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March 26, 2002

LOUIS E. GITOMER
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ORIGINAL



Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 700
Washington, D. C. 20423

-205049

RE: Docket No. AB-565 (Sub-No. 3X), *New York Central Lines, LLC—Abandonment Exemption—Berkshire County, MA* and Docket No. AB-55 (Sub-No. 595X), *CSX Transportation, Inc. Discontinuance of Service in Berkshire County, Massachusetts*

205050

Dear Secretary Williams:

Enclosed are the original and 10 copies of the Response of CSX Transportation, Inc. and New York Central Lines, LLC to Request to Set Terms and Conditions by Housatonic Railroad Company, Inc., in two volumes. Also enclosed are three 3.5-inch IBM-compatible floppy diskettes with the file Response.doc. Further, enclosed are the original and 10 copies of Mr. Shulte's verification for the appraisal in Volume II.

Please time and date stamp the additional copy of this letter and return it with our messenger. Thank you for your assistance.

If you have any questions, call or email me.

Sincerely yours,

Louis E. Gitomer, Esq.

Enclosures

ENTERED
Office of the Secretary

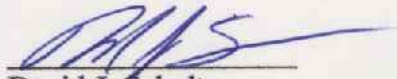
MAR 27 2002

Public Record

VERIFICATION

I, David J. Schulte, MAI, verify under penalty of perjury under the laws of the United States that the foregoing appraisal is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed March 23 2002.


David J. Schulte

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-565 (SUB-NO. 3X)

NEW YORK CENTRAL LINES, LLC—ABANDONMENT EXEMPTION—
BERKSHIRE COUNTY, MA

DOCKET NO. AB-55 (SUB-NO. 595X)



- 205050

CSX TRANSPORTATION, INC. DISCONTINUANCE OF SERVICE IN BERKSHIRE
COUNTY, MA

RESPONSE OF CSX TRANSPORTATION, INC. AND NEW YORK CENTRAL LINES, LLC
TO REQUEST TO SET TERMS AND CONDITIONS BY HOUSATONIC RAILROAD
COMPANY, INC.

VOLUME II

January 10, 2002

Mr. Mark C. Holder, MAI
CSX Real Property, Inc.
301 West Bay Street, Suite 800
Jacksonville, FL 32202

RE: Appraisal of A CSX Abandoned Railroad Corridor
Pittsfield, Massachusetts
Appraisal No.: 104

Dear Mr. Holder:

In response to your request, an appraisal has been performed and a report prepared for the above referenced property. The undersigned have inspected the Subject Property and an investigation was conducted for the purpose of forming an opinion of its value. The supporting data and the analysis and conclusions upon which the value estimate is based are contained in the accompanying narrative report.

As per your appraisal instructions, we have estimated the Subject Property's Net Liquidation Value using the "across the fence" method. The appraisal has been prepared in conformance with the Uniform standards of Professional Appraisal Practice (USPAP) adopted by the Appraisal Standards Board of the Appraisal Foundation. Enclosed is a Limited Summary Report and I have invoked the Departure Provision under the rules of USPAP.

Subject to the Assumptions and Limiting Conditions set forth in the body of this report, the estimated Net Liquidation Value of the Subject Property as of November 30, 2001 was:

\$450,000

Page 2
Mr. Mark C. Holder
Appraisal No.: 104
January 10, 2002

Mr. Holder, I trust the enclosed information is of sufficient detail so as to clearly explain and document our value conclusions and final value estimate. If any additional information pertaining to this appraisal is needed, or we might be of further assistance to you please do not hesitate to call on us.

Sincerely,



David J. Schulte, MAI

904.543.8539
fax 904.543.8872
7044 Cypress Bridge Drive South
Ponte Vedra Beach, Florida 32082

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ADDENDA

- SALES MAPS
- PITTSFIELD AREA INFORMATION
- NET LIQUIDATION DEFINITION
- APPRAISERS QUALIFICATIONS

CERTIFICATE OF APPRAISAL

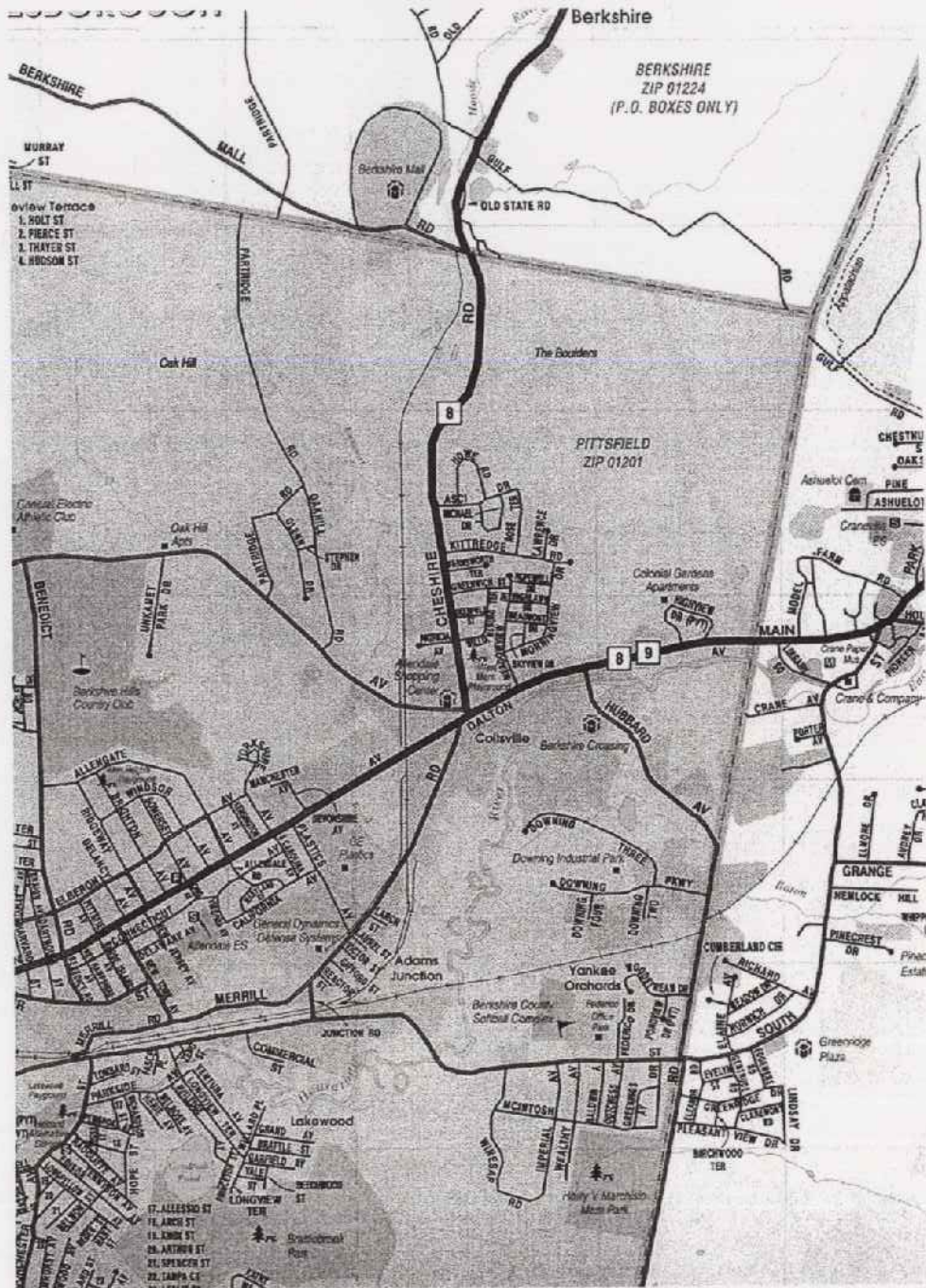
The undersigned do hereby certify that, to the best of my knowledge and belief:

1. The statements of fact contained in the report are true and correct.
2. The analyses, opinions, and conclusions are limited only by the reported Assumptions and Limiting Conditions set forth, and are my personal, unbiased, professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the Subject Property and we have no personal interest or bias with respect to the parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. My engagement in this assignment was not contingent upon developing or reporting predetermined results.
6. My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
7. My analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Uniform Standards of Professional Appraisal Practice.
8. I have made personal inspection of the property that is the subject of this report.
9. No one provided significant real property appraisal assistance to the person signing this certification, except that the office of Berkshire Appraisal Associates provided sales utilized within this report.
10. David J. Schulte, MAI is currently certified under the continuing education program of the Appraisal Institute.



David J. Schulte, MAI

MAP - PITTSFIELD RAIL CORRIDOR



SUMMARY OF IMPORTANT FACTS AND CONCLUSIONS**DATE OF VALUE ESTIMATE**

November 30, 2001

SUBJECT LOCATION

The abandoned railroad corridor is located in Pittsfield, Massachusetts and travels for approximately 2.5 miles.

SUBJECT DESCRIPTION

An abandoned railroad corridor containing 18.13 acres.

VALUATION METHODOLOGY

"Across the Fence" method to determine Net Liquidation Value.

SURROUNDING ZONING

Commercial, Industrial and Residential

HIGHEST AND BEST USE

Liquidation

NET LIQUIDATION VALUE ESTIMATE**\$450,000**

LIMITED SUMMARY APPRAISAL

This report is a Limited Summary Appraisal and thus the Appraiser is invoking the Departure Provision of the Uniform Standard of Professional Appraisal Practice (USPAP). This Appraisal report contains a summary of information in regards to Area Data, Highest and Best Value and Land Sales Analysis. All important and pertinent information is contained within this report.

PURPOSE AND USE OF THE APPRAISAL

The objective of the appraisal was to estimate the Net Liquidation Value of the Subject Property, based upon the premises set forth and subject to the Assumptions and Limiting Conditions defined herein. The function of this report is to present the findings of the analysis and support the value estimate through reasoning and relevant descriptive data.

It is our understanding that the appraisal will be used to help establish value, which will be relied upon based upon an Offer of Financial Assistance. The use of the report, however, does not influence or impact the analysis and conclusions of the appraisal.

DEFINITION OF VALUE

The purpose of this appraisal is to estimate the Net Liquidation Value based upon Federal Regulations as set forth by government statute in regards to an Offer of Financial Assistance. The value is set forth from the following regulations;

Code of Federal Regulations, Title 49, Volume 6, Parts 1000 to 1199, revised October 1, 1999.

Chapter X- Surface Transportation Board, Department of Transportation

Part 1152- "Abandonment and Discontinuance of Rail Lines and Rail Transportation Under 49 U.S.C.:

(1152.34-iii)- "The net liquidation value for the highest and best use for non-rail purposes of the rail properties on the line to be subsidized which are used and required for performance of the services requested by the persons offering the subsidy. This value shall be determined by computing the current appraised market value of such properties for other than rail transportation purposes, less all cost of dismantling and disposition of improvements necessary to make the remaining properties available for their highest and best use and complying with applicable zoning land use, and environmental regulations.

Section 1152.34 can be found in the addendum of this report.

DATE OF VALUE ESTIMATE

The effective date of the value estimate was November 30, 2001. The property was inspected on November 28, 29 and 30, 2001.

PROPERTY RIGHTS APPRAISED

The property rights appraised herein relate to those associated with a Fee Simple Estate. The Fee Simple Estate is defined as follows:

"Absolute Ownership unencumbered by any other interest or estate subject only to the four powers of government."

The preceding definition was taken from The Dictionary of Real Estate Appraisal, Second Edition, Page 120, as published by the American Institute of Real Estate Appraisers.

SCOPE OF THE APPRAISAL

The social, economic, governmental and environmental factors that influence the Subject Property were studied. An analysis was made of market conditions as well as factors on a local, regional and national level that influenced value. Also, specific data from comparable properties was collected and analyzed. We have considered three different viewpoints in our analysis, which correspond to the three traditional approaches to value.

1. **Cost Approach** - The current cost of reproducing or replacing the improvements, minus any loss in value from depreciation, plus land value.
2. **Sales Comparison Approach** - The value indicated by comparison with recent sales of comparable properties.
3. **Income Capitalization Approach** - The value of the Property's earning power based upon the capitalization of its income.

The subject property is considered a transportation corridor (rail line) and was originally assembled from portions of adjacent properties. The owner of the property (CSX Transportation) has had submitted to them an Offer of Financial Assistance. When this occurs, a mandated valuation based upon Federal Regulations must be enforced. Under these Regulations the corridor must be appraised subject to a Highest and Best Use other than rail use. The rail line (Subject Property) is essentially vacant land and, as such, the Sales Comparison Approach is determined to be the most reliable approach to value. The appraisal is based upon the Principle of Substitution. The basis for valuing the Subject is an "across the fence" (ATF) valuation. The definition suggests that this portion of the right-of-way is valued based on the adjoining land uses or the uses predominant in the area. The Subject will be compared with comparable land sales (predominant surrounding land use) in the area and adjusted accordingly.

ASSUMPTIONS AND LIMITATIONS OF APPRAISAL

This appraisal is for no purpose other than property valuation, and the appraisers are neither qualified nor attempting to go beyond that narrow scope. The reader should be aware that there are also inherent limitations to the accuracy of the information and analysis contained in this appraisal. Before making any decision based on the information and analysis contained in this report, it is critically important to read this entire section to understand these limitations.

APPRAISAL IS NOT A SURVEY

It is assumed that the utilization of the land and improvements is within the boundaries of the property lines of the property described and that there is no encroachment or trespass unless noted with the report.

No survey of the property has been made by the appraiser and no responsibility is assumed in connection with such matters. Any maps, plats, or drawings reproduced and included in this report are intended only for the purpose of showing spatial relationships. The reliability of the information contained on any such map or drawing is assumed by the appraiser and cannot be guaranteed to be correct. A survey should be consulted if there is any concern on boundaries, setbacks, encroachments, or other survey matters.

APPRAISAL IS NOT A LEGAL OPINION

No responsibility is assumed for matters of a legal nature that affect title to the property nor is an opinion of title rendered. The title is assumed to be good and marketable. The value estimate is given without regard to any questions of title, boundaries, encumbrances, or encroachments. We are not usually provided an abstract of the property being appraised and, in any event, we neither made a detailed examination of it nor do we give any legal opinion concerning it.

It is assumed that there is full compliance with all applicable federal, state, and local environmental regulations and laws unless noncompliance is stated, defined, and in the appraisal report. A comprehensive examination of laws and regulations affecting the Subject Property was not performed for this appraisal.

It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless a non-conformity has been stated, defined, and considered in the appraisal report. Information and analysis shown in this report concerning these items is based only on a rudimentary investigation. Any significant question should be addressed to local zoning or land use officials and/or an attorney.

It is assumed that all required licenses, consents, or other legislative or administrative authority from any local, state, or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based. Appropriate government officials and/or an attorney should be consulted if an interested party has any questions or concerns on these items since we have not made a comprehensive examination of laws and regulations affecting the Subject Property.

APPRAISAL IS NOT AN ENGINEERING OR PROPERTY INSPECTION REPORT

This appraisal should not be considered a report on the physical items that are a part of this property. Although the appraisal may contain information about the physical items being appraised (including their adequacy and/or condition), it should be clearly understood that this information is only to be used as a general guide for property valuation and not as a complete or detailed physical report. The appraisers are not construction, engineering, environmental, or legal experts, and any statement given on these matters in this report should be considered preliminary in nature.

The observed condition of the foundation, roof, exterior walls, interior walls, floors, heating system, plumbing, insulation, electrical service, and all mechanicals and construction is based on a casual inspection only and no detailed inspection was made. For instance, we are not experts on heating systems and no attempt was made to inspect the interior of the furnace. The structures were not checked for building code violations, and it is assumed that all buildings meet applicable building codes unless so stated in the report.

Some items such as conditions behind walls, above ceilings, behind locked doors, or under the ground are not exposed to casual view and therefore were not inspected. The existence of insulation, if any is mentioned, was found by conversation with others and/or circumstantial evidence. Since it is not exposed to view, the accuracy of any statements about insulation cannot be guaranteed.

It is assumed that there are no hidden or unapparent conditions of the property, sub-soil, or structures that would render it more or less valuable. No responsibility is assumed for such conditions, or for the engineering that may be required to discover such factors. Since no engineering or percolation tests were made, no liability is assumed for soil conditions. Sub-surface rights (mineral and oil) were not considered in making this appraisal.

Wells and septic systems, if any, are assumed to be in good working condition and of sufficient size and capacity for the stated Highest and Best Use.

We are not environmental experts, and we do not have the expertise necessary to determine the existence of environmental hazards such as the presence of urea-formaldehyde foam insulation, toxic waste, asbestos or hazardous building materials, or any other environmental hazards on the Subject or surrounding properties. If we know of any problems of this nature, which we believe would create a significant problem, they are disclosed in this report. Nondisclosure should not be taken as an indication that such a problem does not exist, however. An expert in the field should be consulted if any interested party has questions on environmental factors.

No chemical or scientific tests were performed by the appraiser on the Subject Property, and it is assumed that the air, water, ground, and general environment associated with the property present no physical or health hazard of any kind unless otherwise noted in the report. It is further assumed that the lot does not contain any type of dump site and that there are no underground tanks (or any underground source) leaking toxic or hazardous chemicals into the groundwater or the environment unless otherwise noted in the report.

The age of any improvements to the Subject Property mentioned in this report should be considered a rough estimate. We are not sufficiently skilled in the construction trades to be able to reliably estimate the age of improvements by observation. We therefore rely on circumstantial evidence which may come into our possession (such as dates on architectural plans) or conversations with those who might be somewhat familiar with the history of the property such as property owners, on-site personnel, or others. Parties interested in knowing the exact age of improvements on the land should contact us to ascertain the source of our data and then make a decision as to whether they wish to pursue additional investigation.

Because no detailed inspection was made, and because such knowledge goes beyond the scope of this appraisal, any observed condition or other comments given in this appraisal report should not be taken as a guarantee that a problem does not exist. Specifically, no guarantee is made as to the adequacy or condition of the foundation, roof, exterior walls, interior walls, floors, heating system, air conditioning system, plumbing, electrical service, insulation, or any other detailed construction matters. If any interested party were concerned about the existence, condition, or adequacy of any particular item, we would strongly suggest that a construction expert be hired for a detailed investigation.

APPRAISAL IS MADE UNDER CONDITIONS OF UNCERTAINTY WITH LIMITED DATA

As can be seen from limitations presented above, this appraisal has been performed with a limited amount of data. Data limitations result from a lack of certain areas of expertise by the appraiser (that go beyond the scope of the ordinary knowledge of an appraiser), the inability of the appraiser to view certain portions of the property, the inherent limitations of relying upon information provided by others, etc.

There is also an economic constraint, however. The appraisal budget (and the fee for this appraisal) did not contain unlimited funds for investigation. We have spent our time and effort in the investigative stage of this appraisal in those areas where we think it will do the most good, but inevitably there is a significant possibility that we do not possess all information relevant to the Subject Property.

Before relying on any statement made in this appraisal report, interested parties should contact us for the exact extent of our data collection on any point, which they believe to be important to their decision making. This will enable such interested parties to determine whether they think the extent of our data gathering process was adequate for their needs or whether they would like to pursue additional data gathering for a higher level of certainty.

Information (including projections of income and expenses) provided by local sources, such as government agencies, financial institutions, accountants, attorneys, and others is assumed to be true, correct, and reliable. No responsibility for the accuracy of such information is assumed by the appraiser.

The comparable sales data relied upon in the appraisal are believed to be from reliable sources. Though all the comparables were examined, it was not possible to inspect them all in detail. The value conclusions are subject to the accuracy of said data.

Engineering analyses of the Subject Property were neither provided for use nor made as a part of this appraisal contract. Any representation as to the suitability of the property for uses suggested in this analysis is therefore based only on a rudimentary investigation by the appraiser and the value conclusions are subject to said limitations.

All values shown in the appraisal report are projections based on our analysis as of the date of the appraisal. These values may not be valid in other time periods or as conditions change. We take no responsibility for events, conditions, or circumstances affecting the Property's Market Value that take place subsequent to either the date of value contained in this report or the date of our field inspection, whichever occurs first.

Since projected mathematical models and other projections are based on estimates and assumptions, which are inherently subject to uncertainty and variation depending upon evolving events, we do not represent them as results that will actually be achieved.

This appraisal is an estimate of value based on an analysis of information known to us at the time the appraisal was made. We do not assume any responsibility for incorrect analysis because of incorrect or incomplete information. If new information of significance comes to light, the value given in this report is subject to change without notice.

Opinions and estimates expressed herein represent our best judgment but should not be construed as advice or recommendation to act. Any actions taken by you, the client, or any others should be based on your own judgment, and the decision process should consider many factors other than just the value estimate and information given in this report.

APPRAISAL REPORT LIMITATIONS

Appraisal reports are technical documents addressed to the specific technical needs of clients. Casual readers should understand that this report does not contain all of the information we have concerning the Subject Property or the real estate market. While no factors we believe to be significant but unknown to the client have been knowingly withheld, it is always possible that we have information of significance which may be important to others but which, with our limited acquaintance of the property and our limited expertise, does not seem to be important to us.

Appraisal reports made for lenders are technical documents specifically made to lender requirements. Casual readers are cautioned about their limitations and cautioned against possible misinterpretation of the information contained in these reports.

The appraiser should be contacted with any questions before this report is relied on for decision making.

This appraisal was prepared at the request of and for the exclusive use of the client to whom the appraisal is addressed. No third party shall have any right to use or rely upon this appraisal for any purpose.

There are no requirements, by reason of this appraisal, to give testimony or appear in court or any pre-trial conference or appearance required by subpoena with reference to the property in question, unless sufficient notice is given to allow adequate preparation and additional fees are paid by the client at our regular rates for such appearances and the preparation necessitated thereby.

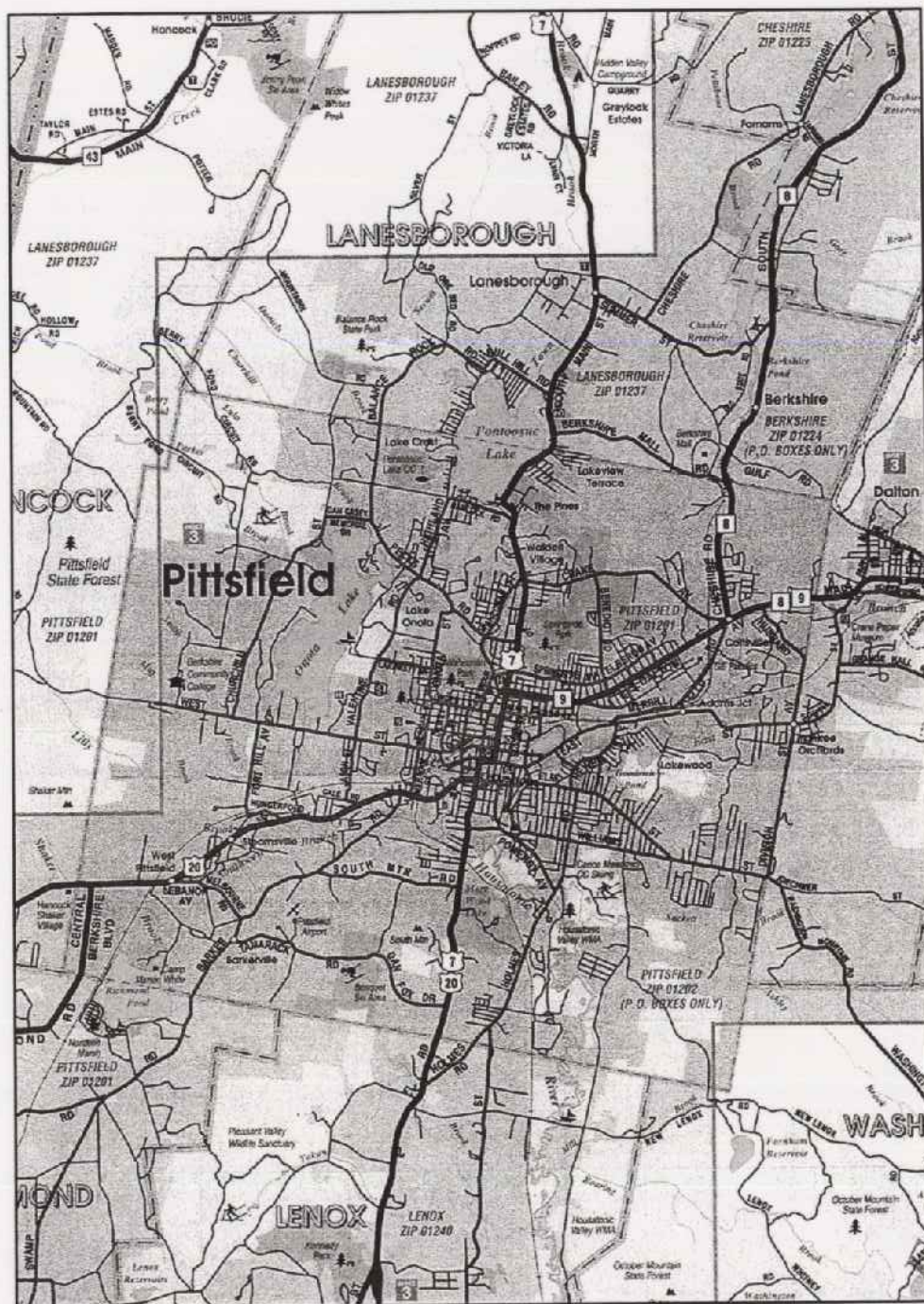
This report is made for the information and/or guidance of the client and possession of this report, or a copy thereof, does not carry with it a right of publication. Neither all nor any part of the contents of this report shall be conveyed to the public through advertising, public relations, news, sales, or other media without the written consent and approval of the appraiser. Nor shall the appraiser, firm, or professional organization of which the appraiser is a member be identified without the written consent of the appraiser.

It is suggested that those who possess this appraisal report should not give copies to others. Certainly legal advice should be obtained on potential liability issues before this is done. Anyone who gives out an incomplete or altered copy of the appraisal report (including all attachments) does so at their own risk and assumes complete liability for any harm caused by giving out an incomplete or altered copy. Neither the appraiser nor this company assumes any liability for harm caused by reliance upon an incomplete or altered copy of the appraisal report given out by others. Anyone with a question on whether their copy of an appraisal report is incomplete or altered should contact our office.

Values and conclusions for various components of the Subject Parcel as contained within this report are valid only when making a summation; they are not to be used independently for any purpose and must be considered invalid if so used. The allocation of the total value in this report between land and improvements applies only under the reported Highest and Best Use of the Property. The separate valuations for land and buildings must not be used in conjunction with any other appraisal and are invalid if so used.

The valuation of the Subject Property will be determined by analyzing adjoining land uses. Adjoining land uses are either industrial, commercial or residential. The Subject will be appraised based upon an "across the fence" estimate consistent with zoning and building and environmental codes. A price per unit is estimated for the Subject Property and applied to that portion of the corridor. Once all values are estimated a corridor factor for that section will be applied.

AREA MAP



IDENTIFICATION OF SUBJECT PROPERTY

The Subject Property is an abandoned railroad corridor containing 18.13 acres traveling an estimated 2.5 miles. The corridor is located in Pittsfield, Massachusetts.

Legal Description – A legal description was not furnished for this report. Information concerning the rail corridor was taken from the CSX Transportation right of way track maps identified as V55254, V55256 and V55257 (V.7.1., V.7.2. and V.7.3.).

STATEMENT OF OWNERSHIP

The Subject Property is currently owned by CSX Transportation Inc.

PROPERTY HISTORY

A recent title abstract has not been provided to the appraisers and this function is not within the scope of this assignment (see Assumptions and Limiting Conditions). A preliminary investigation reveals there have been no sales transactions of the Subject Property within the past three years. CSX Transportation was conveyed this corridor on 6/1/99 from Conrail. This conveyance was not considered a relevant sale for this specific corridor. The conveyance was a portion of a corporate purchase of assets.

It should be noted that at the present time the rail corridor under valuation in this report is subject to an Offer of Financial Assistance and thus is subject to a Net Liquidation Value as required by Federal Regulations.

IMPROVEMENTS

The subject parcel rail corridor traveling an estimated 2.5 miles from Merrill Road to the northern city limits of Pittsfield, MA. The corridor is still improved with rail, ties, ballast, signage and switches. The improvements are valued by an independent company not associated with this appraiser and are not incorporated in this report.

AREA DATA

The subject corridor is located in the city of Pittsfield, Massachusetts. Pittsfield is located in the western section of the state and is approximately 40 miles west of Albany, New York. Pittsfield flourished in from the 1940's through the 1960's as the town was home to several General Electric plants. Throughout the 1980's and 1990's the slow down in manufacturing reflective negatively on the area. The population of Pittsfield was 55,298 in 1975, 50,130 in 1985 and was estimated at 44,000 in the year 2000.

In 1975 approximately 10,000 people were employed for General Electric and today due to merger, sell-off and acquisitions, General Electric and General Dynamics together employ about 1,400. Although General Electric Plastics' still calls Pittsfield home, the area although dependent on jobs from GE has diversified into other sectors such as tourism. Today, the largest employer in Pittsfield is the Berkshire Medical Center, which employs over 1,000 people. Pittsfield is located in the central portion of Berkshire County. The 1990's showed resurgence in real estate values with supply and demand factors coming in line to reflect growth and increased values. The area will continue to diversify however population growth will be consist and comparable to the western areas of Massachusetts. Statistical data on the area can be found in the Addendum of this report.

HIGHEST AND BEST USE

Highest and Best Use, as used in this report, is defined in the Ninth Edition of the Appraisal of Real Estate, published by the American Institute of Real Estate Appraisers, on page 269, as follows:

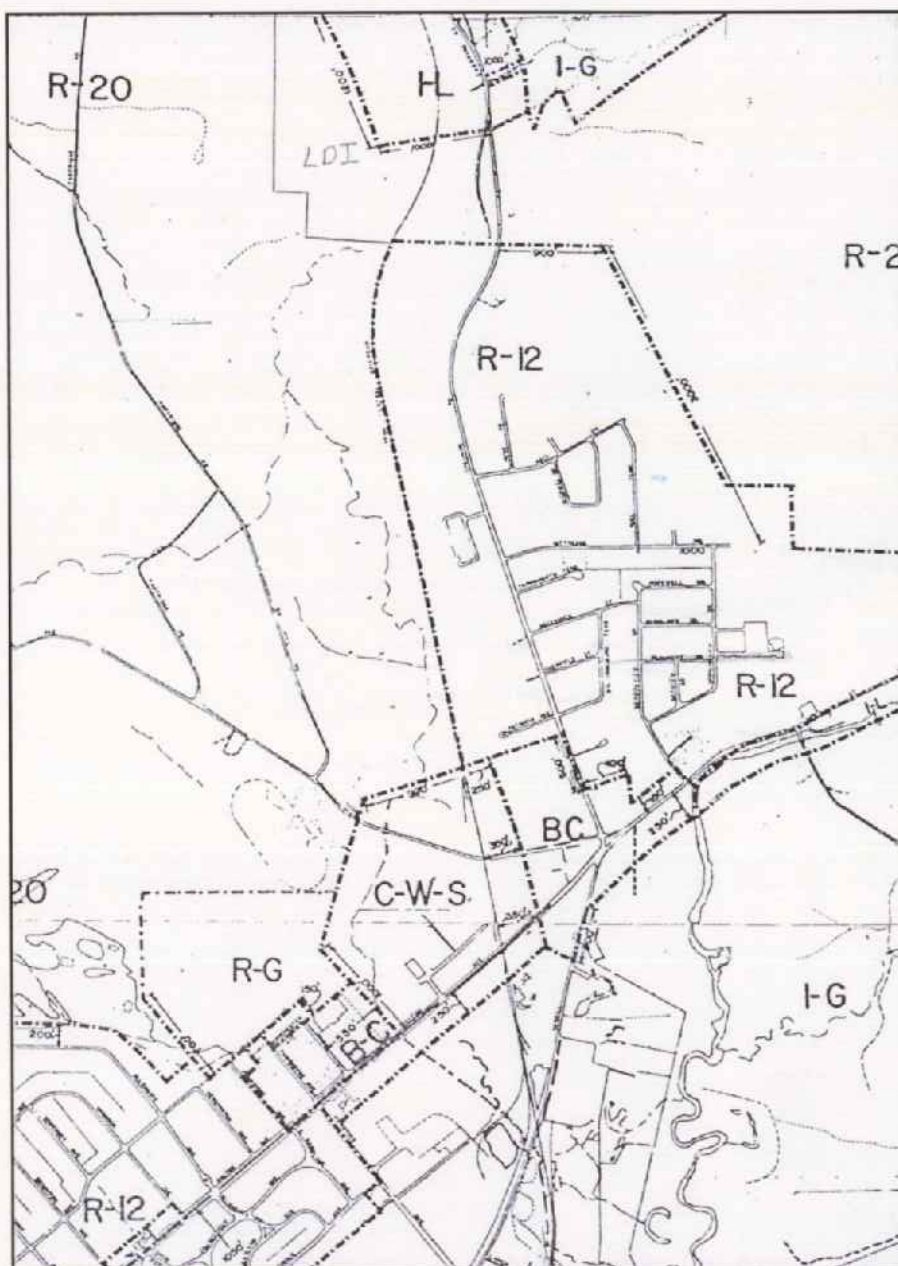
"... that reasonably, probable and legal use of vacant land or an improved property, which is physically possible, appropriately supportive, financially feasible and the results of the highest value."

It is noted that the Highest and Best Use for the Subject Property does not abide by all the guidelines within the above definition. In our determination of value, we are governed by Federal Regulations and must appraise the property based upon non-rail usage. In our estimation of the Highest and Best Use for the Subject Property, several alternative uses could be used for this parcel. They include the following:

1. Pipeline for natural gas, oil and refined fuels
2. Fiber optics
3. Power Lines
4. Water and storm sewer lines
5. Cable television lines
6. Coal slurry lines
7. Sanitary sewer lines
8. Telephone lines
9. Recreational facilities

Liquidation is accomplished by selling the corridor intact for non-rail use or alternatively, disassembling and selling the corridor for an "across the fence" value. An assembled corridor has a premium applied to the "Across the Fence" value when the corridor is in demand for alternative uses such as roads, fiber optics, oil gas, water, sewer recreation or other alternative use. When valuing the corridor for Net Liquidation Value and/or Market Value the "across the fence" method is the first step in the process of valuation. The adjacent land uses are studied and those uses are the basics for analyzing comparable sales with similar use as the adjacent land. Based upon the definition of "Net Liquidation Value" the adjacent land uses are the determining indicator when estimating value.

ZONING MAP



PARCEL 1 – View looking northerly along corridor from Merrill Road



PARCEL 1 – View looking westerly along Merrill Road



PARCEL 1 – View looking easterly along Merrill Road



PARCEL 1 – View of corridor near Crane Avenue



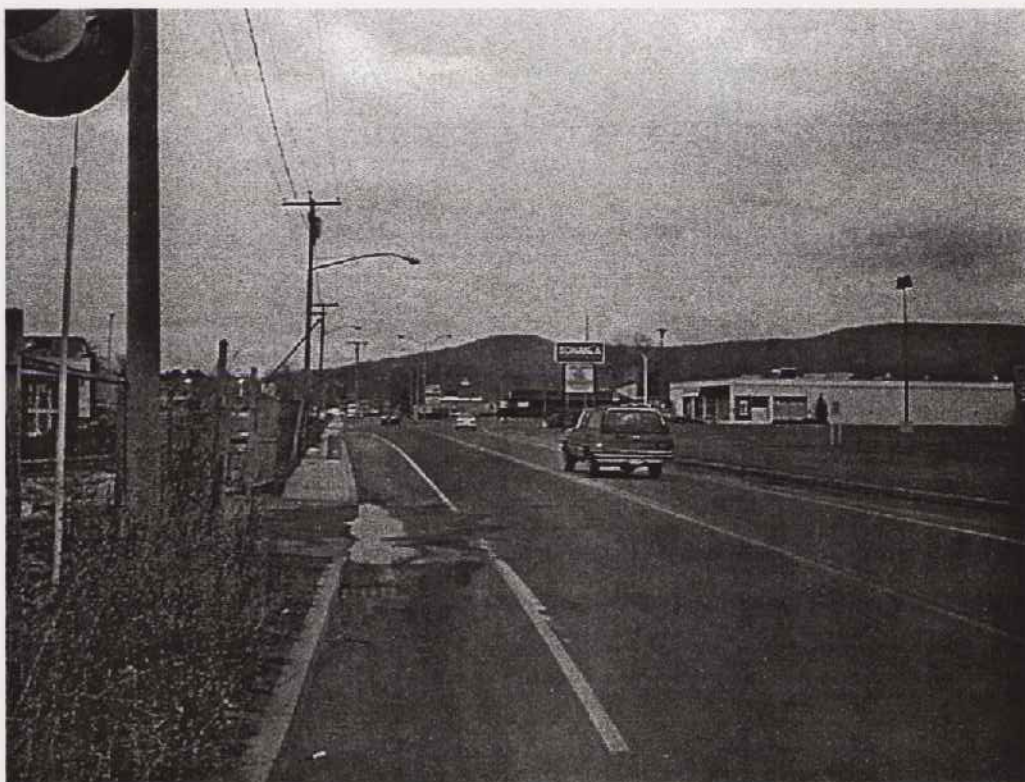
PARCEL 1 – View of Corridor near Crane Avenue

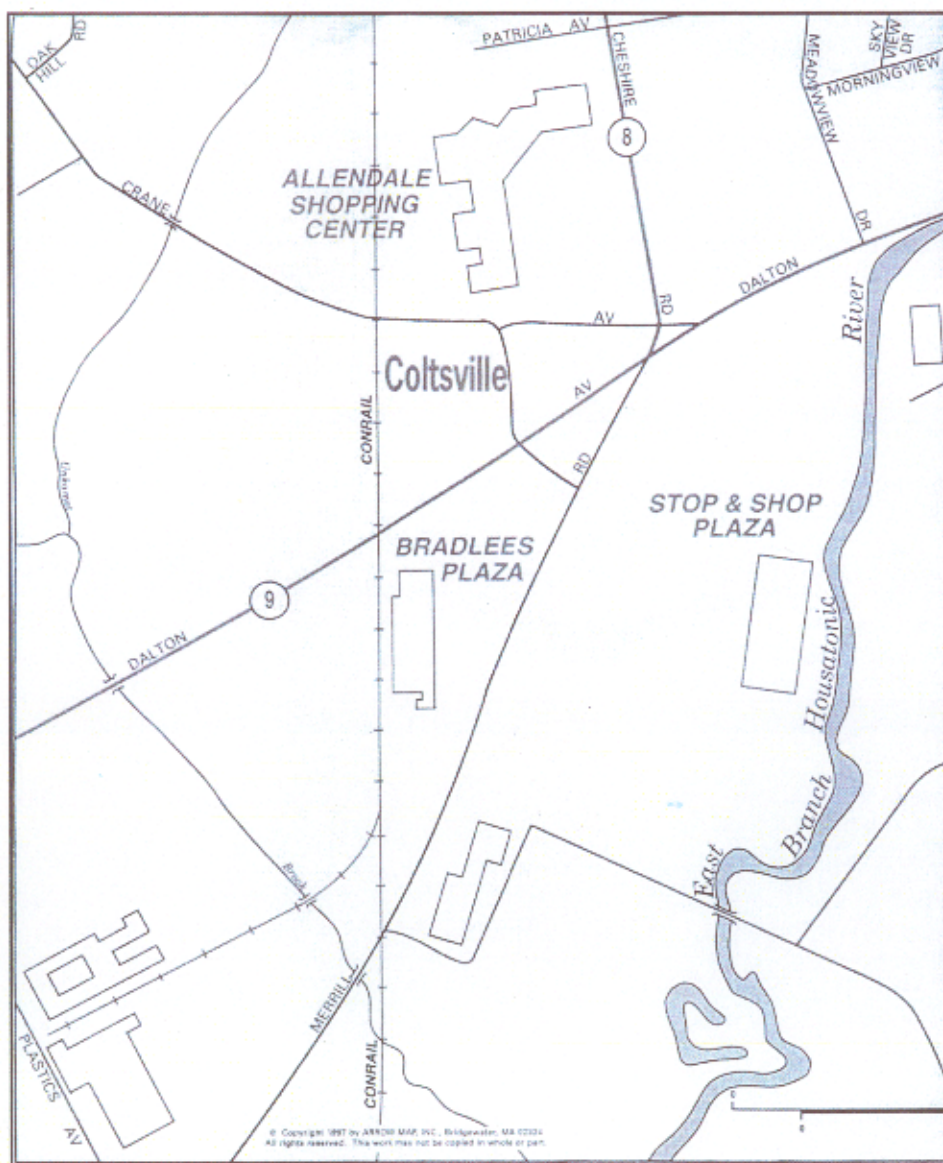


PARCEL 1 – View of Corridor from Crane Avenue



PARCEL 1 – View looking along Crane Avenue



PARCEL 1 - MAP

PARCEL 1

Location

The right of way begins at the intersection of the Merrill Road and the rail line. (The corridor was conveyed to CSX Transportation from Conrail on 6/1/99). This parcel travels northerly under Dalton Avenue and across Crane Avenue. The parcel terminates at the end of the industrial/commercial district, which is estimated to be 800 feet north of Crane Avenue.

Neighborhood

This portion of the corridor travels through an industrial/commercial district. Adjacent developments consist of the General Electric Plastics Plant (industrial), O'Connell Petroleum Products (office/warehouse), a closed Brantley's {K-Mart}, (commercial), Affordable Fabrics (commercial), Paving Stone and Retaining Walls (industrial) and Allendale Shopping Center (commercial).

Description of Site

The section of this corridor consists of one continuous run.

Average Width Mostly 82.5 feet wide.

Parcel 1

From the beginning of the corridor at Merrill Road to 800 feet north of Crane Avenue	5.95 Acres	(259,182 Sq. Ft.)
Less Merrill Road (right of way)	0.45 Acres	(19,500 Sq. Ft.)
Less Dalton Avenue (overpass)	0.23 Acres	(10,000 Sq. Ft.)
Less Crane Avenue (right of way)	0.09 Acres	(4,125 Sq. Ft.)
Net Acreage	5.18 Acres	(225,557 Sq. Ft.)

ATF Valuation

Adjacent Zoning is commercial and industrial along both sides of the corridor.

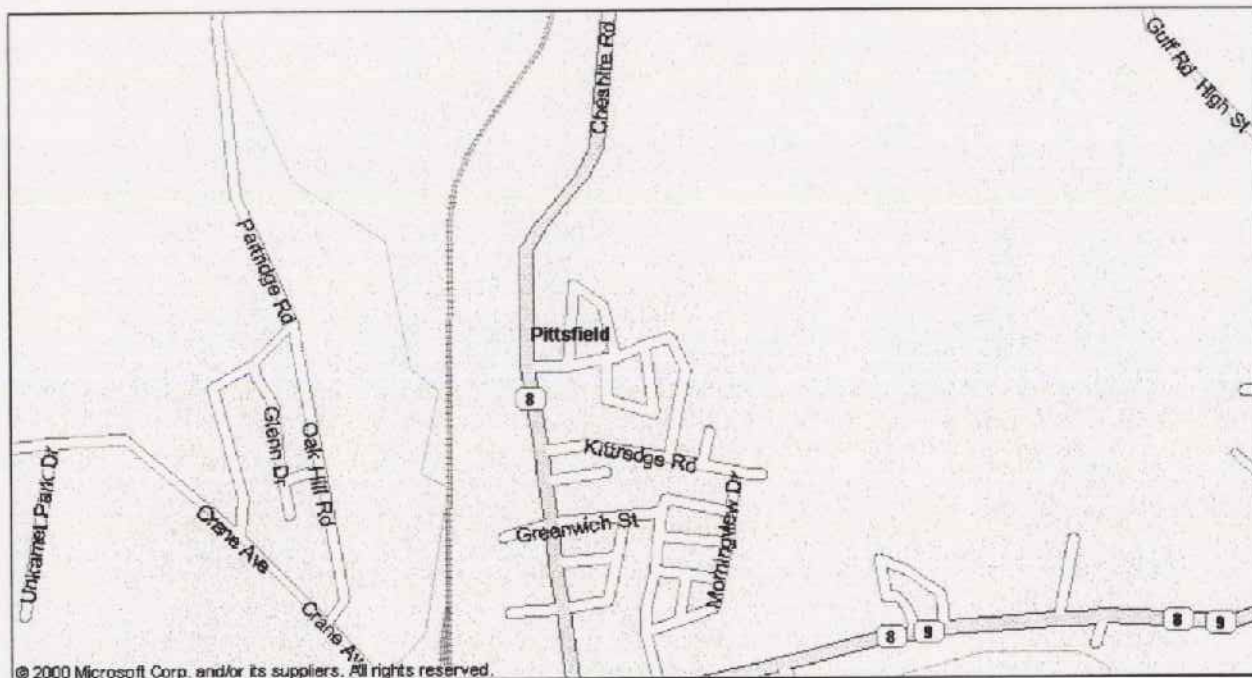
PARCEL 2 – View of Corridor



PARCEL 2 – View of Corridor



PARCEL 2 – MAP



PARCEL 2

Location

This parcel begins across and adjacent to Patricia Avenue and terminates at the southerly property line of Berkshire Concrete Corporation.

Neighborhood

The rail line parallels Cheshire Road to the east. Properties along Cheshire Road and the surrounding areas are developed with residential structures. The one lone commercial development is north of the single family residences along Patricia Avenue and south of the Allendale Mobile Home Park. This commercial development is home of the Berkshire Gas Company. Paralleling the westerly boundary of the corridor is a power line (Western Mass. Electric Company). West of the power line is the Oak Hill residential community.

Description of Site

The section of this corridor consists of one continuous run.

Average Width Mostly 82.5 feet wide.

Parcel 2

From 800 feet north of Crane Avenue to the southerly boundary of Berkshire Concrete Company

Acreage	8.19 Acres	(356,756 Sq. Ft.)
---------	------------	-------------------

ATF Valuation

Adjacent Zoning is residential along both sides of the corridor.

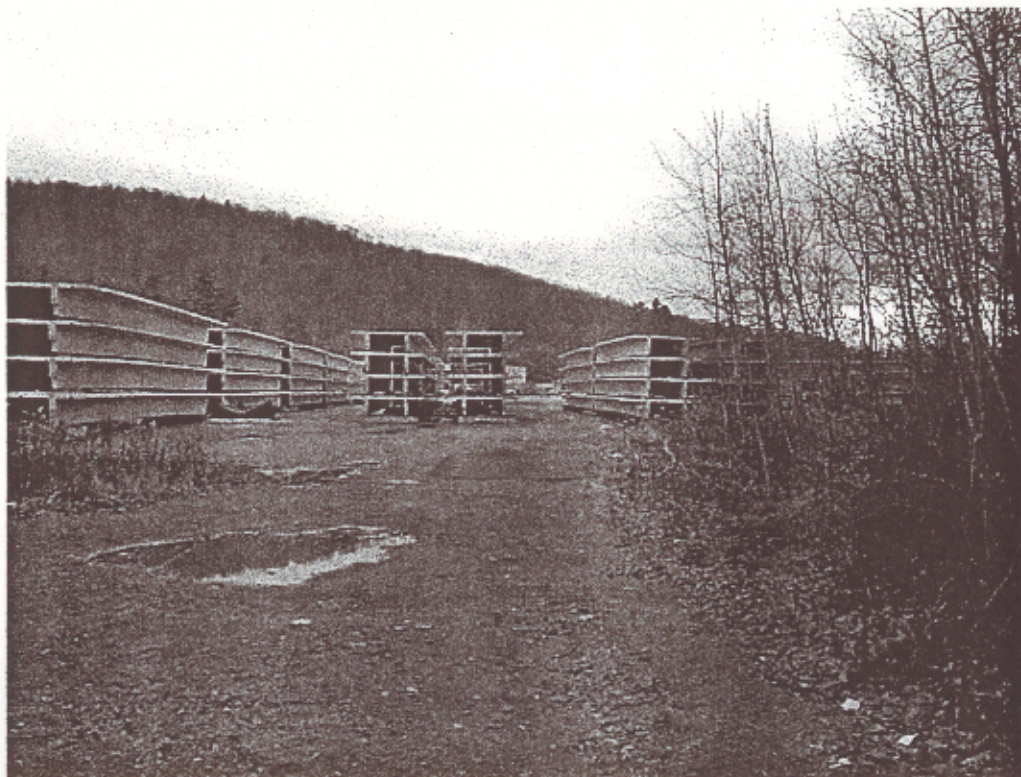
PARCEL 3 – View looking northerly from Mall Entrance Road at road to Trails



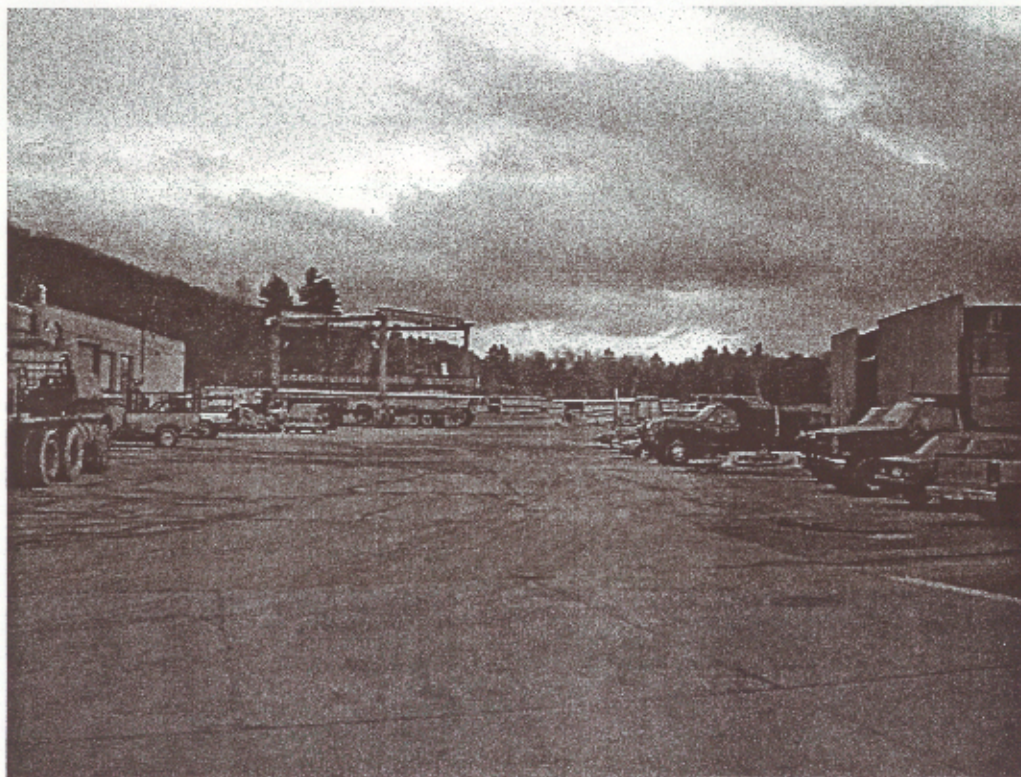
PARCEL 3 – View of entrance road to Berkshire Mall with corridor located to right



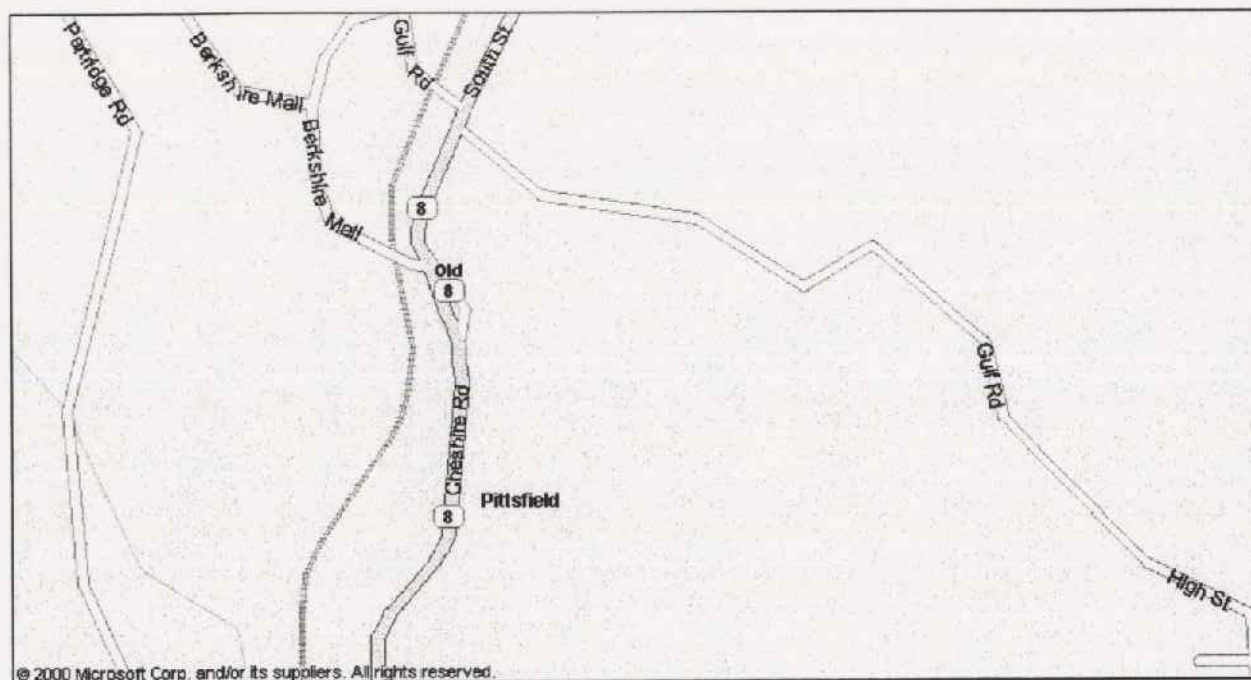
PARCEL 3 – View of Corridor location



PARCEL 3 – View of Corridor location



PARCEL 3 – MAP



PARCEL 3

Location

This parcel begins at the southerly property line of Berkshire Concrete Corporation and ends near the entrance road to the Berkshire Mall.

Neighborhood

The rail line continues to run parallel to Cheshire Road to the east with this parcel traveling through the Berkshire Concrete Plant property. The corridor ends at the entrance road to the Berkshire Mall. The Mall is anchored by Sears, JC Penny, Filenes, Old Navy and Ames. The corridor north of the entrance road has been converted to the Ashwillticook Road Trail. A new county jail has been constructed approximately ½ mile west of the corridor.

Description of Site

The section of this corridor consists of one continuous run.

Average Width Mostly 82.5 feet wide.

Parcel 3

Through the Berkshire Concrete Plant.

Acreage	3.99 Acres	(173,804 Sq. Ft.)
----------------	-------------------	--------------------------

ATF Valuation

Adjacent Zoning is industrial along both sides of the corridor.

LAND VALUE

Based upon the quantity and quality of data available, the most reliable method for estimating the Subject Site's land value was the Sales Comparison Approach. This method involves a process of gathering information from similar properties, which have recently sold, and, by direct comparisons, an indication of the value of the Subject Site (land) is developed. The analysis can produce a good indication of value when there is an active market and the physical and economic aspects of each property are highly similar.

The Sales Comparison Approach is based upon the Principle of Substitution, which holds that a rational, typically motivated buyer will not pay more for one site than for another that is similar or equal. Direct sales comparisons tends to best reflect the actions of buyers and sellers. The procedure reduces the sales prices of comparables to common units of comparison and, through a process of analysis and the application of judgment, a unit value for the Subject site is estimated and applied.

A systematic five step procedure for applying the Sales Comparison Approach involves:

Research - the market for information on comparable properties;

Verify - that the data is accurate and representative of arms-length transactions;

Determine - relative price units of comparison;

Compare - the Subject with the comparables and either adjust the comparables prices for those differences that influence value or bracket the Subject Property based upon the Subject's relative comparability when compared to the comparables;

Reconcile - the multiple value indications into a single value or range of values.

RESEARCH/VERIFICATION

A through search for recent sales of comparable sites was made. Some of the sources for information include public records, local real estate agents, site inspections, buyers, sellers, etc. Several land sales were found, but only those recent "arms-length" transactions for sites that would be considered a reasonable substitute to the Subject Property were used in the valuation analysis. Information collected about each comparable land sale will be found on the following pages along with a map that illustrates their locations. Verification was used to confirm data collected through research and to discover value influencing factors such as condition of sale, motivations of sale, negotiations, planned use, etc. All of the data is felt to be accurate and reliable.

VALUATION

Our analysis reveals the most reliable method for estimating the value of the Subject land is the Sales Comparison Approach. The mechanics of this valuation technique involve the process of gathering information from similar land which has recently sold and through an analysis of comparability and direct comparison, comparable sale prices (unit prices) are determined which serve to indicate the Market Value of the Subject Property. When sufficient, relevant data is available, this valuation method provides a good indication of Market Value because it directly reflects and represents the actions and thinking of sellers, users, and investors.

The Sales Comparison Approach is based upon the Principle of Substitution, which postulates a prudent purchaser would not pay more for a property than it would cost to buy a comparable substitute property. In formulating our opinion of Market Value for the Subject Property, a careful search of land located in similar commercial and residential areas and similar to the Subject property was made utilizing an "across the fence" valuation. We have analyzed these comparable sites and compared them with the Subject.

Our analysis revealed insufficient information to clearly indicate or support specific quantitative lump sum or percentage adjustments for differences between the comparable sales and the Subject Property. This is largely due to the fact that "real world" markets do not have total knowledge, nor do they qualify most value influencing factors. Additionally, they react with varying degrees of motivation and urgency and also varying degrees of skills with regard to negotiating sale prices. Compounding these difficulties is due to the fact that all of these factors are at work in ever changing market conditions.

RECONCILIATION

In our analysis, we have analyzed comparable sales with similar sizes as to an "across the fence" utilization of land. This, along with location and access, will be weighed in our determination of an "across the fence" value for the Subject. The following is a summary of the sales used in our estimation of value.

Industrial Land Sales

Sale No	1	2	3	4	5	6
Recording	1596/710	1605/488	1804/313	1689/928	1595/649	1607/785
Date of Sale	3/30/98	5/26/98	10/30/00	10/14/99	3/23/98	6/9/98
Grantor	Petricca Development	Yoko Ikeda Suitor	Berkshire Concrete.	William Lipton	Central Berk. Dev. Corp.	George Family
Grantee	Commonwealth of Mass	Camtarella Realty, Inc	Dennis Miller	4 Industrial Drive Realty	William Kristensen Jr	T & D Realty, Inc
Sale Price	\$801,800.00	\$52,000.00	\$150,000.00	\$30,000.00	\$294,120.00	\$180,000.00
Size	29.07 Acres	.98 Acres	2.4 Acres	.14 Acres	6.0 Useable Acres	5.7 Useable Acres
Location	Cheshire Rd	Federico Dr	Crane Ave	Industrial Dr	Tamarack Rd	South St
Price Per Sq Ft	\$.63	\$1.22	\$1.43	\$4.92	\$1.13	\$0.72

Sale No	7	8	9	10	11
Recording	1709/102	1697/167			
Date of Sale	2/17/00	12/3/99			
Grantor	Thomas Killion	GBCD			
Grantee	Chiorgno FT.	Columbia G.R.			
Sale Price	\$75,000.00	\$110,000.00			
Size	1.63 Acres	2.6 Acres			
Location	West Housatonic	Technology Dr East			
Price Per Sq Ft	\$1.06	\$1.10			

Commercial Sales

Sale No	1	2	3	4		
Recording	1624/192	1671/11	1701/686	1850/31		
Date of Sale	9/29/98	6/28/99	12/30/99	1/19/01		
Grantor	Dalton Ave N.T.	CSB Service Corp	Joseph Skutwick	O'Connell Oil Ass		
Grantee	Pittsfield Cooperative Bank	Berkshire Medical Center	CTB, Inc	Fitch		
Sales Price	\$283,138.00	\$325,000.00	\$75,000.00	\$353,500.00		
Size	24,146 Sq Ft	51,942 Sq Ft	16,060 Sq Ft	62,708 Sq Ft		
Location	Dalton Ave	North Street	Wahconah St	West Housatonic St		
Price Per Sq Ft	\$11.73	\$6.26	\$4.67	\$5.64		

Residential Acreage Sales

Sale No	1	2	3	4		
Recording	1719/903	819/791	787/385	787/388		
Date of Sale	4/27/00	12/13/99	8/18/00	7/17/00		
Grantor	Edward Ladoveur	Spagnuolo	Voremberg	Kozupsky		
Grantee	Jones Burns	N/A	N/A	N/A		
Sales Price	\$93,000.00	\$18,500	\$49,000.00	\$45,000.00		
Size	4.72 Acres	4.9 Acres	5.22 Acres	4.53 Acres		
Location	Partridge Rd	Richmond Hill	Lanesboro Rd	Lanesboro Rd		
Price Per Sq Ft	\$0.45	\$0.09	\$0.22	\$0.23		

Residential Lots

Sale No	1	2	3	4	5	6
Recording	1895/117	1772/841	1734/216	1781/6	1775/141	1743/60
Date of Sale	4/21/01	5/26/00	6/30/00	9/22/00	9/13/00	7/17/00
Grantor	Maple Grove Dr Nominee	Maple Grove Dr Nominee	Maple Grove Dr Nominee	Maple Grove Dr Nominee	Maple Grove Dr Nominee	Maple Grove Dr Nominee
Grantee	Carol Deluce	David Desjardins	John Garinther	Scott Miller	Robert Leary	Andrew Waluszko
Sales Price	49,000	\$43,500	\$43,500	\$44,000	\$53,000	\$44,000
Size	12,003 Sq Ft	12,535 Sq Ft	12,001 Sq Ft	12,000 Sq Ft	14,241 Sq Ft	17,359 Sq Ft
Subdivision	Maple Grove	Maple Grove	Maple Grove	Maple Grove	Maple Grove	Maple Grove
Location	11 Kathy Way	3 Kathy Way	5 Kathy Way	9 Kathy Way	14 Kathy Way	8 Kathy Way
Price Per Sq Ft	\$4.08	\$3.47	\$3.62	\$3.67	\$3.72	\$2.53

VALUATION ANALYSIS

To estimate the "Across the Fence Valuation", the individual parcels were further broken up into the distinct uses from the adjoining property uses. In regard to Parcel 1, the adjacent uses along the west boundary from Merrill Road to Dalton Avenue consist of industrial and consist of the General Electric Plastics Plant. Along the eastern boundary of the corridor in the same area, parcels consist of both industrial and commercial developments. To estimate the value of this section of the corridor, both the commercial uses and industrial uses were given equal weight.

In our review of the commercial sales, a range from \$4.67 to \$11.73 per square foot was reflected. The commercial sector of Pittsfield for new development is somewhat limited. We feel that the commercial values for this area would reflect the lower end of the range and therefore concluded a unit value of \$5.00 per square foot for commercial use.

The industrial market in Pittsfield is improving with several sites over the past few years purchased for new development. The industrial sales used in this report reflect a range from \$.63 to \$4.92 per square foot. When eliminating the high and low sales from the range a tighter per square foot sales indication is reflected (\$1.06 to \$1.43 per square foot). Based upon the above sales a unit value of \$1.25 per square foot is estimated.

Parcel 1 will be valued based upon a commercial/industrial use on a 50/50 split. Using a \$5.00 per square foot commercial unit value and a \$1.25 per square foot industrial unit value would therefore reflect a \$3.13 per square foot assimilated unit value.

Parcel 2 adjoining properties are residential in nature. The parcel begins adjacent to Patricia Avenue, which is improved with single family homes located on lots from 7,200 to 10,000 square feet. This parcel continues northerly with development north of Patricia Avenue improved with the only commercial development along this section (Berkshire Gas Company). Additional developments along the easterly boundary of the parcels are a mobile home park and additional single-family homes. Along the corridor to the west is open wet land area, which borders the Western Mass Power Line, which then borders the Oak Hill Residential Community. Home sites in the Oak Hill area consist of developed lots ranging from one-half acre to 3 acres.

To estimate the value of this parcel, residential acreage sales as well as small residential lots were reviewed. The determination for this parcel was that the majority of the adjoining lands would be more comparable to the acreage parcel sales and therefore we have split the valuation based upon 70% of the parcel being weighted against residential acreage sales with the residual being weighted against the residential lot sales.

The residential acreage sales formed a range from \$.09 to \$.45 per square foot. A unit value for the subject parcel was estimated at \$.25 per square foot. The residential lots formed a range from \$2.53 to \$4.08 per square foot. The majority of the sales were in the range of \$3.45 to

\$3.72 per square foot. A unit value of \$3.60 per square foot was estimated. Using a 70/30 split would reflect a unit value of \$1.26 per square foot.

Parcel 3 is surrounded by industrial properties. The range for industrial sales was from \$.63 to \$4.92 per square foot. The industrial usage surrounding Parcel 3 is considered intense and thus would reflect the lower end of the value range. Thus, a unit value of \$.70 per square foot is estimated.

The following reflects the indicators of value for each Parcel before adjustments.

	Portion of Total Section Area	Size per	Unit Value	Value of Parcel Before Adjustments
Parcel 1	225,557	Sq Ft	\$3.13	\$705,993
Parcel 2	356,756	Sq Ft	\$1.26	\$449,513
Parcel 3	173,804	Sq Ft	\$0.70	\$121,663
Totals				\$ 1,277,169

When estimating the Net Liquidation Value, adjustments must be made, when appropriate, for physical characteristics. The subject corridor is located in Flood Zone A (a flood hazard area) based upon Federal Flood Map 250037-0010-C, dated 2/19/82. The two areas of adjustment, which are deemed necessary, are for topography/elevation and utility.

In regards to topography/elevation, Parcels 1 and 3 were the least affected and with little site work could be used by the adjacent landowners. Parcel 2 appears to be the most affected due to elevation changes by the adjacent landowners. The utility or use of the site is again based upon the adjacent land uses and how the corridor can be incorporated into the adjacent sites. Again, Parcels 1 and 3 appear to be the least affected (in a negative way) by the adjacent land uses. For both Parcels 1 and 3 the uses are industrial and/ or commercial. Adjacent landowners could incorporate the corridor for additional parking or storage with little outlay in cost.

Although, the adjustments below are subjective, they are used to reflect how the market would derive a value.

	Value of Parcel Before Adjustment	Topography/ Elevation	Utility	Total Adjustment	Adjusted Value
Parcel 1	\$705,993	-30%	-20%	-50%	\$352,997
Parcel 2	\$449,513	-50%	-25%	-75%	\$112,378
Parcel 3	\$121,663	-25%	-20%	-45%	\$ 66,915
Totals					\$ 532,290

The final step in our analysis to estimate the selling expenses for the corridor. In selling the corridor the owner could sell to individual property owners or sell the entire corridor in tact to a specific user. As was mentioned in the Highest and Best Use non-rail use for intact corridors have sold and mostly at a premium. The following is a repeat of the non-rail uses for an intact corridor.

1. Pipeline for natural gas, oil and refined fuels
2. Fiber optics
3. Power Lines
4. Water and storm sewer lines
5. Cable television lines
6. Coal slurry lines
7. Sanitary sewer lines
8. Telephone lines
9. Recreational facilities

The subject corridor has several positive alternatives in this regard.

1. The Ashwilticook Rail Trail abuts the corridor to the north. This was an extension of the rail corridor. Conversation with a city representative revealed the original intention was for the rail to begin a Crane Avenue and travel north.
2. The Western Mass Electric Power Line is located adjacent to the corridor north of Crane Avenue. This user could acquire an adjacent intact corridor for future use.
3. The General Electric Plastics Plant is located to the corridor north of Merrill Road. This user could acquire the corridor for additional land holdings.
4. Discussion with one adjacent property owner revealed that he has inquired about the purchase of corridor next to his property.

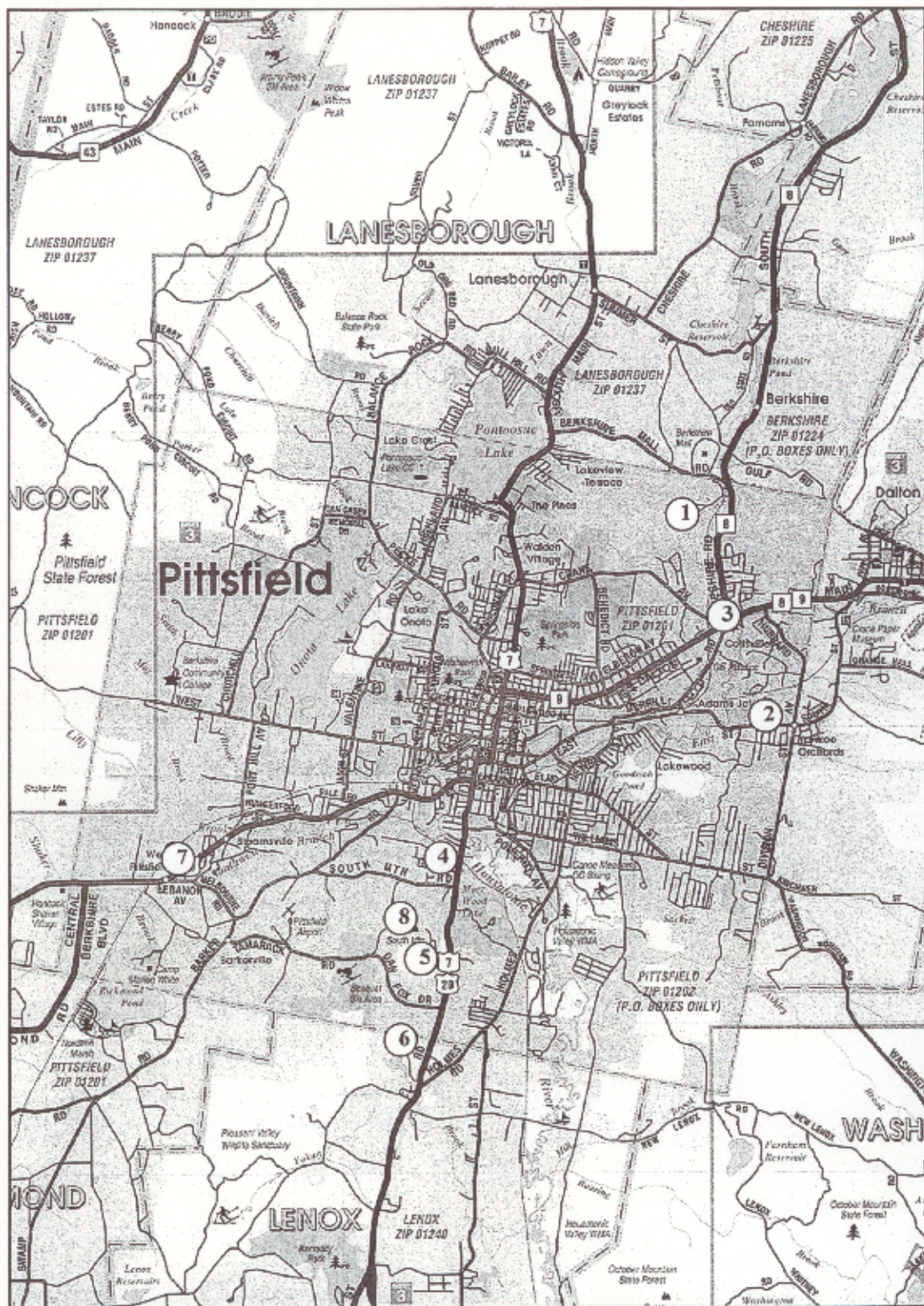
It appears that the sell off of the corridor intact is a possibility. Therefore it is estimated the corridor could be sold within a reasonable time period. However the seller could anticipate some selling cost. These cost would include legal and accounting fees, engineering studies and real estate commissions. Selling cost were estimated at 15% or (\$79,844). Based upon this information the following calculations are shown.

Adjusted Value	Selling Expenses	Final Value
\$532,290	-\$79,844	\$452,446
Final Value (RD)		\$450,000



ADDENDA

INDUSTRIAL LAND SALES MAP



This is a detailed street map of Peoria, Illinois, showing the city grid, major roads, and landmarks. The map is divided into four numbered sections (1, 2, 3, 4) for navigation. Key features include the Peoria River, Lake Onondaga, and various parks and schools. The map is oriented with North at the top.

Section 1 (Top Right): Includes streets like 1. HOLT ST, 2. PIERCE ST, 3. TRAYER ST, 4. HUDSON ST. Landmarks include Oak Hill and General Electric Athletic Club.

Section 2 (Center): Includes streets like 1. WILSON ST, 2. VON KLA AV, 3. CHESTNUT ST, 4. WILSON ST, 5. WILSON ST, 6. CLUT ST. Landmarks include St. Joseph's Cemetery and Wilson Playground.

Section 3 (Bottom Left): Includes streets like 1. WILSON ST, 2. VON KLA AV, 3. CHESTNUT ST, 4. WILSON ST, 5. WILSON ST, 6. CLUT ST. Landmarks include St. Joseph's Cemetery and Wilson Playground.

Section 4 (Bottom Right): Includes streets like 1. WILSON ST, 2. VON KLA AV, 3. CHESTNUT ST, 4. WILSON ST, 5. WILSON ST, 6. CLUT ST. Landmarks include St. Joseph's Cemetery and Wilson Playground.

Other Labels: Lake Onondaga, Peoria River, St. Joseph's Cemetery, Wilson Playground, Oak Hill, General Electric Athletic Club, St. Mary's MS, St. Joseph's MS, St. Anthony's MS, St. Francis MS, St. Vincent MS, St. Elizabeth MS, St. Margaret MS, St. Ann MS, St. Rose MS, St. Thérèse MS, St. Clare MS, St. Agnes MS, St. Cecilia MS, St. Barbara MS, St. Kateri MS, St. Brigid MS, St. Gertrude MS, St. Eudora MS, St. Loretta MS, St. Ann MS, St. Rose MS, St. Thérèse MS, St. Clare MS, St. Agnes MS, St. Cecilia MS, St. Barbara MS, St. Kateri MS, St. Brigid MS, St. Gertrude MS, St. Eudora MS, St. Loretta MS.

This is a detailed map of the Dalton, Georgia area. The map shows the following towns and locations:

- DALTON** (ZIP 01226)
- CHESHIRE** (ZIP 01225)
- ADAMS** (ZIP 01220)
- SAVOY** (ZIP 01255)
- WINDSOR** (ZIP 01250)
- HINSDALE** (ZIP 01235)
- PITSFIELD** (ZIP 01201)
- LANESBOROUGH** (ZIP 01237)
- BERKSHIRE** (ZIP 01224) (P.O. BOXES ONLY)

Major roads shown include:

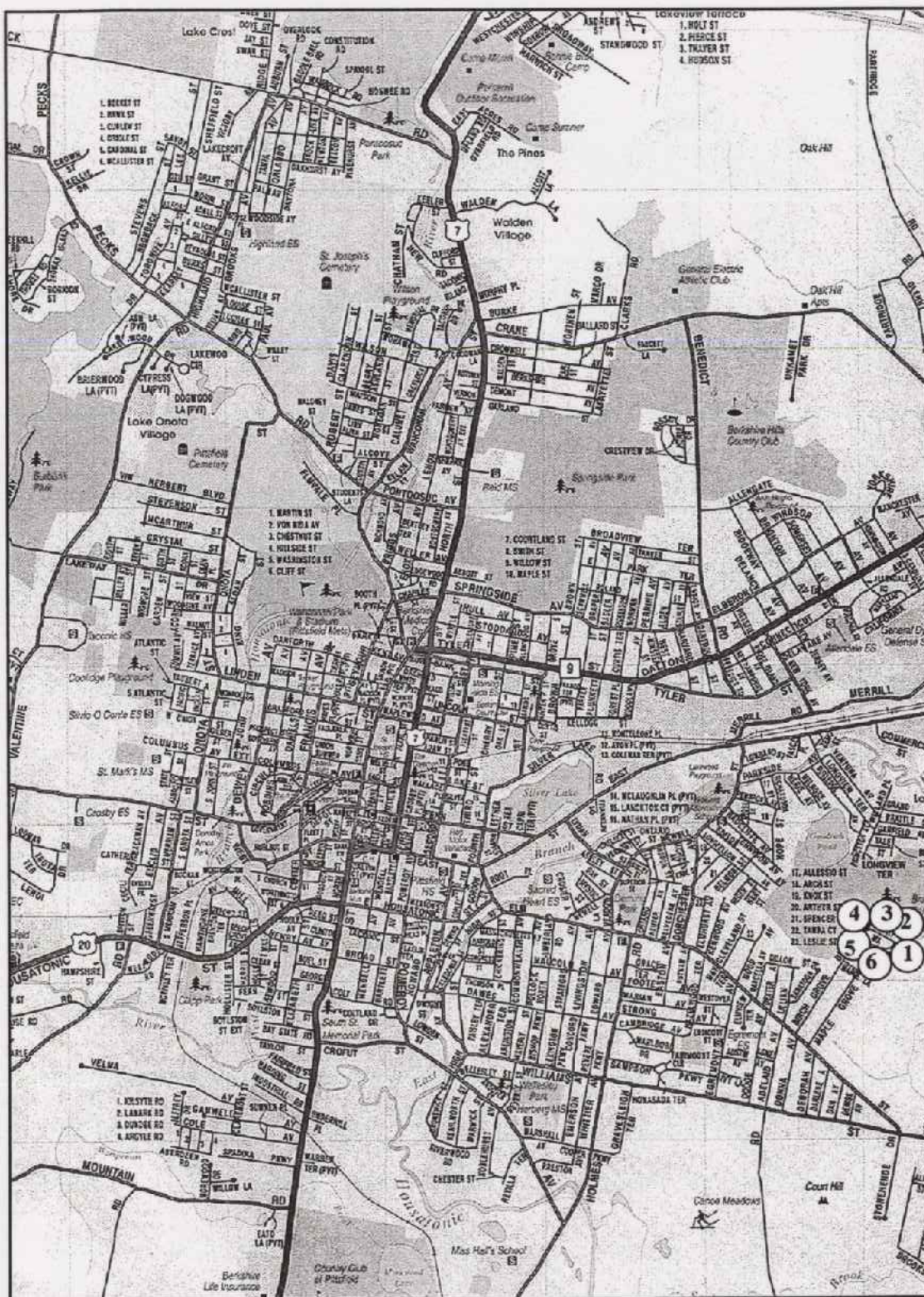
- I-75** (North-South)
- I-85** (East-West)
- US-42** (North-South)
- US-116** (East-West)
- US-9** (East-West)
- US-153** (North-South)

Geographical features include:

- Cheshire Lake**
- Windsor Lake**
- Cheshire River**
- Windsor River**
- Cheshire Falls**
- Windsor Falls**

The map also includes a legend for road types (e.g., Major Road, Minor Road, Unimproved Road) and a scale bar (0 to 10 miles).

RESIDENTIAL LOTS SALES MAP

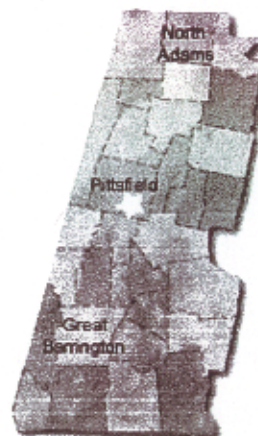


Community Landscape

Pittsfield

Pittsfield, MA

Town Hall	70 Allen St. Pittsfield, MA 01201 413-442-8043 email: cityhall@pittsfield-ma.org
Population	1998 Town Census - 45,008
Land Area	42.43 sq. mi. 2,049 acres managed by MA Div. of Forests & Parks
Tax Rate	Average Single Family Home - \$17.37/1,000
Median Household Income	\$29,987 (1990 US Census)
Average Value of Single Family Home	1999 (through May) - \$85,000
Public Transportation	BRTA



Pittsfield links:

- [Berkshire Athenaeum](#)
- [City of Pittsfield](#)
- [St. Joseph Central High School](#)
- [Downtown, Inc.](#)
- [Berkshire Visitor's Bureau](#)
- [Berkshire Chamber of Commerce](#)
- [Berkshire Community College](#)
- [Berkshire County Historical Society](#)
- [Commonwealth Communities](#)

Pittsfield Public Schools

Allendale Elementary (N-5) / Crosby Elementary (N-5) / Egremont Elementary (N-5) / Hibbard Alternative Elementary (N-5) / Highland Elementary (N-5) / John T. Reid Middle (6-8) / Morningside Community School Elementary (N-5) / Pittsfield High School (9-12) *Comprehensive High School with Vocational Component* / Silvio O' Conte Community (N-12) / Stearns Elementary (N-5) / Taconic High School (9-12) *Comprehensive High School with Vocational Component* / Theodore Herberg Middle (6-8) / Williams Elementary (N-5)

Contact Information

William Travis, Superintendent Phone: (413) 499-9512
Pittsfield Public Schools FAX: (413) 448-2643
269 First Email: wtravis@pittsfield.net
Pittsfield, MA 01201

ALSO:

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- Dr. William Cameron, *Assistant Superintendent*: 413-499-9505
- Mrs. Sally Douglas, *Budget Director*: 413-499-9502
- Mr. Michael Meyer, *Director of Special Education*: 413-499-9515
- Mr. Michael Zgrantis, *Deputy Superintendent*: 413-499-9510
- Dr. William Irvin, *Curriculum Director*: 413-499-9524

General Information

Number of students per teacher (not average class size): 18.0 (18.0 State)
 Students per computer in district is 7.4 (6.3 State)
 Classroom computers on the internet 87.0% (65.9 State)
 Special Education 18.1 (16.6 State)
 Limited English proficient 0.4 (4.7 State)
 Eligible for free/reduced price lunch 32.8 (25.8 State)

Programs

Inter-district choice: Yes (High School Level Only)
 Intra-district choice: Yes
 Early childhood education: Yes
 Kindergarten starting age: Five years old, as of December 1
 Vocational education program: Yes
 Transitional bilingual education (TBE) program: No
 METCO: No

Plans of High School Graduates

4-Year College: 42.9% (53.2% State)
 2-Year College: 32.4% (18.6 State)
 Work: 11.0% (16.2% State)

MISS HALL'S SCHOOL

492 HOLMES ROAD
 PITTSFIELD, MA 01201
 PHONE: 1-800-233-5614
 FAX: 1-413-448-2994
 E-MAIL: info@misshalls.org
 WEBSITE: www.misshalls.org

Miss Hall's School, located in the beautiful Berkshire Hills of western Massachusetts, is home to 120 girls from 16 states and 12 countries. Founded in 1898, Miss Hall's has a long and successful history of preparing students to excel in their educational and professional futures. The School's small student body, average class size of eight, and student to teacher ratio of 7:1 ensure that each girl receives the individual attention and encouragement vital to her success.

For more information on Berkshire County schools, see www.mass.doe.edu

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Our Community

Here's your guide to what's going on in our city today, what's happened in the past and where we're going in the future. Whether you're looking for information about schools or sanitation, you've come to the right place.

The Berkshires are conveniently located from major cities in the northeast.

For a detailed view click on either map.



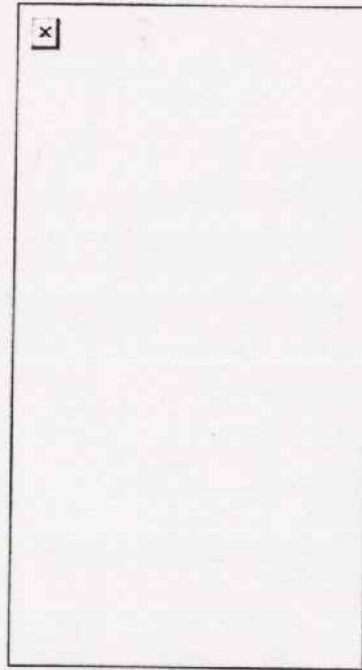
[Click for a larger view](#)

Approximate mileage to Pittsf

Albany, NY	36	miles
Boston, MA	147	miles
Buffalo, NY	338	miles
Burlington, VT	208	miles
Cape Cod, MA	220	miles
Manchester, NH	169	miles
Montreal, Canada	358	miles
Mystic, Ct	130	miles
New York City	147	miles
Niagra Falls, NY	344	miles
Philadelphia, PA	258	miles
Portland, ME	248	miles
Springfield, MA	52	miles
Toronto, Canada	401	miles
Washington, D.C.	392	miles
White Mountains, NH	233	miles

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Information provided by [Berkshire Visitors Bureau](#).

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Our Community

HISTORY OUTLINE FOR CITY OF PITTSFIELD



I. Pre-settlement

- A. Indians hunt in the area that is now Berkshire County before the arrival of European settlers. They roam the countryside seasonally in search of game.
 1. The Mohegans, from the Hudson River area near Albany, call this hunting place Poontoosuck (Pontoosuc), which is believed to mean "haunt of the white deer."
 2. Dutch and English trappers and Indian traders vie for control of this region, lying between the English settlements of the Connecticut River Valley and the Dutch settlements along the Hudson.
- B. Boston is granted "wild lands" in westernmost Massachusetts in 1735 to be sold as compensation for its large tax burden.
 1. Pontoosuc Plantation, one of the townships carved from this land, is sold at public auction for 1370 Pounds in 1736 to Col. Jacob Wendell, a Boston merchant of Dutch ancestry.
 2. The land is surveyed, two wide intersecting streets are laid out (now North and South streets and East and West Streets) and settling lots are set out.
 3. First settlers from Westfield, begin clearing the land in 1743, but are driven off by the threat of war with the French and Indians.
 4. In 1752, the first family to permanently settle in Pittsfield arrives-Solomon and Sarah Deming from Wethersfield, Connecticut. Sarah Deming's grave is in the east Part Cemetery off Williams Street, near Mountain Drive.

II. Township (1761)

- A. In 1761 Pontoosuc Plantation is incorporated as a town, and named Pittsfield in honor of British statesman, William Pitt the elder. The first town meeting is in May of 1761.
- B. In 1764, Rev. Thomas Allen accepts the call to become Pittsfield's first minister.
- C. The town, led by Rev. Allen, protests the closing of the port of Boston and votes to aid the patriots in Boston in 1774.
- D. Pittsfield men take part in many Revolutionary War campaigns including Bunker Hill, Ticonderoga, Crown Point, Bennington and Saratoga.

III. Post-Revolutionary Period

- A. Economy is marked by agriculture, some textiles.
- B. Industrial Revolution and railroads create economic boom.
 - 1. Wool, cotton, shoes and paper are the main industries.
 - 2. Railroads open Pittsfield up to new markets.
- C. Religious change
 - 1. Shakers establish community in West Pittsfield late in 18th century.
 - 2. Baptists and Methodists dissent from Congregational establishment.
 - 3. First Roman Catholic mass is held in Pittsfield in 1835.
- D. Pittsfield actively supports Union cause in Civil War.
 - 1. Pittsfield is a big supplier of uniforms and weaponry for Union forces.
 - 2. Allen Guards (local militia) join Massachusetts 8th Regiment at the beginning of the war.
 - 3. Camp Briggs, off Elm Street, becomes training center for Massachusetts 37th, 49th, 57th and 61st Regiments.

IV. Immigration changes Pittsfield demographics.

- A. Irish immigration is heavy during and after the Famine years (1840s).
- B. German, French-Canadian, Eastern European, Italians, Middle-eastern and Asian immigrants follow.
- C. Ethnic Fairs of the late 20th century accent the contributions of all groups to the city's development.

V. Pittsfield becomes the County Seat in 1868.

- A. Park Square becomes the center of county and town government, business and banking.

VI. Pittsfield's cultural growth, latter 19th century

- A. Famous visitors and residents:
 - 1. Oliver Wendell Holmes builds summer home on land once owned by his grandfather Col. Jacob Wendell, and writes

"The Wonderful One Hoss Shay."

2. Herman Melville purchases Arrowhead Farm in 1850; writes "Moby Dick" and other works while living in Pittsfield.
3. Henry Wadsworth Longfellow visits his in-laws at the Appleton-Gold house; inspired to write "The Old Clock on the Stairs" there. Pittsfield High School is built on this site in 1931.

B. Cultural Institutions established

1. Berkshire Athenaeum, Pittsfield's Public Library, dedicated in 1876.
2. Berkshire Museum opens in South Street building in 1903.
3. Colonial Theatre opens in 1903.
4. South Mountain Concert Hall erected in 1918.

VII. Pittsfield becomes a city in 1891. Charles Hibbard elected first mayor.

A. Economic transition

1. Textile industries decline, many small businesses established.
2. Stanley Electrical Manufacturing Co. employs as many as 5,000 in 1890. GE buys Stanley Co. in 1903.
3. Other companies active at this time are the Berkshire Brewing Association, E.D. Jones and Son, Eaton-Hurlbut Paper Co., Berkshire Automobile Co. and Berkshire Mutual and Berkshire Life Insurance Companies.

VIII. GE dominates Pittsfield economy for most of 20th century.

A. Vital World War I, World War II and Cold War work in Pittsfield plants.

1. During WWII GE employs 13,645.
2. In the 1950s 3 out of 4 Pittsfield workers are employed by GE.
3. GE Ordnance plant produces guidance and fire control systems for Navy's Fleet Ballistic Missile Program.

B. GE Plastics establishes headquarters in Pittsfield.

C. GE downsizing heavily impacts all Pittsfield operations in the 1970s and 1980s.

IX. Pittsfield becomes aware of environmental issues in final third of 20th century.

A. GE and Pittsfield clash over PCB issue.

1. What are the health risks?
2. Who will clean up PCBs?
3. Agreement reached between City, Massachusetts DEM and GE.

X. The development of tourist attractions, educational institutions (BCC), as well as the rehabilitation of downtown and former GE sites will

contribute to the revitalization of Pittsfield.

- A. Downtown, Inc.
- B. Hillary Clinton's visit during Save America's Treasures"Save America's Treasures" tour focuses on restoration of the Colonial Theatre as a cultural center.
- C. Growth of Berkshire Community College*
*Massachusetts' first community college (1960), fifteen other community colleges open after BCC's success.
- D. Plan to rehabilitate and develop GE property near the center of the city (East St.).

This outline was put together with the help of the Pittsfield Historical Commission and the local history department at the Berkshire Athenaeum.

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Our Community

TRANSPORTATION

Air Travel

Charter Service

Pittsfield Municipal Airport
Tamarack Road
Pittsfield, MA

Commercial

Albany Airport
Albany, New York
1 hour, 45 miles

Bradley International Airport
Hartford, Connecticut
90 minutes, 70 miles

Logan International Airport
Boston, Massachusetts
2 1/2 hours, 135 miles

Bus Travel

Pittsfield Bus Terminal
To all routes- (413) 443-7465

Bus Service throughout Berkshire County is provided by:
Berkshire Regional transit Authority
1-800-292-BRTA

Train Travel

Amtrak offers service to Pittsfield on the Lake Shore Limited which runs between Boston and Chicago.

Car Travel

From Albany, New York area- Follow I-90 East (Mass Pike)

Take Exit 11E, Nassau, New York, Route 20 East (Approx. 45 Minutes)

From Eastern Mass. areas- Follow I-90 West (Mass Pike) to Exit 2

From Hartford, CT areas- Follow I-91 North to I-90 West to Exit 2

From Western CT areas- Follow Route 7.

From New Jersey, New York City, and Long Island areas- Follow any of the Parkways North to I-87 North to I-90 East to Exit 2

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Economic Development

Permitting

Authority	Permit, Approval or License
Community Development Board	
(Functioning as Planning Board)	• Subdivision Plan Approvals • Certain Special Permits • Zoning Change Recommendations • Site Plan Reviews and Approvals
(Functioning as Redevelopment Authority)	• Urban Renewal Plan Approval • Eminent Domain Powers Within Urban Renewal Areas
(Functioning as Industrial Development Finance Authority)	• Industrial Revenue Bond Issuance and Amendment
Zoning Board of Appeals	• Certain Special Permits • Zoning Variances
City Council & City Clerk	• Certain Special Permits • Zoning Change Approvals • Certain Licenses and Permits Through City Clerk • Business Name (D/B/A) Certificate • Common Victualler's License
Building Inspector	• Zoning Enforcement • Building Permits • Certificates of Occupancy • Plumbing and Gas Permits • Wiring Permits • Sign Permits

Department of Public Utilities	• Sewer and Water Hook-ups
Department of Public Works	• Curb Cut and Driveway Approvals
Public Health Department	• Food Establishment Permits • Title 5 Septic Approvals
Licensing Board	• Liquor Licenses • Licenses and Permits for Parking Lots, Trucking, Employment Offices, Bowling Alleys, Dealers in Secondhand Articles, etc.
Conservation Commission	• Determination of Applicability • Orders of Condition
Fire Department	• Smoke Detector Certificates • Fuel Tank Certificates • Oil Burner Certificates • Building Demolition Permits

Please click here for the [Correct Procedures in Securing a Building Permit](#)

The following is a list of contact people for the Permits:

Community Development Board (Functioning as planning board)	David Hathaway: 499-9368 City Hall in Rm. 205
Community Development Board (Functioning as Redevelopment Authority)	David Hathaway: 499-9368 City Hall in Rm. 205
Community Development Board (Functioning as Industrial Development Finance Authority)	David Hathaway: 499-9368 City Hall in Rm. 205

Zoning Board of Appeals

City Council & City Clerk

Building Inspector
Department of Public
Utilities

Department of Public Works

Public Health Department

David Hathaway: 499-9368

City Hall in Rm. 205

David Hathaway: 499-9368

City Hall in Rm. 205

Jody Phillips: 499-9361

City Hall in Rm. 103

William Thornton: 499-9440 City Hall in Rm. 04

William Forestell: 499-9314

City Hall in Rms. 01 & 02

Stephen D'Angelo: 499-9411

Licensing Board	City Hall in Rm. 204 Clementine Dietlin: 499-9369
Conservation Commission	City Hall in Rm. 103 Caleb Mitchell: 499-9359 City Hall in Rm. 01
Fire Department	Chief Raymond Risley: 448-9764 74 Columbus Avenue

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**FISCAL YEAR 2000 REPORT
OF THE
BUILDINGS INSPECTORS DEPARTMENT**

**WILLIAM THORNTON
BUILDINGS COMMISSIONER**

**RICK REID
LOCAL BUILDINGS INSPECTOR**

**CHARLES GRADY
ELECTRICAL INSPECTOR**

**STANLEY GREENLEAF
PLUMBING AND GAS INSPECTOR**

**ROSAURA ROMAN
HEAD CLERK**

The Buildings Inspections Department is responsible for reviewing drawings, plans, issuing Building Permits as well as issuing Certificate of Occupancy, Certificate of Inspections as is required by CMR, the Massachusetts State Building Code. The department investigates Building Code and City of Pittsfield Zoning Ordinance violations, and takes the necessary legal actions to abate the violations. In addition, the Buildings Inspectors are responsible for annual inspections of the Schools, Nursing Homes, Day Care Centers, Assisted Living facilities for the elderly, Restaurants, churches, Hotels/Motels, and Movie Theaters in the City of Pittsfield.

The Buildings Department reviewed and processed 1,338 Building Permits for construction, at an estimated cost of \$48, 135, 991.00 dollars. In addition, 850 electrical and 1,221 plumbing and gas permits were issued.

Major new construction, additions, and renovations, as well as 37 demolitions, have made this year another very busy year for the Buildings/Electrical/Plumbing and Gas Inspections Department.

- A six-story building is being constructed on North Street and a two-story bank building was completed on Dalton Avenue.
- The ongoing renovations at the Central Block building on North Street. The new use for this building will be for Mercantile & Restaurant on the lower level and the upper level will be used for business.
- A new factory/Industrial Building is being constructed at Federico Drive.
- A New Medical Building has been completed at the Conte Industrial Drive Complex.

- Additions were added to and the existing buildings completely renovated at both Reid and Herberg Middle School.

A grand total of \$95,104.00 of fees were collected by the Buildings Inspections Office and turned into the Treasures Office.

CONSTRUCTION ACTIVITY REPORT FOR FISCAL YEAR 2000

<u>NO.</u> <u>PERMITS</u>	<u>TYPE OF CONSTRUCTION</u>	<u>ESTIMATED COST</u>
30	SINGLE FAMILY	\$3,211,400
0	MULTI FAMILY	\$0
23	GARAGES RESIDENTIAL	\$279,450
1	GAZEBO	\$4,500
36	SHEDS	\$2,554,730
1	POOL ENCLOSURE	\$365,000
1	HORSE BARN	\$25,000
1	BUSINESS USE	\$803,000
2	WAREHOUSE/STORAGE	\$64,550
1	FACTORY BUILDING	\$1,500,000
1	RETAIL STORES	\$32,000
1	BANK/ATM MACHINE	\$7,395,000
1	OFFICE BUILDING	\$60,000
0	MERCANTILE	\$0
0	RESTAURANT	\$0
5	TEMPORARY STRUCTURES	\$9,300
13	FOUNDATIONS	\$193,378
1	STRUCTURES	\$4,000
805	ALTERATIONS (RES.)	\$5,093,976
137	ALTERATIONS (BUS.)	\$31,593,718
33	SWIMMING POOLS	\$178,785
28	STOVES	\$53,589
136	FENCES	\$235,310
54	SIGNS	\$119,621
38	DEMOLITIONS	\$213,578
16	OTHER	\$294,933
=====		=====
1365		\$54,284,818

Monthly Break Down of Construction Activity, Fiscal Year 2000

<u>MONTH</u>	<u>NO. PERMITS</u>	<u>ESTIMATED COST</u>
JULY	164	\$21,641,169
AUGUST	132	\$8,182,601
SEPTEMBER	114	\$2,158,661
OCTOBER	112	\$2,462,869
NOVEMBER	148	\$2,285,514
DECEMBER	78	\$1,225,626
JANUARY	59	\$1,960,440
FEBRUARY	43	\$1,489,933
MARCH	86	\$919,232
APRIL	130	\$2,501,368
MAY	158	\$1,860,085
JUNE	144	\$7,635,720
	=====	=====
TOTALS	1368	\$54,323,218

Electrical Activity Report for Fiscal Year 2000

New Services	16
Services Upgrades	87
Temporary Services	6
Additions to homes	49
Swimming Pools & Hot Tubs	28
Wiring of new homes & condos	27
Wiring of New commercial & industrial buildings	6
Miscellaneous wiring (residential)	200
Miscellaneous wiring (commercial & industrial)	160
Smoke detectors, Alarms system & Security system	43
Oil & Gas burners	118
Traffic signals	0
Total permits	740
Other inspections:	
Unsealing meters	60
Notice of Hazard Fire Department	30

Plumbing & Gas Activities During Report Fiscal Year 2000

Plumbing Fixtures Installed

Water Closets	576
Kitchen Sinks	296
Lavatories	550
Bath Tubs	110
Shower Stalls	231
Dish Washers	31
Disposals	14
Laundry Trays	13
Washing Machine Connections	57
Hot Water Tanks	111
Tankless Hot Water Heaters	51
Slop Sinks	45
Floor Drains	72
Sand & Gas Traps	10
Urinals	64
Drinking Fountains	39
Area & Roof drains	36
Water piping jobs	101
Backflow Preventers	58
Laboratory Sinks	38
Deluge Safety Showers	6
Grease Traps	6
Sewage Ejections	2
Bradley Sinks	4
Water Meter	108
Misc. Valves & Fixtures	18

Number of Plumbing Permits	411
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Gas Fixture Install

Ranges	202
Ovens	10
Grills	8
Heating Boilers	113
Furnaces	59
Unit Heaters	34
Water Heaters	468
Dryers	35
Conversional Burners	10
Roof Top Units	15
Vented Room Heaters	2
Direct Vent Heaters	6
Pool Heaters	5
Fire Places	40
Fryolators	7
Piping Jobs	111
Gas Generator	1
Misc. Fixtures	5

Number of Gas Permits	844
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BERKSHIRE COUNTY BOARD of REALTORS.



- [School Statistics - \(theschoolreport\)](#)
- [More School statistics - \(schoolmatch\)](#)
- [Market Statistics - \(government\)](#)

Western Massachusetts Second Quarter Comparison 1999 - 2000						
April - May - June						
County Name:	Single family sales	Total \$ Volume	Average Selling Price	Single family sales	Total \$ Volume	Average Selling Price
Residential	2000 Single Family Sales			1999 Single Family Sales		
Berkshire Cty	383	\$62,282.19	\$162,617	387	\$59,346,769	\$153,351
Franklin-Hampshire	344	\$56,810,067	\$165,146	321	\$49,178,732	\$153,205
Gr. Springfield	1056	\$145,179,526	\$137,481	1117	\$139,912,069	\$125,257
Total:	1783	\$264,271,762	\$148,217	1825	\$248,437,570	\$136,130
Condo	2000 Condo Sales			1999 Condo Sales		
Berkshire Cty	24	\$3,629,050	\$151,210	23	\$3,355,550	\$145,893
Franklin-Hampshire	44	\$4,846,364	\$110,145	34	\$3,143,000	\$92,441
Gr. Springfield	150	\$14,429,930	\$96,200	128	\$11,258,260	\$87,940
Total:	218	\$22,905,344	\$105,070	185	\$17,754,810	\$95,972

Western Massachusetts First Quarter Comparison 1999 - 2000						
January - February - March						
County Name:	Single family sales	Total \$ Volume	Average Selling Price	Single family sales	Total \$ Volume	Average Selling Price
Residential	2000 Single Family Sales			1999 Single Family Sales		
Berkshire Cty	199	\$30,350,652	\$152,516	215	\$29,317,347	\$136,360
Franklin-Hampshire	161	\$24,623,275	\$152,940	191	\$27,232,453	\$142,578

Gr. Springfield	679	\$85,272,894	\$125,586	703	\$86,805,737	\$123,479
Total:	1039	\$140,246,821	\$134,983	1109	\$143,355,537	\$129,266
Condo	2000 Condo Sales			1999 Condo Sales		
Berkshire Cty	11	\$1,497,900	\$136,173	16	\$2,896,640	\$181,040
Franklin-Hampshire	22	\$2,181,040	\$99,138	30	\$2,659,900	\$88,663
Gr. Springfield	155	\$18,793,147	\$121,246	73	\$6,103,160	\$83,605
Total:	188	\$22,472,087	\$119,532	119	\$11,659,700	\$97,981

Western Massachusetts Year Comparison 1998 - 1999						
County Name:	Single family sales	Total \$ Volume	Average Selling Price	Single family sales	Total \$ Volume	Average Selling Price
Residential	1999 Single Family Sales			1998 Single Family Sales		
Berkshire Cty	1350	\$212,227,747	\$157,206	1,209	\$174,363,850	\$144,222
Franklin-Hampshire	1283	\$195,855,062	\$152,654	1,220	\$177,675,165	\$145,635
Gr. Springfield	4,045	\$516,805,380	\$127,764	3,929	\$484,539,996	\$123,324
Total	6678	\$924,888,189	\$138,498	6,358	\$836,579,011	\$131,579
Condo	1999 Condo Sales			1998 Condo Sales		
Berkshire Cty	92	\$14,736,440	\$160,179	86	\$13,991,750	\$162,695
Franklin-Hampshire	166	\$16,378,427	\$98,665	153	\$13,172,335	\$86,094
Gr. Springfield	527	\$49,723,360	\$94,352	511	\$42,552,407	\$83,273
Total	785	\$80,838,227	\$102,979	750	\$69,716,492	\$92,955

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The Year in Review

- Overview
- Predictions

Arts & Entertainment

- Overview

Berkshire Business

Coming January 15, 2002

Top 10 Stories of the Year

Coming January 22, 2002

2001 Snapshots

Intriguing People

Pick Your Top 10

"Year chases year, decay pursues decay, Still drops some joy from with'ring life away; New forms arise, and diff'rent views engage"

~Samuel Johnson (1709-1784)

Not a typical year

Typically, Americans look back on a year gone by and reflect on a collage of highs & lows; top news stories and events that float by in parade. This one story - with its impetus on a single day - will forever dominate the perception of 2001. It will always be the year that the Twin Towers fell, the year that the devastation of terrorism hit home in the United States. The images of this event are seared into the nation's consciousness - the smoldering buildings in New York, the Pentagon aflame and people in the streets.

The attack and the ensuing War Against Terrorism affected every city across the nation.

Yet, it will also be remembered as the year that the nation rallied. In the wake of the attack, a collage of Red, White & Blue joined the usual autumn canvas in Berkshire County.

As residents tried to respond to the tragedy, to reach out to others who were in pain, a spontaneous display of flags bloomed. Americans reached into the wallets to donate money and stood in line to give blood. Many communities, including several here in the Berkshires, sent firefighters and rescue personnel to Ground Zero to help with the rescue and recovery.



In early December, Berkshire County was again shaken to learn that on its own, Master Sergeant Daniel Petithory, a former Cheshire Resident, been killed while defending the cause of freedom. The Green Beret died in a friendly fire incident in Afghanistan.

While terrorism and war overshadowed events, 2001 will be remembered as a year of change in many communities.

The Berkshires saw a native daughter, Jane M. Swift, become the commonwealth's first female governor. Swift took the role of acting governor after Paul Cellucci left for a Bush administration post.

The City of Pittsfield saw one of its most heated and controversial debates in recent memory - the battle over whether or not to build a new baseball stadium - climax with voters' ultimate rejection of the plan.

The bitter battle featured some serious mudslinging, as city council members turned into the front lines for the debate. Mayor Gerald Doyle, Jr., the Berkshire Eagle, the Chamber of Commerce, millionaire Larry Bossidy, and the virtual who's who of local big wigs threw their political weight - and money - into the fight, but in the end were defeated by a citizen's group that spent less than \$1,000. Many believe that the stadium battle will taint Pittsfield politics for years to come.



As the year wound down in Pittsfield, a year bogged down by scandal and fiscal woes, a new mayor was elected. After a stormy first term, the

city decided against running for reelection. Political newcomer Sara Hathav, formerly the chief of staff to state senator Andrea Nuciforo, topped many political veterans to win the corner office. She will be sworn in, along with a new city council, on January 7.

The political upheaval included the election of six new faces to the city council, though one of the "new" faces is a returning Peter Arlos, who was banished from the council four years ago by voters.



The year also saw Pittsfield's financial mess grow deeper - leading to the establishment of a state oversight board, which will manage the city's finances for the next several years. In addition, state investigations into possible illegal acts, rooted in the city employee health insurance program, continue.

On the positive note, Pittsfield completed a \$56 million seven-school renovation. With good schools high on the list of assets to companies seeking to lure employees, the school renovation could become an economic generator in the end.

New school projects bloomed in other towns as well, including progress at Drury High School in North Adams, completion of new elementary schools in Lanesborough and Richmond.

As Pittsfield struggled, Berkshire County's only other city, North Adams, enjoyed resurgence. With the Massachusetts Museum of Contemporary Art gaining national attention and drawing thousands of visitors. Nearby, a couple renovated several old buildings to create the Porches Inn.

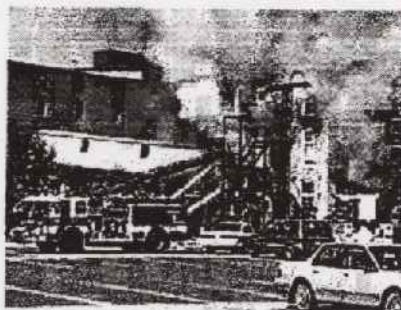
The Steeple City suddenly found itself on the map. Yankee Magazine, which once dismissed North Adams as a dying mill town, now loves the place. Mayor John Barrett rode the wave of optimism to an unprecedented term, defeating nemesis Paul Babeu. Although the campaign was bitter, Barrett won big in the end.

Many in the Town of Adams were disappointed when Swift pulled the plug on the controversial Greylock Glen development project. Swift said the project just wasn't strong enough to merit large public investment.

Change rocked the county's cultural landscape as well. Seiji Ozawa, longtime director of the Boston Symphony Orchestra, ended his tenure, with

many believe was one of the richest in the organization's history.

Shakespeare & Company embarked on a new era, departing from The - and ending an often-troubled relationship with the Edith Wharton Restoration.



MASS MoCA enjoyed a solid year, surviving a potentially serious fire, but is still seeking to shore up long-term stability through real estate development. The potential projects include purchasing a building for use as the Northern Berkshire District Courthouse.

The Clark Art Institute hired legendary architect Tadao Ando to design a new building on the campus, creating a great deal of buzz for the Williamstown museum.

The long-sought merger of the Central Berkshire Chamber of Commerce and the Northern Berkshire chamber of Commerce finally took place. The Northern Berkshire Chamber of Commerce of the Berkshires also hired a new leader, as former insurance executive David Bissaillon replaced David Colby, who left the region to take another job.

Another merger took place in private business, with Berkshire Life teaming up with Guardian Insurance. Most business observers believe that the merger will strengthen Berkshire Life - regarded as one of the area's most successful companies - for years to come.

Another successful company, Interprint, moved forward with plans for a new site in Pittsfield at the former Altresco property. Although the project is moving more slowly than hoped, Interprint CEO Bill Hines' experience, and his commitment to the region, bode well for this project.

The Pittsfield Economic Development Authority officially embarked on a new mission to bring life to the former GE Industrial site in Pittsfield. Once the county's economic engine, the complex is now a sad reminder of loss and the dangers of chemical dumping. Tom Hickey officially took the reins at the site, noting that revitalization of the site will likely take years.

In the local media world, hints of trouble continue to emerge from Clock Tower, with ongoing layoffs and rumors of a salary freeze at the Berks Eagle. While the Eagle remains the dominant media, Boxcar Media merged with the Advocate Newsweeklies, creating an intriguing blend of internet and print media.

Baseball played a role in politics countywide. A south county trio unsuccessfully sought to lease Wahconah Park for an independent league team. Pittsfield eventually signed with a Northern League franchise for an aging park.

North Adams inked a deal with the New England Collegiate Baseball League. The North Adams SteepleCats will play their home games



at Joe Wolfe field next summer.

Great Barrington voters once again rejected "simulcast" betting at the Fair Grounds, apparently eliminating the site as a horseracing venue. A citizens' group failed in its efforts to purchase the decaying property. A year's end the future of the site remains unclear.

Thomas Aceto announced that he would step down at year's end, after year term as president of Massachusetts College of Liberal Arts. The college underwent significant change during his term, including changing the name from North Adams College of Liberal arts and initiation of tougher admission standards.

All local colleges, and Berkshire Community College in particular, are fearful and anxious at year's end, given the pending state budget cuts.

In late summer, officials cut the ribbon on the Ashuwillticook Rail Trail. The five-mile trail immediately began drawing hordes of walkers, bicyclists and strollers. The obvious appeal of the project boosted the spirits of advocates, who hope to extend the trail through Adams and eventually to the Vermont border.

Bitterness reigned among one group, however. The state decided to ban snowmobiles from using the trail, limited access to what was once a snowmobile thoroughfare.



Berkshire County loves its festivals and celebrations, from Pittsfield's massive Fourth of July parade to Fall Foliage and Halloween events and North Adams Downtown celebration.

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Vote for the Top 10 Stories of the Year!

(a) [Reserved]

(b) [Reserved]

(c) *Return on investment—road properties.* Return on investment—road properties shall be computed according to the following procedures:

(i) The investment base to which the nominal return element shall apply shall be the sum of:

(i) The allowable working capital computed at 15 days on-branch cash avoidable costs (on branch avoidable costs less depreciation).

(ii) The amount of current income tax benefits resulting from abandonment of the line which would have been applicable to the period of the subsidy agreement. (Conversely, if the railroad would incur an income tax liability from abandonment, the liability should be deducted from the investment base.) This information is to be furnished by the railroad and subject to audit by the person offering the subsidy.

(iii) The net liquidation value for the highest and best use for non-rail purposes of the rail properties on the line to be subsidized which are used and required for performance of the services requested by the persons offering the subsidy. This value shall be determined by computing the current appraised market value of such properties for other than rail transportation purposes, less all costs of dismantling and disposition of improvements necessary to make the remaining properties available for their highest and best use and complying with applicable zoning, land use, and environmental regulations. If rehabilitation has been performed along the line during a subsidy year and rehabilitation expenses have been paid by the subsidizer under 49 CFR 1152.32(m)(2), the investment base shall exclude the increment to the net liquidation value of the line caused by the rehabilitation project. For these purposes:

(A) In calculating the net liquidation values for the Forecast Year, no asset on the line shall be excluded from the determination of net liquidation value because it contributes negatively to that value, i.e., the removal costs exceed the market value after removal. All such assets shall be included in the net liquidation value determination if the carrier is required by law to re-

move them or if the carrier intends to remove them, even if it is not required to do so. The parties shall fully support and explain the exclusion for net liquidation purposes of all assets having a negative salvage value.

(7) In calculating the net liquidation value of railroad properties for the purpose of determining the operating subsidy under an offer of financial assistance, any asset with a negative salvage value shall be included at a value of zero (0).

(2) Determination of the net liquidation value of rail properties for the purpose of purchasing the rail properties under an offer of financial assistance shall include any asset with a negative salvage value at a value of zero (0).

(B) All adjustments to the appraised fair market value of right-of-way land, including a downward adjustment to reflect an imputed real estate Board or selling expense, shall be fully supported and explained.

(C) Parties shall fully support and explain their use of unadjusted across-the-fence (ATF) values as a surrogate for the value of railroad right-of-way land, given that the physical and economic characteristics (grading and elevation) usually are different from those of surrounding parcels. All adjustments to ATF values to arrive at the right-of-way values shall also be supported and explained.

(2) [Reserved]

(d) *Reasonable return.* A rail carrier shall furnish to the Board, and to any financially responsible person considering making an offer of a rail service continuation payment, a substantiated statement showing its current nominal cost of capital. The railroad's nominal cost of capital shall be the current before tax cost of capital, weighted to the capital structure, and adjusted for the effects of the combined statutory Federal and state income tax rates. This rate of return expressed as a percent, shall be calculated as follows:

(1) The railroad shall determine its permanent capital structure ratio for debt and equity capital such that the two numbers total 100 percent. This capital structure will be the actual capital structure of the railroad. If this calculation is not possible or also not

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representative because the railroad is part of a conglomerate, the debt-equity ratio from the Board's latest Determination of Adequate Railroad Revenues will be used. However, if the debt-equity ratio for the railroad industry is used then the industry average equity and debt rate from the Board's latest revenue adequacy finding must also be used in paragraphs (d)(2) and (d)(3) of this section.

(2) The current nominal cost of debt shall be determined by taking the average of all debt instruments (including bonds, equipment trust certificates, financial lease arrangements, et cetera) issued by the carrier in the most recent 12-month period. The debt cost calculated by this procedure is a before-tax rate and is not adjusted for inflation or income taxes.

(3) The current nominal after tax cost of equity shall be an amount equal to that which a prudent investor would expect to earn through investment in the market place. The current after tax nominal cost of equity is divided by 1 minus the combined statutory Federal and state income tax rates. This will develop the nominal cost of equity on a before tax basis.

(4) The current nominal before-tax cost of debt is multiplied by the current percentage of debt to total capital to obtain a weighted before-tax nominal cost of current debt.

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(5) The current nominal before-tax cost of equity is multiplied by the current percentage of equity to total capital to obtain a weighted nominal before-tax cost of current equity.

(6) The results of paragraphs (d)(4) and (d)(5) of this section are added together to determine the current nominal cost of capital.

(e) *Holding gain (loss)-road properties.* The railroad shall determine the holding gain (loss) that is projected to occur during the forecast and/or subsidy year. In any instance where the holding gain is not specifically determined for road properties, the Gross Domestic Product deflator calculated by the U.S. Department of Commerce shall be used.

§1152.35 [Reserved]

§1152.36 Submission of revenue and cost data.

The following information shall be submitted by applicant as Exhibit 1 to an abandonment or discontinuance application (§1152.22(d)) and shall be developed in accordance with the methodology established in §§1152.31 through 1152.35, as applicable. Such information, form and methodology shall also be used by an offeror of financial assistance to formulate a Proposed Subsidy Payment (§1152.27).

from the Repairs and Supplies Expenses element of the locomotive rental rates published by the GMA. The fuel cost per locomotive unit hour shall be determined for each GMA horsepower classification group by multiplying the latest GMA fuel cost percentage by the Repairs and Supplies Expense per hour included in each group. The fuel cost update ratio is determined by using the indices for fuel from the Association of American Railroad's (AAR's) Railroad Cost Recovery Index (RCR). The indices shall be taken from the district to which the railroad is assigned by the Board. The index for the current period is divided by the index of the period representative of the GMA publication to develop the fuel update ratio. The fuel cost per locomotive unit hour developed for each GMA horsepower group shall be multiplied by the fuel update ratio to determine the fuel cost per locomotive hour for each horsepower group. The updated fuel cost per locomotive unit hour for each applicable GMA group shall be multiplied by the number of locomotive unit hours incurred in serving the branch by locomotives of that GMA horsepower classification group. The total cost developed under this procedure for each horsepower classification shall be the locomotive fuel cost assignable to the branch line.

(iii) *Electric power purchased or produced for motive power*—All accounts designated XX-31-68 shall be assigned to the branch on the ratio of road electric locomotive unit hours on the branch to the total system road electric locomotive unit hours.

(iv) *Servicing locomotives*—All accounts designated XX-31-69 shall be assigned to the branch on the ratio of road locomotive unit miles on the branch to the total system road locomotive unit miles.

(2) *Yard operations*—(i) *Switch Crews—Materials, Account 21-32-64, and Servicing Locomotives*, all accounts designated XX-32-69. The costs for these accounts shall be assigned to the branch on the ratio of yard locomotive unit hours on the branch to the system total yard locomotive unit hours.

(ii) *Locomotive fuel*—All accounts designated XX-32-67 shall be assigned to the branch on the ratio of yard diesel

locomotive unit hours on the branch to the total system yard diesel locomotive unit hours.

(iii) *Electric power purchased or produced for motive power*—All accounts designated XX-32-68 shall be assigned to the branch on the ratio of yard electric locomotive unit hours on the branch to the total system yard electric locomotive unit hours.

(3) *Administrative support operations*—

(i) *Loss and damage claims processing*—All accounts designated XX-35-78 shall be assigned to the branch on the ratio of the number of claims processed for loss or damage occurring on the branch to the total number of claims processed by the railroad.

(ii) [Reserved]

(4) *Transportation fringe benefits*. Fringe benefits shall be assigned to the branch separated between train operations, yard operations, train and yard operations common, specialized service operations, and administrative support operations. The costs for each activity shall be assigned to the branch on the ratio that the total branch salary and wages bear to the total system salary and wages for each activity shown below.

(i) *Train Operations, Account 12-31-00*, total of all 11-31-XX accounts branch to system.

(ii) *Yard Operations, Account 12-32-00*, total of all 11-32-XX accounts branch to system.

(iii) *Train and Yard Operations Common, Account 12-33-00*, total of all 11-33-XX accounts branch to system.

(iv) *Specialized Service Operations, Account 12-34-00*, total of all 11-34-XX accounts branch to system.

(v) *Administrative Support, Account 12-35-00*, total of all 11-35-XX accounts branch to system.

(d) *General administrative*. (i) *Fringe Benefits, Account 12-61-00*, shall be assigned to the branch on the ratio that the total branch salary and wages in all 11-61-XX accounts bear to the system total salary and wages in all 11-61-XX accounts.

(2) [Reserved]

§1152.34 Return on investment.

Return on investment for road property shall be computed according to the procedures set forth in this section.



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Professional Experience

Schulte Realty Advisors, LLC, Ponte Vedra Beach, FL

A full service Real Estate Firm

- **President**

Expertise in the following:

- Site Selection
- Lease Negotiations
- Valuation Analysis (Appraising)
- Property Management
- Strategic Planning and Implementation

Orthodontic Centers of America, Inc. (NYSE); Ponte Vedra Beach, FL

OCA is the leading provider of practice management services in the United States.

- **Vice President of Real Estate, January 1997 – July 2001**
- **Director of Real Estate, March 1996 – December 1996**

Over my six years of employment I initiated, implemented and managed the procedures and policies that governed the Real Estate Department through OCA's rapid and organized expansion. In March 1996, OCA had approximately 150 centers. As of July, 2001 the number was approximately 600 worldwide.

Leasing:

- Selected over 250 sites within the continental United States, Canada and Mexico
- Developed Standardized Lease Criteria
- Developed site selection criteria for market penetration
- Primary Lease negotiator for OCA
- Developed nationwide broker network
- Negotiated over \$5,000,000 in tenant improvements from landlords
- Developed lease for affiliated doctors

Property Management:

- Coordinated and managed OCA's \$20,000,000 annual lease commitment
- Developed comprehensive database to track OCA's real estate holdings
- Coordinated renovations of existing offices within the portfolio.
- Integrated Real Estate and Construction Department

Strategic Planning:

- Integral in OCA's valuation of potential merger with Apple Orthodontix
- Developed plans and implemented the merger of Apple Orthodontix and OCA offices
- Integral in OCA's valuation of potential merger with OrthAlliance

Real Estate Valuation Group, Inc., Jacksonville, FL

- **President, 1990-1996**

This company was formed in 1990 as a multipurpose real estate appraisal firm. The firm originated with me as the sole appraiser and grew to a firm of sixteen people by 1994. I specialize in the following areas:

- Multifamily
- Industrial
- Commercial
- Office
- Retail Centers
- Special Purpose Properties
- Mix Use Developments
- Subdivision

**Additional
Work
Experience**

Walter Lampe, Inc., Jacksonville, FL;
Commercial Appraiser, 1985-1990

Weigel-Veasey Appraisers, Middleburg, FL;
Residential and Commercial Appraiser, 1983 – 1985

State of Florida Department of Revenue, Jacksonville, FL;
Assessment Evaluator 1980 – 1983

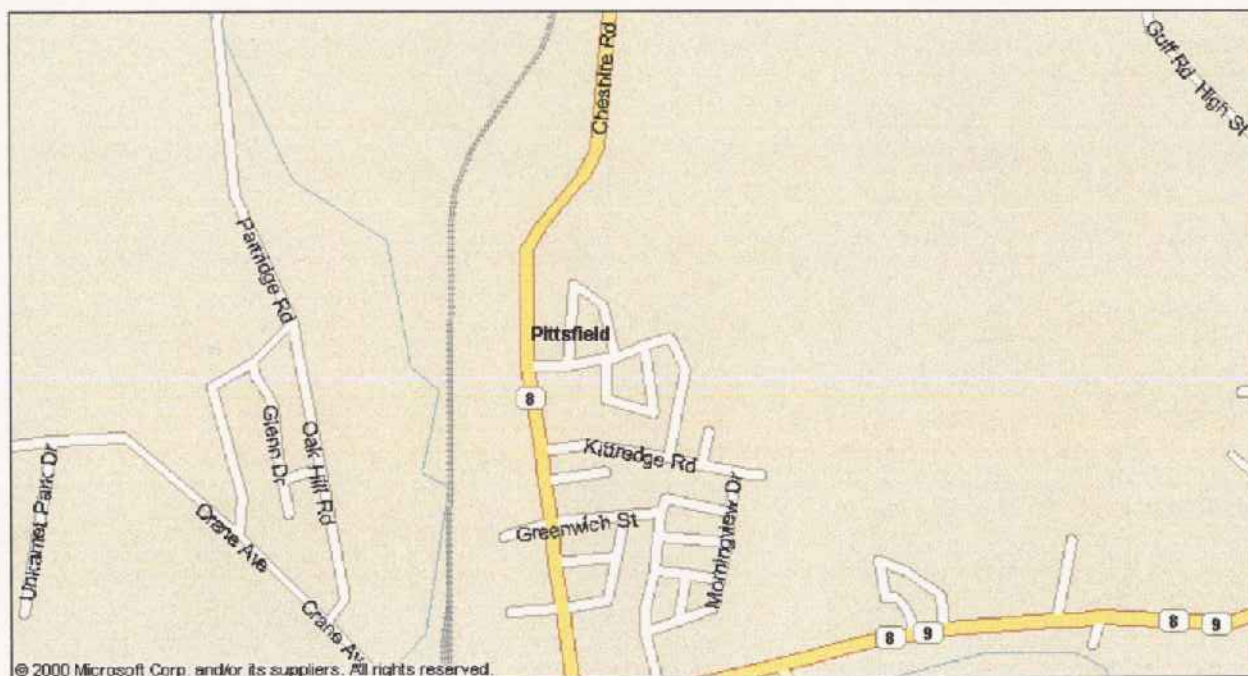
**Education and
Professional
Associations**

Graduated from Florida State University with a Bachelor of Science Degree (1980).
Majors in Marketing, Risk Management and Real Estate.

- MAI – Member Appraisal Institute (1989 – Present)
- SRA – Senior Residential Appraiser (1985-1989)
- Licensed Florida Real Estate Broker (Current)
- Florida Certified General Real Estate Appraiser, RZ0000595 (Current)
- Past President of Jacksonville Chapter of the Appraisal Institute (1998)
- Member NACORE International

Appendix 1

PARCEL 2 – MAP



PARCEL 2

Location

This parcel begins across and adjacent to Patricia Avenue and terminates at the southerly property line of Berkshire Concrete Corporation.

Neighborhood

The rail line parallels Cheshire Road to the east. Properties along Cheshire Road and the surrounding areas are developed with residential structures. The one lone commercial development is north of the single family residences along Patricia Avenue and south of the Allendale Mobile Home Park. This commercial development is home of the Berkshire Gas Company. Paralleling the westerly boundary of the corridor is a power line (Western Mass. Electric Company). West of the power line is the Oak Hill residential community.

Description of Site

The section of this corridor consists of one continuous run.

Average Width Mostly 82.5 feet wide.

Parcel 2

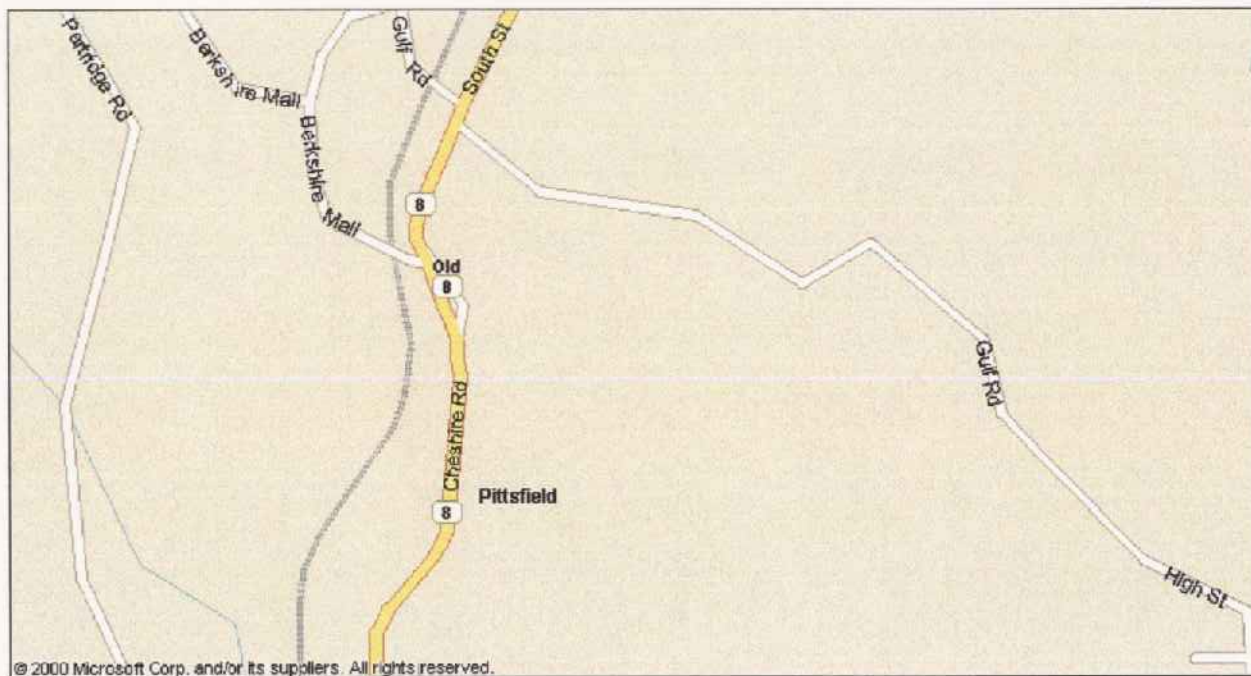
From 800 feet north of Crane Avenue to the southerly boundary of Berkshire Concrete Company

Acreage	8.19 Acres	(356,756 Sq. Ft.)
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ATF Valuation

Adjacent Zoning is residential along both sides of the corridor.

PARCEL 3 – MAP



PARCEL 3

Location

This parcel begins at the southerly property line of Berkshire Concrete Corporation and ends near the entrance road to the Berkshire Mall.

Neighborhood

The rail line continues to run parallel to Cheshire Road to the east with this parcel traveling through the Berkshire Concrete Plant property. The corridor ends at the entrance road to the Berkshire Mall. The Mall is anchored by Sears, JC Penny, Filenes, Old Navy and Ames. The corridor north of the entrance road has been converted to the Ashwillticook Road Trail. A new county jail has been constructed approximately ½ mile west of the corridor.

Description of Site

The section of this corridor consists of one continuous run.

Average Width Mostly 82.5 feet wide.

Parcel 3

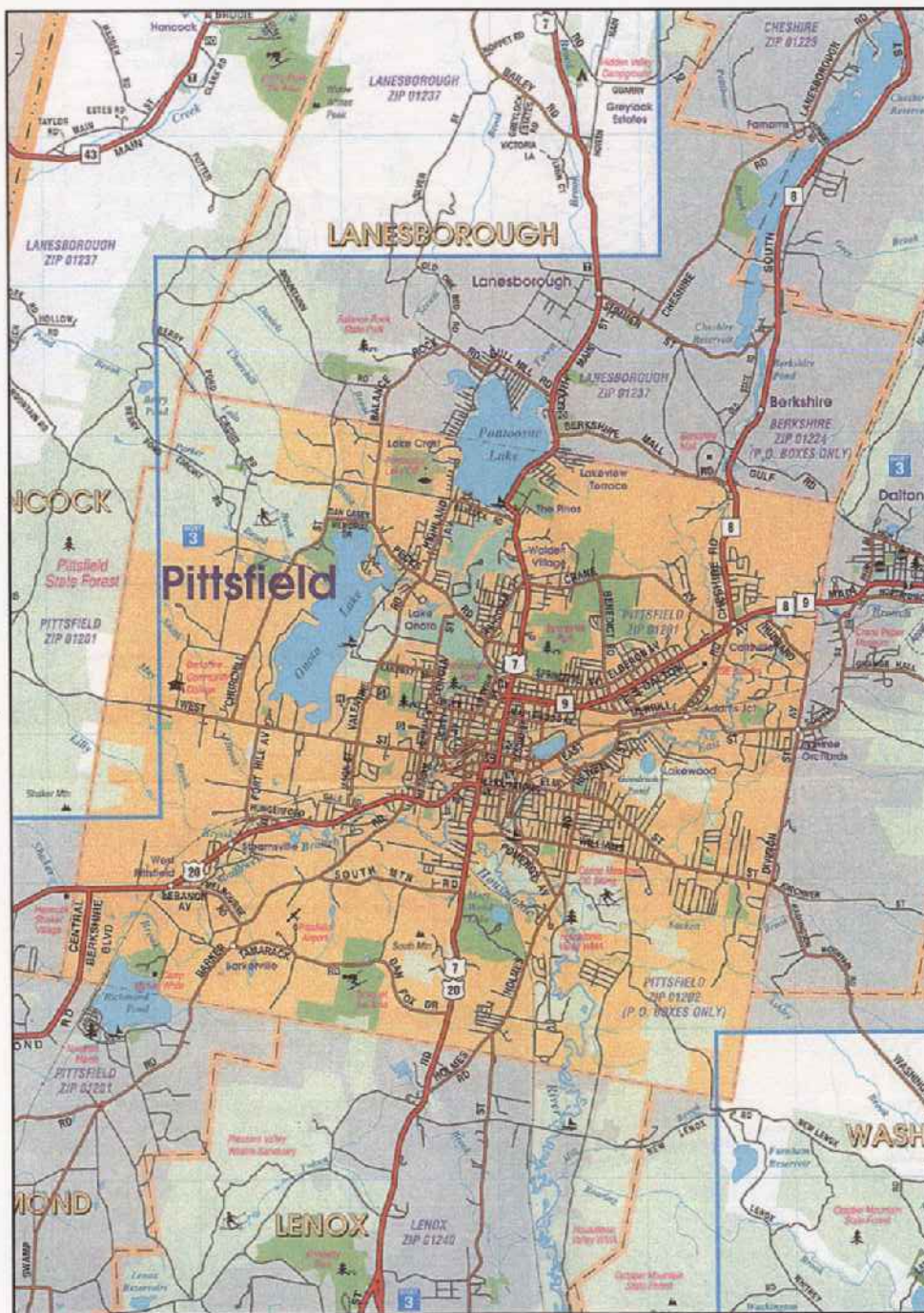
Through the Berkshire Concrete Plant.

Acreage	3.99 Acres	(173,804 Sq. Ft.)
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ATF Valuation

Adjacent Zoning is industrial along both sides of the corridor.

AREA MAP



PARCEL 1 – View looking northerly along corridor from Merrill Road



PARCEL 1 – View looking westerly along Merrill Road



PARCEL 1 – View looking easterly along Merrill Road



PARCEL 1 – View of corridor near Crane Avenue



PARCEL 1 – View of Corridor near Crane Avenue



PARCEL 1 – View of Corridor from Crane Avenue



PARCEL 1 – View looking along Crane Avenue



PARCEL 2 – View of Corridor



PARCEL 2 – View of Corridor



PARCEL 3 – View looking northerly from Mall Entrance Road at road to Trails



PARCEL 3 – View of entrance road to Berkshire Mall with corridor located to right



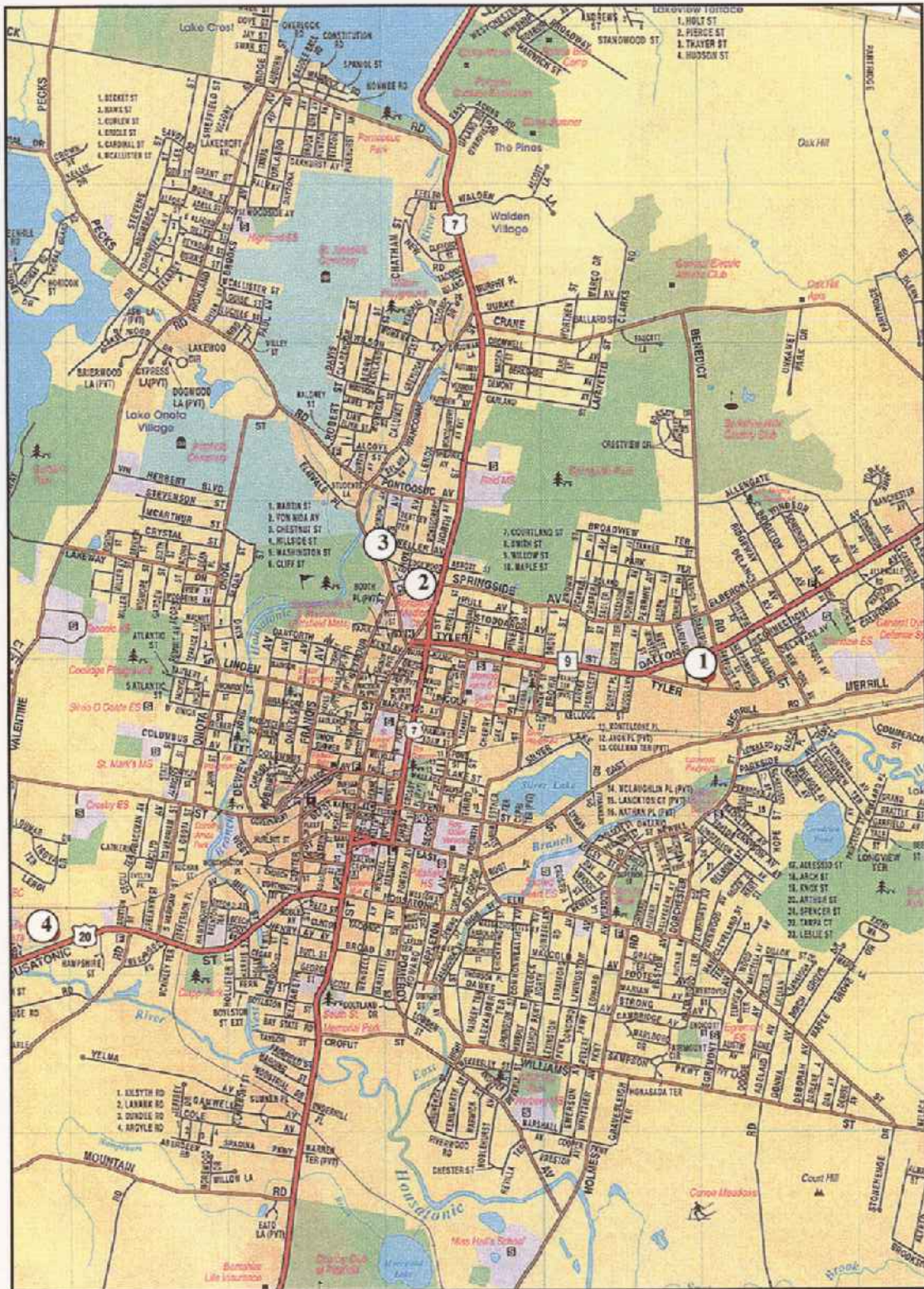
PARCEL 3 – View of Corridor location



PARCEL 3 – View of Corridor location



COMMERCIAL SALES MAP



RESIDENTIAL ACERAGE SALES MAP

