Olson, H. R. Johnson, W. J. Hayes, M. E. Donovan, H. Claypatch, John H. Vanderhie, and John Kolanda* for protestants.

F. D. No. 14002, Zanesville Terminal Railroad Company Abandonment. Decided December 26, 1942. Certificate issued permitting abandonment by the Zanesville Terminal Railroad Company of a portion of a line of railroad extending from West Main Street to Walnut Street, approximately 1,238 feet, in Zanesville, Ohio. *Thomas P. Healy*, for applicant.

F. D. No. 14003, MICHIGAN CENTRAL RAILROAD COMPANY ET AL. ABANDONMENT. Decided January 27, 1943. Certificate issued permitting abandonment by the Michigan Central Railroad Company and abandonment of operation by  
254 I. C. C.