United States Railway Association

Final System Plan

Volume II

VOLUME II (Part III)

United States Railway Association
FINAL SYSTEM PLAN
for restructuring
Railroads in the Northeast and Midwest Region
pursuant to the
REGIONAL RAIL REORGANIZATION ACT OF 1973

JULY 26, 1975

Volume II contains Part III of the Final System Plan. Part III deals exclusively with the light density line issue and potential community impacts from the abandonment of rail service. The structure of this part is as follows:

Chapter 9, Light Density Lines and Community Impact

This chapter describes the Association's reevaluation of local service lines completed since publication of the PSP and presents a summary of the results. It takes up the special issues of service to fossil fuel reserves, other public uses of rail rights of way not recommended for continued use in providing rail service and recommendations regarding railroad marine operations. Summaries of USRA's new research on potential community and environmental impacts are included.

Section A, Line by Line Analyses and Dispositions:

This section discusses the light density line reevaluation process in detail, summarizes the analytic results and includes a discussion of each line analyzed.

Section B, Disposition of Lines Not Now Being Served or Receiving Only Intermittent Service:

This section contains a complete listing of the out of service lines, both those designated for inclusion and those not designated for inclusion in the restructured system. Explanations of the reasons for these dispositions are provided.

Section C, Alternative Public Uses of Abandoned Rail Properties:

This section treats two classes of lines given special attention in the Act: Lines recommended for consideration for inclusion in a fossil fuel rail bank and potentially abandoned rail rights of way suggested for other public uses.

Section D, Discontinuances Under Section 304(f) of the Act:

This section lists lines approved for abandonment and pending applications for abandonment under Section 304(f) of the Act.

VOLUME II — PART III

Light Density Lines
and
Community Impact

9

Light Density Lines and Community Impact

A review of the economic history of the Region shows that during the last few decades the patterns of commerce have changed dramatically. This is most evident in the transportation industry. In early years, railroads played a dominant role in the transportation system and did so profitably. As alternative modes developed, however, some rail services which at one time were self-sustaining no longer could generate sufficient traffic and produce adequate revenues to cover their variable costs.

In enacting the Regional Rail Reorganization Act of 1973, Congress endorsed a two-pronged approach to the provision of adequate rail service in the Region. The Act mandates creation of a financially self-sufficient, for-profit, private corporation (Title III) while enabling continuation of essential, but unprofitable, services through a program of rail service subsidies (Title IV).

The PSP light density line analyses were based on 1973 traffic volumes, revenues and costs. Only those lines whose revenues covered approximately 90 percent of the cost of providing

service were recommended for inclusion in the restructured system. Since the PSP, the Association has reviewed its analytic procedures, data base and each line's potential for traffic growth; USRA then made final recommendations for each line (See Appendix, Section A). As a result of the reevaluation, the FSP recommends a restructured system that will provide service to 97.8 percent of the traffic carried by the railroads in reorganization.

This chapter also discusses the light density line issue in detail and includes a summary discussion of the potential community and environmental impacts owing to cessation of nonviable rail services.

In the early years of railroading, the industry handled predominantly local, short-haul traffic. As the nature of the American industrial economy changed and as alternative modes of transportation developed, railroads were able to win new markets in medium- and long-distance hauling of bulk items, but gradually lost their hold on short- to medium-distance transport and the movement of higher-valued commodities to competitive modes. Many rail lines which had prospered in local or regional freight and passenger service became unprofitable. On some lines the only traffic that remained was "rail-bound" (so bulky as to be moved efficiently only by rail) and/or priced far below costs of providing the rail service.

The Association has identified and studied in detail those lines of railroads in reorganization which because of limited traffic and insufficient revenues may not be capable of contributing to the financial health of the restructured system. The results of the initial analyses were described in Appendix K of the Preliminary System Plan (PSP).

This chapter discusses the light-density line issue in detail and presents summary results of the Association's reevaluation of all lines identified in the PSP, including USRA's supplemental report on light-density lines of the Erie Lackawanna. In addition, USRA has commissioned a reestimation by Public Interest Economic Center of the potential impact on shippers and communities which might occur with abandonment of rail lines not recommended for inclusion in the restructured system in the PSP. A summary of that analysis is included in this chapter. The chapter also discusses alternatives available to states, local jurisdictions and individual shippers if they otherwise would be affected adversely by exclusion of a line or lines from the Final System Plan (FSP).

Since the issuance of the PSP, virtually every facet of the branch line study method and data base has been subjected to reevaluation and verification. USRA's reevaluation has incorporated extensive cross-checking and updating of original data.

The reevaluation has been undertaken within the policy framework of the original analysis, that is, USRA has included all rail lines capable of contributing positively to the financial condition of the restructured system. An expanded discussion of the reevaluation process and study procedure plus results of the line-by-line analyses are contained in section A of the appendix to part III.

The review process has been aided by testimony provided at the Rail Services Planning Office (RSPO) hearings on the PSP and by the RSPO's evaluation of the public response. The issues raised in the testimony concerned mainly the study method employed including the process of subsegmentation, descriptions relating to the individual lines, traffic volumes in 1973 and anticipated future growth, size of crews required to operate certain branch line services, frequency of service and time required per round trip, and the freight revenue employed.

The Association reaffirms the analytic procedure used in the PSP and has confidence in the soundness of the resulting recommendations.

Results of the Analysis

USRA's final analysis indicates that 97.8 percent of the traffic carried by the railroads in reorganization will be served by the restructured system. Only 2.2 percent of the traffic is located on the 5,757 miles of road recommended for abandonment or subsidy. These lines

constitute 23 percent of the mileage now operated by the rail carriers in reorganization.[1]

The 5,757 miles of active roadway excluded from the restructured system (54 percent of those studied) carry only 148,000 carloads (12 percent of all carloads on light-density lines) and account for only $46 million of revenues (12 percent of the branch-line revenues studied). The annual *operating* loss on the excluded lines is estimated to be $33 million. In addition, the cost of upgrading these lines to Class I standards (10 m.p.h., based on their condition at the time of analysis), would be $51 million.

Proposals by the solvent carriers to acquire traffic on lines not designated for inclusion in the restructured system have the potential for reducing by about 57,000 carloads (39 percent) the traffic which would be lost as the result of this analysis. If all of this traffic were acquired by solvent carriers, the number of carloads lost would be reduced to 91,000 instead of the original 148,000. The amount of traffic captured by solvent carriers and the restructured system then would stand at 98.6 percent of the traffic handled by all railroads in reorganization.

Of the 1,191 miles of roadway now out of service, 33 miles are designated for inclusion in the system, primarily to provide rail access to active coal mines expected to provide sufficient traffic to support viable rail service in the near future. Of the remainder, 553 miles are not receiving service because there is no demand and 605 miles cannot be served due to track conditions.

Light Density Lines in Perspective

Railroads have engaged in a number of practices dseigned to trim back capacity or otherwise adjust to declines in businesses. These efforts include service reduction, internal cross subsidies, deferral of maintenance and the abandonment of lines.

Reduction of service is almost an automatic response to a decline in traffic. Train service typically is scheduled; those schedules are adjusted after traffic declines are noted and identified as permanent. The effectiveness of this approach is tempered by two factors. First, service reductions may have the effect of forcing some of the remaining traffic to motor carriage, thereby further eroding the financial condition of the line. Second, limited service reductions often result in only minor savings.

By definition, wherever a continuing service fails to cover its cost, an *internal cross subsidy* results (see PSP chapter 2). In the days when railroads could count on substantial revenues above the cost of providing service there existed a pool of profits which, in effect, government regulatory policy partly used to cover losses on deficit operations. *Now that pool of resources has dried up.* The Association *reaffirms its position that* each identifiable service, except in the case of developing markets, should stand on its own. If such service is warranted for other public policy reasons, it should be subsidized directly as a part of that public policy. Cross subsidies can be justified only where the service thus supported is likely to revive and return to profitability in the near future. Prolonged cross subsidy benefits neither the carrier nor other shippers who consequently must pay higher rates.

Deferral of roadway maintenance also is an almost automatic response to a decline in traffic, especially when the carrier's earnings are low (see PSP p. 329). Reduction in roadway maintenance levels reduces operating expenses in the near term with little or no impact on *short-run* revenues. If continued too long, however, facilities deteriorate until safe operation is impossible without improvements to the plant. This condition amounts to *de facto abandonment*, as far too many shippers and communities know from experience. USRA's objective is to halt this practice and gradually improve rail service on those branch lines which pass the test of economic self-sufficiency.

An inadequate and protracted adjustment process hurts shippers and communities as well as carriers. Declining availability and quality of rail service and increased rate levels speed industry outmigration and limit the ability of communities to attract new industry. This, in turn, gradually affects the individual community, its population and employment base. These effects are considered in more detail later in this chapter.

Abandonment is the final course of action available to a railroad. Since 1920, the Interstate Commerce Commission (ICC) has had authority to control the abandonment of rail service. (For a summary of the history of abandonments under this process, see PSP p. 330). The ICC abandonment procedure requires a railroad to prepare an application containing information pertaining to the line, the size of the deficit resulting from services to it and the carrier's financial ability to bear the loss. The ICC may hold public hearings on the proposal before weighing the evidence and deciding whether retention of the line meets the test of "public convenience and necessity." The ICC also must prepare an environmental impact statement on the abandonment decision pursuant to the National Environmental Policy Act of 1969 (see PSP chapter 11).

This abandonment process has been less than adequate. It is both lengthy and costly. Each line is considered in isolation from other uneconomic trackage operated by the carrier or by all carriers in a given area. There is little or no planning for alternative service arrangements among the various railroads and with the

[1] A total of 11,883 miles of light-density lines (or branch lines) were identified as requiring detailed analysis, of which 1,191 miles are presently out of service. Of the remaining 10,692 miles of active roadway, a total of 4,935 miles (46 percent of those studied) will be retained in the restructured system. The active miles generated a total of 1,280,000 carloads and $397 million in revenue in 1973, of which 1,132,000 carloads (88 percent) and $351 million in revenue (88 percent) will be retained in the newly structured system.

affected communities in a geographic area; and as a result, the piecemeal abandonment process could result in the loss of more service than is necessary.

Title IV—Regional Rail Reorganization Act

The 93d Congress, in drafting the Regional Rail Reorganization Act of 1973, established a two-pronged approach to restructuring rail service in the Region: create a financially self-sustaining, for-profit, private corporation (title III) and maintain essential, but uneconomic, services through a program of rail service continuation subsidies (title IV).

Debate on the Act and congressional committee reports are replete with references to the "for profit" operating company (ConRail) to be created under the Act. Subsequent Special Court and Supreme Court decisions have made clear USRA's responsibility to follow this directive, while pursuing the other goals set forth in the Act. Clearly USRA must plan for an economically viable ConRail; failure to do so would leave the nation exactly where it was in 1973—with essential rail service in the Region in the hands of insolvent carriers, more or less continuously threatened with cessation of service or nationalization.

Some have asserted that the light-density line problem is the critical issue for the bankrupt carriers; others contend that the problem is insignificant. While other deficit services affect net income as much as the nonviable light-density lines do, the deficits from serving these lines are indeed significant. The estimated operating losses are at least $33 million a year based on 1973 traffic, revenue, and cost levels. This represents 13 percent of the $245 million loss of the carriers subject to the Act in 1973. In addition, most of these lines must be upgraded to meet FRA Class I standards which will cost at least $55 million. A lower deficit can be assumed only by accepting the premise that services should continue over facilities which are so debilitated that they fail to meet safety standards for 10 miles per hour operation, a premise which would result in their ultimate abandonment when the plant becomes totally inoperable. USRA's cost estimates are predicated on maintenance sufficient to enable safe operations at 10 miles per hour.

Congress and the courts have made a strong correlation between light-density lines and the viability of the restructured system. The House Interstate and Foreign Commerce Committee report on the Act states:

> The Committee recognized the necessity for "slimming down" the system, allowing Northeast systems to throw off the excess trackage in an effort to become profitable. It recognized the need for a safeguard for small areas to be able to continue essential service which is not economical for the carrier. This was recognized as a social cost to be borne by the government. (House Report 93–620, pp. 28–29).

To provide the necessary public support, Congress included the "Rail Service Continuation Subsidies" authorized by section 402 of the Act. There are numerous references in the congressional debate on the Act to the need to reduce the size of the system (both duplicative lines and uneconomic light-density lines) if the mandate of a financially self-sustaining rail system is to be achieved.

Courts of law have commented on this issue in ruling on provisions of the Act. In discussing the possible availability of a remedy against the U.S. Government should there be an unlawful taking of property, the Special Court noted that Court of Claims judgments could be "nonexistent and . . . need not be large" if the Association follows a "sufficiently hard-nosed course (in dealing with unprofitable services) and Congress allows a sound plan to become effective." [2] The Supreme Court viewed the problem this way: "Congress concluded that a solution for the crisis required reorganization of the railroads, *stripped of excess facilities*, into a single viable system operated by a private, for-profit corporation." [3]

The Association has sought to balance all of the Act's goals, but in view of the legislative history and subsequent decisions of the courts, there can be little doubt that USRA must present a plan which includes those light-density lines which meet a valid test of economic self-sufficiency. The Association believes that if a line failed any of the viability tests discussed in the next section, the line either should be abandoned or continued in service through the subsidy provisions of the Act. The line can be kept in operation in several ways: a state could purchase and rehabilitate the line, contracting for continued service by ConRail or another carrier; a state could subsidize operations for an interim period, providing little or no rehabilitation, to allow the shippers on the line to adjust their shipping patterns; or a state could purchase the line and hold it for future use without offering operating subsidies. Shippers or local communities, in this last case, then might make their own arrangements for service continuation by agreement with the state and an operator.

Branch Line Viability—The Association's Approach

There are several courses of action the Association might have taken with respect to light-density rail lines. (For a discussion of these alternatives, see the PSP p. 342.) The approach selected by USRA first analyzes the viability of the service based on 1973 traffic, revenue and cost levels. Where deficits were found a further analysis was conducted to determine if a reasonable rate increase (10 percent or less) might have made the line viable, or whether identifiable growth potential could

[2] Special Court Regional Rail Reorganization Act of 1973, slip opinion, September 30, 1974, ft. 98 p. 92.

[3] U.S. Supreme Court Regional Rail Reorganization Act of 1973, slip opinion, December 16, 1974; pp. 3–4.

bring about self-sufficiency. Where such growth could be foreseen, careful consideration was given as to whether another carrier could operate the service profitably. If USRA believed another carrier might be interested, that carrier was given the information necessary to evaluate the profit potential of the line or service.

To be included in the restructured system, a financially self-sufficient line is one that:

- Is capable of generating sufficient revenue to cover approximately 90 percent of the costs incurred on the light-density line itself as well as the *variable costs* of moving that branch-line-generated traffic over other lines to its destination or interchange with another rail carrier;
- while not currently self-sustaining, can be made viable by reasonable rate adjustments (10 percent or less); or
- while not currently self-sustaining, will be made so because of identifiable traffic growth in the near future.

USRA's analysis of branch-line viability involved evaluation of the approaches employed by the ICC, the Canadian Transport Commission and various state agencies (see PSP pp. 336, 337, 338). The general procedure developed by the Association is as follows.

First, lines were isolated which, by the volume of traffic originated or terminated, appeared to be submarginal (see PSP p. 336). The initial screening process due to the magnitude of the analytical task, was relatively broad. The definition of what constituted a "line" for study was also imprecise, often following historical definitions which later proved related neither to present economic or operational boundaries.

Second, the latest data were collected on traffic volumes and revenue levels, future traffic possibilities, current condition of the tracks and facilities, cost of rehabilitation, service characteristics and identification of shippers on each line. Data and information from the hearings conducted by RSPO were identified by line segment, as was information about specific operating problems and shipper concerns which was gained informally during last 1½ years (see PSP p. 336). During the review process a number of lines were subsegmented. Each subsection was further analyzed to determine if the subsection might be self-sustaining even if it appeared that the entire line would not be or if a portion of the line was cross subsidizing the remainder.

Third, each line was analyzed to determine whether revenues generated in 1973 by traffic originating on or destined to the line were sufficient to cover the variable costs directly attributable to that traffic in that year.

Fourth, if a line did cover its variable costs, including adequate maintenance and required upgrading for that year, it was included in the restructured system.

Fifth, if the branch line failed this test, an analysis was conducted to determine if its variable costs it could cover either by a modest rate increase (10 percent or less) or with an expected immediate traffic increase. If this was found to be the case, the line was included in the restructured system.

Sixth, if the line did not cover such costs, even with reasonable rate increases and expected traffic growth, a review was conducted to determine whether the line had connections to other carriers. Where such potential exists, the connecting carrier was provided the data and information necessary to assess the line's potential viability.

Seventh, if a line met none of the first five criteria, it was recommended as a candidate either for abandonment or subsidy. All such lines automatically become available for participation in the subsidy program (section 402) under the Act, with the decision concerning continued service on these lines depending on state and local action. If a line is not included in ConRail, and if the state and local interests, shippers and other responsible persons fail to arrange for its subsidy, the Act permits the discontinuance of service and abandonment of the line. Further detail on these procedures are contained in section A of the appendix to this part of the FSP.

Rail Service Continuation Subsidy Program

Title IV of the Regional Rail Reorganization Act of 1973 provides the means by which essential services may be continued through governmental subsidy of a portion of the relevant costs. Rail service continuation subsidies can be used "to cover costs of operating adequate and efficient rail service, including 'where necessary' improvement and maintenance of tracks and related facilities" (section 402(j)). The Federal Government share of the subsidy for any light-density line is 70 percent, with state and/or local governments or shippers providing the remaining 30 percent of the cost. The Act provides that "A rail service continuation subsidy between a state, or a local or regional authority, and the corporation or other responsible person (including a government entity) may not exceed a term of 2 years" (section 402(f)). And section 401(a)(4) declares a congressional finding that "Under certain circumstances the cost to the taxpayers of rail service continuation subsidies would be less than the cost of abandonment of rail service in terms of lost jobs, energy shortages, and degradation of the environment."

Of the 10,692 miles of active lines studied by USRA, 4,935 miles will be retained in the restructured system. In addition, there are 1,191 miles of out-of-service lines of which 33 miles will be retained. This means that approximately 6,915 miles of roadway should either be formally abandoned or are available for support under rail service continuation subsidy program.

The Act authorizes $90 million for each of 2 years to meet the federal share (70 percent) of the subsidy cost.

COAL FIELD SERVICES

Congress specifically directed the Association to preserve, to the extent possible, "existing railroad trackage in areas in which fossil-fuel natural resources are located" (section 206(a)(4)).

ConRail does not serve many points capable of producing low-sulfur coal marketable at present prices. Only low-sulfur coal is able to meet current EPA regulations limiting sulfur emissions from electric utility generating plants and other large quantity users without substantial investment in new equipment. Unlike some western and southern carriers, ConRail's identifiable future coal market basically is the same market served today although there will be growth in the rate of production.

Further development of the Region's coal reserves depends on the ability of individual deposits to meet EPA requirements, their mineability, proximity to the market, expected use (metallurgy vs. steam production), and the price and availability of alternative fuels and new technological developments which economically can reduce the sulfur content. Assessment of the extent to which each of these factors affects a given coal deposit requires good data and expert judgment. Some rail lines traversing areas in which there are coal deposits may never be required for local coal service because the coal is not economically recoverable. Other reserves are recoverable but may not be tapped for decades. No definitive business judgment can be made based on the potential for economic recovery of most of these reserves until EPA recommendations on permissible emissions, technological progress on antipollution devices and the cost of alternative fuel sources become more clear.

USRA believes the first priority for ConRail is the rehabilitation and improvement of service to existing shippers. Extensive rehabilitation and maintenance work must be accomplished on primary coal lines already in the ConRail system. To divert resources to the rebuilding of lines which have only the possibility of future use, as opposed to a proven value, would be unwise.

ConRail has approximately 2,800 miles of trackage serving fossil-fuel areas. Most of this track is in need of massive rehabilitation in order to serve the unit-train requirements of existing coal customers. For example, the 37-mile long Irvona Branch in Pennsylvania requires immediate rehabilitation which will cost in excess of $6 million. Coal customers actively shipping on that line have asked USRA when they can expect an improvement in their service. Although some minor improvements in service can be made within the next 2 years, the capital improvements these coal companies had hoped to see probably are 4 or more years away—because of the large backlog of rehabilitation work elsewhere on the system.

USRA has worked with the U.S. Department of the Interior, Federal Energy Administration and the National Coal Association to develop line-specific recommendations responsive to the Act's mandate regarding fossil-fuel lines. In addition, the Association has reviewed all testimony provided at the RSPO hearings concerning access to fossil fuel, has considered communications received from coal producers and consumers and has conducted onsite studies of more than 800 miles of rail roadway currently or potentially serving coal reserves. Recommendations concerning specific lines largely or solely because they serve fossil-fuel reserves are reflected in the individual line dispositions detailed in section A of the appendix to Part III. Those recommendations follow these guidelines.

- Service to lines required to reach actively mined reserves will be continued where viable now or expected to be viable based on identifiable near-term traffic growth. Where the line does not now meet this viability criterion, however, existing service to active coal mines and other shippers on this coal-mining line will be maintained on an as required basis so long as no significant roadway repairs are required.
- Those lines required to reach economically recoverable reserves not now receiving service or are not now viable and lacking the prospect of near-term viability should be considered for inclusion in a fossile-fuel rail bank established for that purpose. Such a rail bank would preserve rail access to coal where it is in the national interest. All lines recommended as candidates for inclusion in this rail bank are listed in section C of the appendix to Part III.

ConRail will be an operating railroad seeking to provide efficient rail service; it should not be responsible for the development of the land-banking program. To the extent that such a program is not funded under title IV of the Act, USRA believes the responsibility for land banking should reside with an existing federal entity.

Of this amount $45 million is apportioned to the eligible states and $45 million is allocated to the Secretary of Transportation to be distributed at his discretion.

It appears now that the total operating loss resulting from continuing service for the first year on all active light-density lines not included in the restructured system will be approximately $33 million (in 1973 dollars). This means the maximum federal share of the required subsidy would be approximately $23 million, with the maximum states' share for the entire Region approximating $10 million (again in 1973 dollars). In addition, the cost of upgrading active lines to meet Class I track safety standards is estimated to be at least $51 million. Upgrading *must* occur if these lines are to be operated into the future. These subsidy costs will increase substantially if any out-of-service lines are required to be operated.

Care should be exercised in using these 1973 estimates to estimate future subsidies. The costs of railroads in reorganization have been increasing more rapidly than revenues and the subsidy program is based on actual revenue-cost relationships during the subsidy period. Deviations for specific lines could be substantial.

Under the Act, the RSPO has the responsibility as outlined in Section 205(d)(4) to:

> ... assist State and local and regional transportation authorities in making determinations whether to provide rail service continuation subsidies to maintain in operation particular rail properties by establishing criteria for determining whether particular rail properties are suitable for rail service continuation subsidies. Such criteria should include the following considerations: Rail properties are suitable if the cost of the required subsidy per year to the taxpayers is less than the cost of termination of rail service over such properties measured by increased fuel consumption and operational cost for alternative modes of transportation; the cost to the gross national product in terms of reduced output of goods and services; the cost of relocating or assisting through unemployment, retraining, and welfare benefits to individuals and firms adversely affected thereby; and the cost to the environment measured by damage caused by increased pollution.

The RSPO also has been given the responsibility, under Section 205(d)(3) of the Act to:

> ... determine and publish standards for determining the "revenue attributable to the rail properties," the "avoidable costs of providing service," and "a reasonable return on the value," as those phrases are used in section 304 of this Act, after a proceeding in accordance with the provisions of section 553 of title 5, United States Code.

The RSPO subsidy calculation standards have been published in the Federal Register (40 FR 1624) on January 8, 1975 as modified by the changes published in the Federal Register on Friday, March 28, 1975 (40 FR 14186). The RSPO subsidy standards appear to be very similar to the Association's method of analysis of light-density lines. The two major areas of difference involve maintenance and upgrading costs. The Association includes maintenance costs on the basis of the level of expenditures required to continue a line in compliance with Class I track standards. Upgrading costs are estimated on the basis of the materials and work required to bring the line into compliance with Class I track standards. The costs are annualized over 10 years. These costs are included in the subsidy calculation procedures on the basis of the expenditure actually acruing during the subsidy year. As a result, the maintenance expenditures contained in the subsidy level may be somewhat lower but the upgrading costs will be much higher than the estimates used by the Association.

The rail service continuation subsidy program is to be administered by the Department of Transportation. In order to become eligible, a state must undertake to meet the requirements Congress set forth in section 402 (c) of the Act, which are that:

- The state has established a state plan for rail transportation and local rail services which is administered or coordinated by a designated state agency, and such plan provides for the equitable distribution of such subsidies among state, local and regional transportation authorities;
- the state agency has the authority and administrative jurisdiction to develop, promote, supervise and support safe, adequate and efficient rail services; employs or will employ, directly or indirectly, sufficient trained or qualified personnel; and maintains or will maintain adequate programs of investigation, research, promotion and development with provision for public participation;
- the state provides satisfactory assurance that such fiscal control and fund accounting procedures will be adopted as may be necessary to assure proper disbursement of, and accounting for, federal funds paid under this title to the state; and
- the state complies with the regulations of the Secretary issued under this section.

Under the Act, the Association does not have a role in determining which lines should be subsidized. Indeed, the needed planning and decision making process is clearly in the hands of the state. The Association, however, has prepared a handbook for use by state and local agencies which may be of assistance. It describes detailed procedures to be used in estimating the effects of terminating rail service on the community—a prime factor to consider in deciding whether a line should be subsidized.

ALTERNATIVE PUBLIC USES OF ABANDONED RAIL PROPERTIES

Section 206(c)(1)(E) of the Regional Rail Reorganization Act provides that the United States Railway Association shall designate those rail properties not needed for rail operations as available for alternative public purposes. This provision of the Act directs the Association to "solicit the views and recommendations of the Secretary [of Transportation], the Secretary of the Interior, the Administrator of the Environmental Protection Agency and other agencies of the Federal Government and of the States and political subdivisions thereof within the region, and the general public." [4]

In complying with this provision, the Association sought the views of more than 4,600 federal, state and local governmental bodies. Letters were sent to the primary official of each of 15 federal agencies, the governor of each of the 17 states, 500 mayors and almost 4,200 other state or local planning units. In many instances these letters were sent to states or local areas which have no potentially abandoned rights-of-way within their boundaries. This policy was pursued to insure that any unit which might be interested in the planning process of neighboring jurisdictions would have an opportunity to express its views. Finally, a notice inviting comments for alternative uses of the rights-of-way from the general public was placed in the Federal Register, May 16, 1975.

As of June 20, 1975 the Association had received fewer than 60 responses. Although there have been several follow-up contacts with representatives of the Federal agencies, to date only the Department of the Interior has submitted line-specific suggestions.

Many local communities submitted suggestions for alternative uses of rail property belonging to solvent carriers. Some local units submitted proposals for lines of the bankrupt carriers which the Association included in the restructured system in the PSP. Other suggestions pertained to lines which were not to be included in the PSP, but after further analysis have been included in the restructured system.

The Association also received numerous requests for aid in purchasing property other than rights-of-way which is owned by the bankrupt carriers. This property included abandoned freight and passenger stations, but more often involved properties owned by the carriers, but which are not currently used or useful in rail operations.

Several responses, including those from the Department of the Interior and the Rail Services Planning Office, questioned whether or not title problems will hamper the ultimate availability of certain abandoned rights-of-way for alternative uses. In some instances the right-of-way may be an easement across property owned by the adjacent land owners. In other instances clauses within the title may provide that once rail services cease, the land will revert to the heirs of the original owner.[5] The Association is not authorized to overrule the "reversionary clause."

Several state and local governments have declined to suggest alternative public uses pending the final state rail plan. Some have stated that their lines not included in the restructured system will be continued in rail operation. Many planners wrote that they intend to do an "alternative uses" study for a specific line once it is actually abandoned. Some states have legislation pending which would give the state first opportunity to purchase abandoned rail lines. The reluctance of local planners to discuss other public uses of rights-of-way over which they intend to maintain service is understandable, as is the reluctance to undertake extensive planning efforts on behalf of lines which may remain in rail service indefinitely. Postponing needed planning efforts, however, may prevent some of the more desirable rights-of-way from being used for other public purposes. From the notice of abandonment, public agencies have 180 days in which to purchase rights-of-way prior to abandonment by the railroad if a designation has been made pursuant to section 206(c)(1)(E).[6] The time frame for determining which rights-of-way would be acquired for public purposes, which public body will obtain such property if there are conflicting proposals, and for entering into purchase agreements is therefore quite limited.

Testimony at the RSPO hearings and state responses have questioned the advisability of disposing of all abandoned rights-of-way immediately. Many fear that future industrial development, or errors in the FSP, may require future rail service where it now appears unnecessary. The Department of the Interior, some states, the Illinois Central Gulf Railroad and others have suggested various forms of "rail banking" or "land banking" as a solution to this problem. Congressional action, such as passage of Senator Hartke's "Conversion of Abandoned Railroad Rights-of-Way Act" (S. 1879) may help resolve this issue.

A compilation of the specific alternative-use recommendations which have been received by the Association is contained in section C of the appendix to this part of the FSP. In most instances the suggestions are tentative and not to be interpreted as a definite intent of the

[4] Regional Rail Reorganization Act of 1973, Section 206(c)(1)(E).

[5] See Citizens' Advisory Committee on Environmental Quality, *From Rails to Trails*, Washington, 1975. pp. 27–28.

[6] Notices of intent to abandon may be published as early as 30 days following the effective date of the Final System Plan, during which time the states will be preparing their state rail plans. After notice of intent to abandon, service may be abandoned after 60 days—leaving 120 days before the trustees can begin their own disposal of these rights-of-way.

recommending agency to acquire the rights-of-way. In almost all cases the response included a statement to the effect that "our intent is to maintain the line in rail service. This does not indicate support for abandonment." All responses received by July 14, 1975 are included.

If a line not to be included in ConRail is not listed, no recommendation for an alternative use was received.

RAILROAD MARINE OPERATIONS

A rather extensive analysis of car ferry and floating operations of the railroads in reorganization was conducted for the PSP, as reported in chapter 18 of that document. These services were reevaluated as an element in the light-density line analysis for the FSP. The services which were reviewed are as follows:

- *Ann Arbor Railroad-Lake Michigan Service* (car ferry) between Frankfort, Michigan and Kewaunee, Wisconsin;
- *Mackinac Transportation Co. (PC)-Mackinac Straits Service* (car ferry);
- *Penn Central-Chesapeake Bay Service* (car float) between Cape Charles and Norfolk, Virginia;
- *Reading Co.-Delaware River Service* (car float) between Wilmington, Delaware and Thompson's Point/Carney's Point, New Jersey; and
- *Penn Central, Lehigh Valley, Erie Lackawanna-New York Harbor Service* (car float and lighterage).

Most of these marine operations managed by railroads have been declining for many years. The Association's analysis found that car-ferry service is much more expensive than train operation on a per-mile basis. It requires more manpower and fuel and the maintenance cost of vessels and float bridges exceeds the equivalent cost of locomotive and track maintenance. With the exception of certain New York Harbor locations, alternative all-rail routes exist. The overall costs of these marine operations generally exceed the cost of available all-rail alternatives, and future gains in productivity are severely circumscribed by vessel size and speed, fuel use and crew requirements.

Ann Arbor Car Ferry Service

This operation is excluded from the FSP because it produces a significant deficit and because adequate alternatives to the service exist. Purchase of new vessels would enable more efficient operations than at present, but would not make the service profitable. The capital cost of such new vessels, therefore, cannot be justified. Alternative service exists over all-rail routes and these services are slated for considerable improvement in future years.

The Association is aware that there is considerable state and local interest in the continuance of the Ann Arbor car-ferry service. Testimony concerning the PSP recommendation to discontinue the service was offered by citizens and officials at the RSPO hearings at Green Bay, Wisconsin, and Traverse City and Lansing, Michigan, and USRA has reviewed these statements. There have been frequent meetings and communications with both states and Congressional delegations in the interim between the Preliminary and Final System Plans. States and other interested parties have commissioned several consultant studies in addition to those performed on behalf of the Association, notably an evaluation of USRA's PSP recommendations prepared for Michigan's DOT by V. M. Malanaphy & Associates.

New concerns have been raised by the recent proposals for abandonment of cross-lake services operated by Chessie and GTW. Also, Lake Michigan service has been reduced by the unexpected mechanical failure of the Ann Arbor ferry, *A. K. Atkinson*, leaving that carrier with a single operational vessel which is being used round-the-clock at near-capacity levels.

A particular concern is that the Ann Arbor ferry connection accounts for about 30 percent of the traffic of an independent solvent railroad operating in Wisconsin, the Green Bay & Western Railroad (GB&W). The GB&W could be injured substantially if there is a total cessation of marine operations, although GB&W did not indicate interest in utilizing provisions of the Act which would allow it to acquire and operate the Ann Arbor services. However, there are several alternatives both to the abandonment of service and the subsidy of an inefficient ferry operation with its long, sparsely trafficked feeder line. Several of these alternatives are:

- consolidation of the port and yard facilities and the equipment of all three railroads now providing car-ferry service on Lake Michigan;
- creation of a bistate agency to purchase, rehabilitate or operate consolidated marine service on the Lake;
- the use of maritime subsidies for either the boats or their crews, or funds for car-ferry facilities under certain provisions of the Federal Aid Highway Act; and
- the use of rail service continuation funding available under Title IV of the Regional Rail Reorganization Act of 1973. Such funds would enable the states to maintain the present level of services until they can develop a long-term solution.

The Association believes that the financial viability of this service was fairly and adequately presented in

the figures and studies referenced in chapter 18 of the PSP. Some of the revenue figures, in fact, were overstated. Eastbound pulp, paper and allied products comprise a high proportion of traffic and move at relatively low rates. All rates based on distance are relatively low on the combined land-water route due to the existence of the shorter car-ferry route. And, importantly, the costs of marine services are high. More revenues may be obtainable from expanded use of the ferries for motor vehicle traffic but this would require major investment in new vessels.

Mackinac Transportation Company–Mackinac Straits

This operation, providing service only once per week, is irreversibly uneconomical and serves no function which cannot be provided better by all-rail routings. It is therefore excluded from the FSP for the reasons stated in the PSP, chapter 18.

Penn Central-Chesapeake Bay Car Float Operation

This operation will not be included in the ConRail System. It will be made available for sale to Southern Railway as part of its acquisition of the PC lines on the Delmarva Peninsula (including Wilmington).

Reading Company-Delaware River Car Float

This operation will not be a part of ConRail, but will be offered to the Southern Railway in order to provide the possibility of preserving competitive routings to Carney's Point and Thompson's Point, New Jersey.

PC-LV-EL New York Harbor Operations

New York Harbor is the only port on the Eastern seaboard where, because of a lack of direct rail access, car-float operations are required to serve docks and other locations. In addition, there is still a small remaining lighterage [7] service being performed in the New York/Newark Metropolitan area.

The present car-float services in the New York Metropolitan area are characterized by duplication, deteriorated facilities, old equipment and a resulting high operating cost. These operations are similar to other services provided by the railroads in reorganization, especially in large urban areas, where deterioration of the physical plant has been severe. In USRA's judgment, the revenues derived from existing car-float services do not cover costs and it is essential to initiate a program of rationalization and capital revitalization. The Chessie System will not acquire E-L float equipment or float bridges. It will honor existing tariffs applying to float traffic, but will do so using ConRail facilities at Greenville.

The volume of traffic, lack of suitable alternatives, efficiency improvement potential and, if necessary, increased revenues indicate that the car-float services by ConRail should not be abandoned. It must be recognized, however, that if the revenue cost relationships are not resolved, the traffic volume will continue to decline as rail carriers divert traffic to other ports.

While the carriers themselves, including the independent dock carriers (New York Railroad and Brooklyn Eastern District Terminal Railroad), have a major stake in improving the efficiency of car-float operations, the public bodies (the Port Authorities of New York and New Jersey, the states of New York and New Jersey and the city of New York) have a major interest also. Substantial public funding has been used in the past in both New York and Newark to improve and modernize the handling of export/import traffic; other Eastern seaboard cities have provided similar public support for their marine terminals.

USRA recommends that ConRail, Chessie, and the present independent dock carriers and the interested public bodies undertake a program which would seek to:

- consolidate facilities and services to eliminate present duplication (started with Chessie's action);
- undertake a modernization program to improve efficiency;
- investigate the possibilities of a single management control for the entire float operation; and
- explore the possibilities for a greater reliance on all-rail routes to New York, with special attention to the possibilities for use of the Poughkeepsie Bridge route once it is restored to service.

Implementation Opportunities.—While USRA has not prepared studies to indicate the method of achieving these objectives, considerable field work in the harbor area indicates that the following specific opportunities should be explored.

All car-float activity (all water-borne traffic to and from ConRail on the New Jersey side of the harbor) will be concentrated at Greenville, New Jersey (the present Penn Central facility). Rehabilitation of both the float bridges and supporting rail yard at this facility will be required. USRA recommends assumption of the capital cost of upgrading the Greenville facility by some public agency such as the Port Authorities of New York and New Jersey, and operation of the facility by an independent terminal carrier. All remaining float equipment in the area still owned by the railroads in reorganization should be made available for the rehabilitation. All floating equipment now owned by the line haul carriers would be made available to the terminal companies at incentive prices. It will be necessary for ConRail to sell sufficient switching locomotives to the terminal carrier for the operation of the Greenville support yard.

[7] Lighterage refers to shipments which are trans-loaded from rail cars to barges for movement to the steamship docks.

USRA recommends that the two Brooklyn-based terminal companies integrate or closely coordinate their cross-harbor floating operations with ConRail for maximum efficiency. The inclusion of the entire Bay Ridge Branch (PC) in the FSP and the proposed new construction in the Bay Ridge area should have an eventual positive impact on the New York Dock Railway's floating operations.

USRA believes that these improvements may lead to improved efficiency sufficient to restore profitability. If that is not achieved, it will be necessary for the carriers to seek rate increases necessary to make car-float operations compensatory. In this regard, the Association's recommendation is no different from those for any other existing deficit operations—efficiency must be improved but wherever that action alone will not restore viability, then necessary rate adjustments must be made to insure profitability and service continuation.

Regarding lighterage services, USRA believes the base volumes are so low that there is little chance that the rail carriers can perform the services efficiently. USRA recommends that railroad-operated lighterage services be terminated and the necessary lighterage services be performed in the future by available commercial firms. These firms can better handle the remaining traffic volumes than can the rail carriers.

Community Impact

Transportation interacts with all activities and land uses and any change in transportation has a tendency to disturb, to some degree, a community's economic activities. The PSP concluded that there would have been minimal employment and environmental impact from abandonment of the 15,575 miles of "potentially excess" lines listed in the 1974 Department of Transportation report. These conclusions were based upon a study completed for USRA by the Public Interest Economics Center (PIE–C).

USRA commissioned a revised analysis by PIE–C after the publication of the PSP. Only the lines not recommended in the PSP for inclusion in the restructured system were studied. In addition, a number of refinements were made in the study method, including improvements in assumptions about transport costs and use of 1973 railroad traffic data and 1973 industrial structure information.[8] The revised study found that in only 7 counties of a total of 279 in which lines were not recommended for inclusion in the restructured system did the change in employment exceed 2 percent of total county employment. In only 15 counties was the 1-percent level exceeded.

In 7 of the 279 counties, the percentage change in income generated was greater than 2 percent of total county personal income. The estimated change in income generated was estimated to be greater than 1 percent in 22 counties. A single county, Otsego, Mich., is estimated to sustain a loss in real income close to 2 percent.

The study did not take account of the reinclusion of certain line segments after publication of the PSP. These changes have reduced the impacts described in this report by a considerable extent since more than one half of the tonnage proposed to be excluded from the system has been retained.

[8] Public Interest Economics Center, *The Impacts on Communities of Abandonment of Railroad Service;* Final Report, Executive Summary, June 6, 1975.

RSPO Testimony

The proposed line abandonments in the PSP resulted in considerable public reaction. Numerous witnesses testified in RSPO hearings on the substantial negative impact on communities and regions due to loss of rail service. Many witnesses felt that states and communities were being asked to solve social problems beyond their direct and immediate control and that the wider impact on their communities of these decisions should have been included directly in USRA's line-by-line analyses.

The criticisms usually were not directed to the alternatives posed by USRA. The Association has said that the Act furnishes a remedy to states and communities in title IV to provide for rail service continuation subsidies in cases where community impacts might be severe. The Act contemplated reorganized rail service to be provided by financially self-sufficient private rail carriers. Such private firms cannot be expected to bear the burden of social policies not directly related to the conduct of rail operations.

Criticisms of the Association's study of the potential impact of line abandonment generally fell into two categories: the use of the county as the basis for study of impact and the treatment of future development potential.

USRA believes the county was a proper choice of geographic unit for the measurement of potential social and environmental impacts. An alternative approach favored by some witnesses before the RSPO would have required individual study of thousands of small communities along branch lines. As noted in the PSP, this approach, which requires a substantial data collection effort for each community, was taken for a relatively small number of lines. The results of these specific community studies verified the accuracy of the alternative approach that used nationally available data—making it possible to measure impacts throughout the Region on a systematic, consistent basis. Use of the county as a measurement unit was adopted because it fit such a systematic approach and represented the smallest geographic unit for which data on employment, production,

wages and output were available. There is no doubt that analysis by actual locality would have been more relevant and should be undertaken as part of the rail service subsidy program (title IV of the Act), but the county approach meets the Association's objective of pinpointing counties in which individual communities may be affected.

Future development potential in areas facing the possible abandonment of rail service was the second area of specific criticism of the PIE-C approach. One might try, for example, to consider the economic potential contemplated in existing official development plans, though surely an aggregation of all such plans would produce an overly optimistic result.

The potential for near-term traffic growth has been considered in developing the disposition of each individual line. The Association's policy and analytic procedures pertaining to traffic growth are discussed earlier in this chapter. Briefly, where thorough documentation firmly indicates that rail traffic is likely to increase sufficiently in the near term to support viable rail service, the line has been retained in the restructured system.

Other points raised in the RSPO hearings do not relate directly to the PIE-C report. Many witnesses alluded to already high unemployment and suggested that abandonment would worsen conditions. A number of witnesses were concerned with the potential impact of line closings on general regional economies, particularly in the Delmarva Peninsula, northern Michigan and the eastern Pennsylvania coal regions and in New England. A point given emphasis by witnesses for local communities was the inability of affected towns and counties to absorb the adverse effects of an eventual line closing. Specific examples of plant closing and layoffs in the wake of branch line abandonments were rare, but when cited were accompanied by great concern for the total impact on the community, especially in smaller towns which cannot readily absorb greater unemployment.

More frequently, witnesses argued that the additional costs resulting from rail service withdrawals would reduce the ability of local firms to compete in their own market and would reduce the ability of the affected municipality to attract new industries.

In most instances, it appeared proposed line closings would not cause serious economic loss directly. In certain cases, however, witnesses felt that local communities or regions might suffer from reductions in service caused by changes in the competitive environment or in the regional system design. Some shippers who will continue to receive rail service appeared before the RSPO to complain of the loss of competitive alternatives which would result in the case of abandonment of a line in a town served by other carriers. Witnesses for smaller communities complained that specific rural areas may have difficulty shifting additional freight onto the local road system when traffic, presently moving on lines proposed for abandonment, must be shifted to motor carriers.

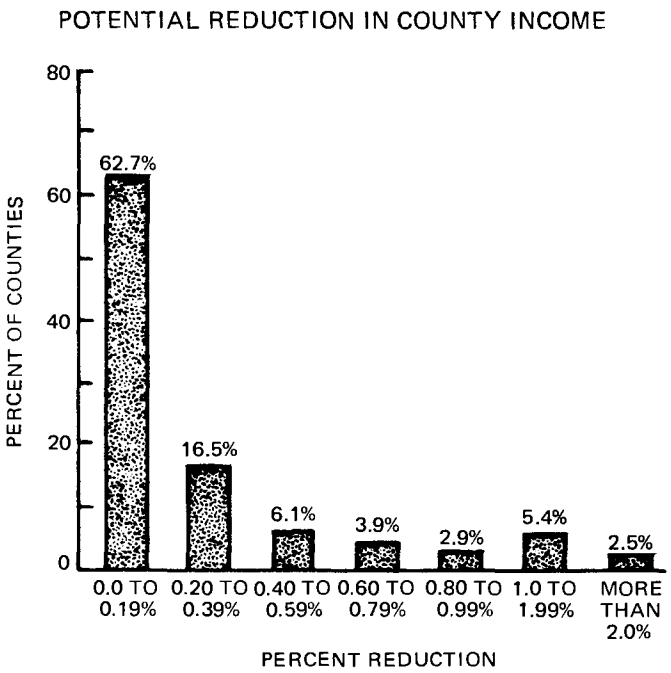
Many of these issues have merit. The Association believes that these testimonies should be reviewed carefully by state and local authorities in the preparation of the states' rail plans. Where growth potential cannot be delineated clearly or when local economic impact is too severe to accept, the Association believes subsidies by state and local agencies are the only recourse compatible with the provisions of the Act.

Revised PIE–C Study Findings

The Association asked PIE–C to restudy the economic consequences that would result if rail service were terminated on all lines not recommended in the PSP for inclusion in the restructured system. The Association believes the PIE–C results are significant as an overview of the issue and that they pinpoint the counties in which individual communities may bear significant impact.

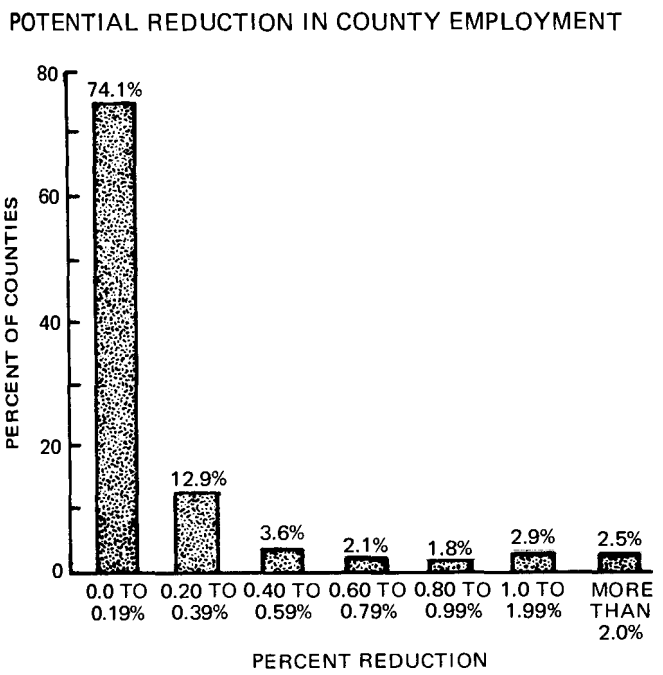
PIE–C's report provides estimates of the displacement of workers, reductions in output and declines in real income, payrolls and nonlabor income in affected counties. The study contains summary estimates, industry by industry, of the gross displacement of jobs and output and the gross reductions in income generated by the directly affected plants. PIE–C also describes what the effect would be on the use of energy and on the environment if rail service were terminated on lines not included in the restructured system.

FIGURE 1.—*Potential reduction in county employment after discontinuance of light-density line rail freight service*



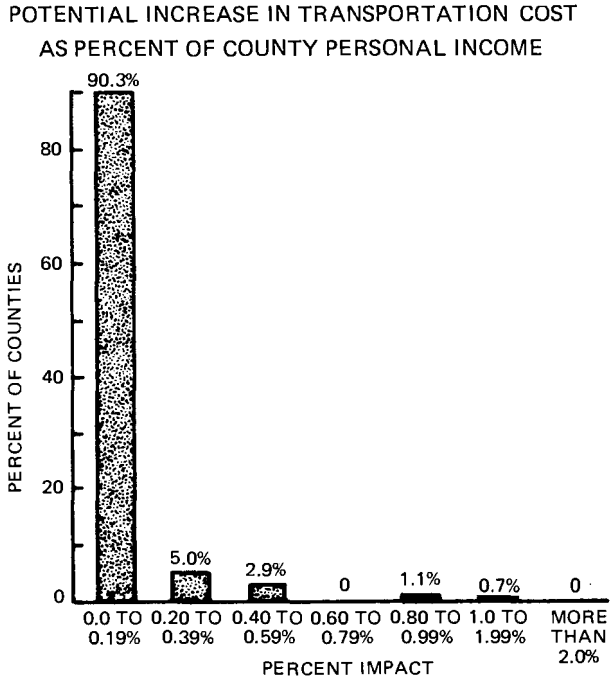
Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

FIGURE 2.—*Potential reduction in county income after discontinuance of light-density line rail freight service*



Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

FIGURE 3.—*Potential increase in transportation cost, as percent of county personal income, after discontinuance of light-density line rail freight service*



Source: Public Interest Economics Center, *Community Impacts of Railroad Service.*

The study is not designed to produce precise line-by-line estimates, only to develop a general evaluation of the potential local impact of discontinuance of rail service. It makes no recommendations as to whether any particular lines should be abandoned and does not attempt to balance between the gains and losses derived from curtailing and consolidating the rail network in the Northeast. In general, the study is conservative and probably overstates the actual impacts of abandonment.

Loss of rail service would have direct economic effects in a community on the level of output, employment, wages and their rate of increase; on the returns of both capital and land, with consequent impact on capital values, and on the market for local supplies and materials. These effects will flow into the local economy through the plants that do use—or potentially would use—the rail service. The magnitude of the effects will depend upon how the increase in transportation cost affects the profit position of the using plants and upon how their managements act to minimize adverse effects.

The important factor in the approach to estimating the potential impact is the increase in transportation cost associated with using the motor carrier as an alternative mode of transportation. The method used in calculating changes in transportation costs provides precise identification of the counties affected by abandonment of services. An estimation of the increase in transportation costs by industry based on revenues generated by the stations considered for abandonment is also furnished.

Abandonment of rail service can lead to the closing of plants or it can lead to a reduction of profits and/or output of surviving plants. There is reason to believe that, for the vast majority of the plants potentially affected by abandonment, the increase in costs of adjusting from rail to other transportation is small relative to total cost. This was found to be the case in PIE–C's specific area study of abandonments in Maryland and is suggested by studies done by and for EPA in the analogous cases of determining the effect of pollution abatement costs of firms and industries.

Relative to the economies of the affected counties, the impact of the abandonment of rail service is extremely small. A total of 279 counties contain rail lines which were not recommended for inclusion in the restructured system. As indicated earlier, in only seven counties did the estimated change in employment exceed 2 percent of total employment. In 15 counties the 1-percent level was exceeded.

Despite the general picture of relatively inconsequential impacts of abandonment, in a few counties the potential changes are substantial. An analysis of the personal income and county employment data for Otsego County, Mich. clearly indicates that the relatively large percentage impact in this case is *due to the very small scale of economic activity in the county*, rather than the result of a particularly large abandonment of local rail traffic. With respect to absolute num-

ber of jobs displaced, Berks County, Pa. ranked highest, with 364 jobs affected. In Roscommon County, Mich. only 25 jobs would be displaced, but this represents 1.5 percent of employment.

Five states—Indiana, Michigan, New York, Ohio and Pennsylvania—account for 214 (or 77 percent) of the 279 counties in which abandoned lines are located. Only 11 counties in 4 of these states (other than Indiana) had a potential of employment reduction of 1 percent or more of the total employment. With respect to the number of counties affected by potential abandonments, Maryland, and to a lesser degree, Michigan, figure disproportionately in PIE–C's overall results. All four of the Maryland counties showing large impact lie on the Eastern Shore (Delmarva Peninsula). It appears doubtful that all of these lines will be abandoned even if they are excluded from ConRail.

PIE–C also analyzed the impact of abandonment of rail lines on individual industries, estimating the employment and income effects of changes that would result from rail abandonments for each three-digit SIC [9] industry category within each state in the Region.

Industry impact generally is very small. For example, in five states—New Jersey, Ohio, Indiana, Illinois and West Virginia—no three-digit industry category showed an estimated job potential employment displacement in the state. If 1 percent is used as the threshold of significant employment displacement, only 14 three-digit SIC industry categories showed such potential in 8 states.

The most significant potential consequences were identified for the canned fruits and vegetables and the lumber and wood products industries. The remaining industry categories have a greater than 1 percent decline in employment in no more than two states.

USRA's overall evaluation is that the FSP would yield positive benefits in the Region. Increased rehabilitation and investment expenditures in the Region will create jobs. State and community decisions to apply the title IV subsidy provision of the Act can forestall most negative employment effects, as could the use of abandoned rights-of-way for productive alternative public purposes.

Environmental Impact

Section 609(c) of the Regional Rail Reorganization Act of 1973 exempts the Association from the preparation of an environmental impact statement under the National Environmental Policy Act of 1969. Nevertheless, Congress refers to the environmental consequences of many aspects of the plan preparation since transportation has such direct interrelationships with land use and industry location. Congress recognized the degradation of the total environment that could be associated with improper transport choices.

[9] At the 3-digit Standard Industrial Classification level.

The Act directs the Association to assess the potential environmental change and energy use as well as the advantages and disadvantages of providing transportation by railroad and other modes. In addition, Congress mandated an evaluation of the social and environmental consequences of loss of rail service.

The title IV subsidy provisions of the Act are intended to enable continuation of those services which are not remunerative to the railroads but which are valuable from the broader social perspectives of income, employment, energy and environmental impacts. Such subsidies will obviate the Hobson's choice between severe local impacts and burdening the Regionwide system with unsustainable deficits.

With specific reference to light-density lines, sample computations for a number of locations disclose little danger to the environment from the discontinuance of rail service (see PSP p. 152). RSPO and others presenting testimony at the March, 1975 hearings on the PSP expressed a concern that individual lines and localities should have been evaluated for pollution and other environmental effects of loss of service on light-density lines. After the evaluation of the hearings, however, RSPO agreed with the Association in stating, "the only negative contributions were in the areas of air pollution and energy conservation" (RSPO Report, p. 71).

A study completed for the Association by PIE–C put the issue of the environmental effects of line abandonment into proper perspective.

> Given the fact that rail abandonments will, in many instances, conserve energy and, apparently, increase its use substantially only in relatively few cases there is no basis for concluding that abandonment of lightly used rail lines will significantly increase air pollution. In some cases it can be expected to reduce it.
>
> The essential findings of our analysis of energy and environment impacts is that they can be predicted line-by-line only after extensive local data gathering effort and that there is good reason to believe that those effects would be small and, hence, that devoting research resources to trying to quantify them accurately probably would be wasteful.[10]

To the extent individual area studies illustrate extraordinary environmental consequence, communities have available title IV rail service continuation subsidies as a means by which they can continue uneconomic lines in order to foster the social goal of averting pollution. In addition, the attractiveness of particular abandoned lines for alternative public uses can have a beneficial environmental effect upon the community.

USRA commissioned Battelle Columbus Laboratories to prepare an environmental assessment of the FSP,[11] dealing with generic environmental groupings. En-

[10] Public Interest Economics Center, "Community Impacts of Abandonment of Railroad Service" prepared for U.S. Railway Association, December 31, 1974, p. 47.

[11] Battelle Columbus Laboratories, *Final Report on the Environmental Assessment of the System Plan,* for the U.S. Railway Association, April 30, 1975.

vironmental impact of the FSP on energy use; air, noise and water pollution; safety and land use; social and cultural activities and the consequences to wildlife and other biological factors on and off the railroad were reviewed and assessed.

The following are Battelle's general conclusions regarding the environmental impact of the Final System Plan in relation to light-density lines.

- Over time, the actions initiated by the FSP will improve environmental conditions.
- The rail lines of concern already are abandoned or little used, with freight presently being handled by other modes. Improved operations and facilities, better maintenance and other planned uses of abandoned rights-of-way or property can result only in a better environment.
- The net energy impact will depend upon whether alternative transportation modes replace rail, or whether the industries served by the abandoned line are forced to relocate.
- Air quality and energy impact are expected to be insignificant.
- Abandonment of a line reduces air pollution at that location to the extent that subsequent right-of-way use is less polluting and industrial relocations necessitated by the abandonment likewise result in less pollution.
- One of the effects of rail line abandonment is likely to be an increase in the number of motor trucks in use resulting in increased traffic noise.
- The overall environmental impact on water quality resulting from discontinuance of service on light-density lines is negligible.
- Desirable real estate around an abandoned line often is sought by state, local and private groups for recreation and conservation purposes.
- Land use is the key to social impact as well as noise and water quality. The application of land use planning and regulations are expected to improve conditions.

USRA believes that discontinuance of selected light-density rail services constitutes little danger to the ecosystem. It is possible to trim uneconomic light-density rail services from the railroads in reorganization with a small penalty in energy consumption and environmental impact and a large saving of total economic resources.

APPENDIX
TO PART III

SECTION A

Line by Line Analyses and Dispositions

1. The Process of Reevaluation

Since the issuance of the Preliminary System Plan, virtually every facet of the branch line analytic method and data base has been subjected to reevaluation and verification. The process of reevaluating the entire procedure has been undertaken within the policy framework of the original analysis; that is, continued service to all rail traffic generating centers capable of contributing to the financial condition of the restructured system. This review process has been facilitated to a large degree by the testimony provided at the RSPO hearings and by the RSPO report concerning these hearings.

The issues raised in the testimony focused on the method employed, the description of the individual lines, traffic volumes both in 1973 and future years, crew size, frequency of service and time required per round trip, freight revenues and the process of subsegmenting lines for analysis. As a result of the review of this information, the analysis for a large number of the individual lines has been altered.

Many of the individual lines have been slightly shortened or lengthened in order to allow the continuation of service to shippers where continued service was intended in the Preliminary System Plan. Information supplied by shippers has enabled substantial refinement in the description of lines. Many of the line summaries reflect changes in the traffic volume recorded on the line. The changes are the result of a reevaluation of the 1973 and 1974 traffic levels. In many cases, traffic forecasts for 1975 are referenced. Other changes reflected in many of the individual line analyses are the crew size (no crew larger than four people has been used in the reanalysis), the time required to serve the branch and the upgrading requirements to meet the requirements of Class I track standards which allows a maximum operating speed of 10 m.p.h.

Method

The methodology applied by the Association received considerable comment from the RSPO. The RSPO has taken the position that:

- The Association has attempted to develop actual costs based on statistical rather than empirical procedures.
- Assumed gains in efficiency could not be reflected in an analysis of cost factors derived from the cost experience of the bankrupt railroads.
- The use of system averages can substantially distort the results of the viability analysis of individual lines.

USRA believes its approach treats railroad variable costs properly. The approach is based on a widely tested and accepted body of economic and accounting principles. While USRA has given careful consideration to

RSPO's critique, the Association does not believe RSPO has provided a sound argument for altering the approach in any key respect. USRA therefore reaffirms its basic analytic method and the line-by-line results shown in this section are based on that approach.

The Association has not attempted to develop the actual cost of providing service to the branch lines in 1973. Instead, the methodology is designed to provide an accurate estimate of the cost of rail service that would have existed in 1973 had the bankrupt carriers operated at the higher level of efficiency projected for the restructured system.

Statistical vs. Empirical Approach

The analysis of branch line viability involves the development of the variable costs incurred per unit of work (e.g., per locomotive hour) and associates those costs with the units of work required to provide the involved service in 1973 (e.g., 1,000 locomotive hours).

The existence of joint and common costs in the production of rail service and the absence of a homogeneous product make impossible the direct observation of the unit variable costs. The development of the variable costs must be based on an approach which relies on a combination of techniques including direct observation (RSPO's "empirical" approach), statistical analysis (e.g., average variable cost per locomotive hour) and engineering analysis (e.g., the cost of maintaining track to meet FRA Class I standards). This procedure allows analysis which is based on the characteristics of each individual line under conditions expected to prevail on the restructured system.

The projected *gains in efficiency* for the restructured system are reflected in the analysis by reduced units of work required to provide a specific service. For example, fewer locomotive hours are required to provide service over track that has a safe operating speed of 10 m.p.h. than over track that has a maximum safe operating speed of 8 m.p.h. The higher operating speed, which will prevail *after* the line is upgraded, is reflected in the analysis. Similarly, the off-branch costs reflect higher operating speed and improved yard efficiencies that will result from system rehabilitation and operating improvements.

Costing Procedure Details

Many witnesses at the RSPO hearings made the point that virtually every aspect of the costing procedure reflects costs that cannot be avoided with the abandonment of the branch line. In the normal processes of railroad operations, however, crews and locomotives are reassigned in order to obtain maximum efficiency. The same applies to resources employed on individual branch lines. USRA believes ConRail's management could translate the variable costs reflected in the formula into actual savings.

Witnesses contended that no cost will be saved beyond the branch line with the abandonment of the individual line. USRA does not believe this to be true. The traffic generated by the branch lines may cause additional trains to be scheduled or preclude plans to cancel trains. In these situations, the relevant variable cost of serving this traffic is substantially higher than each car's prorated share of the variable cost of operating the train. Each carload handled by the railroad contributes to the need to use capital and labor for both operating and maintaining the services and physical plant. Therefore, it is each car's share of these variable costs that is included in the Association's estimated cost of moving the car beyond the branch line itself.

Maintenance and upgrading.—There have been assertions that the on-branch maintenance costs used by the Association are substantially higher than those required by the branch line. RSPO has asserted, based principally on field studies of two lines, that a branch line need have no more than $1,000 per mile expended on it for maintenance because that has been the historic level of expenditure. At the same time, testimony has indicated that railroads have not adequately maintained branch lines which, in turn, has reduced their operating efficiency and service reliability, and forced shippers to use other modes. A branch line retained in the ConRail System *must be* maintained to a level which will enable safe and efficient operation. Inclusion of a branch line into the ConRail System with the intention of spending no more than $1,000 per mile for maintenance of the line would not solve the shipper's problem and soon would result in an inoperative line.

The cost of upgrading an individual branch line to meet Class I track standards is considered by some testifying at the RSPO hearings to be excessive. The analysis of individual branch lines has progressed on the basis that they must at least satisfy the minimum FRA safety standards which allow a maximum speed of 10 m.p.h. Therefore, any upgrading costs required to meet the FRA safety standards must be included in the analysis. The cost of upgrading the individual branch lines was estimated prior to the availability of detailed engineering estimates of the conditions of the ConRail property. Since the release of the PSP, the upgrading costs have been cross-checked with these engineering estimates and have been found to be acceptably accurate but generally conservative.

Net salvage value estimates.—Other testimony contends that the net salvage value applied by the Association in the branch line analysis is excessive. The net salvage value incorporated in the light-density line analysis is recognized as being an *estimate*. The return on net salvage value in the branch line analysis should not be construed as the precise value of the property but an *estimate* of the cost of ownership. These costs amount to

only approximately $2,000 per mile of roadway per year based on an 8.3-percent return on net salvage value. Exclusion of ownership costs from the analysis would have a very small impact on the results of the analysis.

ConRail cost basis.—Witnesses have recommended that the analysis of the branch lines of the smaller carriers be based on the cost and revenue levels that will prevail after their absorption into ConRail. The traffic data base necessary for this type of analysis was not available during the preparation of the PSP. However, the necessary data have been developed for and used in the preparation of this report. In those cases where this approach resulted in the retention of a line, these data are reported in the description material.

End Points and Line Descriptions

The definitions of the lines were the subject of a substantial amount of testimony. Many of the witnesses reviewed the physical characteristics of individual lines. In several instances they recommended changes in the reported milepost limits in order to enable the intention of the recommendation contained in the PSP. The milepost limits of each line have been carefully reviewed. As a result, the descriptions of a large number of the individual branch lines have been corrected.

Subsegmentation

The subsegmentation of the original lines has been a major aspect of the process of reevaluating the recommendations contained in the PSP. The objective of the analysis has been to provide service to all traffic which generates revenue sufficient to offset the involved costs. For example, service to a line which is 15 miles long and generates 500 carloads typically results in a substantial loss. However, if 400 of the involved carloads are generated in the first 2 miles of the line, it is likely that viable service can be provided to that traffic concentration. On the other hand, it is also possible the traffic concentration has the effect of cross-subsidizing the remainder of the branch lines by producing a contribution which is sufficient to offset the loss of the remainder of the line. In both of these instances, the dispositions reflected in the Final System Plan are that service will be provided to the viable traffic concentration near the beginning of the branch line and the remainder of the branch line is not designated for inclusion in the restructured system. *This analytical process of treating subsegments of original lines has enabled the inclusion of a substantial amount of service not recommended for inclusion in the Preliminary System Plan. Overall, the inclusion of portions of 60 lines, which otherwise would have been excluded, was made possible through the use of the subsegmentation procedure.*

Data

Much testimony before the RSPO related to the specific data employed in the individual branch line evaluation. The Association has reviewed both the basic testimony and the RSPO summary of the testimony for each individual line discussed in the PSP. The results of the reevaluation process are reflected throughout the material contained in the dispositions of the individual branch lines.

The volume of traffic generated on individual branch lines was the subject of much of the testimony provided the RSPO. This testimony dealt with the omission from the analysis of traffic shipped in 1973, and traffic increases experienced in 1974 or expected in the near future. This testimony has provided the necessary information to cross-check and to verify the original information base.

The errors in traffic volume have been identified independently as well as in response to the testimony. In some cases the carriers failed to indicate all of the shippers on an individual branch line. In other cases all of the billing stations involved in handling the traffic to individual shippers were not identified. With the testimony complementing cross-checks with the carrier, the existence of such shippers and billing stations have been verified more readily.

Testimony concerning traffic growth since 1973 has been particularly useful. The Association adopted the policy that, where service to a line would be viable with the realization of well documented near term traffic growth projections, the line would be included in the restructured system. All traffic growth projections provided by shippers to the RSPO or directly to the Association have been reviewed for their ability to satisfy these requirements and, where the requirements were satisfied, the line has been included in the restructured system.

The size of the train crew serving branch lines also received comment. For the purposes of reevaluation, no crew larger than four people has been included in the analytical process. Thus, for many of the individual branch lines, the cost of serving the line has declined somewhat from the level reported in the PSP.

The actual or required service frequency and the time required per round trip to serve individual branch lines was reported to be excessive in many cases. Shippers and the RSPO have recommended that a lower service frequency be employed to reduce the on-branch cost and the resulting loss. However, many shippers also stated the reason the traffic volume on an individual branch line is low is because of the infrequent and erratic service. Thus, while reducing the frequency of service will lower the cost and the loss, it may have the effect of driving away traffic. The Association has reviewed the level of service in conjunction with the volume of traffic generated and, where it appears that a

lower level of service would have a minimal impact, the lower level has been used in the reevaluation. While the reduced service frequency does lower the loss generated by the service to the branch line, in no instance was this modification able to change the disposition of a line.

The time required to serve each branch line also has been reviewed and, in some instances, the time has been reduced.

The revenue used in the analysis has produced considerable comment. In many cases, discrepancies in the revenue level were reported in conjunction with higher traffic volumes. In these cases, the revenue and traffic levels were subjected to the cross-checking procedure described above. Many comments indicated that shippers actually had paid more for transporting their freight than was reported. As indicated earlier, only the carrier's revenue is included in the analysis. That is, revenue accruing to non-ConRail carriers is not reported or used. The analysis focused on the viability of the line as part of the restructured system.

Some testimony indicated that general rate increases implemented since 1973 are sufficient to offset the loss reported for certain of the lines. These general rate increases are designed to offset cost increases. The rate increase required to offset the loss, therefore, is in addition to general rate increases.

The treatment of the out-of-service lines in the PSP also received comment. These lines have been studied to assess the date each was last served, the reason for the absence of service, the potential for near term traffic growth, and their ability to serve fossil-fuel reserves. As a result of this analysis, some lines were found necessary to serve near term traffic development sufficient to support viable rail service. These lines will be included in the restructured system.

Of the remaining out-of-service lines, 64 percent are not served because there is no demand for service. The remainder are not served because of the condition of the roadway. The results of this analysis are contained in section B of this appendix.

2. The Analytic Procedure

A detailed description of the assumptions concerning the appropriate level of aggregation, time frame, traffic retention level and appropriate costing theory used by the Association in its analysis of the branch lines are contained in PSP (chapters 7, 16 and 17).

Assessment of an individual rail line segment's economic viability is influenced by the level of aggregation adopted for the analysis. That is, individual segments can be regarded as isolated operating entities, as integral parts of a carrier's system or as part of the regional or national system. (A discussion of these three alternatives is contained in pp. 338 and 339 of the PSP.)

The Association's analysis treats individual lines as integral parts of the carrier. There are several advantages to adopting this framework. It eliminates the need to allocate revenue: the revenue accounts of the carrier incorporate the effects of rate structure and the divisions of through rates. In effect, this approach accepts the present pattern of revenues and proceeds to an appraisal of the relevant costs. The revenues derived by an individual carrier are readily available from the waybill for local movements and from interline abstracts (the document used in settling intercarrier revenue divisions) for interline movements.

Identification of the relevant carrier costs of a movement involving the branch line is more complex. It requires accurate estimation of both the on-branch costs and the off-branch costs incurred in transporting the branch line traffic. The estimation of off-branch costs must be based on average variable unit costs. Many characteristics of each individual carload movement are available, however, and the average variable unit costs can be related to these characteristics readily. On-branch cost estimation can follow a more specific procedure because of the specificity of the available data and information, although cost allocation procedures still must be used.

Time Frame

Both past and expected future costs are relevant to the determination of a line's viability (see PSP p. 339). The past is relevant because it embodies information concerning such factors as service levels, traffic trends and deferred maintenance. The future is relevant because the discounted present value of revenue and costs is the proper quantification of the line's self-sufficiency. However, practical constraints preclude such an analysis.

The analytical results include detailed consideration of each line's financial self-sufficiency under traffic, revenue and estimated cost levels which prevailed in 1973 and an estimation of realizable revenue increases and traffic growth due, for example, to the location of a new shipper on the line.

A line-by-line evaluation of traffic growth has two basic elements. First, because the data used in the analysis relates to 1973, new firms have come into existence and the existing shippers could have increased their use of rail service. Second, a line may realize the necessary traffic growth in the near term to become self-sufficient. In both cases, the involved lines represent prudent business investments.

More current carrier information has been analyzed to assist in the identification of traffic growth which already has been realized. The major sources of the needed information concerning traffic growth are the testimony provided at the RSPO hearings, the communications which have been received directly from individual shippers, information provided by public

agencies such as the state departments of transportation and information provided by the railroads. Where the verified information indicates that the traffic growth will enable self-sufficiency, the involved line segment has been recommended for inclusion in the Final System Plan. It should be noted that the ConRail tonnage is not expected to again reach the 1973 level until 1980.

Despite these efforts to consider potential traffic growth, most of the analysis has, by necessity, been based on recent actual data. This approach implicitly assumes future revenue and cost levels will retain their current relationship at constant volumes of traffic. Although rate increases tend to lag cost increases, over a long period of time they exhibit a reasonably constant relationship. The assumption that the traffic volume will remain constant is optimistic, given the general downward trend in branchline traffic levels.

Traffic retention factors and the proportion of traffic likely to be retained by the railroad after abandonment affect the revenue level used in the analysis. The higher the retention factor, the lower the revenue lost in the event service is discontinued. It is the revenue which would be lost which should be used in the analysis. Accurate estimation of retention factors is difficult because they depend on the ability of the traffic to use intermodal or transloading services effectively, the proximity of the shippers to alternative rail service, the associated costs, shipper satisfaction with rail service in general and the availability of cost-effective alternative modes.

Experience on the Penn Central indicates a general retention factor of approximately 25 percent. Although this retention factor may be reasonably accurate for the system, there appears to be no support for its use on any given line.

Due to the difficulties involved in estimating the value of each of these factors, it has been assumed that all traffic will be lost to the system. This assumption has the effect of overstating the probable revenue loss associated with the discontinuance of service.

Costing Concepts

The economic costs relevant to a given analysis (incremental, variable, avoidable and marginal) depend on the relevant time frame and whether output is increasing, constant or decreasing. The variability of the costs of production differs with the type and magnitude of the output changes.

In theory, because ConRail does not now own any track or equipment or provide any service and employs few people, all costs are completely variable. However, most existing traffic will receive service. Therefore, traffic on the branch lines under study represents service which is incremental to that which certainly will be handled.

Within this framework, all costs which will be incurred in the ownership, maintenance and operation of the branch line itself are variable and are properly included in the analysis. The relevant costs of handling the traffic beyond the branch line itself are those which will vary with the decline in the traffic level.

Theoretically, inclusion of these costs can be handled by direct assignment or by allocation. Obviously, the best approach is to identify each cost incurred in producing service. However, due to the existence of joint and common costs and the fact that railroads produce a multitude of services, the specific cost of each service cannot be identified separately, and the variable costs must be estimated.

In the branch line viability analysis, the on-branch services (where only freight or passenger service is provided) are identifiable separately. Therefore, the costs can be associated directly with known service units and levels. For the off-branch movements, the costs of handling the traffic from the branch lines cannot be segregated from those of cars generated elsewhere on the system. For these off-branch movements, a cost estimation procedure is essential.

Though it is difficult to reduce costs in the very near term, the system does adjust: yard work declines, car needs are modified, train miles are reduced, billing and clerical costs decline. Plant reductions are less likely to occur and the Interstate Commerce Commission cost formulas recognize this by assigning low variability to these cost items.

Cost Assumptions

USRA's basic procedure identified the carloads and revenue generated by each line and estimated the variable costs engendered by the provision of the involved service. The costs are those of producing a service which is secondary or incremental in nature, within a medium-run time frame (i.e., 5–10 years), with only minimal track upgrading and with operating efficiences anticipated from the restructured system. Two additional assumptions were made concerning the existence of passenger service and through or overhead freight service.

First, where commuter service is provided over a line either owned or leased directly by a commuter authority, the analysis of local freight service was undertaken with the exclusion of ownership costs. Similarly, in those situations where Amtrak (or a public agency) will acquire a line for the provision of intercity passenger service, the analysis of local freight service excluded ownership costs. For all other lines now used for passenger service, no costs were excluded from the analysis of local freight service.

Second, where a line currently has through freight service and is programmed for such service in the restructured system, local freight service will continue to be provided to the line. Where such through freight

service is not programmed, the local traffic must support the costs of the line and the service received.

The analysis was based on the carriers' 1973 traffic, revenue and unit costs and assumed efficient operations. The basic steps were as follows:

1. Establish *total* branch line-generated revenue for the carrier.

2. Then subtract in the following order these cost items:

a. on-branch operating costs,
b. on-branch maintenance costs,
c. on-branch return on net salvage value,
d. on-branch overhead costs,
e. off-branch operating costs, and
f. upgrading costs ($\frac{1}{10}$ of the total).

Total branch-generated revenue includes all revenue derived from transportation services provided on the line. In almost all cases, this revenue is the freight revenue realized by the carrier from traffic originating or terminating on the branch.

On-branch operating costs consist of locomotive costs, caboose costs, freight car costs and crew costs, which are included on the basis of carrier average unit variable cost per mile, hour or day. (Alternative approaches are discussed on pp. 346–352 of the PSP.)

Locomotive costs are based on the carrier's average total investment, repair and operating costs per locomotive unit hour. The carrier's total costs for locomotive repair, retirement, depreciation, rent and fuel were extracted from the Carrier's Annual Report (R–1) to the Interstate Commerce Commission (ICC). These costs are supplemented by indirect maintenance and labor costs and a 7.2 percent return on net investment.

Freight car costs are developed on a commodity-specific basis for both car days and car miles. The on-branch car costs are then developed in two parts. The mileage element is based on the location of the station on the line and the use of an assumed 100 percent empty return factor between the shipper's siding and the junction of the line under study with its connecting line (generally a secondary or feeder line).

The car day costs are more complex in development. The car time spent on the branch has five components: time waiting at the local yard (the yard where cars are switched for delivery to the branch; the yard is often not on or adjacent to the line), travel time from the yard to the shipper, "free" time at the shipper's siding, time waiting for the train and travel time from the shipper's siding to the local yard. The duration of most of these elements largely depends on the number of times the branch is served each week (see PSP pp. 346, 347).

Caboose costs were included on a basis which is similar to the freight-car costs. Though there are no published per diem rates for cabooses, a caboose has approximately the same retail value as an equipped automotive boxcar. Therefore, the average per diem costs of this car type were used as a surrogate for caboose costs.

The final element of on-branch operating costs is crew costs. Crew costs are included in the analysis on the basis of the crew size and the crew time spent on each line.

On-branch maintenance costs and on-branch rehabilitation or upgrading costs are directly interrelated and must receive simultaneous treatment. The maintenance expenditure which *must* be spent to retain the integrity of the line depends on its usage. The alternatives are maintenance of the line in minimum safe operating condition (i.e., FRA Track Class I standards) or maintenance at a higher standard, which is conducive to greater operating efficiency. The costs used were those associated with upgrading the line to FRA Class I standards, annualized over 10 years (without interest costs), and the costs of maintaining the line at that standard.

The current condition of a line is a function of past maintenance practices. Most light-density lines have received little or no maintenance in recent years. Continued operation requires maintenance expenditures into the future, however, and the cost of this required level of maintenance is an issue in the analysis of a line's self-sufficiency.

The Association prepared detailed estimates of the cost of totally rehabilitating a branch line and maintenance of the line at that standard for a 50-year period and of the cost of upgrading a line only to meet FRA Class I requirements and maintenance at that standard for a 50-year period. (The results of this analysis are explained on pp. 348 and 349 of the PSP.)

Based on this analysis, total rehabilitation of light density lines is not economically justified over minimal upgrading, considering only the resulting lower operating and maintenance costs. Based on the average hourly cost of a locomotive and 3-man crew, operating savings resulting from higher speeds under rehabilitation would require nearly 700 round trips per year over the line—a level of service far beyond that of a light-density line.

The branch line analysis, accordingly, included only nominal upgrading costs and the cost of maintaining the line at that standard. The upgrading costs were based on the number of ties, miles of track, turn-out repairs and grade-crossing repairs required to bring the line into compliance with FRA Class I requirements.

All the costs of upgrading the line were not included in the first year; even though expenditures will be made in the first or second years to meet safety standards. Instead, these costs were annualized over a 10-year period. The required investment is the result of cumulative deferred maintenance and should not be borne entirely in

a single expense period. The use of a 10-year annualization period may well be longer than is justified by the risk of traffic erosion on light-density lines.

The *return on net salvage value* is included as an estimate of the opportunity cost to the carrier of continued operation. For a carrier to purchase a line, it should expect to realize a return on the required investment. At the time of the analysis, however, the purchase price of any given line was unknown. The relevant cost is the estimated return which could be received by placing the asset in alternative use. Therefore, the estimated opportunity cost is the return on net salvage value foregone by continuing the line in service.

Return on net salvage value should be distinguished from net liquidation value since the latter considers all of the economic consequences of abandonment, including the effect of abandonments on present commodity prices.

The gross salvage value includes an estimated resale value of the steel, reusable ties and land (see PSP pp. 349 and 350). It must be noted that the data used to determine net salvage value represent only a preliminary estimate. The rate of return applied to the net salvage value was 8.3 percent. This is an estimate of the 1975 U.S. Treasury Bond rate plus 0.3 percent for administrative costs.

On-branch overhead costs include only an estimate of the supervision required for maintenance-of-way and train-crew employees, required clerical support and the cost of employee injuries and property damage. Supervisory expenses include only the estimated costs of first and second line supervisors: a track supervisor and his immediate supervisor in the case of maintenance-of-way, and a trainmaster or assistant trainmaster and his immediate supervisor for train crews (see PSP p. 350).

The off-branch operating costs incorporate gross ton-mile costs, switching costs, loss and damage costs, car costs and clerical costs.

All but car costs and loss and damage costs were developed using the ICC's Rail Form A costing procedure.

The gross ton-mile cost has three elements. The first is primarily the variable cost of maintenance-of-way. The second is a locomotive variable unit-mile cost, prorated over the average trailing gross tons per through train. The third is train-mile variable costs, also prorated over the average trailing gross tons per through train. The resulting unit costs are applied to the off-branch gross ton-miles of the branch-generated traffic.

The variable switching costs are developed on a per unit basis for each of three types of car-switching service: road train to industry switch for traffic originated or terminated on the branch lines and terminated or originated elsewhere on the system, interchange switches for interline traffic (including empty return) and intertrain switches based on two at the local yard plus one every 200 miles of line haul.

Clerical costs are the average billing cost per car. The loss and damage costs are the total of such costs incurred by commodity allocated on a per-ton basis.

The freight car costs are developed as the weighted average car costs classified by commodity using the AAR Car Hire Master List. The resulting mile costs are applied to the off-branch car miles, including circuity and empty return. The car days are calculated on the basis of: 4 days for terminal switching, one-half day for each interchange and intertrain switch and 1 day for each approximately 500 miles of line-haul or fraction thereof. These procedures result in 5.5 car days for a 1,000-mile interchange move compared to an estimated 7 days under current operations.

Because this complex analysis must be applied to more than 10,000 miles of railroad, it has been computerized. *However, the characteristics of each line are unique and therefore each has been subjected to individual review and evaluation.*

3. Results of the Analysis

A total of 11,883 miles of light-density lines were identified as requiring detailed analysis of which 1,191 miles presently are not being served. The line-by-line results of the analysis of the active rail lines are contained in the remainder of this section of the appendix. The disposition of out-of-service lines is reported in section B of this appendix.

The 10,692 miles of active roadway subjected to detailed analysis generated 1,280,000 carloads and $397 million in revenue in 1973. The restructured system will retain 4,935 miles of the active roadway studied (46 percent of that studied). This trackage generated 1,132,000 carloads and $351 million in revenue (88 percent of the carloads and revenue studied).

The 5,757 miles of active roadway excluded from the restructured system (54 percent of those studied) carry only 12 percent of the carloads and account for only 12 percent of the revenues studied (148,000 carloads and $46 million of carrier revenues). Service to this traffic resulted in an *operating* loss of $33 million. This loss is an average of $223 per carload or $5,732 per mile of roadway compared to an average revenue of $311 per carload or $7,990 per mile of roadway. *In addition*, the cost of upgrading these lines to meet minimum safety standards amounts to at least $51 million or an average of $8,859 per mile of roadway, based on their condition at the time of analysis. Note that the loss is based on 1973 dollars. Since that time, railroad costs have increased substantially and the traffic level has declined. Therefore, the curent loss is likely to be higher than that reported above.

Proposals by solvent carriers to acquire portions of the traffic generated on lines not designated for inclu-

sion in the system have the potential for reducing by 57,000 carloads (39 percent) the traffic which would be lost as a result of this analysis. If all of this traffic is acquired by solvent carriers, the number of carloads lost is reduced to 91,000 instead of the original 148,000. The amount of the traffic to receive continued service from solvent carriers and the newly constructed system then stands at 98.6 percent of that handled by the eight bankrupt carriers in 1973.

State action under Title IV of the Act will preserve service to a portion of the remaining traffic. At this time, however, the extent of this action is unknown.

TABLE OF CONTENTS

Line-by-Line Analyses and Dispositions

State and Canada	*Page*
Canada	29
Connecticut	31
Delaware	49
Illinois	61
Indiana	79
Maryland	125
Massachusetts	139
Michigan	155
New Jersey	205
New York	241
Ohio	313
Pennsylvania	379
Rhode Island	483
Virginia	487
West Virginia	489

A numerical index to the Light Density Line Analyses and Dispositions begins on page 533.

MAP KEY →

The following symbols are used on the individual maps accompanying the following line analyses:

———	The line segment under discussion
— — —	Other lines of the same railroad
—·—·	Lines of other bankrupt railroads
•••••	Solvent railroads
●	End-point of line segment under discussion
○	Other towns or junction points

CANADA

Within Canada

PC

USRA Line Number	Terminals	Page
715	Comber to Leamington	29
716	McGregor to Amherstburg	30

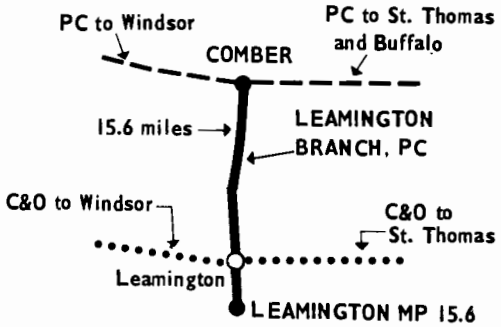
International

101a	Welland, Ont. to Black Rock, N.Y.	30

LEAMINGTON BRANCH

USRA Line No. 715

Penn Central



The Leamington Branch, formerly part of the New York Central RR, extends from *Comber* (Milepost 0.0) to *Leamington, Ont.* (Milepost 15.6), a distance of *15.6 miles*, in Ontario Province, Canada. At Comber, this line connects with the PC Buffalo-to-Chicago Line via Canada. A connection is made with the Chesapeake & Ohio Buffalo-Windsor Line at Leamington.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Staples	112
Blytheswood	149
Leamington	3,295
Total carloads generated by the line	3,556
Average carloads per week	68.4
Average carloads per mile	227.4
Average carloads per train	14.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$523,385
Average revenue per carload	$147	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	221,733	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,663	
Cost incurred beyond the branch line	434,545	
Total variable (avoidable) cost		677,941
Net contribution (loss): total		(154,556)
Average per carload	(43)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 96 crossties per mile).

The abandonment or subsidization of this line is subject to control by the Canadian Transport Commission (CTC). It is recommended that ConRail file the documents necessary for abandonment with the CTC at the earliest possible date.

Chessie has expresed interest in acquiring that portion of the line at *Leamington only*. Such action would also require CTC approval.

Disposition

The Leamington Branch shall be transferred to the Consolidated Rail Corp. *but is recommended for abandonment or subsidy as soon as necessary CTC approval can be obtained.*

The portion of this line necessary to serve the traffic generated at Leamington shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 3,295 carloads or approximately 93 percent of the traffic generated on this line.

PORTION OF THE AMHERSTBURG BRANCH

USRA Line No. 716

Penn Central

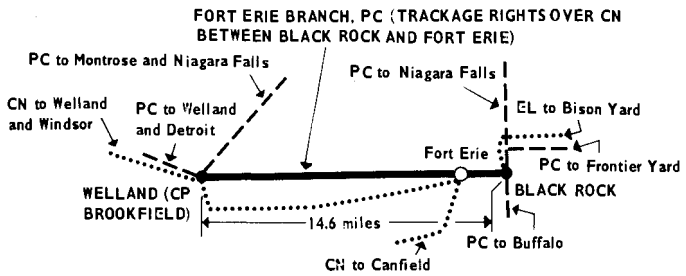
This portion of the Amherstburg Branch, extending from *McGregor* (Milepost 7.9) to *Amherstburg, Ont.* (Milepost 16.9), a distance of *9.0 miles*, in Ontario, Canada, a line which was recommended for inclusion on page 381 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

INTERNATIONAL LINES

PORTION OF FORT ERIE BRANCH

USRA Line No. 101a

Penn Central



This portion of the Fort Erie Branch, formerly part of the New York Central RR, extends from *Black Rock, N.Y.* (Milepost 7.0) to *Welland, Ont.* (Milepost 13.7), a distance of *14.6 miles*, in Erie County, N.Y., and the Province of Ontario, Canada. The portion from Black Rock to Fort Erie, Ont. (CN Milepost 7.9; PC Milepost 0.0) is via trackage rights over the CN. Continuations of this line extend from Black Rock eastward via Penn Central to Buffalo and Albany, and northward to Suspension Bridge and Niagara Falls. At Welland continuations extend westward via Penn Central to Detroit, northward via TH&B to Hamilton, and via Canadian National to Canfield, and connection is made with the PC line from Niagara Falls.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fort Erie	146
Total carloads generated by the line	146
Average carloads per week	2.8
Average carloads per mile	10.0
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan." However, shippers contacted by RSPO concerning this line indicated that no major impact would result from abandonment.

Information for Line-Transfer Decision

Revenue received by PC		$39,993
Average revenue per carload	$274	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	106,770	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	14,864	
Total variable (avoidable) cost		121,634
Net contribution (loss): total		(81,641)
Average per carload		(559)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This segment is currently used as part of the route for the Buffalo-Hamilton-Toronto passenger service. An alternate route is available via Suspension Bridge. Amtrak's Buffalo-Detroit service via Black Rock is scheduled to shift to the Suspension Bridge route so that a stop can be made at Niagara Falls, N.Y.

Service to this line generated a loss of $81,641 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 204-percent rate increase.

The abandonment or subsidization of this line (all but 0.5 mile of which is in Canada) is subject to control by the Canadian Transport Commission (CTC). It is recommended that ConRail file the documents necessary for abandonment with the CTC at the earliest possible date.

Disposition

This portion of the Fort Erie Branch is designated for transfer to Consolidated Rail Corp. *but is recommended for abandonment or subsidy as soon as necessary CTC approval can be obtained.*

CONNECTICUT

Intrastate

PC

USRA Line Number	Terminals	Page
41	Willimantic to End of Track at Willimantic	31
46	Hartford to Wethersfield	32
47	Wethersfield to Rocky Hill	33
49	North Cromwell to Middletown	34
50	Hartford to Griffins	34
52	Center Street Branch at Meriden	35
53/53b	Waterbury to Bristol	36
55	Simsbury to Farmington	37
60	New Milford to Canaan	38
61	Norwalk to Bethel	39
62	Glenbrook to New Canaan	39
674	Plainfield to Willimantic	39
675	New Haven to Plainville	41
675a	Plainville to Farmington	41
678	Plainfield to Putnam	41
685	East Hartford to East Windsor	41

Interstate

Connecticut to Massachusetts

40	Webster, Mass. to Southbridge, Mass.	42
44	Hazardville, Conn. to East Longmeadow, Mass.	43
54	Simsbury, Conn. to Westfield, Mass.	43
59	Canaan, Conn. to South Lee, Mass.	45
678a	Putnam, Conn. to Auburn, Mass.	46

Connecticut to Rhode Island

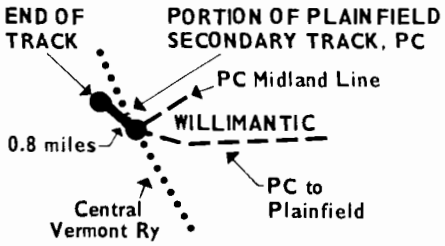
43	Groton, Conn. to Hills Grove, R.I.	47

PORTION OF PLAINFIELD SECONDARY TRACK

USRA Line No. 41

Penn Central

This portion of the Plainfield Secondary Track, formerly part of the New Haven RR, extends from *Willimantic, Conn.* (Milepost 23.3), to *End of Track near Willimantic* (Milepost 24.1), a distance of *0.8 mile*, in Windham County, Conn. The continuation of this line extends eastward from Willimantic to Plainfield (see Line No. 674). This line also connects with the Central Vermont Ry. at Willimantic.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Willimantic[1]	134
Total carloads generated by the line	134
Average carloads per week	2.6
Average carloads per mile	167.5
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

In much of the testimony this line was considered in conjunction with Line No. 674. For these lines combined, the loss of rail service would result in unemployment for 551 people with a loss of more than $5 million in personal income according to the Eastern Connecticut Development Council.

The Connecticut Development Council questions the figures used to determine the viability of the lines.

The Eastern Connecticut Rail Alliance believes Line 41 was mislabeled. USRA ignored a branch from Willimantic to North Windham which serves two companies—The Kendall Co. and Home Gas Corp. They would be 13 miles from any ConRail service if both lines 41 and 674 are abandoned.

Without rail service the Kendall Co. alone would need 800 trucks a year to transport the 350 to 400 rail cars they handle yearly.

Without Lines 678a, 674, 41 and 40 Eastern Connecticut would lose all freight service.

The Norwich & Worcester and the Providence & Worcester Railroads have expressed interest in operating this line.

Consideration should be given to analyzing this line with USRA Line No. 674. This segment appears to be a natural extension of that line and due to its short length seems to be an inappropriate candidate for a subsegment analysis.

Congressman Christopher Dodd testified that in 1974 Line Nos. 41 and 674 combined handled 2,666 carloads.

Information for Line-Transfer Decision

Revenue received by PC	$20,166
Average revenue per carload	$150
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	13,699
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	682
Cost incurred beyond the branch line	28,078
Total variable (avoidable) cost	42,459
Net contribution (loss): total	(22,293)
Average per carload	(166)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 185 crossties (an average of 231 crossties per mile).

Testimony provided at the RSPO hearings indicated that errors existed in the labeling of this line. However, this line was correct as shown. The reported errors involve Line No. 674.

Service to this line generated a loss of $22,293 in 1973. Recovery of this loss would require both an increase in traffic and a rate increase. The traffic density on this line is high enough to permit efficient rail operations. Consideration should be given to a rate increase.

Disposition

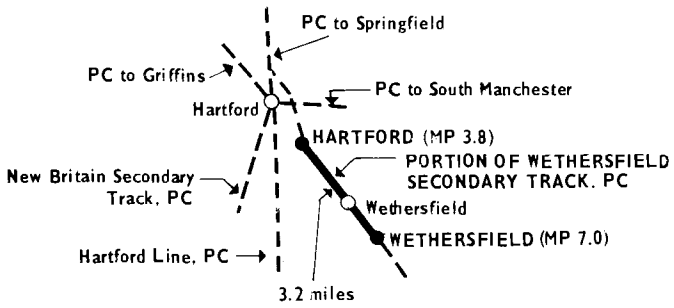
This portion of the Plainfield Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 46

Penn Central

This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from *Hartford* (Milepost 3.8), to *Wethersfield, Conn.* (Milepost 7.0), a distance of *3.2 miles*, in Hartford County, Conn. This line extends southward from Wethersfield (see Line No. 47). The line connects at Hartford with



the Hartford Line, and the Griffins (see Line No. 50), New Britain and Willimantic Secondary Tracks, all PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wethersfield	240
Total carloads generated by the line	240
Average carloads per week	4.6
Average carloads per mile	75.0
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

Testimony received from the Wethersfield-Rocky Hill Committee to Retain Rail Service which reported for USRA Line Nos. 46 and 47 combined stated that rail traffic in 1973 for both segments of the branch was 3,100 cars more than the 312 cars shown in the PSP. These 3,100 cars were generated by firms on the Hartford portion of the line, mostly located in the Regional Market, Brainard Industrial Park and Locust Avenue Industrial area.

Five regular rail users project increased traffic over 1973 of 1,014 cars in 1976, 1,634 cars in 1977 and 1,901 cars in 1978.

Rail service discontinuance on the branch (line segments 46 and 47) would result in an estimated employment loss of 243 and income loss of over $2 million not counting potential losses of Hartford firms using the branch line. Also, there would be about 1,100 more truck trips through two towns bringing increased traffic congestion and noise pollution.

The Connecticut DOT, in discussing Line No. 46, feels that this line should begin at milepost 2.7 instead of 0.0. This would mean retaining the first 2.7 miles. This distance generates 3,100 carloads annually and is profitable. The Connecticut Regional Market, which supplies a significant portion of the food used in the Hartford area is located on this 2.7 mile segment.

The retention of this line is considered very important to the Environmental Protection Agency in its Trans-

portation Control Plans being developed for significant reduction in air pollution in the Hartford, Conn. area.

Information for Line-Transfer Decision

Revenue received by PC		$50,134
Average revenue per carload		$209
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	37,071	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	4,718	
Cost incurred beyond the branch line	39,838	
Total variable (avoidable) cost		81,627
Net contribution (loss): total		(31,493)
Average per carload		(131)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 692 crossties (an average of 99 crossties per mile).

Testimony indicated that 3,100 carloads in Hartford were missed in the Preliminary System Plan. The milepost at Hartford was misspecified and should have been 3.8 to allow continued service to Brainard Industrial Park and the Locust Ave. Industrial area. The above data is the result of reanalysis using the shorter line length and the 1973 Wethersfield traffic.

Service to this line generated a loss of $31,494 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 63-percent rate increase. However, two firms, Better Brands Inc., and Puritan Furniture Mart have presented comprehensive data and information which indicates that the traffic volume generated on this line will increase to approximately 1,000 carloads annually over the next 2 years. The result will be an immediate increase in revenue, which will enable services to this line to become viable.

Disposition

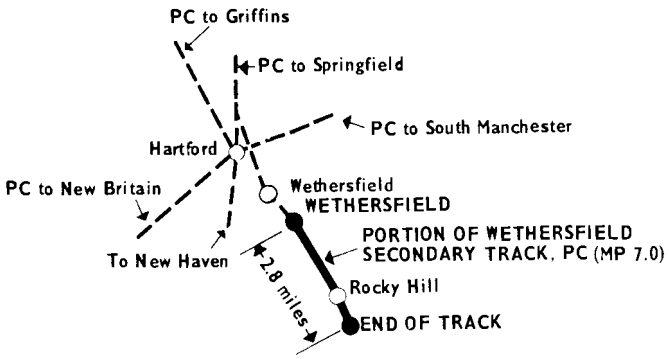
This portion of the Wethersfield Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 47

Penn Central

This portion of the Wethersfield Secondary Track, formerly part of the New Haven RR, extends from



Wethersfield (Milepost 7.0) to the end of the track near *Rocky Hill, Conn.* (Milepost 9.8), a distance of *2.8 miles*, in Hartford County, Conn. The continuation of this line extends northward from Wethersfield to Hartford (see Line No. 46.)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rocky Hill	67
South Wethersfield	5
Total carloads generated by the line	72
Average carloads per week	1.4
Average carloads per mile	25.7
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Wethersfield Rocky Hill Committee to Retain Rail Service, in its testimony, reported for USRA Line Nos. 46 and 47 combined. (See comment under Line No. 46.)

The town of Rocky Hill is developing a 240-acre industrial park. Without rail Line Nos. 46 and 47, the community questions the park's possible success.

It was reported that Connecticut Foundry and United Aircraft, handled 70 and 14 cars, respectively, in 1974.

Connecticut Foundary in Rocky Hill expects to further increase use of rail to 140 carloads annually by switching from truck for coke and pig iron traffic.

The retention of this line is considered integral to the Transportation Control Plans of the Environmental Protection Agency. Significant reduction in air pollution in the Hartford, Conn., area is its main concern.

Consideration should be given to analyzing USRA Line Nos. 46 and 47 as a single line.

Information for Line-Transfer Decision

Revenue received by PC		$20,896
Average revenue per carload		$290
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	27,669	
Cost of Upgrading Branch Line to FRA Class I: (1/10 of total upgrading cost)	7,222	
Cost incurred beyond the branch line	14,853	
Total variable (avoidable) cost		49,744
Net contribution (loss): total		(28,848)
Average per carload		(401)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 815 crossties (an average of 291 crossties per mile).

It was suggested in RSPO testimony that this line be combined with Line No. 46. This approach would involve cross-subsidization and therefore was not pursued.

Service to this line generated a loss of $28,848 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 135-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Wethersfield Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 49

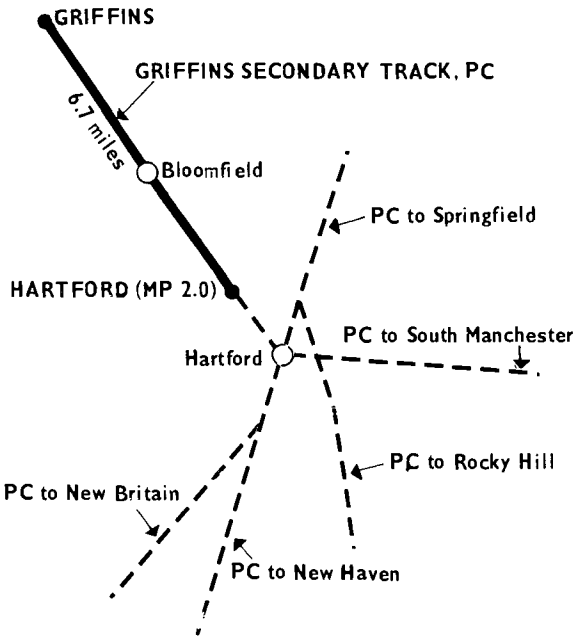
Penn Central

This portion of the Wethersfield Secondary Track, extending from *North Cromwell* (Milepost 13.7) to *Middletown, Conn.* (Milepost 15.6), a distance of *1.9 miles*, in Middlesex County, Conn., a line which was recommended for inclusion on page 385 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

GRIFFINS SECONDARY TRACK

USRA Line No. 50

Penn Central



The Griffins Secondary Track extends from *Hartford* (Milepost 2.0) to *Griffins, Conn.* (Milepost 8.7), a distance of *6.7 miles*, in Hartford County, Conn. This line connects at Hartford with the Hartford Line of the PC and with the Willimantic Secondary Track, the New Britain Secondary Track and the Wethersfield Secondary Track (see Line No. 46), all of them PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bloomfield	241
Griffins	80
Total carloads generated by the line	321
Average carloads per week	6.2
Average carloads per mile	47.9
Average carloads per train	3.1
1973 Operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Griffins Line User's Association says that operating information for this line should be two trips

per week at 4½ hours each, yielding a savings of $15,000 per year in operating costs over USRA figures and that the upgrading costs should be reduced by $3,100 a year. They stated also that the present yearly usage of this line totals 523 cars.

The Bloomfield Farmers Exchange, Inc., testified they used 175 cars in 1974.

Connecticut Printers also projected they will handle 160 cars of traffic over the line this year (1975). They will average 280 cars a year by the end of 1975.

Congressman William R. Cotter pointed out that Connecticut Printers was not included in USRA's figures, and the potential rail traffic of Nationwide Moving & Storage was not considered. (Note: Connecticut Printers was not shipping in 1973.)

The Industrial Development Committee of the Bloomfield Chamber of Commerce feels that the large amount of land along the line available to industrial development will be in jeopardy if rail service is lost.

The Connecticut DOT has this line under consideration as a potential mass transit corridor.

The retention of this line is considered very important to the Environmental Protection Agency in its Transportation Control Plans being developed for significant reduction in air pollution in the Hartford, Conn. area.

An inconsistency is noted in that the USRA states that this line requires no upgrading to meet FRA Class I requirements; however, a figure of $14,691 is listed as the cost of replacing the crossties necessary to upgrade this line.

Information for Line-Transfer Decision

Revenue received by PC		$93,113
Average revenue per carload	$290	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	80,546	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading	12,544	
Cost incurred beyond the branch line	65,389	
Total variable (avoidable) cost		158,749
Net contribution (loss): total		(65,366)
Average per carload	(204)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would involve the replacement of a total of 2,500 crossties (an average of 373 ties per mile).

Service to this line generated a loss of $65,366 in 1973. Recovery of this loss would require approximately a 235-percent increase in traffic or a 70-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

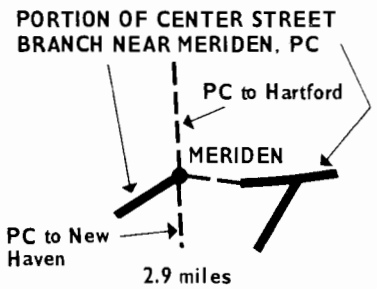
Disposition

The Griffins Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CENTER STREET BRANCH (NEAR MERIDEN)

USRA Line No. 52

Penn Central



This portion of the Center Street Branch, formerly part of the New Haven RR, extends *2.9 miles at Meriden*, in New Haven County, Conn. At Meriden, this line connects with the Hartford line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Meriden[1]	64
Total carloads generated by the line	64
Average carloads per week	1.2
Average carloads per mile	22.1
Average carloads per train	1.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Testimony concerning this line showed substantial interest in its potential if rehabilitated. The York Hill Traprock Quarry Co. bought 1.49 miles of the line in the eastern end of the city of Meriden in 1968, after it

was abandoned, with the understanding that the line from its point of abandonment to the main line would be rehabilitated by Penn Central. Penn Central did not restore the trackage leaving York Hill unable to use the line. If the branch were made usable again, the company says it could receive up to 1,400 cars a year of washed sand from a plant in Springfield, Mass.

Union Manufacturing Co. projects 61 carloads of coal annually if they change from an oil to coal boiler system. Decision is based on availability of service.

Northeast Lumber Sales reported it had used the line for 72 cars in 1973 instead of the 64 stated in the report.

Information for Line-Transfer Decision

Revenue received by PC		$27,683
Average revenue per carload	$433	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	24,197	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,825	
Cost incurred beyond the branch line	14,083	
Total variable (avoidable) cost		41,105
Net contribution (loss): total		(13,422)
Average per carload	(210)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 780 crossties (an average of 269 crossties per mile).

Northeast Lumber Co. indicated that it shipped 72 cars in 1973 vs. the USRA figure of 64. The 8 carload difference would reduce the reported loss to approximately $11,722. Testimony received from York Hill Traprock Quarry Co. suggested that this line might be considered a candidate for the subsidy provisions.

Service to this line generated a loss of $13,422 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 48-percent rate increase. Available traffic growth data is speculative, indicating that continued service to this line be predicated on the provision of a rail service continuation subsidy.

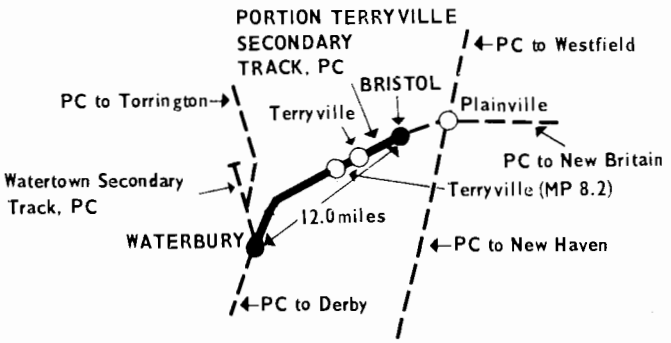
Disposition

This portion of the Center Street Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE TERRYVILLE SECONDARY TRACK

USRA Line No. 53/53b

Penn Central



This portion of the Terryville Secondary Track, formerly part of the New Haven RR, extends from *Waterbury* (Milepost 0.0) to *Bristol, Conn.* (Milepost 12.0), a distance of *12.0 miles*, in Hartford and Litchfield Counties, Conn. A continuation of this line runs from Bristol to Plainville and beyond. At Waterbury, the line connects with the Waterbury Branch of the PC. It also connects at Highland Junction (Milepost 0.4) with the Torrington Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Terryville	145
Bristol [1]	402
Total carloads generated by the line	547
Average carloads per week	10.5
Average carloads per mile	45.6
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	156
Estimate time per round trip (hours)	6.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only shippers actually on this segment.

Public Comments on Preliminary System Plan

Hubbard Hall Chemical Co. stated that the line is profitable and contributing over $45,000. Of the 250 cars received annually by Hubbard Hall, 100 contain lethal gases which require special equipment and handling and necessitated a specially constructed plant costing $600,000.

The Central Connecticut Regional Planning Agency and the Bristol Chamber of Commerce urged that approximately the last 3 miles of the line serving a $3 million furniture plant, and a General Motors plant, be included in the system. According to the Chamber of

Commerce, this New Departure Hyatt Division of GM had used a total of 439 cars in 1973. Including this part of the track would earn ConRail an estimated revenue of $183 per car.

According to the General Electric Co. and the Railway Clearance Association, this track is a clearance route of Penn Central from Upstate New York through Poughkeepsie, N.Y.; Danbury, Conn.; Waterbury, Conn.; Hartford, Conn.; and south to New Haven. It is required for large-dimensional shipments into the Hartford and New Haven areas.

Congressman Tobey Moffett reported five round trips are made weekly instead of the one reported by USRA.

The 402 cars reported by USRA as attributable to Bristol for 1973 should be 475 according to the Central Connecticut Regional Planning Agency and the Connecticut DOT.

Hubbard Hall reports 147 cars detoured over this line because they were over-dimensional. This makes a total of 766 cars for the line.

Information for Line-Transfer Decision

Revenue received by PC		$186,309
Average revenue per carload	$341	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	140,002	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,594	
Cost incurred beyond the branch line	127,506	
Total variable (avoidable) cost		277,102
Net contribution (loss): total		(90,793)
Average per carload		(166)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,580 crossties (an average of 215 crossties per mile).

Although service to the entire line generates a loss, service to the line from Milepost 8.2 to Milepost 12.0 (serving shippers at Bristol and Terryville) would generate $185,925 in revenue and $191,668 in costs with a resulting net loss of only $5,743 or $11 per carload. A 10-percent growth in traffic or a 3-percent rate increase would make this portion of the line financially self-sufficient.

The remainder of this line from Milepost 0.0 to Milepost 8.2 serves no shippers but is required as a connecting local freight service route to the Connecticut Valley line in order to minimize future need to use the New York to Boston high speed passenger route for this freight service.

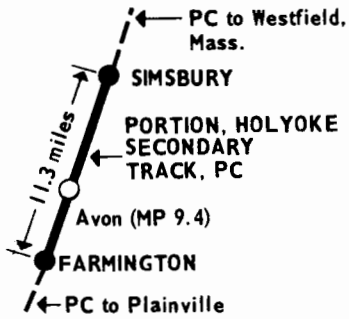
Disposition

This portion of the Terryville Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 55

Penn Central



This portion of the Holyoke Secondary Track, formerly part of the New Haven RR, extends from *Farmington* (Milepost 3.4) to *Simsbury, Conn.* (Milepost 14.7), a distance of *11.3 miles*, in Hartford County, Conn. Continuations of this line extend southward from Farmington and northward from Simsbury (see Line Nos. 675a and 54).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Avon	204
Simsbury	102
Total carloads generated by the line	306
Average carloads per week	5.9
Average carloads per mile	27.1
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Canal Line Rail User Association indicates that errors in cost figures used by USRA amount to $141,000.

It appears that USRA failed to include Eastman Color Printing Co.'s traffic. They handled 94 carloads in 1973, 444 in 1974, and project 500–600 carloads annually after that date.

Sanford & Hawley, Inc.'s, traffic increased to 100 carloads in 1974.

Loss of rail service will result in termination of 22 employees, $150,000 in State taxes and $8,300 in local taxes.

New industry is hesitating to locate in the Avon Industrial Park due to the uncertain future of rail service.

Local highways are not sufficient to handle the added volume by trucks if rail service is discontinued.

This line is the only route in Connecticut capable of handling high-wide shipments such as transformers.

The retention of this line is considered important to the Environmental Protection Agency in its Transportation Control Plans being developed for significant reduction in air pollution, in the Hartford, Conn. area.

The number of round trips per year and the estimated time per trip were questioned.

Consideration should be given to the impact of a change in frequency of service in order to reduce on-branch costs.

Information for Line-Transfer Decision

Revenue received by PC		$94,604
Average revenue per carload	$309	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	105,932	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,465	
Total variable (avoidable) cost		172,397
Net contribution (loss): total		(77,793)
Average per carload	(254)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 3.4 to Milepost 9.4 (serving shippers at Avon who generated 204 carloads in 1973) would generate $64,020 in revenue and $102,626 in costs with a resulting loss of $38,606. However, shippers on this portion of the line (including Eastman Color Printing which began using rail service late in 1973) generated 514 carloads in 1974. The higher 1974 traffic level resulted in a loss of only $12,660. Recovery of costs would require approximately a 22-percent increase in traffic or a 7-percent rate increase over the 1973 levels.

Service to the remainder of the line (from Milepost 9.4 to Milepost 14.7 serving shippers at Simsbury who generated 102 carloads in 1973) would generate $30,584 in revenue and $67,798 in costs with a resulting loss of $37,214. Recovery of costs would require approximately a fourfold increase in traffic or a 122-percent rate increase over the 1973 levels.

Disposition

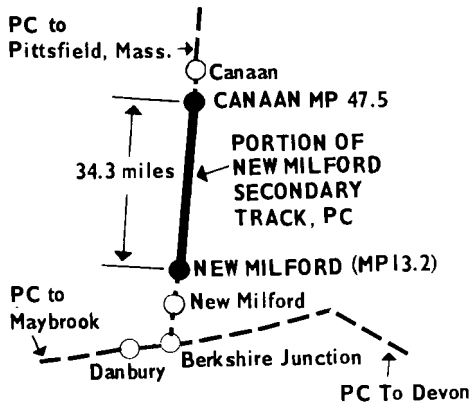
The portion of the Holyoke Secondary Track from Milepost 3.4 to Milepost 9.4 shall be transferred to the Consolidated Rail Corp.

The portion of the Holyoke Secondary Track from Milepost 9.4 to Milepost 14.7 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes of rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF NEW MILFORD SECONDARY TRACK

USRA Line No. 60

Penn Central



This portion of the New Milford Secondary Track formerly part of the New Haven RR, extends from *New Milford*, (Milepost 13.2) to *Canaan, Conn.* (Milepost 47.5), a distance of *34.3 miles*, in Litchfield County, Conn. This line connects at Canaan with the Canaan Secondary track of the PC (see Line No. 59). A continuation of this line runs from New Milford to Berkshire Junction, near Danbury.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gaylordsville	6
Kent	37
Cornwall Bridge	12
Falls Village	2
Total carloads generated by the line	57

Commerce, this New Departure Hyatt Division of GM had used a total of 439 cars in 1973. Including this part of the track would earn ConRail an estimated revenue of $183 per car.

According to the General Electric Co. and the Railway Clearance Association, this track is a clearance route of Penn Central from Upstate New York through Poughkeepsie, N.Y.; Danbury, Conn.; Waterbury, Conn.; Hartford, Conn.; and south to New Haven. It is required for large-dimensional shipments into the Hartford and New Haven areas.

Congressman Tobey Moffett reported five round trips are made weekly instead of the one reported by USRA.

The 402 cars reported by USRA as attributable to Bristol for 1973 should be 475 according to the Central Connecticut Regional Planning Agency and the Connecticut DOT.

Hubbard Hall reports 147 cars detoured over this line because they were over-dimensional. This makes a total of 766 cars for the line.

Information for Line-Transfer Decision

Revenue received by PC		$186,309
Average revenue per carload	$341	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	140,002	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,594	
Cost incurred beyond the branch line	127,506	
Total variable (avoidable) cost		277,102
Net contribution (loss): total		(90,793)
Average per carload		(166)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,580 crossties (an average of 215 crossties per mile).

Although service to the entire line generates a loss, service to the line from Milepost 8.2 to Milepost 12.0 (serving shippers at Bristol and Terryville) would generate $185,925 in revenue and $191,668 in costs with a resulting net loss of only $5,743 or $11 per carload. A 10-percent growth in traffic or a 3-percent rate increase would make this portion of the line financially self-sufficient.

The remainder of this line from Milepost 0.0 to Milepost 8.2 serves no shippers but is required as a connecting local freight service route to the Connecticut Valley line in order to minimize future need to use the New York to Boston high speed passenger route for this freight service.

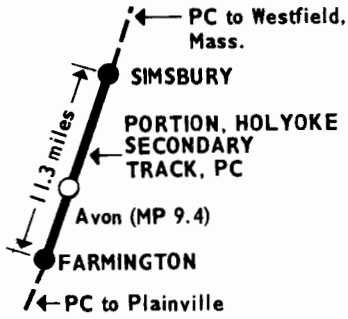
Disposition

This portion of the Terryville Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 55

Penn Central



This portion of the Holyoke Secondary Track, formerly part of the New Haven RR, extends from *Farmington* (Milepost 3.4) to *Simsbury, Conn.* (Milepost 14.7), a distance of *11.3 miles*, in Hartford County, Conn. Continuations of this line extend southward from Farmington and northward from Simsbury (see Line Nos. 675a and 54).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Avon	204
Simsbury	102
Total carloads generated by the line	306
Average carloads per week	5.9
Average carloads per mile	27.1
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Canal Line Rail User Association indicates that errors in cost figures used by USRA amount to $141,000.

It appears that USRA failed to include Eastman Color Printing Co.'s traffic. They handled 94 carloads in 1973, 444 in 1974, and project 500–600 carloads annually after that date.

Sanford & Hawley, Inc.'s, traffic increased to 100 carloads in 1974.

Loss of rail service will result in termination of 22 employees, $150,000 in State taxes and $8,300 in local taxes.

New industry is hesitating to locate in the Avon Industrial Park due to the uncertain future of rail service.

Local highways are not sufficient to handle the added volume by trucks if rail service is discontinued.

This line is the only route in Connecticut capable of handling high-wide shipments such as transformers.

The retention of this line is considered important to the Environmental Protection Agency in its Transportation Control Plans being developed for significant reduction in air pollution, in the Hartford, Conn. area.

The number of round trips per year and the estimated time per trip were questioned.

Consideration should be given to the impact of a change in frequency of service in order to reduce on-branch costs.

Information for Line-Transfer Decision

Revenue received by PC		$94,604
Average revenue per carload	$309	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	105,932	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,465	
Total variable (avoidable) cost		172,397
Net contribution (loss): total		(77,793)
Average per carload	(254)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 3.4 to Milepost 9.4 (serving shippers at Avon who generated 204 carloads in 1973) would generate $64,020 in revenue and $102,626 in costs with a resulting loss of $38,606. However, shippers on this portion of the line (including Eastman Color Printing which began using rail service late in 1973) generated 514 carloads in 1974. The higher 1974 traffic level resulted in a loss of only $12,660. Recovery of costs would require approximately a 22-percent increase in traffic or a 7-percent rate increase over the 1973 levels.

Service to the remainder of the line (from Milepost 9.4 to Milepost 14.7 serving shippers at Simsbury who generated 102 carloads in 1973) would generate $30,584 in revenue and $67,798 in costs with a resulting loss of $37,214. Recovery of costs would require approximately a fourfold increase in traffic or a 122-percent rate increase over the 1973 levels.

Disposition

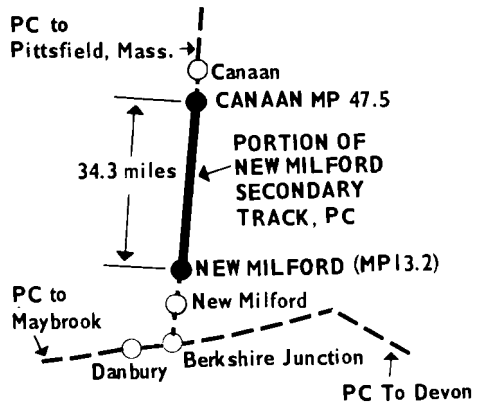
The portion of the Holyoke Secondary Track from Milepost 3.4 to Milepost 9.4 shall be transferred to the Consolidated Rail Corp.

The portion of the Holyoke Secondary Track from Milepost 9.4 to Milepost 14.7 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes of rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF NEW MILFORD SECONDARY TRACK

USRA Line No. 60

Penn Central



This portion of the New Milford Secondary Track formerly part of the New Haven RR, extends from *New Milford*, (Milepost 13.2) to *Canaan, Conn.* (Milepost 47.5), a distance of *34.3 miles*, in Litchfield County, Conn. This line connects at Canaan with the Canaan Secondary track of the PC (see Line No. 59). A continuation of this line runs from New Milford to Berkshire Junction, near Danbury.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gaylordsville	6
Kent	37
Cornwall Bridge	12
Falls Village	2
Total carloads generated by the line	57

Average carloads per week	1.1
Average carloads per mile	1.7
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	31
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

George Wilber, Commissioner of the Connecticut Department of Agriculture, stated that the loss of this line would result in unemployment of 700 people, and would seriously affect farmers of the area who cannot afford an increase in their costs, particularly for grain received from outside Connecticut.

According to the Berkshire Litchfield Environmental Council, Inc. the line is needed for possible future transportation of solid waste from northwestern Connecticut to a Danbury solid waste recovery center to be constructed in the next few years.

The Connecticut Department of Transportation claims loss of this line will destroy future industrial growth and prevent development of possible passenger service on the line.

The retention of this line is considered important to the Environmental Protection Agency in its Transportation Control Plans being developed for significant reduction in air pollution.

Information for Line-Transfer Decision

Revenue received by PC		$25,271
Average revenue per carload	$443	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	227,609	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	29,105	
Cost incurred beyond the branch line	18,202	
Total variable (avoidable) cost		274,916
Net contribution (loss): total		(249,645)
Average per carload	(4,380)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,750 crossties (an average of 109 crossties per mile).

During the reanalysis process, this line was redefined to place all traffic generated at Canaan on Line No. 60. The resulting loss was $178,984. All Canaan traffic now is assigned to Line No. 59 and the mileposts on this line have been adjusted to reflect this change. *New Milford shippers will continue to receive service.*

Service to this line generated a loss of $249,645 in 1973. Recovery of this loss would require approximately a thirty-fivefold increase in traffic or a 1,000-percent rate increase.

Disposition

This portion of the New Milford Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DANBURY BRANCH

USRA Line No. 61

Penn Central

This portion of the Danbury Branch, extending from *Norwalk* (Milepost 43.0) to *Bethel, Conn.* (Milepost 61.0), a distance of *18.0 miles*, in Fairfield County, Conn., a line which was recommended for inclusion on page 390 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE NEW CANAAN BRANCH

USRA Line No. 62

Penn Central

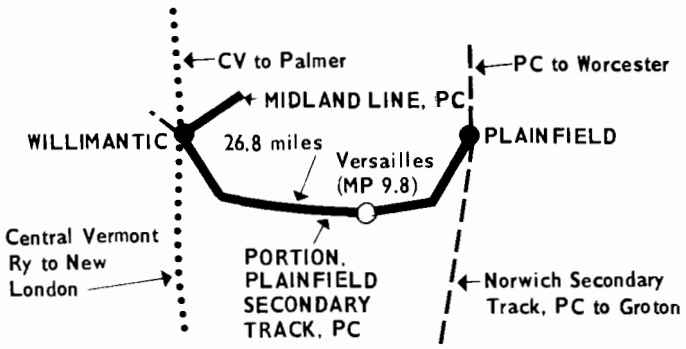
This portion of the New Canaan Branch, extending from *Glenbrook* (Milepost 3.0) to *New Canaan, Conn.* (Milepost 8.0), a distance of *5.0 miles*, in Fairfield County, Conn., a line which was recommended for inclusion on page 390 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PLAINFIELD SECONDARY TRACK AND THE MIDLAND LINE

USRA Line No. 674

Penn Central

This portion of the Plainfield Secondary Track and the Midland Line, formerly part of the New Haven



RR, extend from *Plainfield* (Milepost 0.0) to *Willimantic, Conn.* (Milepost 23.3), and from Milepost 81.9 to Milepost 85.4 *near Willamantic*, a total distance of *26.8 miles*, in Windham and New London Counties, Conn. A continuation of the Plainfield Secondary Track extends a short distance beyond Willimantic to end-of-track (see Line No. 41). The line also connects with the Norwich Secondary Track of the PC at Plainfield (see Line No. 678) and with the Central Vermont Ry. at Willimantic.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Versailles	1,426
Baltic	53
Willimantic [1]	563
Total carloads generated by the line	2,042
Average carloads per week	39.3
Average carloads per mile	76.2
Average carloads per train	20.4
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	10
Locomotive horsepower	1,800
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

In much of the testimony this line was considered in conjunction with Line No. 41. For these lines combined, the loss of rail service would result in unemployment for 551 people with a loss of more than $5 million in personal income according to the Eastern Connecticut Development Council. The Council also questions the figures used to determine the viability of the lines. The Council projected 12,786 more trucks would be needed to handle the freight.

Concern was expressed by Federal Paper Board Co. Inc., whether its two plants between Plainfield and Willimantic would retain service. In 1974 they shipped and received 1,403 rail carloads.

Several who testified expressed concern that without USRA Line Nos. 678a, 674, 41 and 40 Eastern Connecticut would lose all freight service. Farmers depend on these segments for grain and fertilizer shipments.

Both the Norwich & Worcester and the Providence & Worcester Railroads have expressed interest in operating this line.

According to the Eastern Connecticut Rail Alliance and the Eastern Connecticut Development Council, total tonnages shipped to and from Willimantic (includes Agway, American Thread, Mackey's and Olsen's Pet Supply) were 7,770 for 1973 and 8,007 for 1974. Western Grain in Baltic generated 1,500 tons of traffic in 1973 and again in 1974. Firms in Versailles (Amstar and Federal Paper Board, which is located at Milepost 9.6) will be in the portion of the line recommended for service (Milepost 0.0–9.8). They generated 33,400 tons in 1973 and 65,793 tons in 1974.

Central Vermont would have to have outside resources for acquisition and rehabilitation before considering acquisition.

Information for Line-Transfer Decision

Revenue received by PC		$576,874
Average revenue per carload	$283	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	297,787	
Cost of upgrading branch line to FRA Class 1: (1/10 of total upgrading cost)	101,261	
Cost incurred beyond the branch line	341,503	
Total variable (avoidable) cost		740,551
Net contribution (loss): total		(163,677)
Average per carload	(80)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 358 crossties per mile).

RSPO testimony illustrated an error in the decription of this line by USRA. Another 3.5 miles of track was found to exist at Willimantic. A check of the traffic records verified that the traffic volumes had been attributed to Line No. 674. North Windham traffic is billed at Willimantic. The segment was redefined to add 3.5 miles of track. These shippers could be served by the CV.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 9.8 (serving shippers at Versailles who generated 1,426 carloads in 1973) would generate $398,618 in revenue and $414,728 in costs resulting in a loss of $16,110 or $12 per carload. Recovery of this loss would require approxmately a 10-percent increase in traffic or a 4-percent rate increase.

Service to the remainder of the line (from Milepost 9.8 to Milepost 23.3 and from Milepost 81.9 to Milepost 85.4 serving shippers at Baltic and Willimantic who generated 616 carloads in 1973) would generate $178,256 in revenue and $342,387 in costs with a resulting loss of $164,131. Recovery of costs would require approximately a twofold increase in traffic or a 92-percent rate increase over the 1973 levels.

Disposition

The portion of the Plainfield Secondary Track from Milepost 0.0 to Milepost 9.8 shall be transferred to the Consolidated Rail Corp.

The portion of the Plainfield Secondary Track from Milepost 23.1 to Milepost 23.3 shall be offered for sale to the Central Vermont Ry., a profitable railroad operating in the region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

The portion of the Plainfield Secondary Track and the Midland Line from Milepost 9.8 to Milepost 23.1 and from Milepost 81.9 to Milepost 85.4 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CANAL SECONDARY TRACK

USRA Line No. 675

Penn Central

The Canal Secondary Track, extending from *New Haven* (Milepost 2.0) to *Plainville, Conn.* (Milepost 27.5), a distance of *25.5 miles*, in Hartford and New Haven Counties, Conn., a line which was recommended for inclusion on page 392 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE HOLYOKE SECONDARY TRACK

USRA Line No. 675a

Penn Central

This portion of the Holyoke Secondary Track, extending from *Plainville* (Milepost 0.0) to *Farmington, Conn.* (Milepost 3.4), a distance of *3.4 miles*, in Hartford County, Conn., a line which was recommended for inclusion on page 393 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678

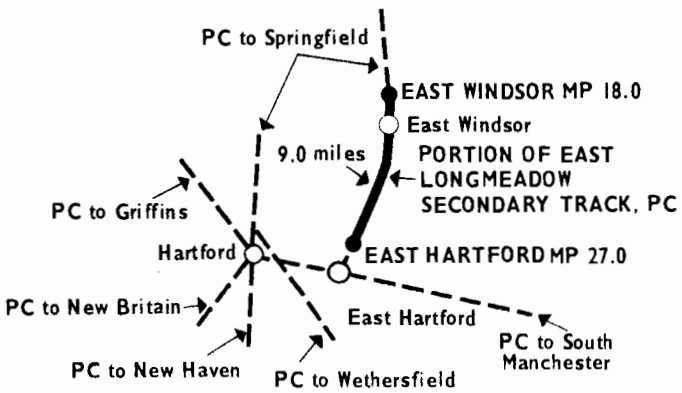
Penn Central

This portion of the Norwich Secondary Track, extending from *Plainfield* (Milepost 28.0) to *Putnam, Conn.* (Milepost 45.8), a distance of *17.8 miles*, in Windham County, Conn., a line which was recommended for inclusion on page 394 of the Preliminary System Plan, is controlled by the Norwich & Worcester RR. Interim service will be provided by Consolidated Rail Corp. or another railroad.

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 685

Penn Central



This portion of the East Longmeadow Secondary Track formerly part of the New Haven RR, extends from *East Windsor* (Milepost 18.0) to *East Hartford, Conn.* (Milepost 27.0), a distance of *9.0 miles*, in Hartford County, Conn. The northerly continuation of this line extends from East Windsor to Hazardville (see Line No. 45) and beyond. At East Hartford the line connects with the Willimantic Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Windsor	514
East Windsor Hill	1,174
East Windsor	173
Total carloads generated by the line	1,861

Average carloads per week	35.8
Average carloads per mile	206.8
Average carloads per train	7.4
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System plan

The Highland-Armory Rail Retention Committee, South Windsor Chamber of Commerce, and Connecticut DOT, testified that the 1,662 carloads attributed to the line by USRA should have been 7,347 carloads with 5,438 carloads projected for 1975. Reduction in 1975 volume is due to a major change in operation by First National Stores, Inc., which in 1974 reduced its traffic from 2,300 cars to 520 cars per year. The Committee also reported that unemployment along the line could be as high as 1,000 if rail service is lost. The Great Atlantic & Pacific Tea Co. alone would lose an investment of $1.3 million.

The Greater Hartford Chamber of Commerce stated there are 1,236 acres of industrial zoned land in their area while South Windsor has over 2,500 acres. Rail service is a great asset when selling an area to interested businesses.

Mayor Richard H. Blackstone, of East Hartford, said the area would need 19,968 trucks to handle the 1973 rail freight volume.

This line reportedly has never been known to be flooded, and can handle high and wide loads.

Congressman Moffett, the Chamber of Commerce, and the Town Manager all said the carloads from South Windsor should have been 1,835 for 1973, not the 509 carloads used by USRA. Congressman Cotter submitted a list of 22 firms whose shipments made up the larger total.

Monsanto was scheduled to open a new plant at Milepost 22.4 in 1975, according to patron listing completed for USRA.

The estimated time per round trip should be reviewed. The estimate of 10.5 hours appears high considering the length of the line and the traffic attributed.

The necessity for rehabilitation should be reviewed. Backing data indicates 25 percent good ties with no rail replacement requirements.

Retention of this line is considered important to the Environmental Protection Agency in its Transportation Control Plans being developed for significant reduction in air pollution in the Hartford, Conn., area.

Information for Line-Transfer Decision

Revenue received by PC	$610,203
Average revenue per carload	$328
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	179,333
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,015
Cost incurred beyond the branch line	448,464
Total variable (avoidable) cost	650,812
Net contribution (loss): total	(40,609)
Average per carload	(22)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,500 crossties (an average of 405 crossties per mile).

This line had to be reanalyzed with the inclusion of East Windsor, which was omitted in the original analysis.

The Association was unable to reconcile the difference in carload figures at South Windsor, although this traffic may be billed at East Windsor Hill.

Service to this line generated a loss of $40,609 in 1973. Recovery of this loss would require approximately a 25-percent increase in traffic or a 7-percent rate increase. The existence of an additional 1,321 carloads at South Windsor, as reported to the RSPO, would change this loss to a contribution of approximately $74,000.

Disposition

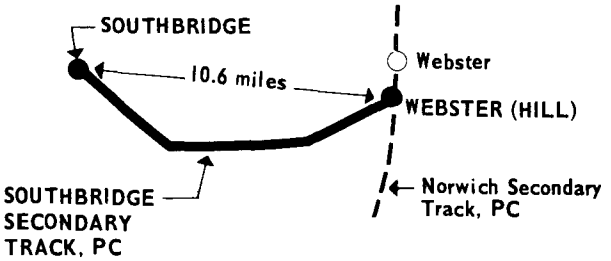
This portion of the East Longmeadow Secondary shall be transferred to the Consolidated Rail Corp.

INTERSTATE LINES

SOUTHBRIDGE SECONDARY TRACK

USRA Line No. 40

Penn Central



The Southbridge Secondary Track, formerly a part of the New Haven RR, extends from *Webster (Hill)* (Milepost 0.5), to *Southbridge, Mass.* (Milepost 11.1), a distance of *10.6 miles*, in Worcester County, Mass. and Windham County, Conn. At Webster (Hill) it connects with the Norwich Secondary Track of the PC (see Line No. 678a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Dudley	110
Sandersdale	1
Southbridge	92
Total carloads generated by the line	203
Average carloads per week	3.9
Average carloads per mile	19.2
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	3

Public Comments on Preliminary System Plan

On March 4, 1975, the Providence & Worcester Co. expressed interest in acquiring and operating this line. P&W testified it would like its proposal concerning this line and USRA Line No. 678a to be incorporated into the Final System Plan. Several parties testified in support of P&W's proposal.

The American Optical Corp. stated that it employs approximately 4,000 people in Southbridge with an annual payroll in excess of $30 million. If rail service is discontinued, the firm estimated that alternative transportation would increase its costs between $60,000 to $70,000 per year. In addition the abandonment would result in a reduction in the company's work force. In 1974, American Optical received approximately 60 rail cars; more than half of which contained silica sand.

According to evidence submitted, L&P Distributions generated 9 carloads over this line in 1974. (See additional comments under Line No. 678a.)

Information for Line-Transfer Decision

Revenue received by PC		$71,374
Average revenue per carload	$352	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	79,982	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,041	
Cost incurred beyond the branch line	51,251	
Total variable (avoidable) cost		144,274
Net contribution (loss): total		(72,900)
Average per carload	(359)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,700 crossties (an average of 160 crossties per mile).

Service to this line generated a loss of $72,900 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 102-percent rate increase. The existence of an additional 13 carloads on this line, as Mass. DOT has claimed, would reduce the loss to approximately $71,600. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

The Norwich & Worcester RR intends to reacquire control of this line and operate it as an independent short-line railroad.

Disposition

The Southbridge Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

Control and operation of this line by the Norwich & Worcester RR would preserve rail service to *all* of the traffic generated on this line.

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 44

Penn Central

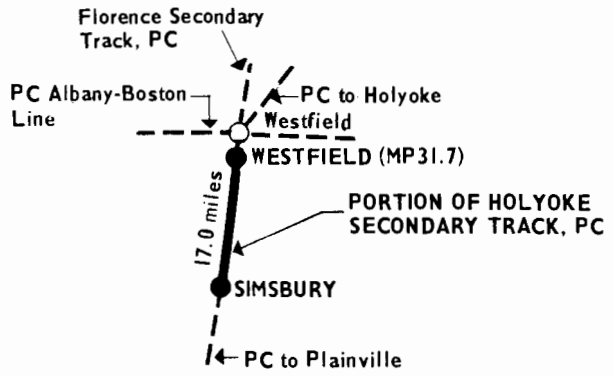
This portion of the East Longmeadow Secondary Track, extending from *East Longmeadow, Mass.* (Milepost 7.0) to *Hazardville, Conn.* (Milepost 12.5), a disance of *5.5 miles*, in Hartford County, Conn., and Hampden County, Mass., a line which was recommended for inclusion on page 397 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 54

Penn Central

This portion of the Holyoke Secondary Track, formerly a part of the New Haven RR, extends from



Simsbury, Conn. (Milepost 14.7) to *Westfield, Mass.* (Milepost 31.7), a distance of *17.0 miles*, in Hartford County, Conn. and Hampden County, Mass. At Simsbury it connects with its own southerly continuation to Farmington, Conn., and Plainville (see Line No. 55), and at Westfield with its northerly continuation to Holyoke, Mass. (see Line No. 683). At Westfield, the line also connects with the Florence Secondary Track of the PC to Easthampton (see Line No. 684) and the Albany-Boston line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Floydville	1
Granby	17
Congamond	1
Southwick	32
Total carloads generated by the line	51
Average carloads per week	1.0
Average carloads per mile	3.0
Average carloads per train	3.4
1973 Operating information:	
Number of round trips per year	15
Estimated time per round trip (hours)	2
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Joint Transportation Committee of the Lower Pioneer Valley Regional Planning Commission reported that only a short section of additional track would have to be included in ConRail in order to provide service to Southwick, Mass. and its industrial park. The Commission recommends that USRA do a cost-benefit analysis of this short section of track to include social and economic factors as well as consideration of financial viability.

The town of Southwick submitted the following traffic data:

Company	Carloads 1973	Carloads 1974
Culbro-Tobacco Div. of General Cigar Co	14	19
Fred B. Arnold & Sons	2	2
Pioneer Dairy, Inc	4	5
Can-Pak Corp	8	8
Robert F. Arnold Tobacco Co	3	3
Gilbert S. Arnold Tobacco Co	3	3
Battistoni Lumber Co [1]	3	3

[1] Battistoni Lumber reports that if an unloading ramp was provided, freight service would increase by 24 cars.

The Columbia Manufacturing Co., Westfield, reported shipping 578 carloads in 1973 and 639 in 1974. If the company had to use trucks exclusively their shipping costs would double, they could not be competitive, and would probably have to go out of business. According to other testimony, however, alternate rail routing would be available to Columbia. (Note: Columbia Manufacturing Co. is not located on this line.)

Information for Line-Transfer Decision

Revenue received by PC		$16,211
Average revenue per carload	$318	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	115,798	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,961	
Cost incurred beyond the branch line	9,914	
Total variable (avoidable) cost		138,673
Net contribution (loss): total		(122,462)
Average per carload	(2,401)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,300 crossties (an average of 135 crossties per mile).

Additional testimony received dealt with the need to keep this line for oversized loads. There are adequate alternative clearance routes.

The distance from Westfield to Southwick is 4.2 miles and retention of this track for 32 cars is unwarranted. Also, as the facility at Southwick is a team track; alternate team tracks are available.

Service to this line generated a loss of $122,462 in 1973. Recovery of this loss would require approximately a nineteen-fold increase in traffic or a 755-percent rate increase.

Disposition

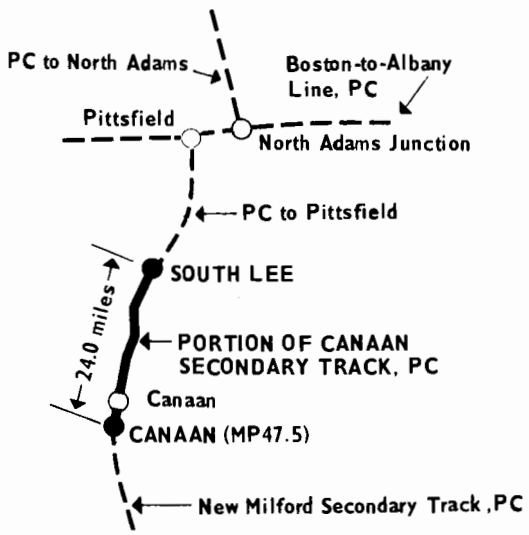
This portion of the Holyoke Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail

rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CANAAN SECONDARY TRACK

USRA Line No. 59

Penn Central



This portion of the Canaan Secondary Track, formerly a part of the New Haven RR, extends from *Canaan, Conn.* (Milepost 47.5) to *South Lee, Mass.* (Milepost 71.5), a distance of *24.0 miles*, in Berkshire County, Mass. and Litchfield County, Conn. A continuation of this line extends northward from South Lee to Pittsfield where it connects with the Boston-to-Albany Line of the PC. At Canaan the line connects with the PC New Milford Secondary Track to New Milford (see Line No. 60).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Canaan	985
Ashley Falls	9
Sheffield	292
Great Barrington	58
Van Deusenville	73
Housatonic	409
Stockbridge	2
South Lee[1]	132
Total carloads generated by the line	1,960
Average carloads per week	37.7
Average carloads per mile	81.7
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	270
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Berkshire County Development Commission (BCDC) stated that USRA included the shippers at Housatonic, Mass. in its figures for the portion of line between Mileposts 71.5 and 66.7 which will be retained in the ConRail System. However, the shippers are at approximately Milepost 64 so it would not receive service.

According to the BCDC discontinuance of service on the trackage between Mileposts 66.7 and 48.3 at Canaan will result in the loss of 400 jobs and $1.5 million in personal income. The Berkshire Line Rail Users' Committee said loss of rail in the area would increase the current unemployment rate of 9.9% to 17.7%.

Fifty out of the seventy people employed at Pfizer Lime, Limestone & Metal facilities at Canaan, Conn. would lose their jobs without rail service. In 1973 this plant generated 877 carloads.

Without rail service U.S. Route 7 will be the primary highway for handling the north-south traffic flow. This highway is inadequate to handle heavy trucks and would need to be upgraded, along with Route 8, at a cost of nearly $20 million.

The Berkshire Railroad Co. is contemplating establishment as a shortline rail carrier from Danbury, Conn., north to Pittsfield, Mass., and from Pittsfield to North Adams, Mass., with operating rights over the Boston and Albany Railroad in Pittsfield. The Company says it is the only one proposing to operate over the entire line.

The Berkshire Line Rail Users' Committee wants service retained and the mileposts changed from 48.3–66.7 to 47.0–66.7. The additional 1.3 miles would include Becton-Dickinson, Inc. on the line. They also claim USRA's 1973 revenue figures for the line did not include Lane Construction Corp., Sheffield, Mass., 333 cars; New England Log Homes, Great Barrington, Mass., 8 cars; Massachusetts Electric, Great Barrington, 10 cars; Berkshire Paper Co., Great Barrington, 29 cars; and others; and that revenue on Line No. 59 was about 10 percent more than shown by USRA.

The Department of the Interior stated that the proposed Route 7 linear park will extend from Norwalk to New Milford, Conn. If Lines Nos. 59 and 60 are abandoned a trail could extend north from New Milford along the Housatonic and Hoosic River Valleys to North Adams, Mass.

The retention of this line is considered important to the Environmental Protection Agency in its Transportation Control Plans being developed for significant reduction in air pollution.

Information for Line-Transfer Decision

Revenue received by PC	$686,317
Average revenue per carload	$350

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	278,950	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27,768	
Cost incurred beyond the branch line	419,987	
Total variable (avoidable) cost		726,705
Net contribution (loss): total		(40,388)
Average per carload		(21)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,500 crossties (an average of 146 crossties per mile).

It was suggested in RSPO testimony that all traffic at Canaan be placed on this line rather than dividing it between Line No. 59 and Line No. 60. The above data reflects this change. Service to this line generated a loss of $40,388 in 1973. Recovery of this loss would require approximately a 15-percent increase in traffic or a 6-percent rate increase.

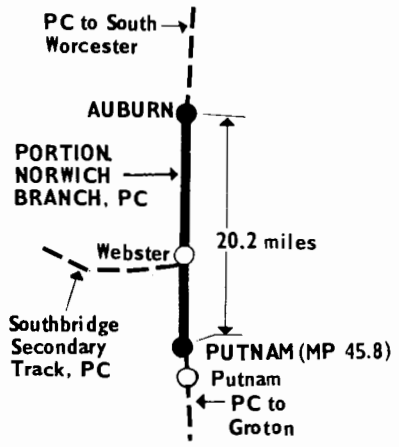
Disposition

This portion of the Canaan Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678a

Penn Central



This portion of the Norwich Secondary Track, formerly part of the New Haven RR, extends from *Putnam, Conn.* (Milepost 45.8), to *Auburn, Mass.* (Milepost 66.0), a distance of *20.2 miles*, in Windham County, Conn. and Worcester County, Mass. Continuations of this line run from Auburn to South Worcester and from Putnam to Plainfield (see Line No. 678). At Webster (Hill) (Milepost 54.9), this line connects with the Southbridge Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grosvenordale	23
North Grosvenordale	149
Webster	187
Oxford	58
Total carloads generated by the line	417
Average carloads per week	8.0
Average carloads per mile	20.6
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	3

Public Comments on Preliminary System Plan

The Providence & Worcester RR testified that it is interested in purchasing and operating this line, and Line No. 40. Their interest is contingent upon the acquisition of a 4-mile section of track between Auburn and the P&W yards (Milepost 66.0 to Milepost 70.1) which has been recommended for inclusion in ConRail. According to the Auburn-Putnam Rail Study Committee, the P&W has the unanimous support of all rail users on the two line segments. The Worcester Area Chamber of Commerce Rail Action Force also supports the proposal.

The Norwich & Worcester again requests USRA to preserve the Worcester to Groton line. They propose reacquisition of possession and control of the property. The company proposes to operate the trackage as an independent short line carrier.

The Rail Study Committee stated that the Webster Spring Co. in Oxford has plans for expansion, dependent on the continuation of rail service. The company projects using 300 cars per year. The firm is in the process of rehabilitating its siding and loading facilities.

The Harry Seder Co. of Webster has initiated a $100,000 expansion, dependent on the continuation of rail service. The company anticipates a 20-percent increase in its rail use in 1975. If rail service were discontinued, the company would close, resulting in the unemployment of 30.

The Plantation Steel Co. in Auburn, which employs 10 to 15 people, with an annual payroll of $100,000, would cease operations if rail service were abandoned.

The Town of Oxford testified that four industries in its community generate 90 carloads per year. The town

anticipates that these industries will increase their shipments in the near future.

The Eastern Refractories Co. of Auburn indicates that it received rail freight amounting to 600 tons in 1973 and 593 in 1974. The firm employs 14 people with an annual payroll of $207,800. The company would be forced to close if rail service were discontinued.

International Paper Co. stated that its Putnam plant generated 780 carloads over this line. The company contends that if this line and Line No. 678 were analyzed together, they would show a profit of $322,528. International claims the combined segments require no upgrading.

The Eastern Connecticut Development Council reported that five firms located at Grosvenordale and N. Grosvenordale generated 11,474 tons in 1973 and 12,235 in 1974. The nine companies located on the Putnam Branch routed 48,886 tons in 1973 and 56,227 tons in 1974 over this line (see Line No. 40).

Information for Line-Transfer Decision

Revenue received by PC		$149,886
Average revenue per carload	$359	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,962	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	104,017	
Total variable (avoidable) cost		278,979
Net contribution (loss): total		(129,093)
Average per carload		(310)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The suggestion was made that the entire line from Groton to Worcester be studied, including all of the traffic at Groton and Worcester. This action would involve cross-subsidization and therefore was not undertaken.

Service to this line generated a loss of $129,093 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or an 86-percent rate increase. The existence of an additional 32 carloads on this line in 1973, as indicated in the above testimony, could reduce this loss to approximately $125,600. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

The Norwich & Worcester RR intends to reacquire this line and operate as an independent short-line railroad.

Disposition

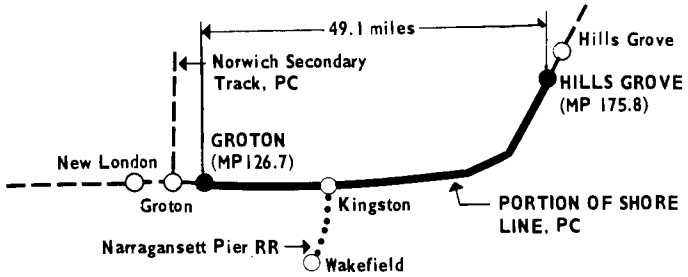
This portion of the Norwich Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

Control and operation of this line by the Norwich & Worcester RR would preserve rail service to *all* of the traffic generated on this line.

PORTION OF SHORE LINE

USRA Line No. 43

Penn Central



This portion of the Shore Line, formerly part of the New Haven RR, extends from *Groton, Conn.* (Milepost 126.7) to *Hills Grove, R.I.* (Milepost 175.8), a distance of *49.1 miles*, in New London County, Conn. and Washington County, R.I. This line continues westward at Groton to New York, and eastward at Hills Grove to Boston. The line connects at Groton with the Norwich Secondary Track of the PC and at Kingston, R.I. (Milepost 158.1) with the Narragansett Pier RR (see Line No. 43a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Noank	0
Mystic	12
Stonington	0
Westerly	356
Bradford	98
Wood River Junction	9
Kenyons	10
Kingston	79
Slocums	30
Wickford Junction	7
Davisville	512
East Greenwich	157
Apponaug	16
Goulds[1]	0
Peace Dale[1]	73
Wakefield[1]	2
Total carloads generated by the line	1,361

See footnote at end of table.

Average carloads per week	26.2
Average carloads per mile	27.7
Average carloads per train	5.4
1973 operating information:	
Number of round trips per week	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

[1] Stations on the Narragansett Pier RR.

Public Comments on Preliminary System Plan

This line was reevaluated by the USRA and has been recommended for inclusion in ConRail in "USRA News" of March 14, 1975.

Information for Line-Transfer Decision

Revenue received by PC		$630,518
Average revenue per carload	$463	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	141,423	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	386,518	
Total variable (avoidable) cost		527,941
Net contribution: total		102,577
Average per carload	75	

[1] Excludes maintenance and ownership costs due to the predominant use of the line for passenger service.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Various traffic, line definition, and cost errors were found. In addition, maintenance and ownership costs were removed as this property will be transferred to Amtrak.

Disposition

This portion of the Shore Line shall be transferred to Amtrak. ConRail will continue to provide local freight service.

DELAWARE

Intrastate

PC

USRA Line Number	Terminals	Page
138a	Farnhurst to New Castle	49
159	Lewes Beach Track at Lewes	50
160	Broadkill to Lewes	51
161	Georgetown to Broadkill	51
162	Clayton to Smyrna	52

RDG

937	Montchanin to Rockland	53

Interstate

PC

Delaware to Maryland

147	Townsend, Del. to Massey, Md.	54
167	Indian River, Del. to Snow Hill, Md.	55
168	Seaford, Del. to Cambridge, Md.	55
169	Clayton, Del. to Easton, Md.	56

RDG

Delaware to Pennsylvania

907/939	Elsmere Junction, Del. to Elverson, Pa.	57

PORTION, NEW CASTLE INDUSTRIAL TRACK

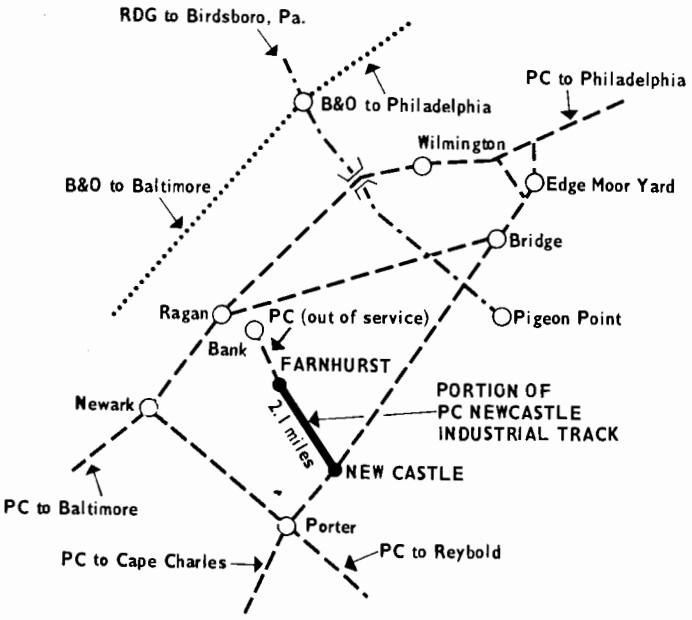
USRA Line No. 138a

Penn Central

This portion of the New Castle Industrial Track, formerly part of the Pennsylvania RR, extends from *Farnhurst* (Milepost 4.1), to *New Castle* (Milepost 6.2), a distance of *2.1 miles*, in New Castle County, Del. At Farnhurst, the line continues to Bank (see Line No. 138). At New Castle, this line connects with the PC New Castle Secondary Track. This line was the former connection from the Wilmington passenger station to the Delmarva Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Farnhurst	44
New Castle [1]	12
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	26.7
Average carloads per train	1.1



1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Kaiser Aluminum & Chemical Corp. stated their highway products plant, completed on this line in late 1973, shipped 102 carloads in 1974, and expects revenue tonnage to increase from 8% to 35% in 1975. Further increase is expected in 1976 to nearly double the revenue tonnage shipped in 1974. Inbound shipments in 1974 totalled 51 carloads. The plant would have to be relocated at great expense if rail service is discontinued.

Increased traffic in 1974 and projections for the future should be considered by USRA before final recommendations are made.

Information for Line-Transfer Decision

Revenue received by PC		$12,737
Average revenue per carload	$227	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,842	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	541	
Cost incurred beyond the branch line	4,241	
Total variable (avoidable) cost		23,624
Net contribution (loss): total		(10,887)
Average per carload	(194)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I Track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 48 crossties per mile).

This line was reanalyzed using the 148 carloads of traffic generated on this line in 1974 and reducing to 100 the total number of ties required for the line to meet FRA Class I track standards. Although shippers on this line generated only 56 carloads in 1973, they generated 148 carloads in 1974. The higher 1974 traffice level resulted in a contribution of $1,680.

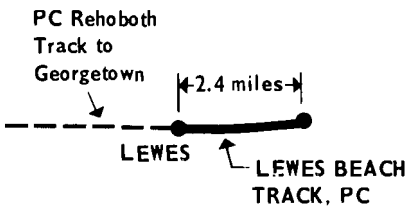
Disposition

This portion of the New Castle Industrial Track shall be offered for sale to Southern Ry., a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

LEWES BEACH TRACK

USRA Line No. 159

Penn Central



The Lewes Beach Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 2.4, a distance of *2.4 miles at Lewes*, Sussex County, Del. At Lewes this line connects with the PC Rehoboth Track (see Line No. 160).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lewes[1]	14
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	5.8
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Smith Douglas Division of Borden Chemicals opened storage tanks on the Lewes Beach Track in 1973 which generate 50–60 tankcars per year. The company states that truck shipments would cost $7 per ton more than rail. The company shipped 70 cars in 1974.

RSPO analysis for the total 159/160/161 segment indicates that the total locomotive and crew hours for these lines total 1,025 in the Association's Plan. An RSPO onsite study in 1974 determined the actual time spent on these lines to be 438.43 hours (43 percent of the USRA figure).

The Smith Douglas carloads and revised crew hours could well change the line viability findings.

Information for Line-Transfer Decision

Revenue received by PC		$7,561
Average revenue per carload	$540	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,371	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading) cost)	5,258	
Cost incurred beyond the branch line	3,893	
Total variable (avoidable) cost		27,522
Net contribution (loss): total		(19,961)
Average per carload	(1,426)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 387 crossties (an average of 161 crossties per mile).

Service to this line generated a loss of $19,961 in 1973. Recovery of this loss would require approximately a six fold increase in traffic or a 265-percent rate increase.

USRA reported 14 cars in 1973 vs. 38 cars reported by a shipper. The additional 24 carloads would reduce the loss to approximately $13,675.

This line is served via Line Nos. 160 and 161 which generated a combined loss amounting to $127,745. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for the viability of this line and the connecting lines (Line Nos. 160 and 161).

Disposition

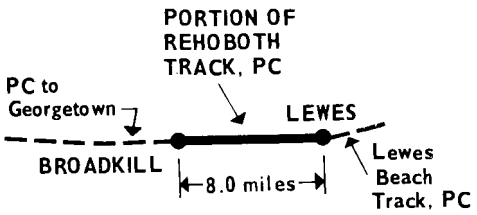
The Lewes Beach Track is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and

is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE REHOBOTH TRACK

USRA Line No. 160

Penn Central



This portion of the Rehoboth Track, formerly part of the Pennsylvania RR, extends from *Broadkill* (Milepost 30.0) to *Lewes, Del.* (Milepost 38.0), a distance of *8.0 miles*, in Sussex County, Del. At Broadkill, this line continues west to Georgetown, (Line No. 161). It connects at Lewes with the PC Lewes Beach Track, (see Line No. 159).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cool Spring	1
Nassau	31
Lewes[1]	90
Total carloads generated by the line	122
Average carloads per week	2.4
Average carloads per mile	15.3
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Barcroft Co. extracts necessary raw materials from the ocean for the company's chemical production. Barcroft depends on rail for out shipment of its chemicals. Because of the need to be on a rail line near the ocean, it would be difficult for the company to relocate. Barcroft is opposed to the 70/30 rail service continuation subsidy plan because it does not believe Delaware is in a position to supply the 30 percent.

Eli Lilly reports shipping 14 carloads from Lewes to Lafayette, Ind. in 1974.

The Sussex County Administrator expressed concern that if service over the line ceases, the development of an industrial park will cease and 2,000 potential jobs will be lost.

Information for Line-Transfer Decision

Revenue received by PC		$46,072
Average revenue per carload	$378	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	68,463	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,874	
Cost incurred beyond the branch line	34,735	
Total variable (avoidable) cost		114,072
Net contribution (loss): total		(68,000)
Average per carload		(557)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,114 crossties (an average of 139 crossties per mile).

Service to this line generated a loss of $68,000 in 1973. Recovery of this loss would require approximately a six fold increase in traffic or a 150-percent rate increase. No specific traffic growth information is available.

Disposition

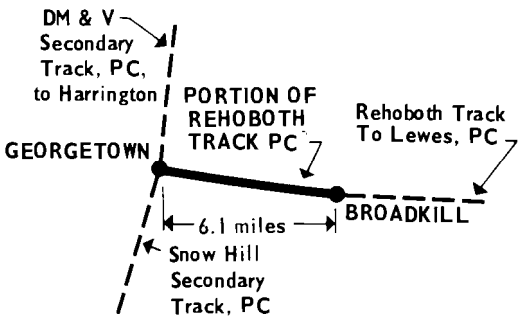
This portion of the Rehoboth Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 122 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE REHOBOTH TRACK

USRA Line No. 161

Penn Central

This portion of the Rehoboth Track, formerly part of the Pennsylvania RR, extends from *Georgetown* (Milepost 23.9) to *Broadkill, Del.* (Milepost 30.0), a distance of *6.1 miles*, in Sussex County, Del. At Broadkill this



line continues to Lewes (see Line No. 160). At Georgetown this line connects with PC DM&V Secondary Track and the Snow Hill Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bennum	1
Broadkill	151
Total carloads generated by the line	152
Average carloads per week	2.9
Average carloads per mile	24.9
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Sussex County Administrator projects movement of 200 carloads per year over the Georgetown to Broadkill line and is concerned that a proposed industrial park will not materialize without rail service.

Justin Atlantic Co. projects handling 200 carloads per year at its new facility.

Information for Line-Transfer Decision

Revenue received by PC		$18,324
Average revenue per carload	$121	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	53,949	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,759	
Cost incurred beyond the branch line	18,360	
Total variable (avoidable) cost		78,068
Net contribution (loss): total		(59,744)
Average per carload	(393)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 755 crossties (an average of 124 crossties per mile).

Service to this line generated a loss of $59,744 in 1973. Recovery of this loss would require *both* an increase in traffic and a rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. Information was received concerning the construction of an industrial park one-half mile from Georgetown. However, only Justin Atlantic provided traffic projections. Justin Atlantic, which is located at Milepost 27.7, has been shipping one carload per week since beginning operation. This volume of traffic cannot support viable rail service over the involved line.

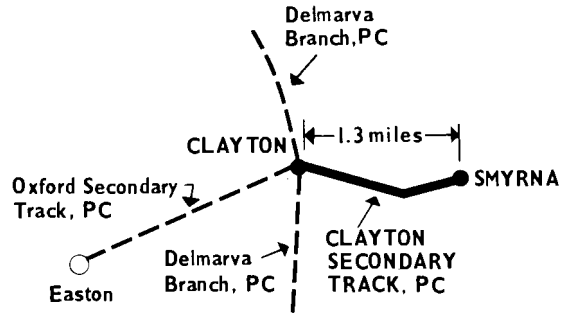
Disposition

This portion of the Rehoboth Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 152 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CLAYTON SECONDARY TRACK

USRA Line No. 162

Penn Central



The Clayton Secondary Track, formerly part of the Pennsylvania RR, extends from *Clayton* (Milepost 0.0) to *Smyrna, Del.* (Milepost 1.3), a distance of *1.3 miles*, in Kent County, Del. At Clayton, this line connects with the PC's Delmarva Branch and Oxford Secondary Track (see Line No. 169.)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smyrna	41
Total carloads generated by the line	41
Average carloads per week	0.8
Average carloads per mile	31.5
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

No information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$14,367
Average revenue per carload	$350	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	15,665	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,599	
Cost incurred beyond the branch line	12,507	
Total variable (avoidable) cost		33,771
Net contribution (loss): total		(19,404)
Average per carload	(473)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 693 crossties (an average of 533 crossties per mile).

Service to this line generated a loss of $19,404 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 135-percent rate increase.

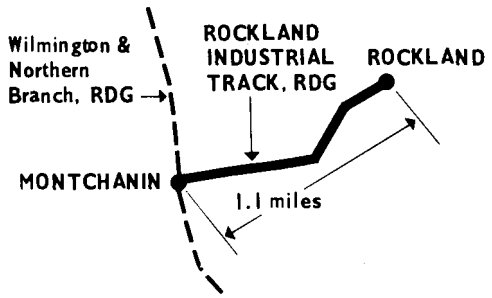
Disposition

The Clayton Secondary Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 41 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

ROCKLAND INDUSTRIAL TRACK

USRA Line No. 937

Reading



The Rockland Industrial Track extends from *Montchanin* (Milepost 0.0), to *Rockland, Del.* (Milepost 1.1), a distance of *1.1 miles*, in New Castle County, Del. At Montchanin this line connects with the Reading's Wilmington & Northern Branch running from Wilmington, Del. to Elverson, Pa. (see Line No. 907/939).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	344
Total carloads generated by the line	344
Average carloads per week	6.6
Average carloads per mile	312.7
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Consideration should be given to reducing the frequency of service in order to reduce on-branch costs.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. The 344 cars on this line generate a total revenue of $123,274; however, only $27,883 was attributed to the branch.

Chessie is interested in acquiring the entire branch but only in conjunction with acquiring the Wilmington & Northern Branch. (*Note: The Chessie System has disaffirmed their interest in this project.*)

Information for Line-Transfer Decision

Revenue received by RDG		$27,883
Average revenue per carload	$81	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	27,456	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	31,449	
Total variable (avoidable) cost		58,905
Net contribution (loss): total		(31,022)
Average per carload		(90)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The Reading reported service frequency as being "as required." The number of trips for the cars reported on this line should be 104 as stated.

Service to this line generated a loss of $31,022 in 1973. Recovery of this loss would require a 111-percent rate increase. Reanalysis based on ConRail operations, revenues and costs reduced this loss to approximately $22,300. Consideration should be given to a rate increase on the involved traffic.

Disposition

The Rockland Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recomendations, see section C of this appendix.

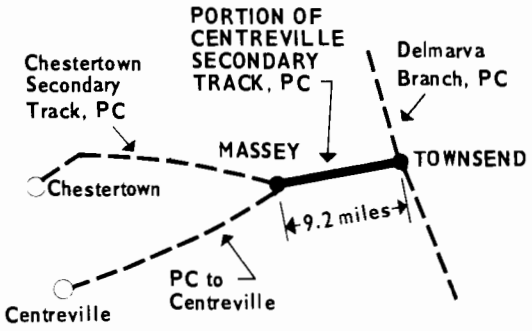
INTERSTATE LINES

PORTION OF THE CENTREVILLE SECONDARY TRACK

USRA Line No. 147

Penn Central

This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Townsend, Del.* (Milepost 0.0), to *Massey, Md.* (Milepost 9.2), a distance of *9.2 miles*, in Kent County, Md. and New Castle County, Del. At Massey the line continues south to Centreville (see Line No. 148) and also connects with the PC Chestertown Secondary Track (see Line No. 149). It connects with the Delmarva Branch of the Penn Central at Townsend.



Public Comments on Preliminary System Plan

Commissioners of Kent County, Md., state that Baltimore Business Forms will generate 255 carloads per year on this line.

The Kent County Chamber of Commerce and Delmarva Advisory Council Agriculture Committee testified to the need for rail service for farmers and light industry in the area.

This segment connects Lines No. 148 and No. 149 to the Delmarva Branch. 1973 traffic count reported by Delmarva Advisory Council Railroad Committee was 98 cars on Line No. 148 in last 3 months of the year after washout damage was repaired. Also, traffic for the year from October 8, 1973 to October 7, 1974, totaled 456 carloads generated on Line No. 148, which cars were the basis for significant bridge traffic on Line No. 147.

Information for Line-Transfer Decision

This line does not directly serve any shippers. It is used as an overhead line to USRA Line Nos. 148 and 149. Neither of these lines are designated for transfer to Consolidated Rail Corp.

Disposition

This portion of the Centreville Secondary Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SNOW HILL SECONDARY TRACK

USRA Line No. 167

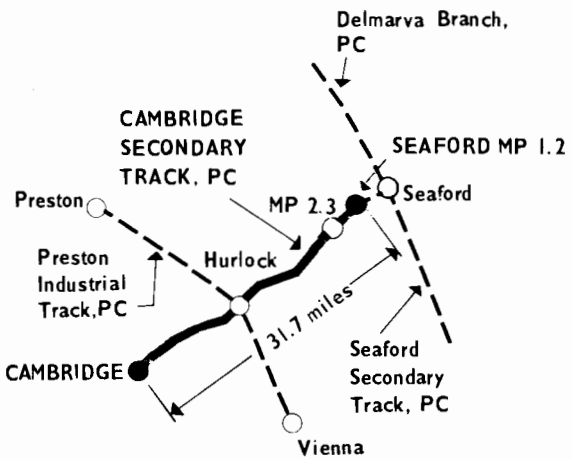
Penn Central

This portion of the Snow Hill Secondary Track, extending from *Indian River, Del.* (Milepost 12.8) to *Snow Hill, Md.* (Milepost 42.0), a distance of *29.2 miles*, in Sussex County, Del., and Worcester County, Md., a line which was recommended for inclusion on page 407 of the Preliminary System Plan, shall be offered for sale to the Southern Railway, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

CAMBRIDGE SECONDARY TRACK

USRA Line No. 168

Penn Central



The Cambridge Secondary Track, formerly part of the Pennsylvania RR, extends from *Seaford, Del.* (Milepost 1.2), to *Cambridge, Md.* (Milepost 32.9), a distance of *31.7 miles*, in Sussex County, Del. and Dorchester County, Md. At Seaford, this line connects with Seaford Secondary Track and the Delmarva Branch of the PC. At Hurlock, Md. this line connects with the PC Preston Industrial Track running from Preston to Vienna (see Line Nos. 152 and 153).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Seaford [1]	181
Oak Grove	3
Dessard	5
Federalsburg	99
Williamsburg	14
Hurlock [1]	18
East New Market	65
Linkwood	12
Cambridge	1,375
Total carloads generated by the line	1,772
Average carloads per week	34.1
Average carloads per mile	55.9
Average carloads per train	8.9
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Western Publishing Co. states it would incur $77,000 additional shipping costs annually if rail service is discontinued. Seaford Feed Co. estimated its additional costs at $68,000 to $135,950 per year.

The Banner Publishing Co. testified that its supplier will ship newsprint only by rail. Connelly Containers (Milepost 32) shipped and received 458 carloads in 1974.

Southern States Cooperative projects 3,000 additional tons of freight for its store in 3 years while Hanover Brands is planning a $1,000,000 expansion of its Cambridge plant which will increase rail usage.

The Dupont plant at Seaford, the largest employer on the peninsula is totally rail dependent. Dorchester County suggests a rail link between the branch line and Cambridge's deep water port.

The Kerr McGee Corp. projects further growth of their facility on this line. Three smaller Kerr McGee facilities at Chestertown (Line 149), Centreville (148), and Massey (147) will not be forced to close if rail service to them is terminated. However, if rail service on Line 168 is discontinued, the Cambridge plant will be abandoned, causing the other plants to close.

Reported Traffic: Cambridge Secondary Track

Company	*Carloads*		
	1973	*1974*	*Projected*
Agrico		55	55 to 73 in 1978 and 1979.
Kerr McGee	220	425	440 in 1976.
Connelly Containers, Inc		458	
Western Publishing Co., Inc	66	156	
Banner Corp	6	6	
Coldwater Seafood		65	409.
A. W. Sisk & Sons	171	176	
Continental Can		87	
Trappe Frozen Foods		12	
Seaford Feed Co., Inc		221	
Smith Douglas		32	
W. O. Covey, Inc		50	
R.J.R. Foods	248	356	
Hanover Brands			15 carloads in last 6 mos.
Shargood Poultry	22		

The Maryland DOT, in its railroad planning project, stated that this line is profitable by any test, in any time frame, and must be designated for continued non-subsidized operation by ConRail.

Information for Line-Transfer Decision

Revenue received by PC		$848,538
Average revenue per carload		$479
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	380,381	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	85,175	
Cost incurred beyond the branch line	571,660	
Total variable (avoidable) cost		1,037,216
Net contribution (loss): total		(188,678)
Average per carload		(106)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 18,497 crossties (an average of 610 crossties per mile).

Testimony by Seaford Feed indicated that USRA had understated their 1973 traffic by 115 carloads. The Association was able to verify 181 carloads at Seaford.

This line was also reanalyzed to Hurlock, including all Hurlock traffic. This subsegment would require a 31 percent rate increase for viability.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 1.2 to Milepost 2.3 (serving shippers at Seaford who generated 181 carloads in 1973) would generate $137,533 in revenue and $88,808 in costs with a resulting contribution of $48,725.

Service to the remainder of the line (from Milepost 2.3 to Milepost 32.9 serving shippers at Cambridge, Linkwood, East New Market, Hurlock, Williamsburg, Federalsburg, Dessard and Oak Grove who generated 1,592 carloads in 1973) would generate $710,841 in revenue and $957,102 in costs with a resulting loss of $246,261. Recovery of costs would require approximately a 120-percent increase in traffic or a 35-percent rate increase over the 1973 levels. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The portion of the Cambridge Secondary Track from Milepost 1.2 to Milepost 2.3 shall be offered for sale to the Southern Railway, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

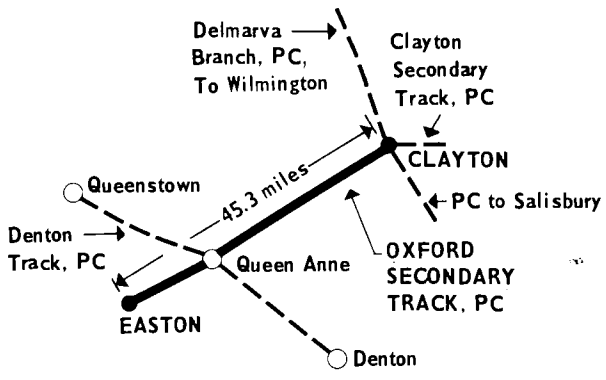
The portion of the Cambridge Secondary Track from Milepost 2.3 to Milepost 17.0 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 320 carloads or approximately 20 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Cambridge Secondary Track from Milepost 17.0 to Milepost 32.9 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

OXFORD SECONDARY TRACK

USRA Line No. 169

Penn Central



The Oxford Secondary Track, formerly part of the Pennsylvania RR, extends from *Clayton, Del.* (Milepost 0.0) to *Easton, Md.* (Milepost 45.3), a distance of *45.3 miles*, in Kent County, Del. and Caroline, Queen Annes and Talbot Counties, Md. At Clayton, this line connects with the PC Delmarva Branch and the Clayton Secondary Track (see Line No. 162). At Queen Anne, the line connects with the Denton Track running from Denton to Queenstown (see Line Nos. 150 and 151).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kenton	12
Hartly	0
Marydel	83
Henderson	16
Goldsboro	9
Greensboro	23
Ridgely	90
Queen Anne	106
Cordova	43
Easton	894
Total carloads generated by the line	1,276
Average carloads per week	24.5
Average carloads per mile	28.2
Average carloads per train	6.4
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Bayshore Foods estimates that it would require 920 trucks per year to ship the same amount of material it now receives by rail. The company contends that shipping phosphate and gluten meal by means other than rail would result in an estimated $113,500 annual increase in Bayshore's shipping costs. Bayshore reports 263 carloads in 1973. Ward Component Systems, Inc., also of Easton reports 345. J. L. Moorshead Co., Inc., located at Milepost 31, states that in the last 5 months of 1974 it handled 1.75 million pounds of chemicals by rail.

If service on this line is discontinued, Southern States Cooperatives estimates a $50,000 facility alteration cost would be necessary for its store to handle goods by other modes.

The Maryland DOT in its Railroad Planning Project stated "Although producing a $57 per carload surplus in the 1973—adjusted time frame, the Clayton-Easton line creates a marginal $15 operating deficit under 1978—conservative conditions; infrastructure costs would further increase these negative results per carload to $190.

"To remain in operation this line would require a massive infusion of subsidy money to meet lease and rehabilitation expenses. The operating deficit alone would appear to be in a range which shippers will be able to meet. Should the traffic level increase to the 1978—optimistic level of 1,267 cars, the operating deficit would be reduced to $2 per car."

Estimated rehabilitation costs for the line should be reviewed.

Reducing the frequency of service would substantially reduce the estimated subsidy payment.

Information for Line-Transfer Decision

Revenue received by PC		$625,283
Average revenue per carload	$490	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	402,706	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	125,798	
Cost incurred beyond the branch line	443,741	
Total variable (avoidable) cost		972,245
Net contribution (loss): total		(346,962)
Average per carload	(272)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 28,288 crossties (an average of 624 crossties per mile).

Service to this line generated a loss of $346,962 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 55-percent rate increase.

Disposition

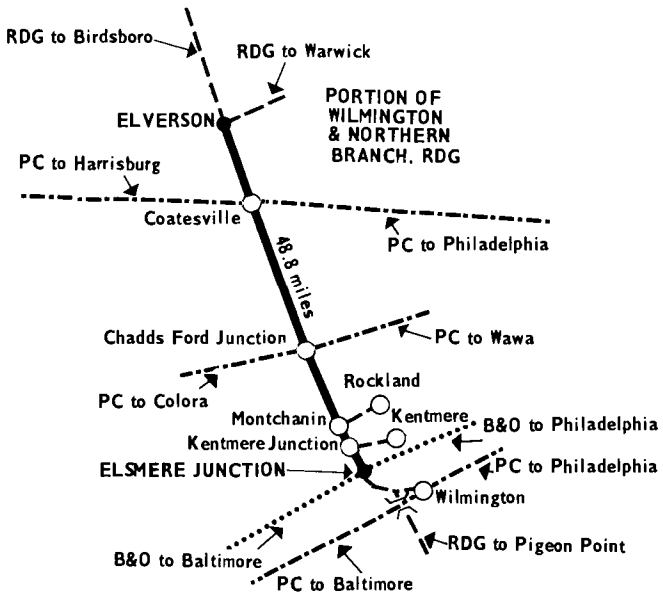
This portion of the Oxford Secondary Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 1276 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WILMINGTON & NORTHERN BRANCH

USRA Line No. 907/939

Reading

This portion of the Wilmington & Northern Branch extends from *Elsmere Junction, Del.* (Milepost 2.9) to *Elverson, Pa.* (Milepost 51.7), a distance of *48.8 miles*, in New Castle County, Del., and Chester County, Pa. This line continues north from Elverson to Birdsboro, and south from Elsmere Junction to Wilmington. At Elsmere Junction, this line also connects with the



Baltimore & Ohio's Philadelphia-Washington line. At Kentmere Junction, this line connects with the Reading line running to Kentmere (see Line No. 938). It also connects with the Reading's Rockland Industrial Track at Montchanin (see Line No. 937). Additionally, at Chadds Ford Junction, Pa., this line intersects the PC Octoraro Secondary Track (see Line No. 142), and at Coatesville, Pa., it connects with the PC line running from Philadelphia to Pittsburgh. Still another connection is made at Elverson with the Reading line running to Warwick (see Line No. 908).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elverson	42
Brandamore	9
Coatesville	8,878
Modena	2,460
Embreeville	1
Northbrook	2
Lenape	1
Pocopson	6
Montchanin	3
Greenville	21
Kennett Road	1
Newbridge	9
Silverbrook	5
Elsmere Junction	48
Total carloads generated by the line	11,486
Average carloads per week	220.9
Average carloads per mile	235.4
Average carloads per train	36.8
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	15.0
Locomotive horsepower	5,000
Train crew size	4

Public Comments on Preliminary System Plan

G. O. Carlson, Inc., at Coatesville, Pa. points out that although service charts indicate that Coatesville is served by two railroads, the Penn Central moves east to west over an elevated roadbed at least 75 feet in the air. Further, the connection between the Reading and the PC line from Pittsburgh to Philadelphia is only a car-transfer junction with a very steep grade. The company would have to curtail a large portion of its operations without rail service.

Lukens Steel reports that the Thorndale Yard 2½ miles east of the Penn Central Reading interchange, is inadequate to handle all of the freight now passing over this line due to interferences from main line through freight and passenger trains. Lukens produces many items which exceed clearances available on the PC lines. The Company sees adequate justification for maintaining the line in its entirety. It reports traffic data for six firms which are served by this line as follows:

Company and location	*1973*	*1974*
Lukens Steel, Coatesville	13,102	14,634
G. O. Carlson, Coatesville	110	178
Coatesville Plate Washer, Rock Run	135	125
Fabricated Metals, Modena	2	12
Lipsett Steel, South Coatesville	2,137	2,069
Luria Bros. & Co., Modena	2,291	1,716

Under USRA's three-carrier competitive structure, Chessie would be interested in acquiring the entire line (48.8 miles) including RDG traffic at Coatesville and including RDG float operation between Wilmington, Del. and Deepwater, N.J.

Public Service Electric & Gas Co. needs this line to serve its Salem Nuclear Generating Station on Artificial Island. The company also intends to use the line for moving an estimated 3,385 carloads of freight during construction of its new Hope Creek Generating Station, also on the Island.

RSPO analysis indicates that exclusive of Modena and Coatesville 353 additional carloads should have been attributed to this line.

Combustion Engineering, Inc., of Wilmington, Del., shipped 507 cars on this line in 1974. They are satisfied with service given by Reading and fear reduction in daily freight service and increased transit if handled by another carrier. The company contends that 2,800 cars shipped by Du Pont over this line in 1973 should have been considered.

Gulf & Western Manufacturing Co. built a rail spur in late 1974 and plans for 9,000 to 9,600 tons of raw material to be shipped by rail annually. It estimates 14,000 carloads overhead traffic on this line in 1974.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 3,626 cars on this line generated a total revenue of $2,287,221; however, only $762,498 was attributed to the line.

The Pennsylvania Office of State Planning and Development estimates unemployment of 245 if rail service is discontinued on this line.

Information for Line-Transfer Decision

Revenue received by RDG		$2,007,190
Average revenue per carload	$187	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	937,478	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	880,340	
Total variable (avoidable) cost		1,817,818
Net contribution: total		189,372
Average per carload	16	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined and reanalyzed. Wilmington traffic was eliminated as it is not on the line segment. Coatesville and Modena were added to the line.

Although service to the entire line generates a contribution, service to that portion of the line from Milepost 30.2 to Milepost 51.7 (serving shippers at Elverson, Brandamore, Coatesville, and Modena who generated 11,389 carloads in 1973) would generate $1,994,430 in revenue and $1,485,330 in costs with a resulting contribution of $509,098. Service to the remainder of the line (from Milepost 2.9 to Milepost 30.2 serving shippers at Embreeville, Northbrook, Lenape, Pocopson, Montchanin, Greenville, Kennett Road, Newbridge, Silverbrook, and Elsmere Junction, who generated 97 carloads in 1973) would generate $13,071 in revenue and $280,526 in costs with a resulting loss of $267,455. Recovery of costs would require approximately a fifty-sixfold increase in traffic or a 20,460-percent rate increase over the 1973 levels.

Disposition

The portion of the Wilmington & Northern branch from Milepost 30.2 to Milepost 51.7 shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer, is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Wilmington & Northern branch from Milepost 2.9 to Milepost 30.2 shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

ILLINOIS

Intrastate

PC

USRA Line Number	Terminals	Page
415	Matteson to Frankfort	61
422	Depue Junction to Depue	62
434	Moronts to Ladd Junction	63
434a	Ladd Junction to Churchill	63
435	Ladd Junction to Zearing (BN Trackage Rights)	64
570a	Lenox to East Alton	64
605	Danville to Paris	65
605a	Paris to Hutsonville	65
605b	Hutsonville to Robinson	66
606	Robinson to Mount Carmel	67
606a	Mount Carmel to Harrisburg	68
607	Harrisburg to Olmsted	69
607b	Harrisburg to Delta Mine	69
609	Paris to Decatur	69
610/610a	Maroa to Decatur (ICG Trackage Rights)	71
611	Maroa to Waynesville	71
611b	East Peoria to Atlanta	72
617	Danville to Urbana	73
617a	Pekin to East Peoria (P&PU Trackage Rights)	74
617b	Urbana to Bloomington	74
617c	Bloomington to Pekin	74
618a	Paris to Mattoon	74
618b	Mattoon to Hillsboro	74
679	East St. Louis to Hillsboro	74

Interstate

PC

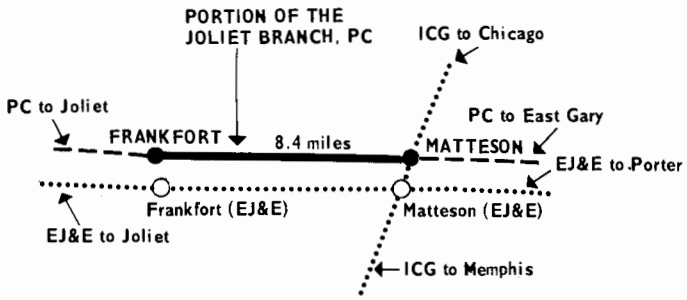
Illinois to Indiana

577a	Kankakee, Ill. to Sheff, Ind.	75
604	Danville, Ill. to Highlands, Ind.	76
612	Mount Carmel, Ill. to Skelton, Ind.	76
616	Danville, Ill. to Clermont, Ind.	76
618	Paris, Ill. to Terre Haute, Ind.	77
689	Chicago, Ill. to Hartsdale, Ind.	77

PORTION OF THE JOLIET BRANCH

USRA Line No. 415

Penn Central



This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *Matteson* (Milepost 24.8) to *Frankfort, Ill.* (Milepost 33.2), a distance of *8.4 miles*, in Cook and Will Counties, Ill. A continuation of this line extends to Joliet from Frankfort (see Line No. 415a). At Matteson, this line meets the Illinois Central Gulf RR Main Line to Chicago.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Frankfort	139
Total carloads generated by the line	139
Average carloads per week	2.7
Average carloads per mile	16.5
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Product purity and specialized terminal handling requirements result in Diversified Chemical & Propellants Co. having no technologically feasible alternative to rail shipment. Relocation would cost the firm $250,000.

The Sauk Trial Line Steam and Railway Historical Association is conducting a study to determine the feasibility of continued operation of the line as an independent steam-powered short-line railroad serving existing freight customers and encouraging additional light industry.

The USRA should consider total revenues which would be lost if service is discontinued. The 138 car-

loads in 1973 generated $141,157 in revenues of which only $22,924 or 16.2 percent is attributed to the branch.

The BN is interested in aquiring Line Segment 415 and is negotiating with USRA and the ICC to be permitted to do so.

Information for Line-Transfer Decision

Revenue received by PC		$23,145
Average revenue per carload	$167	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	72,263	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,219	
Cost incurred beyond the branch line	16,961	
Total variable (avoidable) cost		103,443
Net contribution (loss): total		(80,298)
Average per carload	(578)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,300 crossties (an average of 310 crossties per mile).

Service to this line generated a loss of $80,298 in 1973. Recovery of this loss would require approximately a thirteenfold increase in traffic or a 347-percent rate increase.

Disposition

This portion of the Joliet Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

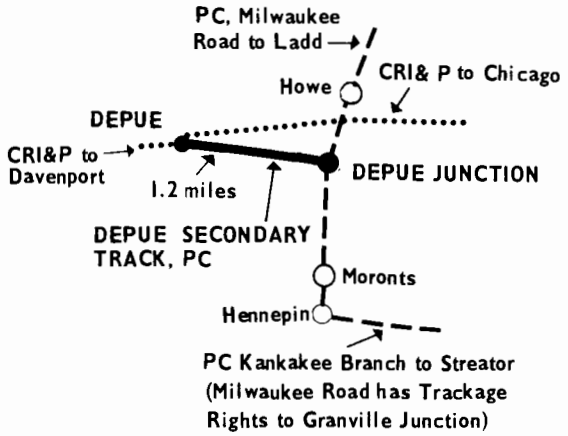
The portion of this line necessary to serve the traffic generated from Matteson to Frankfort shall be offered for sale to the Burlington North (see section 206(g) of the Act). This sale would preserve rail service to 139 carloads or 100 percent of the traffic generated on this line.

DEPUE SECONDARY TRACK

USRA Line No. 422

Penn Central

The Depue Secondary Track, formerly part of the New York Central RR, extends from *Depue Junction*



(Milepost 0.0) to *Depue* (Milepost 1.2), a distance of *1.2 miles*, in Bureau County, Ill. At Depue Junction this line connects with the Kankakee Branch of the PC (see Line No. 434), over which the CMStP&P has trackage rights. This line is used to interchange with the Chicago, Rock Island & Pacific at Depue.

Public Comments on Preliminary System Plan

Statements received on behalf of continued service over this line contend that as a section of the "Kankakee Belt" it is part of the best clearance route through Illinois. And, as a direct connection between the PC and the Rock Island, congested interchanges are avoided.

Swift Edible Oil Co. indicated that the elimination of this link would add 99 miles to some of its traffic by routing through Chicago or Peoria.

The Milwaukee Road is holding open the possibility of purchasing the line.

The route offers 20′ high clearances.

The Milwaukee will acquire what is necessary to protect its ability to continue serving present customers.

Information for Line-Transfer Decision

This line is used to interchange traffic with the Chicago, Rock Island & Pacific Railroad. This interchange can be provided at Peoria, East St. Louis, or Chicago.

Disposition

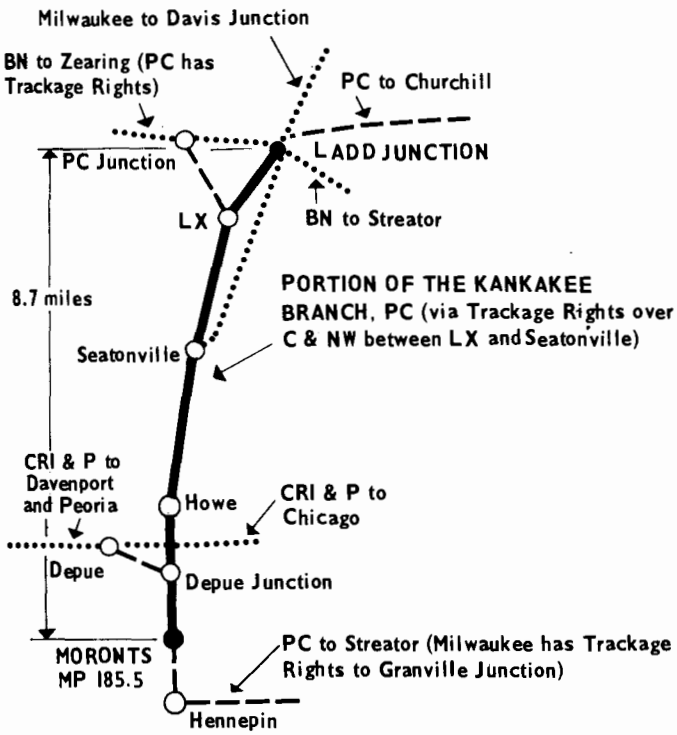
The Depue Secondary Track shall be offered for sale to the Milwaukee Road, a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 863 carloads or approximately 26 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used

for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE KANKAKEE BRANCH

USRA Line No. 434

Penn Central



This portion of the Kankakee Branch, formerly part of the New York Central RR, extends from *Moronts* (Milepost 185.5) to *Ladd Junction, Ill.* (Milepost 194.2), a distance of *8.7 miles*, in Bureau County, Ill. At Moronts, this line continues east to Streator. At Depue Junction the Depue Secondary Track, PC, intersects (see Line No. 422). At Seatonville Junction, the Chicago, Milwaukee, St. Paul & Pacific RR connects. C&NW owns the portion of this line from Seatonville Junction to LX (Milepost 192.2 to Milepost 193.8); PC operates via trackage rights. At Ladd Junction, the leg of the wye to PC Junction provides a connection to the Burlington Northern with PC trackage rights to Zearing (see Line No. 435), to the Chicago, Milwaukee, St. Paul & Pacific line to Davis Junction and the Burlington Northern to Streator. At Ladd Junction the line connects with the PC Churchill Secondary Track (see Line No. 434a). The Chicago, Milwaukee, St. Paul & Pacific has trackage rights over the PC from Seatonville Junction to Granville Junction.

Public Comments on Preliminary System Plan

The Milwaukee Road is opposed to any change in its present service over this line.

One of the principal concerns expressed by shippers is the proposed link for interchanging.

The Joanna Western Mills Co. has recently improved its siding and wishes to retain service by the Milwaukee.

The Railway Clearance Association, Bethlehem Steel, and General Electric all indicated that the line was part of an important clearance route.

The BN has made application for authority to purchase segment No. 434.

The Milwaukee will acquire what is necessary to protect its ability to continue serving present customers.

Information for Line-Transfer Decision

This line is used to interchange traffic with the CMStP&P, and the C&NW also operates over this line via trackage rights. This traffic can be interchanged at Chicago.

Disposition

The portion of the Kankakee Branch from Milepost 188.3 to Milepost 194.2 shall be offered for sale to the Burlington Northern and the Chicago & North Western RR, profitable railroads operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

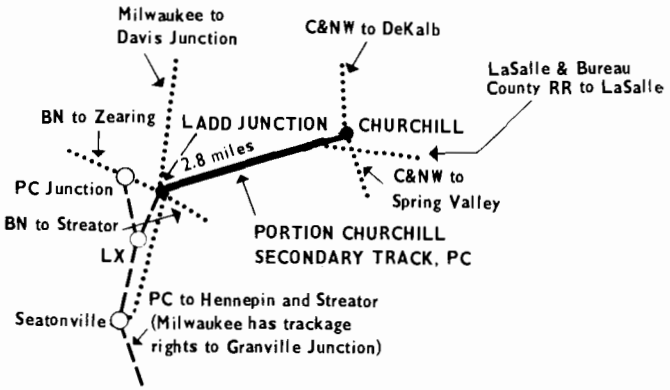
The portion of the Kankakee Branch from Milepost 185.5 to Milepost 188.3 shall be transferred to Consolidated Rail Corp., subject to the execution of appropriate agreements with the carriers wishing to interchange traffic at Howe.

PORTION OF THE CHURCHILL SECONDARY TRACK

USRA Line No. 434a

Penn Central

This portion of the Churchill Secondary Track, formerly part of the New York Central RR, extends from *Ladd Junction* (Milepost 194.2) to *Churchill, Ill.* (Milepost 197.0), a distance of *2.8 miles*, in Bureau County, Ill. A continuation of this line extends southwestward to Hennepin. This line connects with the



Chicago, Milwaukee, St. Paul & Pacific Railroad to Davis Junction at Ladd Junction. It also connects with the Chicago & North Western line to DeKalb.

Public Comments on Preliminary System Plan

Specific response to Line No. 434a was light, although it was usually included in references to the "Kankakee Belt."

The Railway Clearance Association and Bethlehem Steel listed this connection with the Chicago & North Western as a valuable clearance route.

The Milwaukee will acquire what is necessary to protect its ability to continue serving present customers.

Information for Line-Transfer Decision

This line is used to serve USRA Line No. 435. Line No. 435 shall not be transferred to ConRail.

Disposition

This portion of the Churchill Secondary Track shall be offered for sale to the Chicago & North Western, a profitable railroad operating in the region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PC TRACKAGE RIGHTS OVER BURLINGTON NORTHERN

USRA Line No. 435

Penn Central

These PC trackage rights over the Burlington Northern extend from *Ladd Junction* (Milepost 193.8) to *Zearing, Ill.* (Milepost 200.4), a distance of *6.6 miles*, in Bureau County, Ill. This line is owned by the



Burlington Northern; PC operates over it by trackage rights. At Ladd Junction, this line connects with the PC Kankakee Branch to Streator (see Line No. 434), and the Chicago, Milwaukee, St. Paul & Pacific RR to Davis Junction. At Zearing, it connects with the Burlington Northern to Chicago and Galesburg. It also connects with PC's Churchill Secondary Track at Ladd Junction (see Line No. 434a).

Public Comments on Preliminary System Plan

The United Transportation Union was opposed to abandonment of this and the other segments of the "Kankakee Belt." It is regarded as being an efficient and valuable interchange network. See Line No. 434 for comments regarding clearance routes.

The Milwaukee will acquire what is necessary to protect its ability to continue serving present customers.

Information for Line-Transfer Decision

PC trackage rights over this line are used to interchange traffic with the BN. This interchange can be undertaken at East St. Louis, Peoria, Streator or Chicago.

Disposition

Trackage rights over this portion of the Burlington Northern are *not* designated for transfer to Consolidated Rail Corp.

EAST ALTON BRANCH PAIRED TRACK WITH ICG RR

USRA Line No. 570a

Penn Central

The East Alton Branch, extending from *East Alton* (Milepost 241.3) to *Lenox, Ill.* (Milepost 249.9), a dis-

tance of *8.6 miles*, in Madison County, Ill., a line which was recommended for inclusion on page 414 of the Preliminary System Plan, shall be offered for sale to the Illinois Central Gulf RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605

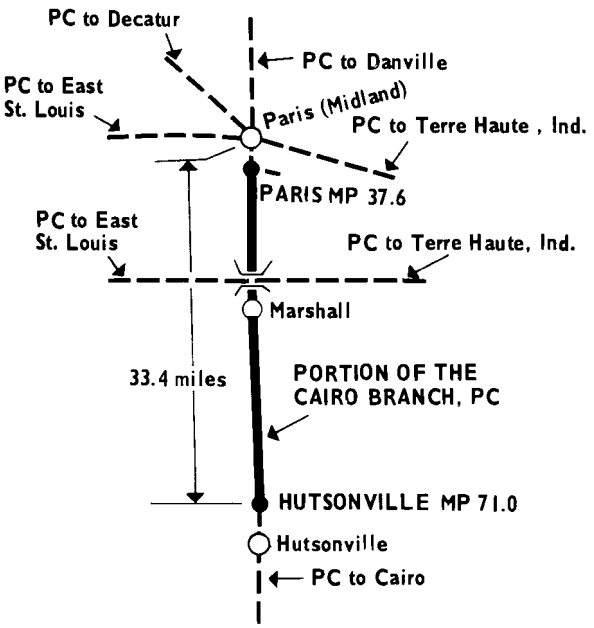
Penn Central

This portion of the Cairo Branch, extending from *Danville* (Milepost 5.3) to *Paris, Ill.* (Milepost 37.1), a distance of *31.8 miles*, in Vermilion and Edgar Counties, Ill., a line which was recommended for inclusion on page 415 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605a

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Paris* (Milepost 37.6) to *Hutsonville, Ill.*, (Milepost 71.0), a distance of *33.4 miles*, in Edgar, Clark and Crawford Counties, Ill. At Paris, the line continues north to Danville and Indiana Harbor, Ind., and at Hutsonville the line continues south to Cairo (see Line Nos. 605 and 605b). Also at Paris, the line connects with the PC Peoria Secondary Track and the PC Lenox-to-Davis line to East St. Louis and Terre Haute (see Line Nos. 618 and 618a). The PC (ex-PRR) Indianapolis-St. Louis line crosses near Marshall.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oliver	0
Marshall	4
West Union	5
Total carloads generated by the line	9
Average carloads per week	0.2
Average carloads per mile	0.3
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	18
Estimated time per round trip (hours)	6
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

This segment of that portion of the Cairo Branch running from Danville south to Olmsted is one of four segments which were not included in the Plan—USRA Line Nos. 605a, 605b, 606, and part of 606a, and three segments which were included—USRA Line Nos. 605, part of 606a and 607. This fragmentation received heavy criticism. The Cairo Branch is reportedly the shortest and most direct route for Southern Illinois coal to the Chicago area and is currently a high-volume through route for that commodity.

The Brotherhood of Locomotive Engineers stated that the entire branch now meets FRA Class I track standards.

Respondents along the Branch testified that the ICG cannot meet car supply demands, rerouting would be too circuitous, and the short haul for the ICG would create no incentive for that railroad to provide cars and service needed.

Union Carbide suggested that, if the line is to be segmented, the logical break should be the PC intersection near Marshall instead of Hutsonville, leaving all of Line No. 605b and the Hutsonville to Marshall portion of Line No. 605a in to provide access for considerable traffic moving northeast from Robinson. Apparently little local traffic moves on Line No. 605a.

The United Transportation Union reported the 300 round trips per year used by USRA in the Plan is double the actual number (three per week).

The ICG does *not* believe that 605a would be a viable addition to its system, but is negotiating with USRA to develop the most efficient route for the movement of coal.

Information for Line-Transfer Decision

Revenue received by PC		$2,991
Average revenue per carload	$332	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	216,576	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	31,659	
Cost incurred beyond the branch line	1,443	
Total variable (avoidable) cost		249,678
Net contribution (loss): total		(246,687)
Average per carload		(27,410)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,573 crossties (an average of 107 crossties per mile).

The frequency of service has been reduced to reflect the rerouting of coal now moving overhead on this line.

Service to this line generated a loss of $246,687 in 1973. Recovery of this loss would require approximately a one hundred fifty-ninefold increase in traffic or an 82,476-percent rate increase.

Through coal traffic can be rerouted on a parallel L&N route.

Disposition

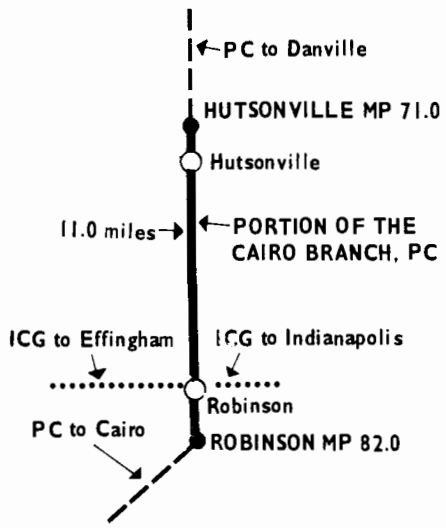
If the necessary trackage rights over the L&N *cannot* be obtained, this portion of the Cairo Branch shall be transferred to Consolidated Rail Corp. If the necessary trackage rights over the L&N *are* acquired, this portion of the Cairo Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CAIRO BRANCH

USRA Line No. 605b

Penn Central

This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Hutsonville* (Milepost 71.0) to *Robinson, Ill.* (Milepost 82.0), a distance of *11.0 miles*, in Crawford County, Ill. At Hutsonville, the line continues north to Danville (see Line No. 605a) and at Robinson, south to Cairo (see Line No. 606). A connection is made with the Illinois Central Gulf at Robinson.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hutsonville	2,146
Trimble	12
Robinson	1,554
Total carloads generated by the line	3,712
Average carloads per week	71.4
Average carloads per mile	337.4
Average carloads per train	12.4
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	5.0
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

See comments on USRA Line No. 605a.

Union Carbide pointed out a significant error in USRA's carload data for Robinson—stating that Union Carbide and Marathon Oil shipped a total of 1,487 carloads north on this line in 1973.

The Central Illinois Public Service Co. operates a coal-fired 218,000 kilowatt power plant at Hutsonville, which will use over 3,000 carloads of coal in 1975.

Loss of rail service would seriously impair the ability of Central Illinois Power to serve its 760,000 electricity consuming customers.

Peabody Coal Co. plans to ship 100,000 tons of coal in 1975 from its Will Scarlet Mine at Stonefort north on the Cairo Branch to Hutsonville.

The ICG believes that Line No. 605b/606/606a would be a viable addition to its system and is interested in acquisition pending the outcome of negotiations with USRA.

The Federal Power Commission points out the importance of this line and lines 606 and 606a to the 200 megawatt electric power generating plant at Hutsonville, which receives about 200,000 tons of coal per year by rail.

Information for Line-Transfer Decision

Revenue received by PC		$824,033
Average revenue per carload	$222	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	219,757	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,382	
Cost incurred beyond the branch line	719,394	
Total variable (avoidable) cost		950,533
Net contribution (loss): total		(126,500)
Average per carload	(34)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,175 crossties (an average of 115 crossties per mile).

This line was reanalyzed and all Robinson traffic was assigned to this segment.

Service to this line generated a loss of $126,500 in 1973. Recovery of this loss would require approximately a 121 percent increase in traffic or a 15 percent rate increase.

Through coal traffic will be routed over ConRail to Lawrenceville, via the Chessie System to Vincennes, thence north via the L&N.

Approximately 50 percent of the coal shipped to Hutsonville is handled by motor carrier and, according to available information, all of the inbound coal can economically be handled by truck.

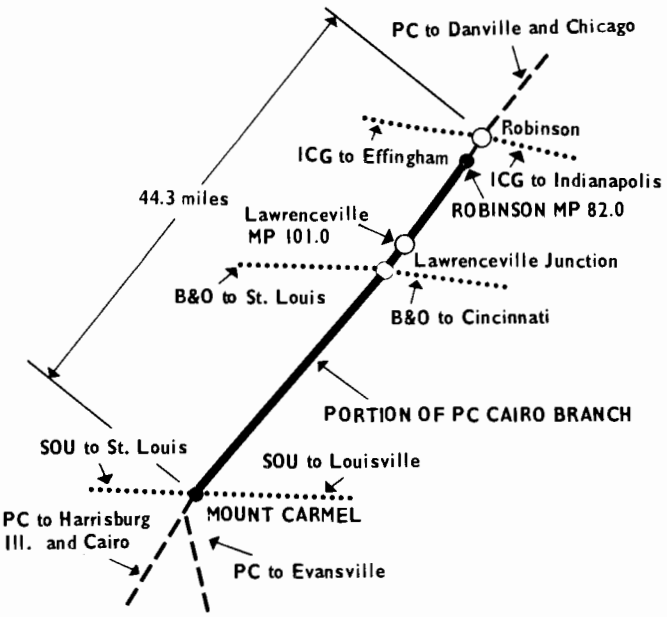
Disposition

If the necessary trackage rights over the L&N *cannot* be obtained, this portion of the Cairo Branch shall be transferred to the Consolidated Rail Corp. If the necessary trackage rights over the L&N *are* acquired, this portion of the Cairo Branch shall be offered for sale to the Illinois Central Gulf RR, a profitable railroad operating in the Region. This sale would preserve rail service to 3,712 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CAIRO BRANCH

USRA Line No. 606

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Robinson* (Milepost 82.0) to *Mount Carmel, Ill.* (Milepost 126.3), a distance of *44.3 miles*, in Crawford, Lawrence and Wabash Counties, Ill. At Robinson, this line continues north to Danville and, at Mount Carmel, south to Cairo (see Line Nos. 605b and 606a). Other connections are: the Illinois Central Gulf RR at Robinson; the Baltimore & Ohio RR at Lawrenceville; the Southern Ry. at Mount Carmel, and the PC Evansville Secondary Track at Mount Carmel (see Line No. 612).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Flat Rock	112
Pinkstaff	16
Lawrenceville	277
St. Francisville	4
Allendale	41
Mount Carmel [1]	572
Total carloads generated by the line	1,022
Average carloads per week	19.7
Average carloads per mile	23.1
Average carloads per train	6.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10.0
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

See comments on USRA line No. 605a.

Pacific Press & Shear Co., stated its need for rail service at its Mount Carmel plant. Pacific's inbound traffic is 4,000 tons of steel plate per year instead of the 2,700 tons indicated in the Plan.

The Mayor of Mount Carmel estimated a daily traffic potential of 200,000 tons outbound and 100,000 tons inbound of agricultural products, coal, etc.

Chessie would continue to provide rail service to *Lawrenceville shippers only*, who would otherwise be without service if 606 were abandoned.

Information for Line-Transfer Decision

Revenue received by PC		$280,641
Average revenue per carload		$275
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	438,462	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,366	
Cost incurred beyond the branch line	183,589	
Total variable (avoidable) cost		666,417
Net contribution (loss): total		(385,776)
Average per carload		(377)

This line will require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. Based on available information, this upgrading would include the replacement of a total of 2,284 crossties.

Traffic at Robinson was assigned to Line No. 605b.

ConRail will move coal traffic between the southern Illinois coal fields and northern markets by using part of Line 606 as a through route. ConRail trains will move east on the B&O between Lawrenceville, Ill. and Vincennes, Ind., and north to Chicago on L&N trackage rights.

Disposition

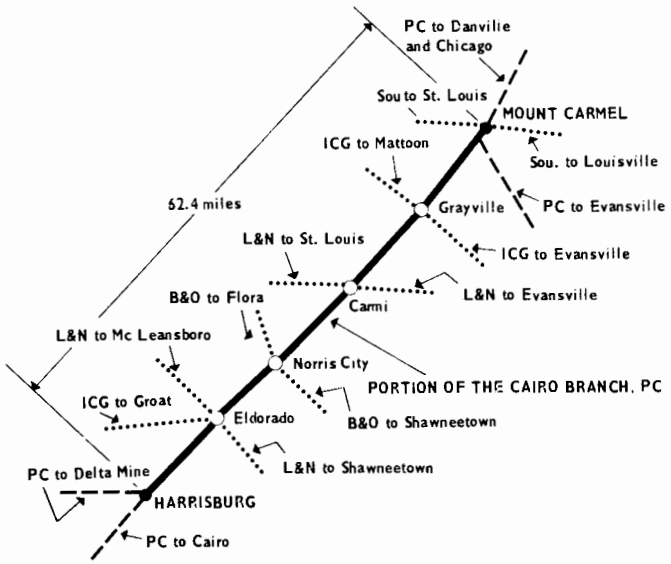
The portion of the Cairo Branch from Milepost 126.3 to Milepost 101.0 shall be transferred to the Consolidated Rail Corp.

If the necessary trackage rights over the L&N *cannot* be obtained, the portion of the Cairo Branch from Milepost 82.0 to Milepost 101.0 shall be transferred to the Consolidated Rail Corp. If the necessary trackage rights over the L&N are acquired, the portion of the Cairo Branch from Milepost 82.0 to Milepost 101.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CAIRO BRANCH

USRA Line No. 606a

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from *Mount Carmel* (Milepost 126.3), to *Harrisburg, Ill.* (Milepost 188.7), a distance of *62.4 miles*, in Wabash, Edwards, White, Gallatin and Saline Counties, Ill. At Mount Carmel, this line continues north to Danville, and at Harrisburg south to Cairo (see Line Nos. 606 and 607). In addition, the line connects with the Southern Ry St. Louis-Louisville line at Mount Carmel, the Illinois Central Gulf to Mattoon and Evansville at Grayville, the Louisville & Nashville at Carmi and Eldorado, the Baltimore & Ohio Shawneetown Branch at Norris City, the PC Saline Valley Branch at Harrisburg, and the PC Evansville Secondary Track at Mount Carmel (see Line Nos. 607b and 612). Another connection is made with the Illinois Central Gulf at Eldorado.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Keensburg	67
Grayville	131
Crossville	66
Carmi	151
Norris City	1
Eldorado	1,839
Mount Carmel [1]	135
Total carloads generated by the line	2,390
Average carloads per week	46.0
Average carloads per mile	38.3

See footnote at end of table.

Average carloads per train	8.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	4,000
Train crew size	4

[1] Includes only traffic on this segment.

Public Comments on Preliminary System Plan

See comments on USRA Line No. 605a.

Respondents considered as confusing and ambiguous the USRA recommendation that Line No. 606a not be included in ConRail except between Mount Carmel and Eldorado, but that segment would be operated only if shippers were unable to reroute coal traffic.

Public Service Co. and Amax Coal Co. were particularly concerned because Amax projects the shipment of 3 to 6 million tons of coal per year from their Wabash mine near Keensburg to Public Service's Gibson Station at Skelton. It is only 6 miles from Keensburg to Mount Carmel and there is no reasonable alternative routing.

The Sahara Coal Co. operates three mines on the Saline Valley Branch (USRA Line No. 607b) west of Harrisburg. Sahara shipped over 1.9 million tons of coal in 1974, 61 percent on the PC and 39 percent on the ICG. Sahara says the ICG is perpetually short of cars and unable to meet present demand. The company would have to close two of its mines, laying off nearly 400 workers, if it lost access to the PC.

At Eldorado, the Federal Wholesale Division of Scot Lad Foods, Inc., is located on the PC siding. It receives 2,300 cars per year. According to Federal, neither the ICG nor the L&N have the facilities in Eldorado to handle Federal's traffic.

Other shippers and receivers included Warren Petroleum Co. (1974–90 cars) and Halliburton Services (1974–11 cars) in Crossville, Illinois.

Information for Line-Transfer Decision

Revenue received by PC		$469,003
Average revenue per carload	$196	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	739,285	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	62,689	
Cost incurred beyond the branch line	351,406	
Total variable (avoidable) cost		1,153,380
Net contribution (loss): total		(684,377)
Average per carload	(286)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 90 crossties per mile).

A review of this line indicated it is required for the northbound movement of coal.

Disposition

This portion of the Cairo Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAIRO BRANCH

USRA Line No. 607

Penn Central

This portion of the Cairo Branch, extending from *Harrisburg* (Milepost 188.7) to *Olmsted, Ill.* (Milepost 245.3), a distance of *56.6 miles*, in Saline, Massac, Johnson, Williamson and Pulaski Counties, Ill., a line which was recommended for inclusion on page 419 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

It is recommended that the portion of this line from Milepost 235.2 (Karnak) to Milepost 245.3 (Olmsted) be sold to the Burlington Northern (see section 206(g) of the Act).

SALINE VALLEY BRANCH

USRA Line No. 607b

Penn Central

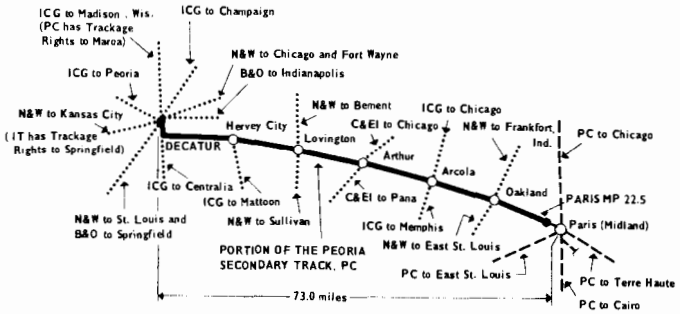
The Saline Valley Branch, extending from *Harrisburg* (Milepost 0.0) to *Delta Mine, Ill.* (Milepost 10.7), a distance of *10.7 miles*, in Saline County, Ill., a line which was recommended for inclusion on page 420 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 609

Penn Central

This portion of the Peoria Secondary Track, formerly part of the Pennsylvania RR, extends from *Paris* (Milepost 22.5) to *Decatur, Ill.* (Milepost 95.5), a distance of *73.0 miles*, in Edgar, Coles, Douglas, Moultrie



and Macon Counties, Ill. The PC operates over ICG by trackage rights between Mileposts 84.9 and 95.5. At Decatur, this line continues to Peoria (see Line No. 610/610a). Connections are: at Paris, the PC Cairo Branch and Lenox-to-Davis Line (see Line Nos. 605, 605a, 618, and 618a), the Norfolk & Western Ry.'s Frankfort-East St. Louis line at Oakland, the Illinois Central Gulf to Chicago and Memphis at Arcola, the C&EI to Chicago, Chaffee and Pana at Arthur, the Norfolk & Western to Bement and Sullivan at Lovington, and the Illinois Central Gulf to Mattoon at Hervey City. At Decatur, this line connects with the Norfolk & Western to Chicago, Fort Wayne, Kansas City and St. Louis, Illinois Central Gulf lines to Madison, Wis., Champaign, Peoria and Centralia, the Baltimore & Ohio to Springfield and Indianapolis and the Illinois Terminal RR to Springfield.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Redmon	13
Borton	26
Oakland	63
Hindsboro	74
Kemp	81
Filson	1
Arcola	1
Chesterville	1
Arthur	166
Fairbanks	47
Lovington	294
Lake City	172
Prairie Hall	148
Total carloads generated by the line	1,087
Average carloads per week	20.9
Average carloads per mile	14.9
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	8.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Illini FS, Inc., operates two agriculture retail outlets on Line No. 609. These two businesses supply area farmers over 8,000 tons annually of fertilizer, chemicals, etc., and would be forced to close both facilities if the line were abandoned.

Effingham Equity, Fairbanks, testified that if the entire line cannot be kept, the 3-mile segment from Fairbanks to Arthur should be kept open to provide access to the C&EI at Arthur.

Cereal Mills, Inc., at Paris, Ill., received 10,281 carloads in 1974. The mill depends upon rail access to the surrounding farm community. Without Line No. 609 the distribution pattern for the raw farm products would be altered, and Illinois Cereal Mills' production would be cut.

The Mayor of Paris and the Paris Chamber of Commerce reported that the community is heavily dependent upon this line.

The United Transportation Union challenged USRA for not including Paris and Decatur traffic in the profitability calculations. Virtually all of the traffic for Decatur moves over Line No. 609 from Paris. Without Line No. 609, the total revenue for Decatur traffic would be lost to Consolidated Rail Corp.

Information for Line-Transfer Decision

Revenue received by PC		$243,295
Average revenue per carload	$224	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	591,282	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	91,256	
Cost incurred beyond the branch line	119,210	
Total variable (avoidable) cost		801,748
Net contribution (loss): total		(558,453)
Average per carload	(514)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 192 crossties per mile).

Shippers at Decatur, Turpin, and Mount Zion are also served by the ICG which actually owns the track used by PC to serve those points. The line was analyzed at 62.4 miles, the PC portion of the track, and the above three stations were omitted. The mileposts were redefined at Paris to allow continued service to those shippers.

Service to this line generated a loss of $558,453 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 230-percent rate increase.

This line passes through an area of proven coal reserves. There are no active mines dependent upon this line. There are no plans for new mines which would be dependent upon this line for rail movement. Between 800 million and 1.9 billion tons of coal reserves are within a 5-mile corridor and a 10-mile corridor, respectively of this line. Service by other railroads is possible at five intermediate points.

Disposition

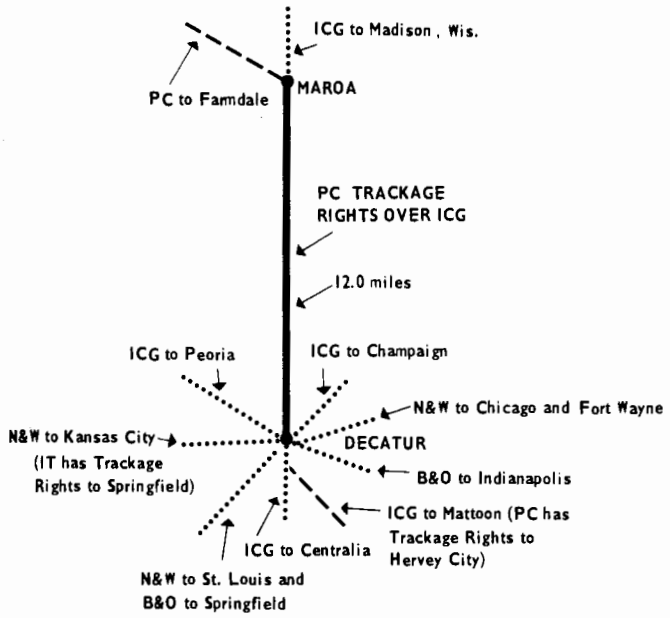
This portion of the Peoria Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

It is recommended that this line be considered for inclusion in a fossil fuel rail bank. Public officials also have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRACKAGE RIGHTS OVER ICG RR

USRA Line No. 610/610a

Penn Central



These PC trackage rights over the Illinois Central Gulf RR extend from *Decatur* (Milepost 95.5), to *Maroa, Ill.* (Milepost 107.5), a distance of *12.0 miles*, in Macon County, Ill. At Decatur the line continues southeast to Farmdale and Paris and, at Maroa, the line continues northwest to Peoria (see Line Nos. 609 and 611). From Maroa, the Illinois Central Gulf continues to Madison, Wis. Also at Decatur the line connects with the Norfolk & Western to Kansas City, St. Louis, Chicago and Fort Wayne; the Illinois Central Gulf lines to Peoria, Champaign, Centralia and Mattoon; the Baltimore & Ohio to Springfield and Indianapolis, and the Illinois Terminal RR.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

These trackage rights over the ICG are used to serve USRA Segment No. 611. Line No. 611 will not be transferred to ConRail.

Disposition

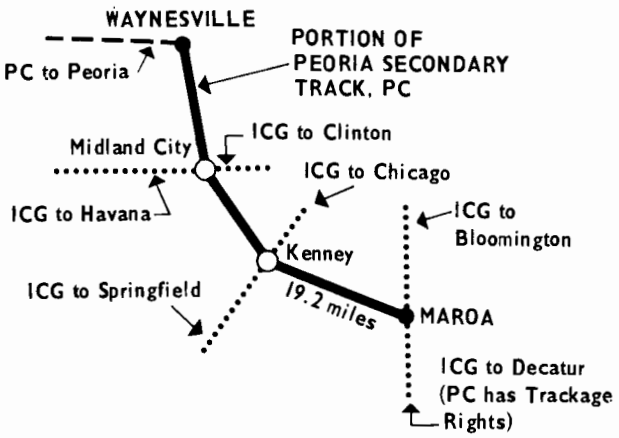
Trackage rights over this portion of the ICG are *not* designated for transfer to Consolidated Rail Corp.

It is recommended that these trackage rights be transferred to the Illinois Terminal RR (see section 206(g) of the Act).

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 611

Penn Central



This portion of the Peoria Secondary Track, formerly part of the Pennsylvania RR, extends from *Maroa* (Milepost 107.5), to *Waynesville, Ill.* (Milepost 126.7), a distance of *19.2 miles*, in Macon and DeWitt Counties, Ill. At Maroa, the line continues southeast to Paris, and at Waynesville it continues northwest to Peoria (see

Line Nos. 610/610a and 611a). This line connects with Illinois Central Gulf lines at Kenney and Midland City. The portion beyond Maroa is owned by the Illinois Central Gulf; PC operates under a trackage rights agreement.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Maroa	15
Rowell	1
Kenney	3
Midland City	16
Tabor	356
Waynesville	183
Total carloads generated by the line	574
Average carloads per week	11.0
Average carloads per mile	29.9
Average carloads per train	11.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	10
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Service to Line No. 611 is out of Decatur over Line No. 610/610a because a washout closed the line north of Waynesville.

The United Transportation Union reported that it would have been an inexpensive job to repair the washout 2 years ago when it occurred.

The UTU reported that service to Line No. 611 is on an as-need basis, approximately once a week, instead of the 150 trips per year reported by USRA.

The Illinois Terminal Railroad Co. wishes to acquire all PC property between Peoria and Decatur, including yard and terminal facilities.

Information for Line-Transfer Decision

Revenue received by PC		$124,945
Average revenue per carload	$218	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	166,801	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	46,416	
Cost incurred beyond the branch line	60,605	
Total variable (avoidable) cost		273,822
Net contribution (loss) total		(148,877)
Average per carload	(259)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,736 crossties (an average of 507 crossties per mile).

This line was reanalyzed and the number of trips per year was reduced to 52.

Service to this line generated a loss of $148,877 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 119-percent rate increase.

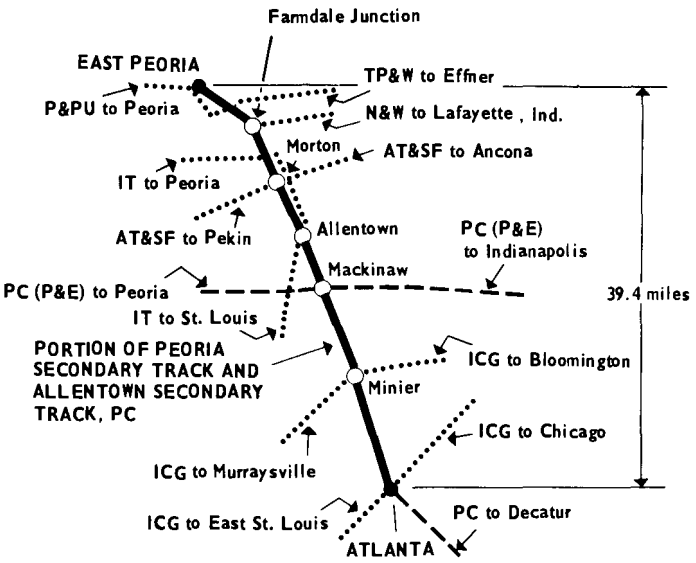
Disposition

This portion of the Peoria Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PEORIA SECONDARY TRACK AND ALLENTOWN SECONDARY TRACK

USRA Line No. 611b

Penn Central



This portion of the Peoria Secondary Track and the entire Allentown Secondary Track, formerly part of the Pennsylvania RR, extend from *Atlanta* (Milepost 132.7) to *East Peoria, Ill.* (Milepost 172.1), a distance of *39.4 miles*, in Logan, Tazewell and Peoria Counties, Ill. At Atlanta this line continues southeast to Decatur (see Line Nos. 611a, 611, and 610/610a), and it also connects with the Illinois Central Gulf line to Chicago. Other connections include: the Illinois Central Gulf

to Chicago at Minier, the PC Peoria & Eastern to Peoria at Downing (see Line No. 617c), the Illinois Terminal RR to Peoria at Allentown, the Santa Fe to Chicago at Morton, the Norfolk & Western and the Toledo, Peoria & Western (both to Peoria) at Farmdale Junction, and the Peoria & Pekin Union Ry. at East Peoria. Furthermore, the Illinois Terminal maintains the line from Milepost 162.5 to Milepost 167.8. PC operates via trackage rights granted by the Norfolk & Western Ry. between Farmdale Junction and P. & P.U. Junction (Milepost 167.8 to Milepost 172.1).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Atlanta	20
Mount Joy	1
Armington	75
Hittle	0
Minier	0
Tazewell	17
Morton	557
Total carloads generated by the line	670
Average carloads per week	12.9
Average carloads per mile	22.5
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Rail Tech & Associates reported that the Atlanta Agricultural Center is an active rail user receiving traffic at Atlanta, but USRA reported no traffic at Atlanta.

The Eminence Grain & Coal Co. at Mount Joy reported that rail service was necessary because all area roads are posted against heavy truck traffic.

The United Transportation Union reported 18 rail users along Segment No. 611b and said that the traffic potential would be very good if the shippers were offered better service.

The Illinois Terminal Railroad Co. wishes to acquire all PC property between Peoria and Decatur, including yard and terminal facilities.

The Tri-County Regional Commission in East Peoria testified that 682 carloads were generated on this line in 1973.

Information for Line-Transfer Decision

Revenue received by PC		$128,176
Average revenue per carload	$191	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	278,687	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	75,350	
Cost incurred beyond the branch line	61,262	
Total variable (avoidable) cost		415,299
Net contribution (loss): total		(287,123)
Average per carload	(429)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 15,429 crossties (an average of 518 crossties per mile).

This line was reanalyzed including the traffic generated at Atlanta.

The existence of an additional 12 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately $286,000.

Service to this line generated a loss of $287,123 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 244-percent rate increase.

Disposition

The portion of the Allentown Secondary Track from Milepost 132.7 to Milepost 158.3 shall be offered for sale to the Illinois Terminal, a profitable railroad operating in the Region. If this offer is *not* accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the **Act.**

The portions of the Peoria Secondary Track and Allentown Secondary Track from Milepost 158.3 to Milepost 172.1 are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for othe public purposes if rail service is discontinued. For line-specific recomemndations, see section C of this appendix.

PORTION OF THE PEORIA & EASTERN LINE

USRA Line No. 617

Penn Central

This portion of the Peoria & Eastern line, extending from *Danville* (Milepost 86.0) to *Urbana, Ill.* (Milepost 115.0), a distance of *29.0 miles*, in Vermilion and Champaign Counties, Ill., a line which was recom-

mended for inclusion on page 425 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

TRACKAGE RIGHTS OVER PEORIA & PEKIN UNION RY

USRA Line No. 617a

Penn Central

The trackage rights over the Peoria & Pekin Union Ry., extending from *Pekin* (Milepost 0.0) to *East Peoria, Ill.* (Milepost 8.9), a distance of *8.9 miles*, in Tazewell County, Ill., a line which was recommended for inclusion on page 426 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 617b

Penn Central

This portion of the Peoria & Eastern Line, extending from *Urbana* (Milepost 115.0) to *Bloomington, Ill.* (Milepost 170.5), a distance of *55.5 miles*, in McLean, DeWitt, Platt and Champaign Counties, Ill., a line which was recommended for inclusion on page 426 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PEORIA & EASTERN LINE

USRA Line No. 617c

Penn Central

This portion of the Peoria & Eastern line, extending from *Bloomington* (Milepost 170.5) to *Pekin, Ill.* (Milepost 201.0), a distance of *30.5 miles*, in Tazewell and McLean Counties, Ill., a line which was recommended for inclusion on page 427 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 618a

Penn Central

This portion of the Davis-to-Lenox Line, extending from *Paris* (Milepost 89.0) to *Mattoon, Ill.* (Milepost 127.0), a distance of *38.0 miles*, in Edgar and Coles Counties, Ill., a line which was recommended for inclusion on page 428 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *This line is being retained for the movement of through freight trains until the parallel route is rehabilitated. Once the through freight traffic is shifted from this line ConRail should reevaluate the viability of local freight service. Any ConRail abandonment would be subject to normal I.C.C. abandonment proceedings.*

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 618b

Penn Central

The portion of the Davis-to-Lenox Line extending from *Mattoon* (Milepost 127.0) to *Pana, Ill.* (Milepost 167.2), a distance of *40.2 miles*, in Coles, Moultrie, Shelby, and Christian Counties, Ill., a line which was recommended for inclusion on page 428 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

The portion of the Davis-to-Lenox Line extending from *Pana* (Milepost 167.2) to *Hillsboro, Ill.* (Milepost 194.0), a distance of *26.8 miles*, in Christian and Montgomery Counties, Ill., a line which was recommended for inclusion on page 428 of the Preliminary System Plan, shall be offered for sale to the Missouri Pacific RR (C&EI), a profitable railroad operating in the Region. ConRail will retain trackage rights over the line. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp. *ConRail will utilize this route for the alternate routing of through freight trains until the parallel route is rehabilitated.*

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 679

Penn Central

The portion of the Davis-to-Lenox Line, extending from *Hillsboro* (Milepost 194.0) to *East St. Louis (Lenox), Ill.* (Milepost 237.7), a distance of *43.7 miles*, in Montgomery and Madison Counties, Ill., a line which was recommended for inclusion on page 429 of the Preliminary System Plan, shall be offered for sale to the Missouri Pacific RR (C&EI) and the Burlington Northern RR, profitable railroads operating in the Region (see section 206(g) of the act). The C&EI shall be offered the portion of the line from Milepost 194.0

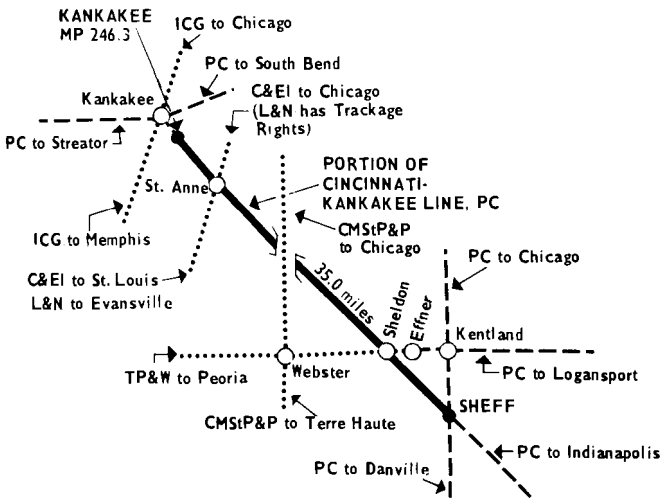
(Hillsboro) to Milepost 205.2 (Joan) and the C&EI and the BN shall jointly be offered the portion from Milepost 205.2 (Joan) to Milepost 237.7 (Lenox). ConRail will retain trackage rights over this line. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

INTERSTATE LINES

PORTION OF CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 577a

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the New York Central RR, extends from *Sheff, Ind.* (Milepost 211.3) to *Kankakee, Ill.* (Milepost 246.3), a distance of *35.0 miles*, in Iroquois and Kankakee Counties, Ill., and Benton County, Ind. A continuation of this line extends eastward to Cincinnati and northward to Chicago (see Line Nos. 577 and 408). This line connects with the PC to Cairo and Chicago at Sheff, Ind. (see Line No. 604). This line connects with the Toledo, Peoria & Western RR to Effner and Peoria at Sheldon. Near Nelson the Milwaukee Road Chicago-Terre Haute line crosses. This line also connects with the C&EI-L&N line from Chicago to Evansville at St. Anne. (The L&N line to Chicago uses the C&EI trackage.) At Kankakee this line connects with the ICG Chicago-New Orleans main line. It also connects with the PC line to South Bend and Peoria at Kankakee.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Raub	149
Sheldon	1,277
Iroquois	109
Donovan	184
Beaverville	204
St. Anne	134
Aroma Park	16
Total carloads generated by the line	2,073
Average carloads per week	39.9
Average carloads per mile	59.2
Average carloads per train	13.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Kankakee County Farm Bureau indicated that present and potential traffic make this line essential to the economic well-being of Kankakee County farmers.

Congressman George O'Brien expressed interest in the line's being acquired by a solvent carrier, as did the Rail Research Committee organized on the line.

The Rail Research Committee also pointed out apparent factual errors in USRA's analysis; e.g., nearly 1,000 cars from five major on-line shippers in Kankakee were omitted. The Committee also pointed out seeming inconsistencies in the way USRA handled the different segments of the Cincinnati-to-Kankakee line—one segment having been included with no demonstrated analysis and two segments included because they were required for "through traffic." The main thesis of the Committee's criticism is that Line No. 577a is an integral segment of a through line, but that it can stand on its local traffic generating higher carloads per mile than the other Cincinnati-Kankakee segments.

The Early & Daniel Co. at Sheldon argued that the entire line was profitable and should be retained, but especially the 7.8-mile segment from Sheff to Sheldon must stay. In 1973, this 7.8 miles generated 58 percent of the carloading and 80 percent of the revenues which USRA attributed to the entire line.

Shippers at Iroquois, Donovan and Beaverville indicated that USRA understated the 1973 carloads by 302.

Information for Line-Transfer Decision

Revenue received by PC		$938,461
Average revenue per carload	$453	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	328,443	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,004	

Cost incurred beyond the branch line	814,918
Total variable (avoidable) cost	1,180,365
Net contribution (loss): total	(242,904)
Average per carload	(117)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 200 crossties.

The mileposts were adjusted at Kankakee so all shippers would continue to receive service. An analysis was made of the portion from Sheff to Sheldon. The costs were adjusted to reflect unit grain trains and shipper-owned equipment. This subsegment would require a 7-percent rate increase to become viable.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 211.3 to Milepost 219.4 (serving shippers at Raub and Sheldon who generated 1,426 carloads in 1973) would generate $717,962 in revenue and $771,091 in costs with a resulting loss of $53,129. This portion of the line may become viable with either an 87-percent increase in traffic or a 7-percent rate increase.

Service to the remainder of the line (from Milepost 219.4 to Milepost 246.3 serving shippers at Iroquois, Donovan, Beaverville, St. Anne and Aroma Park who generated 647 carloads in 1973) would generate $220,499 in revenue and 457,098 in costs with a resulting loss of $236,599. Recovery of costs would require approximately a fivefold increase in traffic or a 107-percent rate increase over the 1973 levels. The existence of an additional 302 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately $218,500.

Disposition

The portion of the Cincinnati-Kankakee line from Milepost 211.3 to Milepost 219.4 shall be offered for sale to the TP&W, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Cincinnati-Kankakee line from Milepost 219.4 to Milepost 246.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE DANVILLE BRANCH

USRA Line No. 604

Penn Central

This portion of the Danville Branch, extending from *Highlands, Ind.* (Milepost 6.3) to *Danville, Ill.* (Milepost 110.2), a distance of *103.9 miles*, in Lake, Newton, Benton, Warren and Fountain Counties, Ind., and Vermilion County, Ill., a line which was recommended for inclusion on page 477 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *It is* not *planned that this line will be used for the movement of through freight trains; the use of alternate routings are being negotiated with the Louisville & Nashville and the Chicago & Eastern Illinois Railroads* (*see chapter on Coordination*).

PORTION OF THE EVANSVILLE SECONDARY TRACK

USRA Line No. 612

Penn Central

This portion of the Evansville Secondary Track, extending from *Mount Carmel, Ill.* (Milepost 127.4) to *Skelton, Ind.* (Milepost 132.0), a distance of *4.6 miles*, in Gibson County, Ind., and Wabash County, Ill., a line which was recommended for inclusion on page 477 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 616

Penn Central

This portion of the Peoria & Eastern Line, extending from *Clermont, Ind.* (Milepost 9.2) to *Danville, Ill.* (Milepost 82.0), a distance of *72.8 miles*, in Marion, Hendricks, Boone, Montgomery, Fountain and Warren Counties, Ind., and Vermilion County, Ill., a line which was recommended for inclusion on page 479 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 618

Penn Central

This portion of the Davis-to-Lenox line, extending from *Terre Haute, Ind.* (Milepost 72.0) to *Paris, Ill.* (Milepost 89.0), a distance of *17.0 miles*, in Vigo County, Ind., and Edgar County, Ill., a line which was recommended for inclusion on page 479 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *It is* not *planned that this line will be used for the movement of through freight trains; the use of alternate routings is being negotiated with the Louisville & Nashville RR* (*see chapter on Coordination*).

PORTION OF THE COLUMBUS-CHICAGO LINE

USRA Line No. 689

Penn Central

This portion of the Columbus-to-Chicago line, extending from *Hartsdale, Ind.* (Milepost 284.0) to *Chicago, Ill.* (Milepost 302.4), a distance of *18.4 miles*, in Lake County, Ind., and Cook County, Ill., a line which was recommended for inclusion in the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

INDIANA

Intrastate

PC

USRA Line Number	Terminals	Page
399	Goshen to Shipshewana	80
414	Hartsdale to East Gary	80
417/417a	Auburn to Waterloo	81
418	Kendallville to Michigan State Line	82
419	North Manchester to Mexico	84
420	North Manchester to Columbia City	85
423	Logansport to Culver	85
428	Adams to Decatur	86
429	Decatur to Ridgeville	86
521	New Castle to Richmond	88
522	New Castle to Anderson	89
523	Anderson to Elwood	89
524	Elwood to Kokomo	90
556	Richmond to Lynn	91
557	Lynn to Ridgeville	91
565	Ben Davis to Limedale	92
566	Greencastle to Brazil	93
566a	Brazil to Terre Haute	93
571	Cedar Grove to Brookville	93
573	Beeson to Connersville	94
574/574a	Lebanon to Brant	94
575	Lebanon to Lafayette	96
576	Lafayette to Templeton (N&W Trackage Rights)	96
577	Templeton to Sheff	96
578	Emporia to Knightstown	96
579a	Knightstown to Carthage	97
582	Columbus to Flat Rock	98
584	Fenns to Shelbyville	99
585/586/587	Shelbyville to North Rushville	100
588a	Madison Secondary Track at Columbus	101
589	North Vernon to North Madison	101
590	North Madison to Madison	102
591	South of Riley to Worthington Junction	103
593	Martinsville to Rincon Junction	104
593a	Rincon Junction to Thomas	105
593b	Thomas to Buckskin	105
594/594a	Buckskin to Evansville	105
595	Buckskin to Lynnville	105
596	Duff Junction to Washington	106
597	Rincon Junction to Sandborn	106
598	Sandborn to Bicknell	107
602	Waveland to Crawfordsville	108
619	Franklin to Columbus	108
621	Jeffersonville to Watson	109
621b	Jeffersonville to New Albany	109
622/623	Lebanon to Fisherburg	110
630	Effner to Kenneth	110
633	Centerville to Indianapolis	112
634	Lebanon to Clermont	113
689a	North Judson to Hartsdale	113
700	Columbia City Secondary Track at North Manchester	114

EL

USRA Line Number	Terminals	Page
1262	Huntington to Hammond	114

Interstate

PC

Indiana to Illinois (these lines are discussed under Illinois)

577a	Sheff, Ind. to Kankakee, Ill.	
604	Highlands, Ind. to Danville, Ill.	
612	Skelton, Ind. to Mt. Carmel, Ill.	
616	Clermont, Ind. to Danville, Ill.	
618	Terre Haute, Ind. to Paris, Ill.	
689	Hartsdale, Ind. to Chicago, Ill.	

Indiana to Kentucky

620/620a/620b	Columbus, Ind. to Louisville, Ky.	116

Indiana to Michigan

401	South of Angola, Ind. to Montgomery, Mich.	116
467	Michigan City, Ind. to Buchanan, Mich.	117
637	South Bend, Ind. to Niles, Mich.	118

Indiana to Ohio

520a	Richmond, Ind. to Eaton, Ohio.	118
554	Hunter, Ind. to Glen Karn, Ohio	119
571a	Cedar Grove, Ind. to Valley Junction, Ohio	121
638	Richmond, Ind. to New Paris, Ohio	122

EL

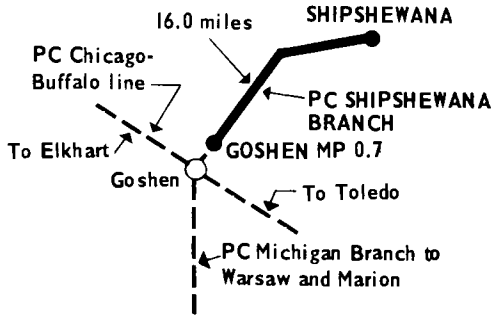
Indiana to Ohio

1261	Huntington, Ind. to Lima, Ohio	122

SHIPSHEWANA BRANCH

USRA Line No. 399

Penn Central



The Shipshewana Branch, formerly part of the New York Central RR, extends from *Goshen* (Milepost 0.7), to *Shipshewana, Ind.* (Milepost 16.7), a distance of *16.0 miles*, in Elkhart and LaGrange Counties, Ind. This line connects at Goshen with the Penn Central's Chicago-Buffalo line and with the PC Michigan Branch to Warsaw and Marion.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Middleburg	181
Shipshewana	275
Total carloads generated by the line	456
Average carloads per week	8.8
Average carloads per mile	28.5
Average carloads per train	9.1
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Coachman Industries in Middleburg states that because of industrial development a sixfold increase in employment occurred over the last decade.

If this line is closed, a 65-acre industrial park currently planned will not be developed.

The Goshen Chamber of Commerce questioned USRA's figures on revenue attributable to the line stating local shippers have paid over a half million dollars per year to the railroad.

The Chamber of Commerce believes that PC has deliberately discouraged use of the line.

The LaGrange County Board of Commissioners estimates that the Pumpkin Vine Branch could easily double its traffic under good service.

The Governor's Rail Task Force in Indiana stated that this line has an estimated $45,237 profit from $109,106 of branch revenues in 1973. The Task Force estimated rehabilitation costs for this line at $370,000. If the line were abandoned, 30 jobs were estimated to be lost with a wage impact of $255,000. The Task Force stated that 1,453 cars were generated at Goshen, 181 at Middleburg, and 275 at Shipshewana.

Information for Line-Transfer Decision

Revenue received by PC		$109,099
Average revenue per carload	$239	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	147,802	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	30,299	
Cost incurred beyond the branch line	49,571	
Total variable (avoidable) cost		227,672
Net contribution (loss): total		(118,573)
Average per carload	(260)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,200 crossties (an average of 325 crossties per mile).

The mileposts were adjusted at Goshen to allow continued service to Weyerhauser (as was intended in the PSP). The revenue assigned to the branch was the amount received by the Penn Central for its portion of the haul.

Service to this line generated a loss of $118,573 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 109-percent rate increase.

Disposition

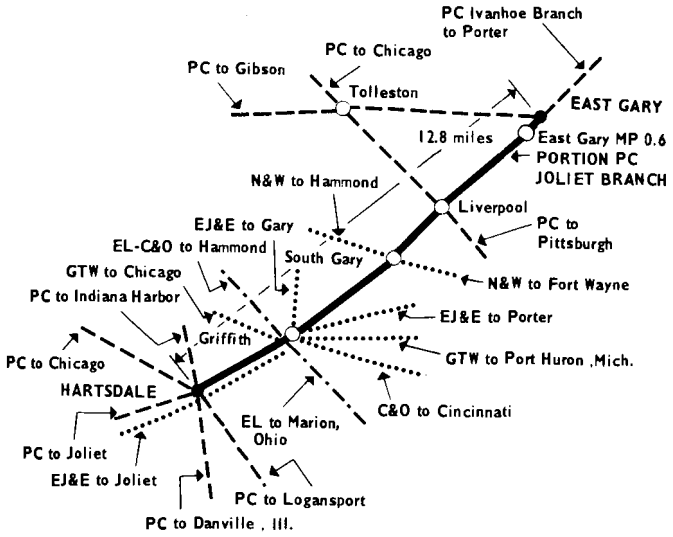
The Shipshewana Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF JOLIET BRANCH

USRA Line No. 414

Penn Central

This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *East Gary*



(Milepost 0.0) to *Hartsdale, Ind.* (Milepost 12.8), a distance of *12.8 miles*, in Lake County, Ind. This line continues beyond Hartsdale to Chicago Heights, Matteson and Joliet. At East Gary, it connects with the Penn Central Ivanhoe Branch, at Liverpool with PC's line to Pittsburgh and at South Gary with the N&W main line to Fort Wayne. At Griffith the lines of the EL, C&O and GTW cross, as do two Elgin, Joliet & Eastern Ry lines which converge and parallel this line through Hartsdale. At Hartsdale, Penn Central's lines to Logansport and Danville cross (see Line Nos. 689, 689a and 604).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Liverpool	3
Ross	8
South Gary	12
Griffith	12
East Gary [1]	180
Gary [1]	2
Total carloads generated by the line	217
Average carloads per week	4.2
Average carloads per mile	17.0
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Review by the Office revealed no public testimony on this line.

The BN is interested in acquiring line segment 414 and is negotiating with USRA and the ICC to be permitted to do so.

The Governor's Rail Task Force recommended abandonment of this line.

Information for Line-Transfer Decision

Revenue received by PC		$39,811
Average revenue per carload	$183	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,310	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	24,643	
Total variable (avoidable) cost		121,953
Net contribution (loss): total		(82,142)
Average per carload		(379)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

Disposition

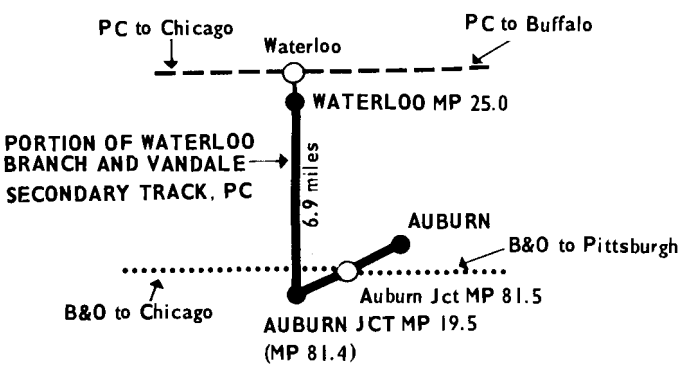
The portion of the Joliet Branch from Milepost 0.0 to Milepost 0.6 shall be transferred to Consolidated Rail Corp.

The portion of the Joliet Branch from Milepost 0.6 to Milepost 12.8 shall be offered for sale to the Burlington Northern under section 206(g) of the Act. This sale would preserve rail service to 35 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, this portion of the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATERLOO BRANCH AND VANDALE SECONDARY TRACK

USRA LINE No. 417/417a

Penn Central



This portion of the Waterloo Branch and the Vandale Secondary Track, formerly part of the New York Central RR, extends from *Auburn Junction* (Milepost 19.5) to *Waterloo* (Milepost 25.0), and from *Auburn Junction* (Milepost 81.4) to *Auburn, Ind.* (Milepost 82.8), a total distance of *6.9 miles*, in De Kalb County, Ind. This line has two parts; the Waterloo-Auburn Junction link connecting the PC's Chicago-Buffalo line to the B&O Chicago-Pittsburgh line and the smaller line from Auburn Junction to Auburn.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	297
Auburn Junction	1
Total carloads geenrated by the line	298
Average carloads per week	5.7
Average carloads per mile	43.2
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Public response was light but indicated a definite community dependence upon rail.

The Auburn Foundry, one of the area's largest employers, would be forced to relocate—a serious blow to the local economy. Auburn Foundry is currently half-way through a major expansion to double its capacity.

Other testimony concerned the poor and declining service by the PC. The Mayor of Auburn has advocated that service be continued as a spur off the B&O. Negotiations are also underway for the community possibly to purchase the line.

Total traffic of 670 carloads is projected for 1975 by three shippers.

Loss of service would cost the local economy 300 jobs, with an associated income loss of $2.4 million.

The Chessie wishes to provide service to Auburn traffic only. (*Note: The Chessie has disaffirmed interest in this project.*)

The Governor's Rail Task Force reported that PC received $61,395 in gross freight revenues from the line, paid $18,785 in branch costs hence their estimated profit was $42,610. The Task Force also estimated the rehabilitation costs which totaled $67,639. Additionally, they noted the loss of 15 jobs should service be curtailed. The Task Force recommends inclusion of this line into the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC		$61,805
Average revenue per carload	$208	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	78,982	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,472	
Cost incurred beyond the branch line	40,198	
Total variable (avoidable) cost		131,652
Net contribution (loss): total		(69,847)
Average per carload	(234)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1974 crossties (an average of 359 crossties per mile).

This line was described incorrectly in the Preliminary System Plan, but is correctly described above.

Service to this line generated a loss of $69,847 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 113-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

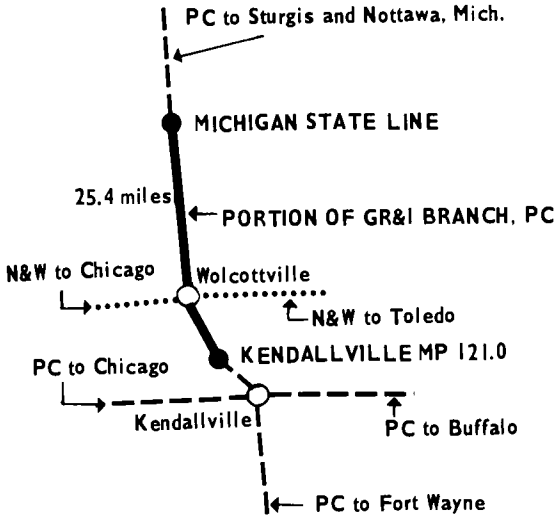
This portion of the Waterloo Branch and the Vandale Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF GR&I BRANCH

USRA Line No. 418

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Kendallville* (Milepost 121.0) to *the Michigan State line* (Milepost 146.4), a distance of *25.4 miles*, in Noble and LaGrange Counties, Ind. This line is part of the Penn Central's GR&I Branch which continues south to Fort Wayne and north to Nottawa. At Kendallville, the PC's Chicago-Toledo



line connects and at Wolcottville, the Norfolk & Western Ry connects with this line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wolcottville	35
LaGrange	343
Howe	58
Total carloads generated by the line	436
Average carloads per week	8.4
Average carloads per mile	17.2
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

The Rail Service Research Committee's research indicated nearly three times the revenue which USRA attributed to the line, and that only 5.7 miles of the trackage is below FRA Class I standards.

Duo-Therm Division of Motor Wheel Corporation, the largest employer in LaGrange, is dependent upon rail to remain competitive. Duo-Therm reported that the additional cost of alternate transportation would be $250,000. The company is currently considering a new line of production which would increase rail usage 50 percent.

Shippers at Kendallville insist they must be served by Line No. 418.

The Indiana Farm Bureau estimated potential traffic of 1,550 tons per year.

The LaGrange County Chamber of Commerce estimated unemployment of 200 with accompanying income loss of $3,000,000 as a result of loss of service.

Sturgis Iron & Metal Company located adjacent to the line three years ago because of availability of through service and a daily switch from Ft. Wayne to Kalamazoo. The Company would retain actual service but would lose the through link. The company is just developing its 55-acre complex and estimates annual traffic of 3,000 cars.

The number of round trips attributed to the line should be reviewed.

The State of Indiana in its report: *USRA Segments in Indiana: State Analysis and Recommendations* reached a conclusion that this line in its entirety between Kendallville and the State line was profitable by $510 per mile or $13,269 (total segment). Estimated rehabilitation costs were estimated to be $550,000. Indiana credited this branch with 1,607 total cars at Kendallville, 0 at Wolcottville, 343 at LaGrange, and 58 at Howe. Letters objecting to the 304(f) abandonment proceedings concentrated on disruption of business at LaGrange, Ind.

Information for Line-Transfer Decision

Revenue received by PC		$110,960
Average revenue per carload	$254	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	216,889	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	43,530	
Cost incurred beyond the branch line	62,977	
Total variable (avoidable) cost		323,396
Net contribution (loss): total		(212,436)
Average per carload	(487)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 256 crossties per mile).

This line was reanalyzed and the number of trips reduced to 156. The addition of 1,551 tons per year would be 31 cars at 50 tons per car. This would not make the line viable. No specific details are available concerning the other traffic projections.

As Line Nos. 418, 456/457/458 fail the viability criteria, service to Kendallville traffic will be from Fort Wayne.

Service to this line generated a loss of $212,436 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 191-percent rate increase.

Disposition

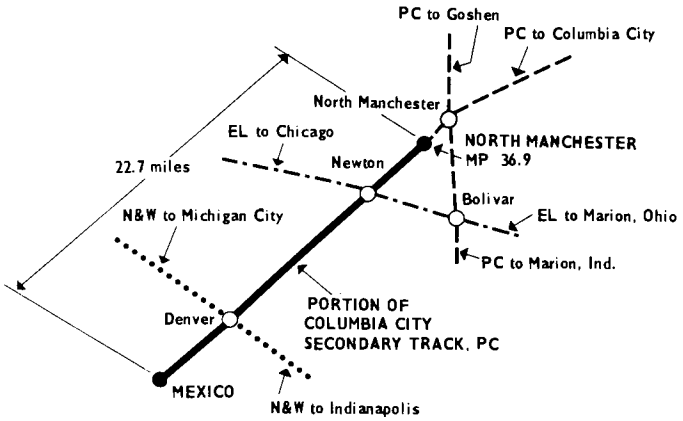
This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available

for subsidy pursuant to Section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, COLUMBIA CITY SECONDARY TRACK

USRA Line No. 419

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *Mexico* (Milepost 14.2) to *North Manchester, Ind.* (Milepost 36.9), a distance of *22.7 miles*, in Miami and Wabash Counties, Ind. At North Manchester, the line continues in a northeasterly direction to Columbia City (see Line No. 420). This line connects at North Manchester with PC's Michigan Branch. At Newton, it connects with the Erie Lackawanna line from Chicago to Hoboken (see Line No. 1262). The Norfolk & Western Ry's Michigan City-Indianapolis line connects with this line at Denver.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Roann	52
Chili	7
Denver	7
Mexico	90
Total carloads generated by the line	156
Average carloads per week	3.0
Average carloads per mile	6.8
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

The Indiana Rail Services Planning Commission challenged the USRA's figures. There were fewer than 40 round trips in 1973. The Plan reported substantial rehabilitation costs, but the Commission finds that the line already exceeds FRA Class I standards.

Loss of rail service on this line would cause three grain elevators to close; the loss would cost the local economy 32 jobs, $259,000 in personal income, and $26,200 in tax revenues.

The Indiana Farm Bureau estimates potential traffic of 6,900 tons of phosphates and potash per year.

Over the past five years, the elevator at Mexico has spent $200,000 on rail facilities to accommodate ten-car lots.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The report prepared by the Governor's Task Force of Indiana indicated that the line lost $6,954 in 1973 and requires rehabilitation costing $546,720.

Information for Line-Transfer Decision

Revenue received by PC		$79,460
Average revenue per carload	$509	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	164,762	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	53,218	
Cost incurred beyond the branch line	53,511	
Total variable (avoidable) cost		271,491
Net contribution (loss): total		(192,031)
Average per carload	(1,231)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 430 crossties per mile).

This line was reanalyzed and the number of trips reduced to 40. There is an 8-m.p.h. slow order, indicating that at least a portion of the line does not meet Class I standards. The elimination of the rehabilitation cost would not make this line viable.

Service to this line generated a loss of $192,031 in 1973. Recovery of this loss would require approximately a sevenfold increase in traffic or a 242-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

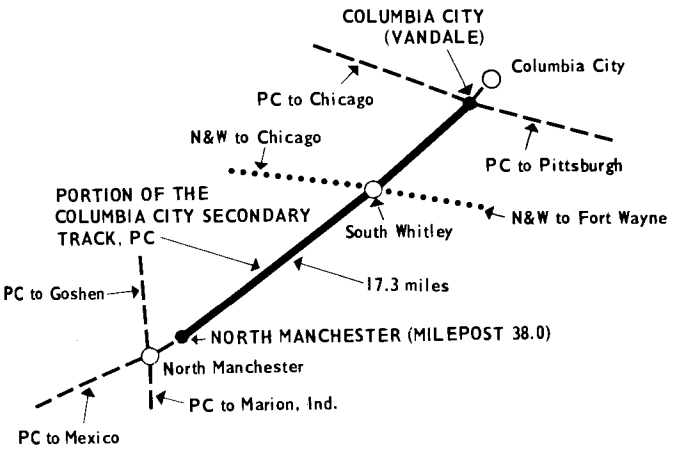
Disposition

This portion of the Columbia City Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, COLUMBIA CITY SECONDARY TRACK

USRA Line No. 420

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *North Manchester* (Milepost 38.0) to *Columbia City* (*Vandale*) *Ind.* (Milepost 55.3), a distance of *17.3 miles*, in Whitley, Kosciusko and Wabash Counties, Ind. A continuation of this line extends from North Manchester to Mexico (see Line No. 419). At Columbia City, this line connects with the PC's Chicago-Pittsburgh line and at North Manchester with the PC's Anderson-Goshen line. At South Whitley the Norfolk & Western Ry's Chicago-Fort Wayne line crosses.

Public Comments on Preliminary System Plan

The Association reported that this line has been approved for abandonment. It is kept open only as access to Line No. 419.

The Rail Services Planning Commission reported that the Farmers Coop Elevator at South Whitley has invested $200,000 over the past 5 years on rail facilities to handle 10-car lots.

The South Whitley elevator shipped 130 cars last year and would have shipped 66 more if the cars had been available.

See comments on Line No. 419.

Information for Line-Transfer Decision

The ICC approved this line for abandonment on April 12, 1973 (Docket No. AB–5 Sub. No. 25). It has been kept in service to handle traffic generated on USRA Line No. 419. Line No. 419 is not designated for transfer to Consolidated Rail Corp. The existence of 130 carloads, as reported by the RSPO, will not support viable rail service on this 17.3 mile line.

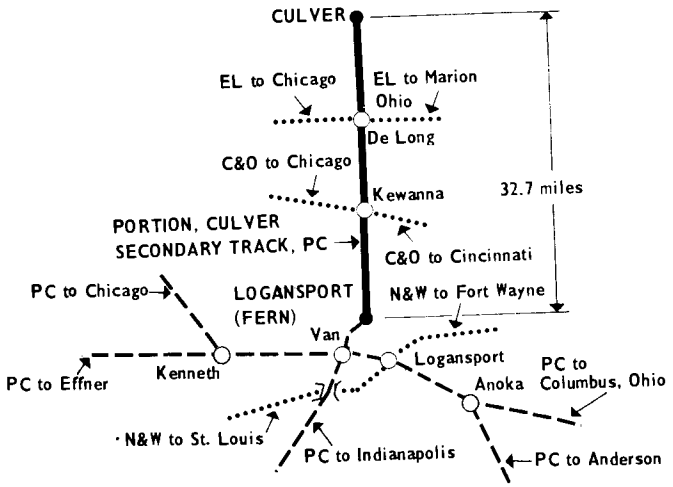
Disposition

This portion of the Columbia City Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CULVER SECONDARY TRACK

USRA Line No. 423

Penn Central



This portion of the Culver Secondary Track, formerly part of the Pennsylvania RR, extends from *Logansport* (*Fern*) (Milepost 115.9) to *Culver, Ind.* (Milepost 148.6), a distance of *32.7 miles*, in Cass, Fulton and Marshall Counties, Ind. At Logansport this line connects with the PC Chicago-to-Columbus line, the Norfolk & Western Ry., and the I&F Branch, PC. Kewanna is served by the Chesapeake & Ohio Ry.'s Chicago-Cincinnati line and De Long is served by the Erie-Lackawanna Ry's Chicago-Marion, Ohio line (see Line No. 1262).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lucerne	96
Grass Creek	26
Kewanna	20
De Long	0
Culver	9
Total carloads generated by the line	151
Average carloads per week	2.9
Average carloads per mile	4.6
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The Indiana Farm Bureau projected annual traffic of 5,750 tons of phosphates and potash on this line.

Information for Line-Transfer Decision

Revenue received by PC		$65,366
Average revenue per carload	$433	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	224,328	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	75,106	
Cost incurred beyond the branch line	43,141	
Total variable (avoidable) cost		342,575
Net contribution (loss): total		(277,209)
Average per carload		(1,836)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information this upgrading would include the replacement of a total of 16,350 crossties (an average of 500 crossties per mile). This additional traffic would not support viable rail service.

The addition of 5,750 tons, as indicated by the Indiana Farm Bureau, is the equivalent of 115 carloads at 50 tons per car.

Service to the line generated a loss of $277,210 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 424-percent rate increase.

Disposition

This portion of the Culver Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of the appendix.

FORT WAYNE SECONDARY TRACK

USRA Line No. 428

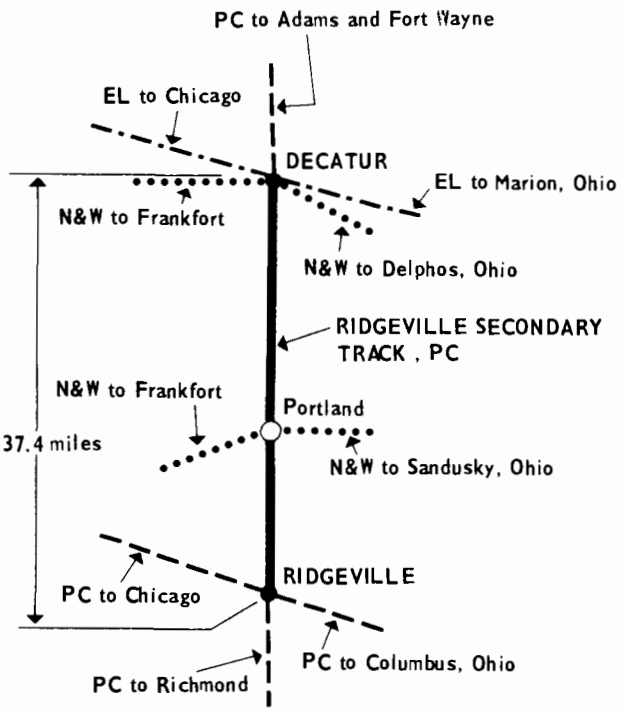
Penn Central

The Fort Wayne Secondary Track, extending from *Decatur* (Milepost 70.4) to *Adams, Ind.* (Milepost 86.6), a distance of *16.2 miles*, in Allen and Adams Counties, Ind., a line which was recommended for inclusion on page 438 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

RIDGEVILLE SECONDARY TRACK

USRA Line No. 429

Penn Central



The Ridgeville Secondary Track, formerly part of the Pennsylvania RR, extends from *Ridgeville* (Milepost 33.0) to *Decatur, Ind.* (Milepost 70.4), a distance of *37.4 miles*, in Adams, Jay and Randolph Counties, Ind. This line connects at Ridgeville with PC's Fort Wayne Branch to Winchester (see Line No. 557) and at Decatur with the Fort Wayne Secondary Track to Adams (see Line No. 428). N&W lines cross at Decatur and Portland; the EL Chicago-Marion, Ohio line crosses at Decatur (see Line No. 1261), and there is a connection with the Penn Central's Chicago-Columbus line at Ridgeville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Collett	1
Portland	389
Briant	5
Geneva	67
Berne	159
Monroe	106
Decatur[1]	16
Ridgeville[1]	32
Total carloads generated by the line	775
Average carloads per week	14.9
Average carloads per mile	20.6
Average carloads per train	4.8
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on this segment.

Public Comments on Preliminary System Plan

The Indiana Farm Bureau estimated that the potential local traffic on this line could be 7,025 tons of agricultural shipments per year.

The Adams County Farm Bureau estimated that its members would be forced to pay $68,000 yearly for alternative modes of transportation, if service is discontinued. They also stated that 145 cars were shipped out of Monroe and 200 cars were shipped out of Berne.

The Riverside Warehouse, Inc. in Berne reported a potential capital investment loss of $72,000.

Economy Printing Concern, Inc. in Berne projects that its 1977 traffic will be nearly double its 1974 traffic. The company could not remain competitive without rail service. Abandonment would result in an immediate loss of 84 jobs at Economy.

The Rail Study Committee indicated that USRA's traffic figures for this line are considerably understated. The Committee estimated a personal income loss of $350,000 based on an estimate of 37 jobs lost due to discontinuance of service.

The Berne Chamber of Commerce reported that Riverside Warehouse, Inc., Berne Coal and Supply Co., and McIntosh Corp. indicated that rail was necessary for their continued operation.

The Committee stated that the Berne Coal and Supply Co. supplies residential heating coal for 900 families. They are dependent on this fuel.

Naas Foods, Inc., at Geneva, ships approximately 50 cars per year, and would double its shipments if the cars were available. In 1973 Naas invested in new processing system equipment. This new addition has increased the potential of considerable traffic growth.

Concorde Homes, at Monroe, contracted with the PC to build a spur line into its plant. It has suspended further plant development until rail service is assured. Concorde projects 10–15,000 tons per year.

Testimony indicates that the number of round trips per year is overstated in the PSP. Naas Foods reported only two switches per week.

The N&W is interested in acquiring a two-mile segment only in the immediate area of Portland and would serve the three industries presently located on the PC at Portland.

The Governor's Task Force found that the Ridgeville-Adams Line operates at a substantial profit; its abandonment would cause the loss of 135 jobs, and recommends inclusion in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC		$311,134
Average revenue per carload	$401	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	353,026	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	38,616	
Cost incurred beyond the branch line	139,622	
Total variable (avoidable) cost		531,264
Net contribution (loss) total		(220,130)
Average per carload	(284)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 280 crossties.

This line was reanalyzed and the number of trips reduced to 156. The segment from Decatur to Portland was analyzed as a subsegment and would require a 114 percent increase in traffic or a 63 percent rate increase to become viable.

Service to this line generated a loss of $220,129 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 71-percent rate increase. The existence of an additional 80 carloads on this line in 1973, as indicated in the testimony would reduce this loss to approximately $202,500. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The Ridgeville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-

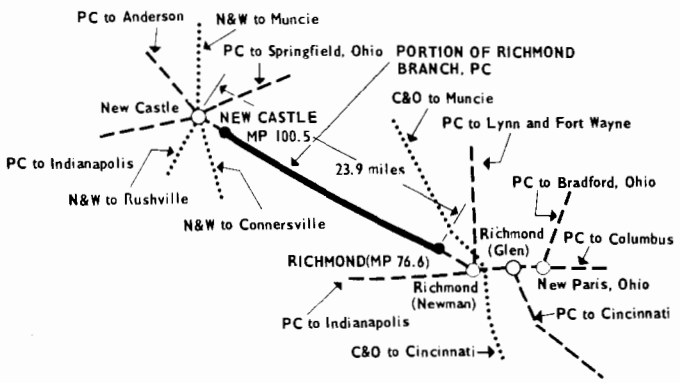
way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Portland shall be offered for sale to the Norfolk & Western Ry. This sale would preserve rail service to an estimated 389 carloads or approximately 50 percent of the traffic generated on this line.

PORTION OF RICHMOND BRANCH

USRA Line No. 521

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 76.6) to *New Castle, Ind.* (Milepost 100.5), a distance of *23.9 miles*, in Wayne and Henry Counties, Ind. This is a segment of the Richmond Branch, PC's line from Logansport, Ind. to Cincinnati, Ohio (see Line Nos. 520a and 522). Other lines serving Richmond are: C&O Cincinnati to Muncie; PC Richmond to Ft. Wayne (see Line No. 556), and PC Columbus, Ohio to Indianapolis (see Line Nos. 633 and 638).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greens Fork	0
Hagerstown	23
Millville	0
Total carloads generated by the line	23
Average carloads per week	0.4
Average carloads per mile	1.0
Average carloads per train	0.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Mayor of Richmond protested discontinuing service, arguing that development of the community would be severely harmed.

Lack of rail service would force a 250-acre industrial park to divert completely to trucking.

Several area residents wished that the line would be abandoned as soon as possible and suggested the land be returned to the adjoining tracts.

The Indiana Federation of County Taxpayers Association, Inc., argued that the right-of-way is not properly maintained and its return to adjacent land owners would increase the tax base.

The Indiana Farm Bureau estimated traffic at 2,935 tons per year.

The Wayne County Farm Bureau indicated a $20,000 investment loss if service is discontinued.

The Chessie is interested in providing service to *Richmond customers only* on the condition that suitable connections exist or can be reasonably established.

According to the Governor's Rail Task Force, employment lost would be 45 jobs representing $382,608 in wages.

The Task Force concludes that this line currently operates at a loss and should be abandoned.

Information for Line-Transfer Decision

Revenue received by PC		$4,341
Average revenue per carload	$189	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	162,477	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	16,701	
Cost incurred beyond the branch line	2,901	
Total variable (avoidable) cost		182,079
Net contribution (loss): total		(177,738)
Average per carload	(7,728)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,080 crossties (an average of 45 crossties per mile).

This line was redefined at Richmond to allow continued service to the switching limits. The 101 carloads shown in the PSP at Richmond should not have been attributed to this line. The 250-acre industrial park will continue to receive service.

Service to this line generated a loss of $177,738 in 1973. Recovery of this loss would require approximately

a one hundred twenty-threefold increase in traffic or a 4,094 percent rate increase.

Disposition

This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region.

This sale would preserve rail service to 23 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF RICHMOND BRANCH

USRA Line No. 522

Penn Central

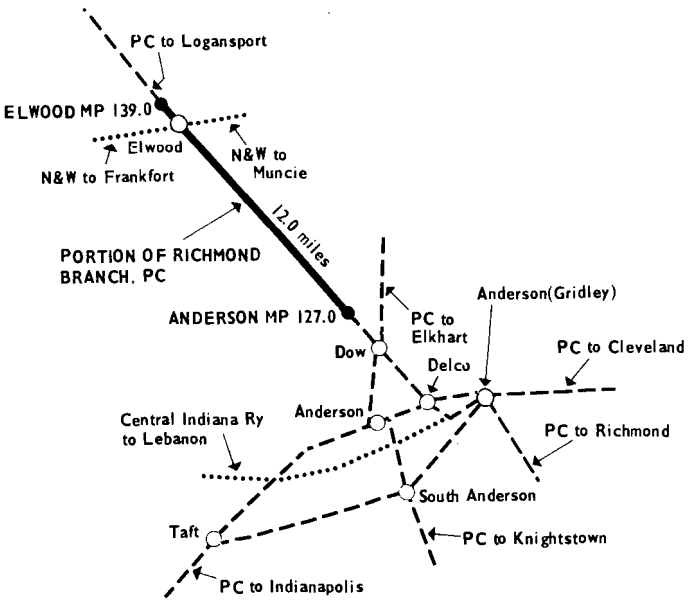
This portion of the Richmond Branch, extending from *New Castle* (Milepost 100.5) to *Anderson, Ind.* (Milepost 121.5), also from Milepost 95.3 to Milepost 96.9 on the Springfield Branch *at New Castle*, a total distance of *22.6 miles*, in Henry and Madison Counties, Ind., a line which was recommended for inclusion on page 441 of the Preliminary System Plan shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region, for use as an overhead route *only;* ConRail will provide the local freight service (see section 206(g) of the act). If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF RICHMOND BRANCH

USRA Line No. 523

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Anderson* (Milepost 127.0) to *Elwood, Ind.* (Milepost 139.0), a distance of *12.0 miles*, in Madison County, Ind. This segment is part of the Logansport-Richmond-Cincinnati Branch (see Lines Nos. 522 and 524.) At Anderson the Penn Central's Cleveland-Indianapolis line, Michigan Branch and a line to Emporia and Knightstown cross. The Central Indiana Ry to Lebanon also intersects at Lebanon (see Line No. 622/623), and at Elwood the N&W Frankfort-to-Muncie line crosses.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Frankton	58
Elwood	455
Total carloads generated by the line	513
Average carloads per week	9.9
Average carloads per mile	42.8
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Testimony suggested that the line should be considered a through route; it is the most direct link between Cincinnati and Chicago.

The line has served as an alternate route for Amtrak service between Indianapolis and Chicago when the regular lines have been out of service for repairs.

If the line were to be considered a local line, the loss of the southern 8 miles would not affect shipping. The majority, if not all, of the users are located on the northern half of the line.

The Research Committee organized on line 523 identified 16 shippers with projected annual traffic of 890 cars.

The N&W is interested in acquiring segment 523 from Anderson to Elwood including all industries in the immediate vicinity of Elwood.

The Governor's Rail Task Force submitted information pertaining to the line extending from Anderson to Kokomo. This line generated freight revenues of $220,367 in 1973 as opposed to branch costs of $139,009 equalling an estimated profit of $81,363. Although traffic

volume is light, freight revenues per mile are high. Therefore, the Task Force recommends retention of service on this line.

Information for Line-Transfer Decision

Revenue received by PC		$134,066
Average revenue per carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	109,375	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	68,898	
Total variable (avoidable) cost		178,273
Net contribution (loss): total		(44,207)
Average per carload	(86)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Anderson to allow continued service to all shippers at Anderson.

Service to this line generated a loss of $44,207 in 1973. Recovery of this loss would require approximately a 68 percent increase in traffic or a 33 percent rate increase. No specific data is available concerning projected traffic growth.

Disposition

This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry. a profitable railroad operating in the Region. This sale would preserve rail service to 513 carloads or 100 percent of the traffic generated on this line.

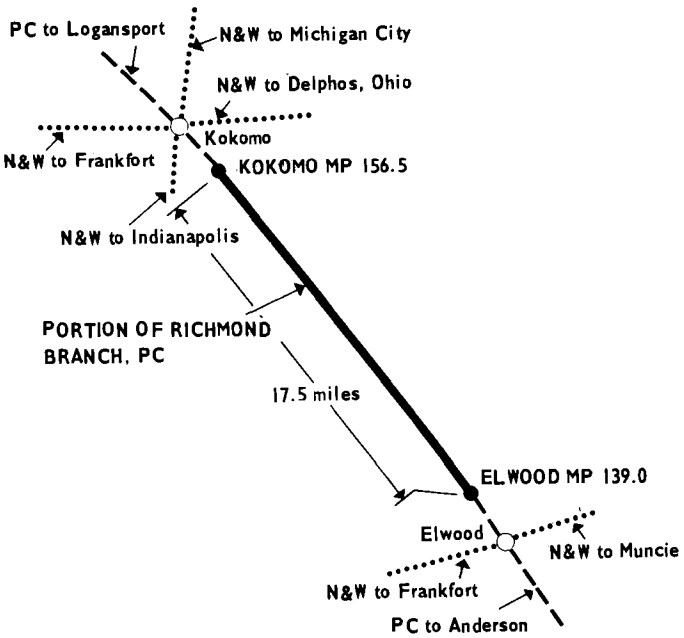
If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE RICHMOND BRANCH

USRA Line No. 524

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Elwood* (Milepost 139.0) to *Kokomo, Ind.* (Milepost 156.5), a distance of *17.5 miles*, in Madison, Tipton and Howard Counties,



Ind. Continuations of this line extend northwestward from Kokomo to Logansport and beyond, and southeastward from Elwood to Anderson and beyond (see Line No. 523). This line connects at Elwood with the N&W to Frankfort and Muncie, and at Kokomo with N&W lines to Delphos and Frankfort and to Indianapolis and Michigan City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Curtisville	46
Windfall	64
Nevada	5
Hemlock	75
Total carloads generated by the line	190
Average carloads per week	3.7
Average carloads per mile	10.9
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Indiana & Michigan Electric Power Co. said it owns a site 3 miles northeast of Elwood on which a transformer station will be built in the next 3 years. Lack of rail service would seriously affect the possibility of their being able to move in the heavy and large equipment needed to establish the station.

Testimony received from Butcher Manufacturing & Grain Co., Hemlock, Ind., stated 83 carloads were shipped in 1973.

The Governor's Task Force indicates freight revenues

of $220,367 in 1973 as opposed to branch costs of $139,009 equaling an estimated profit of $81,363. The analysis of this line suggests that it is viable, therefore the Task Force recommends retention of the line.

Information for Line-Transfer Decision

Revenue received by PC		$86,294
Average revenue per carload	$454	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	125,333	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	55,370	
Total variable (avoidable) cost		180,703
Net contribution (loss): total		(94,409)
Average per carload	(497)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $94,409 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 109-percent rate increase. The additional traffic at Hemlock, as indicated by Butcher Manufacturing & Grain Co. would not reduce this loss significantly.

Disposition

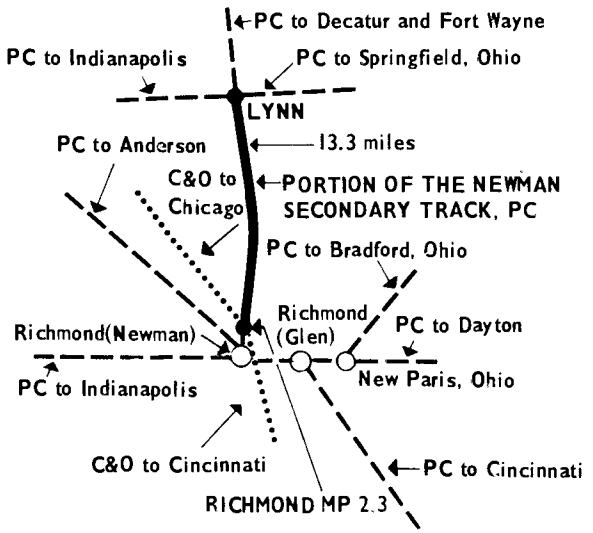
This portion of the Richmond Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE NEWMAN SECONDARY TRACK

USRA Line No. 556

Penn Central

This portion of the Newman Secondary Track, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 2.3) to *Lynn, Ind.* (Milepost 15.6), a distance of *13.3 miles*, in Wayne and Randolph Counties, Indiana. A continuation of this line extends northward from Lynn to Adams (see Line No. 557). Connections include the PC Indianapolis-to-Columbus line, the PC Richmond Branch (see Line Nos. 633, 638, 520a, and 521), and the Chesapeake & Ohio Ry Cincinnati-to-



Chicago line at Richmond. At Lynn, there is a connection with the PC Springfield Branch (see Line No. 554).

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required. The line was redefined at Richmond to include the Richmond switching district in ConRail.

Disposition

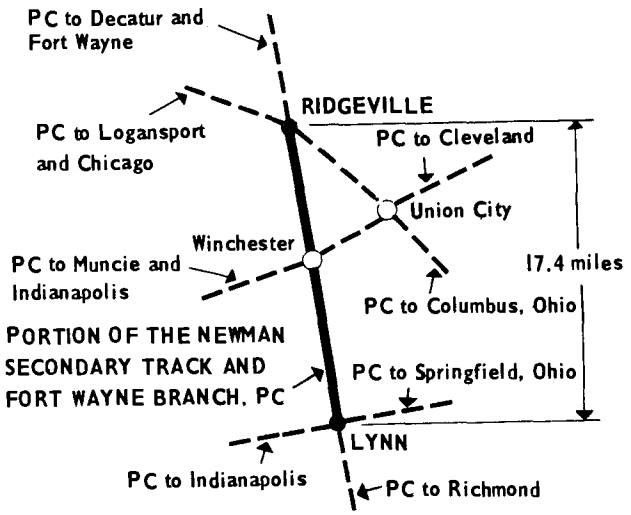
This portion of the Newman Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way to be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE NEWMAN SECONDARY TRACK AND THE FORT WAYNE BRANCH

USRA Line No. 557

Penn Central

This portion of the Newman Secondary Track and the Fort Wayne Branch, formerly part of the Pennsylvania RR, extend from *Lynn* (Milepost 15.6) to *Ridge-*



ville, Ind. (Milepost 33.0), a distance of *17.4 miles*, in Randolph County, Ind. A continuation of this line extends southward from Lynn (see Line No. 556). At Ridgeville, the line connects with PC's Ridgeville Secondary Track (see Line No. 429). Other connections are the PC Springfield Branch at Lynn (see Line No. 554), the PC Cleveland-to-Indianapolis line at Winchester, and the PC Columbus-to-Chicago line at Ridgeville.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

An analysis by the Governor's Rail Task Force gives total annual branch cost as $67,626, while total branch freight revenue is listed as $3,872. Rehabilitation costs are estimated at $225,760. To continue operations, an annual estimated subsidy of $63,756 would be needed. The main economic activity in the area is agriculture and light industry. The Task Force noted that there is no potential for traffic growth and recommended abandonment of this line segment.

Information for Line-Transfer Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required.

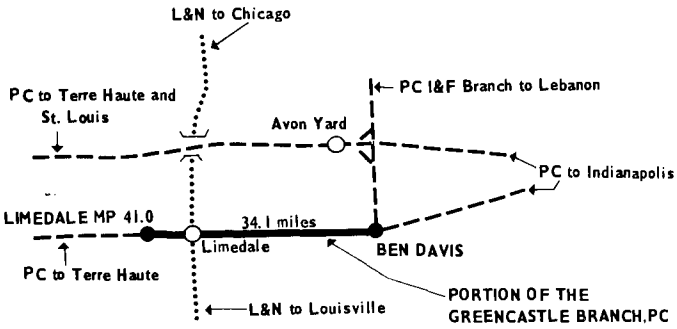
Disposition

This portion of the Newman Secondary Track and the Fort Wayne Branch is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 565

Penn Central



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from *Ben Davis* (Milepost 6.9), to *Limedale, Ind.* (Milepost 41.0), a distance of *34.1 miles*, in Marion, Hendricks and Putnam Counties, Indiana. Continuations of this line extend eastward from Ben Davis to Indianapolis and westward from Limedale to Terre Haute (see Line No. 566). This line connects with the I&F Branch of the PC at Ben Davis (see Line No. 634).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bridgeport	5
Plainfield	40
Clayton	14
Amo	0
Coatesville	4
Fillmore	14
Greencastle	1,210
Limedale	950
Total carloads generated by the line	2,237
Average carloads per week	43.0
Average carloads per mile	65.6
Average carloads per train	6.4
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	6.5
Locomotive horsepower	1,200
Train crew size	4

The Governor's Rail Task Force stated that the main economic activities along this segment are agriculture and agri-business. The Task Force estimated that an annual subsidy of $100,576 would be required to keep the line in operation. The estimated rehabilitation was listed at $354,560. Abandonment would mean the loss of about 60 jobs.

Public Comments on Preliminary System Plan

The Coatesville Elevator & Feed Co., Inc., has invested $382,000 in grain storage and loading facilities in anticipation of rail service. The Penn Central notified Coatesville that the company could lease the property necessary to build its siding, implying certain rail service.

Coatesville Elevator's estimated traffic would be 645 carloads per year.

Information for Line-Transfer Decision

Revenue received by PC		$999,573
Average revenue per carload	$447	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	386,627	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	365,750	
Total variable (available) cost		752,377
Net contribution: total		247,196
Average per carload	111	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined and reanalyzed including traffic generated at Greencastle and Limedale.

Disposition

This portion of the Greencastle Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 566

Penn Central

This portion of the Greencastle Branch, extending from *Limedale* (Milepost 41.0) to *Brazil (Knightsville)*, *Ind.* (Milepost 54.5), a distance of *13.5 miles*, in Putnam and Clay Counties, Ind., a line which was recommended for inclusion on page 446 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GREENCASTLE BRANCH

USRA Line No. 566a

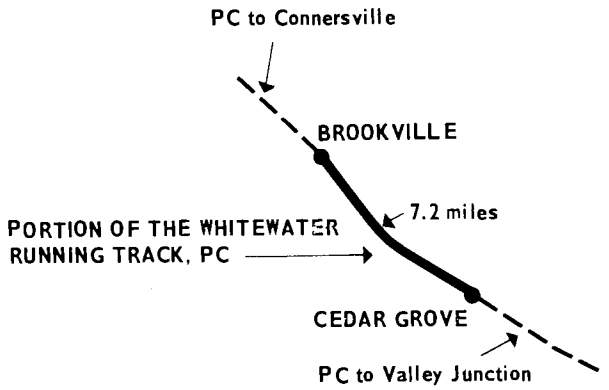
Penn Central

This portion of the Greencastle Branch, extending from *Brazil (Knightsville)* (Milepost 54.5) to *Terre Haute, Ind.* (Milepost 68.5), a distance of *14.0 miles*, in Clay and Vigo Counties, Ind., a line which was recommended for inclusion on page 447 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *It is required for interim through freight service pending rehabilitation of a parallel route.*

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 571

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Cedar Grove* (Milepost 36.7) to *Brookville, Ind.* (Milepost 43.9), a distance of *7.2 miles*, in Franklin County, Ind. Continuations of this line extend southeastward from Cedar Grove and northwestward from Brookville (see Line Nos. 571a and 572.)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cedar Grove	60
Brookville	686
Total carloads generated by the line	746
Average carloads per week	14.3
Average carloads per mile	103.6
Average carloads per train	10.7
1973 operating information:	
Number of round trips per year	70
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Indiana Farm Bureau estimates local agricultural traffic of 1,400 tons per year on this line.

The Brookville Chamber of Commerce lists eight rail users in Brookville and three in Cedar Grove.

The Chamber of Commerce challenges the logic of breaking lines 571 and 571a at Cedar Grove. Access to 571 is over 571a; the line north of Brookville has been out of service for years. Most of the traffic generated on the line, however, is at Brookville.

The estimated rehabilitation costs for the line should be reviewed. Available information indicates that the tie replacement indicated is too high.

The state of Indiana recommends that this line could be operated as a branch line from Valley Junction, Ohio, to Beeson, Ind., or as a branch from Cambridge City south over Norfolk & Western tracks to Beeson and from Beeson, south to Harrison, Ind.

Information for Line-Transfer Decision

Revenue received by PC		$179,501
Average revenue per carload	$241	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	90,183	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	16,321	
Cost incurred beyond the branch line	104,478	
Total variable (avoidable) cost		210,982
Net contribution (loss): total		(31,481)
Average per carload	(42)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,645 crossties (an average of 645 crossties per mile).

It was suggested that this line be combined with Line No. 571a. Both lines generated a loss when analyzed separately and they generated a loss when combined.

The upgrading requirements were verified.

Service to this line generated a loss of $31,481 in 1973. Recovery of this loss would require approximately a 42-percent increase in traffic or an 18-percent rate increase.

Disposition

This portion of the Whitewater Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 573

Penn Central

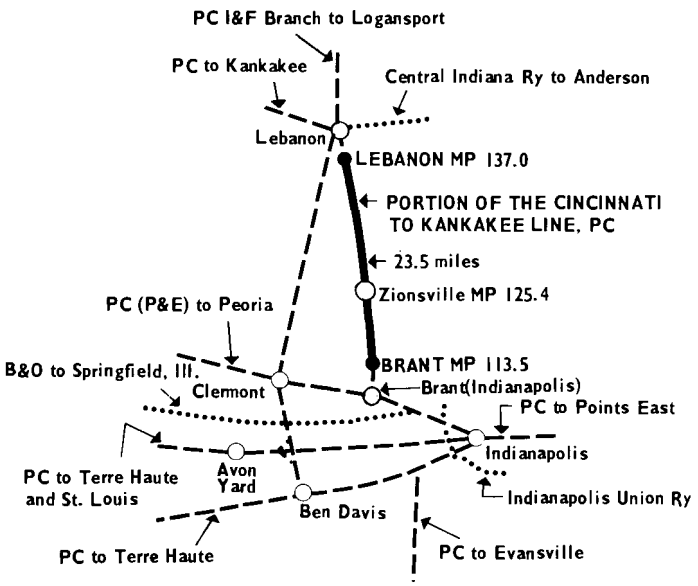
The portion of the Whitewater Running Track, extending from *Connersville* (Milepost 68.0) to *Beeson, Ind.* (Milepost 74.1), a distance of *6.1 miles*, in Fayette and Wayne Counties, Ind., a line which was recommended for inclusion on page 448 of the Preliminary System Plan, shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region. If this offer is accepted, the portion of the line from Milepost 67.3 to Milepost 68.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

If this offer is not accepted, the portion of the Whitewater Running Track from Milepost 67.3 to Milepost 74.1 shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 574/574a

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the New York Central RR, extends from *Brant* (Milepost 113.5), to *Lebanon, Ind.* (Milepost 137.0), a distance of *23.5 miles*, in Marion and Boone Counties, Ind. Continuations of this line extend southeastward from Brant and northwestward from Lebanon (see Line No. 575). This line connects with the PC I&F Branch at Lebanon (see Line No. 634).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Indianapolis[1]	329
Rock Island	218
Augusta	420
Zionsville	285
Whitestown	9
Total carloads generated by the line	1,261
Average carloads per week	24.3
Average carloads per mile	53.7
Average carloads per train	8.4
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	9.8
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on this segment.

Public Comments on Preliminary System Plan

The response from the Office of the Mayor of Indianapolis described a comprehensive general land use plan indicating considerable industrial growth along this line.

There is great potential along the line as indicated by the presence of two industrial parks, the Mooranci Park and the One Hundred Park.

The One Hundred Park has over 300 companies employing 2,000. Future expansion envisions tripling the present numbers of employees. At least one firm already in the park (Dow Chemical Co.) is planning a major expansion of its facility.

The reply of the Research Committee on Penn Central's Cincinnati-to-Kankakee main line identified at least 21 shippers or receivers distributed over the entire length.

Congressman David Evans estimated that 45 jobs would be lost in Zionsville alone as a result of abandonment.

The Governor's Rail Task Force indicated that this line generated $274,747 in revenue, $108,953 in branch line costs and operated at a profit of $165,793. Estimated rehabilitation costs for the line were set at $252,000. The Task Force found traffic to consist of 931 carloads or 32 cars per mile. Abandonment of the line would result in 45 jobs being lost, representing $382,608 in wages. The Task Force could project no traffic growth, but recommended that this line be included as part of the Con-Rail System. A parallel PC line runs between Lebanon and Indianapolis just to the west of this line.

Information for Line-Transfer Decision

Revenue received by PC		$398,202
Average revenue per carload	$316	
Variable (avoidable) cost for continued service:		
Cost incurred on the branch line	252,162	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,283	
Cost incurred beyond the branch line	202,854	
Total variable (avoidable) cost		507,299
Net contribution (loss): total		(109,097)
Average per carload	(87)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,750 crossties (an average of 500 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 113.5 to Milepost 125.4 (serving shippers at Rock Island, Augusta, Zionsville, and Indianapolis who generated 1,252 carloads in 1973) would generate $333,860 in revenue and $371,811 in costs with a resulting loss of $37,951. The shippers on this portion of the line generated only 1,252 carloads in 1973; they generated 1,409 carloads in 1974. The higher 1974 traffic level resulted in a loss of $29,242 or $21 per carload. This line could be viable with either a 20-percent traffic increase or an 8-percent rate increase.

Service to the remainder of the line (from Milepost 125.4 to Milepost 137.0 serving shippers at Whitestown who generated nine carloads in 1973) would generate $2,685 in revenue and $108,012 in costs with a resulting loss of $105,327. Recovery of costs would require approximately a seventyfold increase in traffic or a 3,923-percent rate increase over the 1973 levels.

Disposition

The portion of the Cincinnati-Kankakee line from Milepost 113.5 to Milepost 125.4 shall be transferred to the Consolidated Rail Corp.

The portion of the Cincinnati-Kankakee line from Milepost 125.4 to Milepost 137.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way

be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CINCINNATI-KANKAKEE LINE

USRA Line No. 575

Penn Central

This portion of the Cincinnati-to-Kankakee line, extending from *Lebanon* (Milepost 139.0) to *Lafayette (Altamont)*, *Ind.* (Milepost 170.2), a distance of *31.2 miles*, in Boone, Clinton and Tippecanoe Counties, Ind., a line which was recommended for inclusion on page 450 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 576

Penn Central

These trackage rights over the Norfolk & Western Ry., extending from *Lafayette (Altamont)* (Milepost 170.2) to *Templeton, Ind.* (Milepost 192.6), a distance of *22.4 miles*, in Tippecanoe and Benton Counties, Ind., which were recommended for inclusion on page 451 of the Preliminary Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CINCINNATI-KANKAKEE LINE

USRA Line No. 577

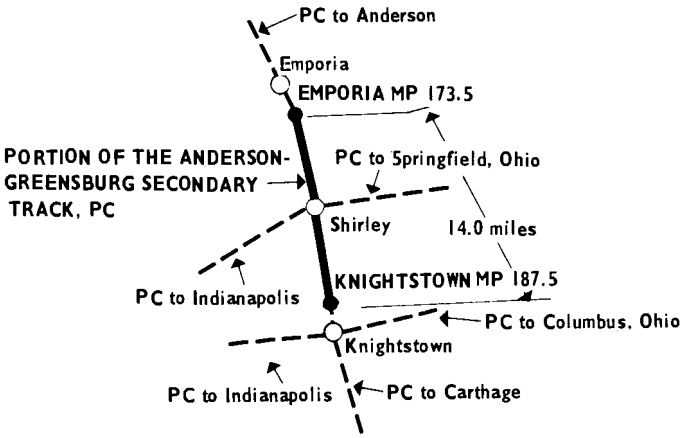
Penn Central

This portion of the Cincinnati-Kankakee line, extending from *Templeton* (Milepost 192.6) to *Sheff, Ind.* (Milepost 211.3), a distance of *18.7 miles*, in Benton County, Ind., a line which was recommended for inclusion on page 451 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 578

Penn Central



This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR, extends from *Emporia* (Milepost 173.5) to *Knightstown, Ind.* (Milepost 187.5), a distance of *14.0 miles*, in Madison, Henry and Hancock Counties, Ind. Continuations of this line extend southward from Knightstown (see Line No. 579a) and northward from Emporia (this becomes the PC Michigan Branch). The line connects with the PC Springfield Branch at Shirley (see Line No. 554). The PC Columbus-to-Indianapolis line crosses at Knightstown (see Line No. 633).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Markleville	3
Shirley [1]	11
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	1.0
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	28
Estimated time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	3

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

It was pointed out by the Governor's Rail Task Force and by Container Corporation of America that 578 and 579a are actually one continuous branch from Anderson to Carthage. It is felt that breaking the line at Knightstown is arbitrary and erroneous. There is no physical connection between No. 579a and No. 633 at Knightstown.

Container Corp., a major shipper at Carthage, emphasized the great disparity between USRA's analyses of 578 and 579a regarding track conditions—in that the two are really the same line.

If the interchange and the mile of track necessary to serve the 6-mile long No. 579a from No. 633 were constructed, Container's traffic would move to Line No. 633 traffic and would certainly affect the viability analysis for that line.

The number of round trips per year and the estimated time per trip appears to be high considering the traffic level and distance involved.

The Governor's Rail Task Force estimated branch costs at $60,112 with freight revenue amounting to $372,216. Rehabilitation costs are estimated at $119,755. The Task Force, noting that intermediate stations between Emporia and Knightstown, Shirley and Markleville, do not generate significant traffic and that Shirley would be served by another line, recommended that this line be abandoned.

Information for Line-Transfer Decision

Revenue received by PC		$6,185
Average revenue per carload		$442
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	91,167	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	34,847	
Cost incurred beyond the branch line	1,706	
Total variable (avoidable) cost		127,720
Net contribution (loss): total		(121,535)
Average per carload		(8,681)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 500 crossties per mile).

It was suggested that this line be combined with Line No. 579a. Since this action would involve a cross-subsidy, it was not undertaken. The time per trip was reduced to 3 hours.

Service to this line generated a loss of $121,535 in 1973. Recovery of this loss would require approximately a twenty-sevenfold increase in traffic or a 1,965-percent rate increase.

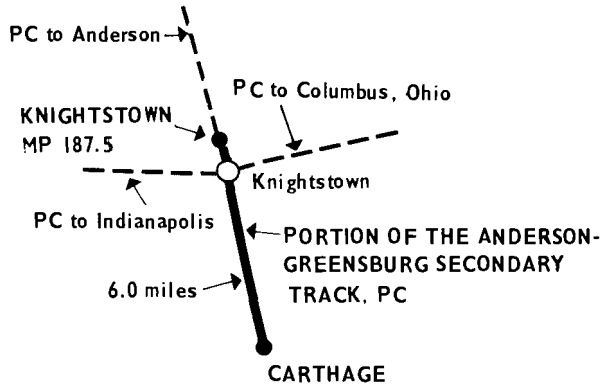
Disposition

This portion of the Anderson-Greensburg Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 579a

Penn Central



This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR, extends from *Knightstown* (Milepost 187.5) to *Carthage, Ind.* (Milepost 193.5), a distance of *6.0 miles*, in Henry and Rush Counties, Ind. A continuation of this line extends northward from Knightstown (see Line No. 578). This line crosses the PC Columbus-to-Indianapolis line at Knightstown (see Line No. 633).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Carthage	1,299
Knightstown [1]	41
Total carloads generated by the line	1,340
Average carloads per week	25.8
Average carloads per mile	223.3
Average carloads per train	8.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Governor's Task Force and the Container Corp. of America pointed out that Line Nos. 578 and 579a should be considered as one line from Anderson to Carthage and that breaking it at Knightstown is arbitrary and erroneous.

Container Corp. said analysis of track conditions on the two segments was wrong.

Container Corp.'s 1974 traffic was nearly 1,100 cars. If an interchange was effected with Line No. 633 (Richmond to Indianapolis), Container's traffic would move on Line No. 633, thus affecting viability of that line positively.

RSPO review indicates that the USRA analysis excluded the Knightstown traffic (41 cars). (Note: The Knightstown traffic area was included in the PSP.)

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: The tie replacement figure was verified.*)

The Governor's Rail Task Force recommends retention of service on this line as it generates a sufficient amount of traffic to produce a substantial profit. The Task Force indicates that PC earned $347,199 in revenue *vs.* $18,785 in branch costs. Rehabilitation costs were estimated at $37,143.

Information for Line-Transfer Decision

Revenue received by PC		$357,476
Average revenue per carload	$267	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,332	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,685	
Cost incurred beyond the branch line	210,832	
Total variable (avoidable) cost		332,849
Net contribution: total		24,627
Average per carload	18	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,900 crossties (an average of 650 crossties per mile).

A review of the upgrading requirements contained in the original analysis indicated they were erroneous and have been corrected. Although this line generated a contribution, it is served via Line No. 578. Service to Line No. 578 generated a loss amounting to $121,535. Recovery of the involved costs would require a 70-percent increase in traffic or a 27-percent rate increase over the 1973 levels. A review of the 1974 traffic showed a total of 1,300 carloads was generated.

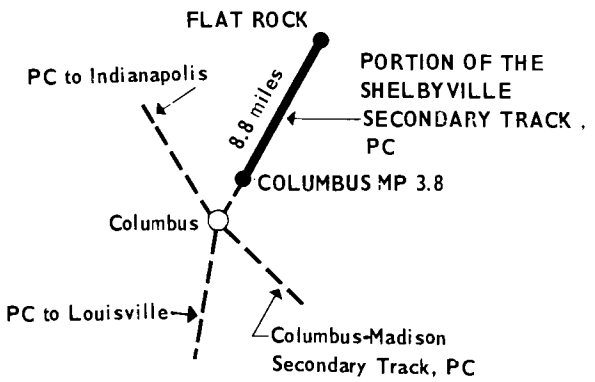
Disposition

This portion of the Anderson-Greensburg Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 582

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Columbus* (Milepost 3.8) to *Flat Rock, Ind.* (Milepost 12.6), a distance of *8.8 miles*, in Bartholomew and Shelby Counties, Ind. Connections include the PC Louisville Branch and the PC Columbus-Madison Secondary Track at Columbus (see Line Nos. 619, 620/620a/620b and 588a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clifford	16
Flat Rock	41
Total carloads generated by the line	57
Average carloads per week	1.1
Average carloads per mile	6.5
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The Swift Chemical Co. protested discontinuing service on this line. They contend that the data used for analysis was outstanding for its lack of facts based on system averages.

Information received from the Indiana Governor's Rail Task Force indicates that the total carloads and revenues for the PC are well below breakeven cost. The State of Indiana recommends a discontinuation of service unless PC patrons wish to subsidize this line.

Information for Line-Transfer Decision

Revenue received by PC		$15,078
Average revenue per carload	$265	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	64,759	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	9,472	
Total variable (avoidable) cost		74,231
Net conntribution (loss): total		(59,143)
Average per carload	(1,038)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $59,153 in 1973. Recovery of this loss would require approximately an elevenfold increase in traffic or a 392-percent rate increase.

Disposition

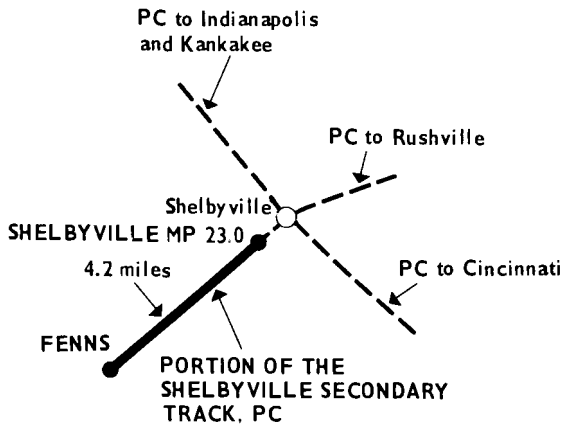
This portion of the Shelbyville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 584

Penn Central

This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Fenns* (Milepost 18.8) to *Shelbyville, Ind.* (Milepost 23.0), a distance of *4.2 miles*, in Shelby County, Ind. A continuation of this line extends northeastward from Shelbyville (see Line No. 585/586/587). At Shelbyville this line connects with the PC Cincinnati-to-Kankakee line.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fenns	1
Total carloads generated by the line	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

The Governor's Rail Task Force indicated that the line had a $14,868 operating loss. The Task Force recommended the abandonment of this line due to insufficient traffic and no growth prospects.

Information for Line-Transfer Decision

Revenue received by PC		$200
Average revenue per carload	$200	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,734	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,757	
Cost incurred beyond the branch line	136	
Total variable (avoidable) cost		40,627
Net contribution (loss): total		(40,427)
Average per carload	(40,427)	

The line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 500 crossties per mile).

Service to this line generated a loss of $40,427 in 1973. Recovery of this loss would require approximately a 1,277-percent rate increase.

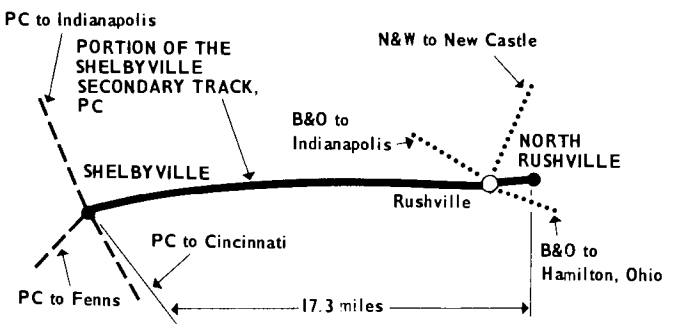
Disposition

This portion of the Shelbyville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 585/586/587

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Shelbyville* (Milepost 27.0), to *North Rushville, Ind.* (Milepost 44.3), a distance of *17.3 miles*, in Shelby and Rush Counties, Ind. A continuation of this line extends southwestward from Shelbyville to Fenns (see Line No. 584). Connections include the PC Cincinnati-to-Indianapolis line at Shelbyville, the Norfolk & Western Ry. and the Baltimore & Ohio RR at Rushville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray's Crossing	17
Manilla	7
Homer	20
Rushville	361
Total carloads generated by the line	405
Average carloads per week	7.8
Average carloads per mile	22.1
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The estimated time required per round trip appears to be high considering the distance and traffic involved.

Consideration could be given to reducing the frequency of service and thereby reduce the on-branch costs.

The Governor's Rail Task Force described the area's economic activity as agribusiness. They estimated the loss generated by the line to be $53,600, indicated that the required rehabilitation would cost $288,000 and therefore recommended abandonment of the line.

Information for Line-Transfer Decision

Revenue received by PC		$93,759
Average revenue per carload	$232	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	166,886	
Cost of upgrading branch line to FRA Class I: 1/10 of total upgrading cost)	51,006	
Cost incurred beyond the branch line	54,502	
Total variable (avoidable) cost		272,394
Net contribution (loss): total		(178,635)
Average per carload	(441)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,150 crossties (an average of 500 crossties per mile).

This line was reanalyzed. The number of trips remained the same, based on traffic volume; however, the time required to serve the line was reduced to 8 hours.

Service to this line generated a loss of $178,635 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 190-percent rate increase.

Disposition

This portion of the Shelbyville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 588a

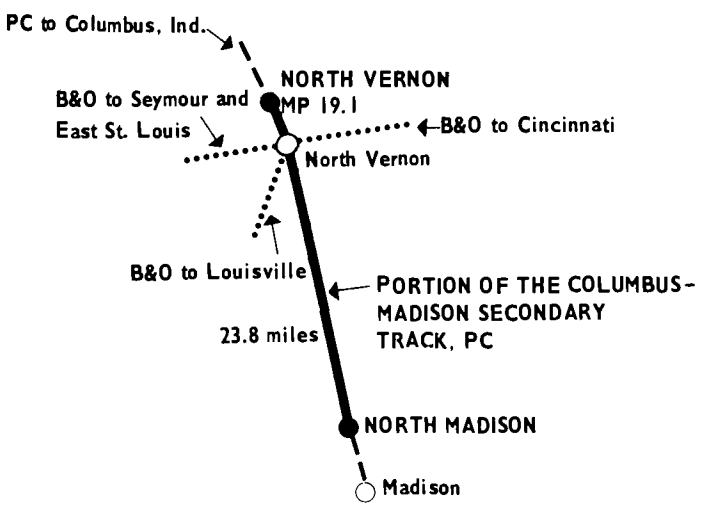
Penn Central

This portion of the Columbus-Madison Secondary Track, extending from Milepost 0.0 to Milepost 2.5, a distance of *2.5 miles at Columbus* in Bartholomew County, Ind., a line which was recommended for inclusion on page 456 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 589

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Vernon* (Milepost 19.1) to *North Madison, Ind.* (Milepost 42.9), a distance of *23.8 miles*, in Jennings and Jefferson Counties, Ind. Continuations of this line extend northwestward from North Vernon and southeastward from North Madison (see Line Nos. 588 and 590). Connections at North Vernon include the Baltimore & Ohio main line and a B&O branch to Jeffersonville, Ind., and Louisville, Ky. A portion of the PC extension from North Vernon to Columbus is out of service, and PC is presently operating via its Louisville Branch to Seymour, thence via the B&O to North Vernon.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Vernon	69
Vernon	47
DuPont	0
Wirt	78
North Madison	2
Madison [1]	804
Total carloads generated by the line	1,000
Average carloads per week	19.2
Average carloads per mile	42.0
Average carloads per train	6.4
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	9.8
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

All testimony on this and Line 590 insisted they could not be analyzed other than as a single line.

Respondents expanded or reiterated testimony provided in 1974, as summarized in the Plan on page 457.

The Governor's Task Force designated apparent errors in USRA's analysis, including use of approximately double the actual round trips per year.

Lt. Governor Robert D. Orr listed this line as one of six in Indiana which *must* be kept in service.

Rexnord, Inc., one of the area's major employers, would be forced to relocate if service is discontinued, which would cost the local economy the loss of 425 jobs, personal income of about $7 million per year, and annual state and local tax revenues of $119,000.

The city of Madison emphasized the needs of the Indiana-Kentucky Electric Corp.'s power plant for rail service to move oversized loads.

The Greater Madison Chamber of Commerce indicates that the 250 round trips estimated is at least double the actual service frequency. It also points out that abandonment of this line would cut off service to Jefferson Proving Ground, one of the remaining U.S. Army artillery testing centers in the U.S.

The estimated time per round trip appears to be inconsistent with the length of the line and the traffic involved.

The Chessie is interested in providing rail service to the entire line from the Chessie intersection at North Vernon to Madison. *Note: The Chessie System has disaffirmed interest in this project.*)

The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the North Vernon to North Madison segment. It says that "the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as needed basis for that station.

The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over USRA segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. The circuitous routing," the Task Force says, "is detrimental to the viability of the North Vernon-Madison line. Beyond the above, industries currently located in Madison need to have rail service due to the size of products produced. Based on the profitability of this line, the State recommends its inclusion in the Final System Plan and transfer to ConRail," the Task Force said.

Information for Line-Transfer Decision

Revenue received by PC		$286,396
Average revenue per carload	$286	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	258,720	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59,030	
Cost incurred beyond the branch line	165,924	
Total variable (avoidable) cost		483,674
Net contribution (loss): total		(197,278)
Average per carload	(197)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,715 crossties (an average of 492 crossties per mile).

This line was reanalyzed and the number of trips reduced to 156. The time serving the branch could not be reduced because it includes running time to get to the branch (no other service is performed by the train when traveling to this line). The above costs do not include the payments to B&O for the trackage rights over that system which are required to serve this line.

Shippers at North Madison are billed at Madison.

Service to this line generated a loss of $197,278 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 69-percent rate increase.

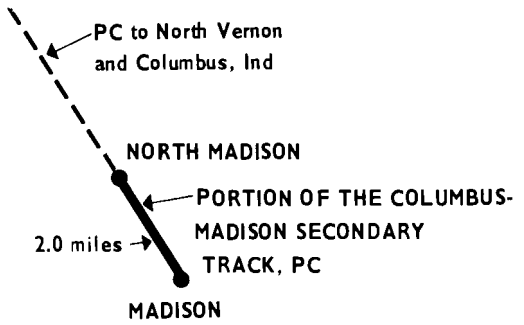
Disposition

This portion of the Columbus-Madison Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 590

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Madison* (Milepost 42.9) to *Madison, Ind.* (Milepost 44.9), a distance of *2.0 miles*, in Jefferson County, Ind. Madison is the end of this line. The continuation of this line extends northwestward from North Madison (see Line No. 589).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Madison [1]	178
Total carloads generated by the line	178
Average carloads per week	3.4
Average carloads per mile	89.0
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic segment.

Public Comments on Preliminary System Plan

See comment on USRA Line No. 589.

The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the N. Vernon to N. Madison segment and much longer than N. Madison to Madison. It says that the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as-needed basis for that station. The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. "The circuitous routing," the task force says, "is detrimental to the viability of the North Vernon-Madison Line. Beyond the above, industries currently located in Madison need to have rail service due to the

size of products produced. Based on the profitability of this line, the state recommends its inclusion in the Final System Plan and transfer to ConRail."

Information for Line-Transfer Decision

Revenue received by PC		$53,222
Average revenue per carload	$299	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	29,876	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	6,830	
Cost incurred beyond the branch line	31,154	
Total variable (avoidable) cost		67,860
Net contribution (loss): total		(14,638)
Average per carload	(82)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,278 crossties (an average of 639 crossties per mile).

The service characteristics for this line differ significantly from the service on Line No. 589. No adjustments could be made in the level of service or time per trip.

Service to this line generated a loss of $14,638 in 1973. Recovery of this loss would require approximately a 66-percent increase in traffic or a 28-percent rate increase.

Disposition

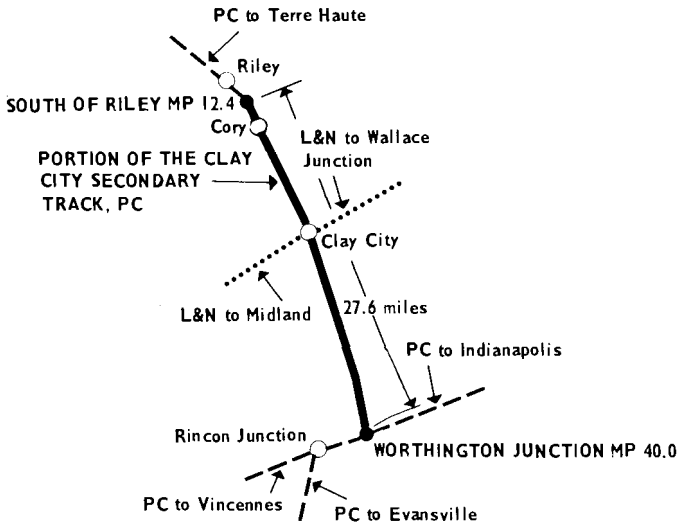
This portion of the Columbus-Madison Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CLAY CITY SECONDARY TRACK

USRA Line No. 591

Penn Central

This portion of the Clay City Secondary Track, formerly part of the New York Central RR, extends from *south of Riley* (Milepost 12.4) to *Worthington Junction, Ind.* (Milepost 40.0), a distance of *27.6 miles*, in Clay, Owen and Greene Counties, Ind. A continuation of this line extends northwestward from Cory (see Line No. 591a). Connections are: a Louisville & Nashville branch to Wallace Junction and Midland at Clay City and the PC Petersburg Secondary Track at Worthington Junction (see Line No. 593).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Riley	0
Cory	15
Clay City	55
Lancaster	2
Coal City	0
Mancourt	5
Total carloads generated by the line	77
Average carloads per week	1.5
Average carloads per mile	2.8
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Worthington Chamber of Commerce states that Line 591 is necessary to the economy of Greene County and the four rail users on the line.

The line serves a national defense purpose in that the U.S. Naval Ammunition Depot at Crane requires maximum rail flexibility.

The Chamber of Commerce reported that the Peabody Coal Co. was developing a new mine which would be dependent on this line. Peabody Coal, however, did not mention this in its own testimony.

The Indiana Farm Bureau estimated a yearly potential of 5,400 tons of phosphates and potash for the line.

The Governor's Rail Task Force found that the stretch of track between Riley (Milepost 10.0) and

Worthington (Milepost 40.0) would require an annual subsidy of $115,956. The rehabilitation costs were estimated at $468,000. The Task Force concluded that the branch should be abandoned.

Information for Line-Transfer Decision

Revenue received by PC		$19,281
Average revenue per carload	$250	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	193,147	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59,550	
Cost incurred beyond the branch line	12,841	
Total variable (avoidable) cost		265,538
Net contribution (loss): total		(246,257)
Average per carload		(3,198)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,296 crossties (an average of 373 crossties per mile).

This line was redefined at Worthington to include all track at that point. Any coal reserves remaining in this area can be served by other rail lines.

Service to this line generated a loss of $246,258 in 1973. Recovery of this loss would require approximately a thirty-eightfold increase in traffic or a 1,277-percent rate increase.

Disposition

This portion of the Clay City Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

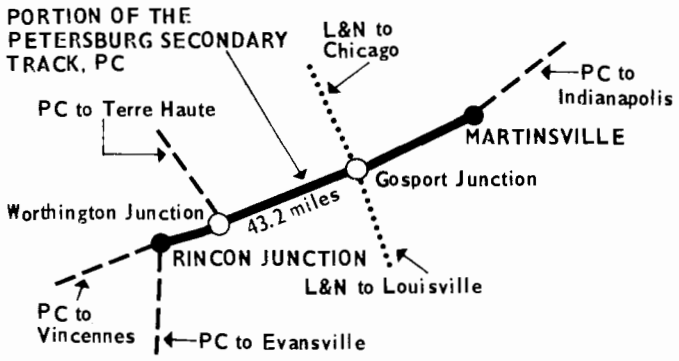
The portion of this line necessary to serve the traffic generated from Clay City to south of Riley shall be offered for sale to the Louisville & Nashville RR. This sale would preserve rail service to an estimated 55 carloads or approximately 71 percent of the traffic generated on this line.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593

Penn Central

This portion of the Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from



Martinsville (Milepost 30.6) to *Rincon Junction, Ind.* (Milepost 73.8), a distance of *43.2 miles*, in Morgan, Owen and Greene Counties, Ind. Continuations of this line extend northward from Martinsville and southward from Rincon Junction (see Line No. 593a). Connections include the Louisville & Nashville at Gosport Junction (Milepost 44.1), the PC Clay City Secondary Track at Worthington (Milepost 72.3), and the PC Vincennes Secondary Track at Rincon Junction (see Line Nos. 591 and 597).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Paragon	11
Gosport	0
Gosport Junction	0
Romona	0
Spencer	1,362
Freedom	1
Worthington	23
Total carloads generated by the line	1,397
Average carloads per week	26.9
Average carloads per mile	32.3
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	12
Locomotive horsepower	7,000
Train crew size	4

Public Comments on Preliminary System Plan

This portion of the Petersburg Secondary Track is one of six lines in Indiana which Lt. Governor Robert D. Orr has said must be retained.

The logic of breaking this one segment out and analyzing it separately was challenged by the Governor's Rail Task Force.

Several respondents pointed out that USRA must have been unaware that major rehabilitation has already been completed on parts of the line. Except for two bridges now being upgraded, the entire line from Indianapolis to south of Rincon Junction is 30 m.p.h. track.

A large, to-be-developed gypsum deposit near Freedom offers the potential of heavy traffic.

Peabody Coal Co. alone shipped over 20,000 carloads of coal to Indianapolis. Elimination of service would double Peabody's length of haul.

The capacity to switch the several thousands of cars annually to the ICG at Switz City doesn't exist.

Whirlpool Corp., Evansville, ships more than 10,000 cars annually and is vitally concerned about distribution patterns and service factors, especially car supply which the company fears could not be maintained without this direct link to Avon Yard.

The Indiana Farm Bureau is projecting local annual agricultural usage of 3,480 tons of phosphates and potash.

Information for Line-Transfer Decision

Revenue received by PC		$121,349
Average revenue per carload	$87	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	630,218	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	114,401	
Total variable (avoidable) cost		744,619
Net contribution (loss): total		(623,270)
Average per carload	(446)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

This line is required as a through route for coal trains. Part of the line has been recently upgraded to Class II standards (25 m.p.h.), although substantial work remains to be done. If the coal were routed via the ICG at Switz City, there would be a long back-haul via Indianapolis to Martinsville.

The L&N is seeking trackage rights on ConRail over this line between Gosport and Indianapolis under section 206(g) of the Act.

Disposition

This portion of the Petersburg Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593a

Penn Central

This portion of the Petersburg Secondary Track, extending from *Rincon Junction* (Milepost 41.2) to *Thomas, Ind.* (Milepost 82.6), a distance of *41.4 miles*, in Greene and Daviess Counties, Ind., a line which was recommended for inclusion on page 461 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PETERSBURG SECONDARY TRACK

USRA Line No. 593b

Penn Central

This portion of the Petersburg Secondary Track, extending from *Thomas* (Milepost 82.6) to *Buckskin, Ind.* (Milepost 115.2), a distance of *32.6 miles*, in Daviess, Pike and Gibson Counties, Ind., a line which was recommended for inclusion on page 463 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 594/594a

Penn Central

This portion of the Petersburg Secondary Track, extending from *Buckskin* (Milepost 115.2) to *Evansville* (*Straight Line Junction*), *Ind.* (Milepost 130.9), a distance of *15.7 miles*, in Gibson, Warrick and Vanderburgh Counties, Ind., a line which was recommended for inclusion on page 463 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

LYNNVILLE SECONDARY TRACK

USRA Line No. 595

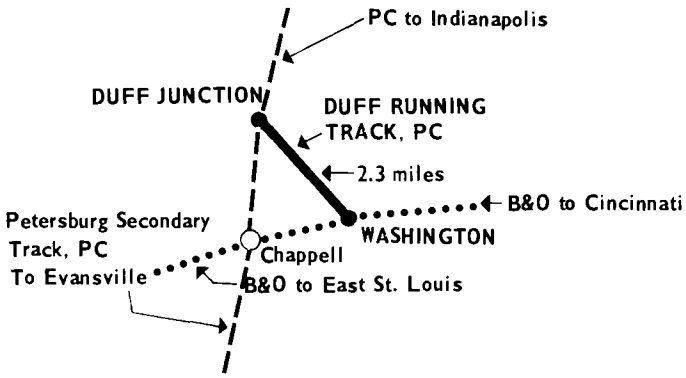
Penn Central

The Lynnville Secondary Track, extending from *Buckskin* (Milepost 0.0) to *Lynnville, Ind.*, (Milepost 7.8), a distance of *7.8 miles*, in Gibson and Warwick Counties, Ind., a line which was recommended for inclusion on page 465 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

DUFF RUNNING TRACK

USRA Line No. 596

Penn Central



The Duff Running Track, formerly part of the New York Central RR, extends from *Duff Junction* (Milepost 77.6) to *Washington, Ind.* (Milepost 79.9), a distance of *2.3 miles*, in Daviess County, Ind. At Duff Junction, this line connects with the PC Petersburg Secondary Track (see Line No. 593a). Another connection is with the Baltimore & Ohio Cincinnati-East St. Louis line at Washington.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Washington	86
Total carloads generated by the line	86
Average carloads per week	1.7
Average carloads per mile	35.8
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	52
Estimated time per trip (hours)	1.5
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The city of Washington protested abandonment. McCord Corp., one of the city's largest firms, and several other local industries use the line.

The Whirlpool Corp. is concerned because the Duff Spur is an interchange between Penn Central and the B&O. Loss of the line, it is feared, would result in longer transit times.

RSPO staff recommends that USRA determine whether revenues on the overhead traffic to Whirlpool would be lost to ConRail.

The Chessie is interested in serving PC customers at Washington *only*. (*Note: The Chessie System has disaffirmed interest in this project.*)

The Governor's Rail Task Force recommends that the line be retained because traffic was of sufficent quantity to generate a substantial profit in 1973. The Task Force estimated Penn Central revenue from this line at $17,062, costs at $7,514, and profit at $9,548.

Information for Line-Transfer Decision

Revenue received by PC		$17,063
Average revenue per carload	$198	
Variable (avoidable) cost of continued service:		
Cost incurred beyond the branch line	26,313	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,943	
Cost incurred beyond the branch line	15,093	
Total variable (avoidable) cost		50,349
Net contribution (loss): total		(33,286)
Average per carload	(387)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,150 crossties (an average of 479 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that this line is currently used as an interchange route for some coal shipments and the Whirlpool business at Evansville. An alternative connection with the Chessie is being constructed.

Service to this line generated a loss of $33,286 in 1973. Recovery of this loss would require approximately a seventeenfold increase in traffic or a 195-percent rate increase.

Disposition

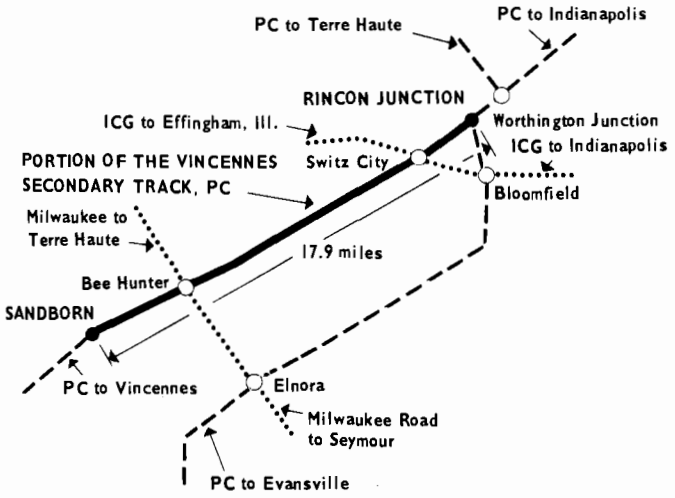
The Duff Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 597

Penn Central

This portion of the Vincennes Secondary Track, formerly part of the Pennsylvania RR, extends from *Rincon Junction* (Milepost 73.8) to *Sandborn, Ind.* (Milepost 91.7), a distance of *17.9 miles*, in Greene and



Knox Counties, Ind. A continuation of this line extends southwestward from Sandborn (see Line No. 598). Connections include: the PC Petersburg Secondary Track at Rincon Junction (see Line Nos. 593 and 593a); the Illinois Central Gulf RR to Indianapolis and Effingham, Ill., at Switz City, and the Chicago, Milwaukee, St. Paul & Pacific RR to Terre Haute and Seymour at Bee Hunter.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Switz City	22
Lyons	5
Bushrod	25
Bee Hunter	24
Total carloads generated by the line	76
Average carloads per week	1.5
Average carloads per mile	4.2
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Segment No. 597 apparently originates little tonnage, but is considered a vital link for the hauling of coal by both Indianapolis Power & Light Co. and the Peabody Coal Co.

Peabody ships 8,000 cars per year in unit trains from its Hawthorn mine to Indianapolis Power & Light Co.'s Pritchard Plant at Campbells, Ind. Without 597 (and 593) the length of haul would double and transit time would increase from the present 6 to 12 hours to an estimated 3 to 5 days, the result of multiple switching and interchanging with the ICG.

According to RSPO and staff analysis the cost calculations reflect the use of four locomotives per trip, which is an overstatement of requirements for local service.

The costs for upgrading should be reviewed. The background information indicates that existing good ties plus the number USRA states must be replaced exceeds FRA Class I standards.

Information for Line-Transfer Decision

Revenue received by PC		$15,356
Average revenue per carload	$202	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	136,955	
Cost of upgrading branch line to FRA Class I: (1/10 of cost upgrading cost)	39,254	
Cost incurred beyond the branch line	12,059	
Total variable (avoidable) cost		188,268
Net contribution (loss): total		(172,912)
Average per carload		(2,275)

This line would require minimum upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standard (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,242 crossties (an average of 404 crossties per mile).

This line was reanalyzed. The number of locomotives was reduced to one. The ties required to reach Class I were reviewed and found to be correct.

This line is required for the through movement of coal.

Disposition

This portion of the Vincennes Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 598

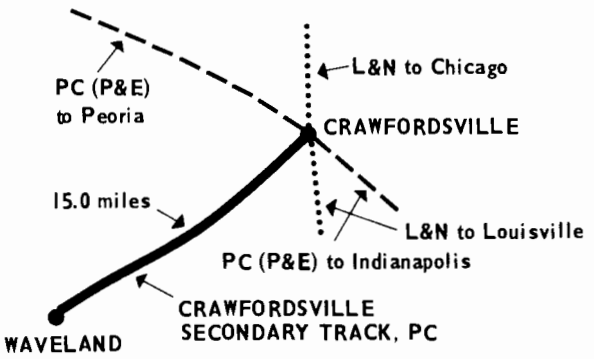
Penn Central

This portion of the Vincennes Secondary Track, extending from *Sandborn* (Milepost 91.7) to *Bicknell, Ind.* (Milepost 102.9), a distance of *11.2 miles*, in Knox County, Ind., a line which was recommended for inclusion on page 467 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

CRAWFORDSVILLE SECONDARY TRACK

USRA Line No. 602

Penn Central



The Crawfordsville Secondary Track, formerly part of the Pennsylvania RR, extends from *Waveland* (Milepost 37.0) to *Crawfordsville, Ind.* (Milepost 52.0), a distance of *15.0 miles*, in Montgomery County, Ind. There are two connections to and from this line. They are the PC Peoria & Eastern line (see Line No. 616) and the Louisville & Nashville Chicago-Louisville line, both at Crawfordsville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawfordsville[1]	52
Waveland	0
Total carloads generated by the line	52
Average carloads per week	1.0
Average carloads per mile	3.5
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Elston Bank & Trust Co. reported that whereas USRA reported only three cars for the entire line, the Custom Farm Service Co., located near Milepost 42, received 52 cars in 1973.

Testimony indicated that the projected usage for 1976 is 741 cars and for 1980, 933 cars for four shippers on the line if the line were upgraded.

The Governor's Rail Task Force recommends abandonment of this line due to insufficient traffic. A letter received from Otis R. Bowen, M.D., Governor of the State of Indiana, substantiated the Rail Task Force's opinion, and additionally, it noted that total 1973 shipments on this line were 7 carloads.

Information for Line-Transfer Decision

Revenue received by PC		$16,484
Average revenue per carload	$317	
Variable (avoidable) cost of continued service		
Cost incurred on the branch line	108,482	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	41,016	
Cost incurred beyond the branch line	10,374	
Total variable (avoidable) cost		159,872
Net contribution (loss): total		(143,388)
Average per carload		(2,757)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,365 crossties (an average of 691 crossties per mile).

This line was reanalyzed using the shipper figures of 52 carloads in 1973.

Service to this line generated a loss of $143,388 in 1973. Recovery of this loss would require approximately a twenty-fourfold increase in traffic or an 870-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The Crawfordsville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE LOUISVILLE BRANCH

USRA Line No. 619

Penn Central

This portion of the Louisville Branch, extending from *Franklin* (Milepost 20.0) to *Columbus, Ind.* (Milepost 40.5), a distance of *20.5 miles*, in Johnson and Bartholomew Counties, Ind., a line which was recommended for inclusion on page 469 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

NEW WATSON BRANCH

USRA Line No. 621

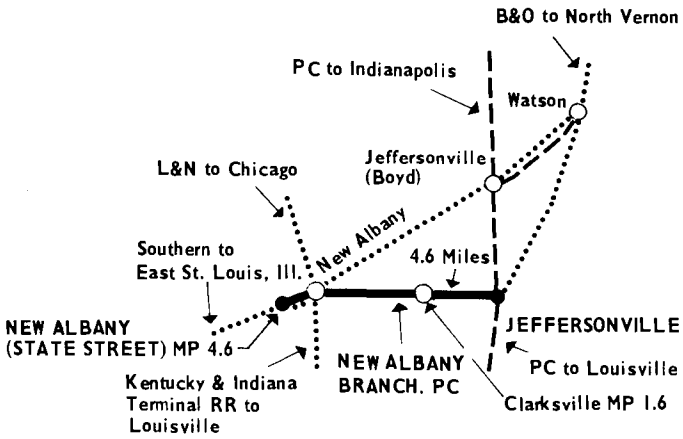
Penn Central

The New Watson Branch, extending from *Jeffersonville (Boyd)* (Milepost 0.0) to *Watson, Ind.* (Milepost 4.0), a distance of *4.0 miles*, in Clark County, Ind., a line which was recommended for inclusion on page 470 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

NEW ALBANY BRANCH

USRA Line No. 621b

Penn Central



The New Albany Branch, formerly part of the Pennsylvania RR, extends from *Jeffersonville* (Milepost 0.0) to *New Albany, Ind.* (Milepost 4.6), a distance of *4.6 miles*, in Clark and Floyd Counties, Ind. At Jeffersonville, this line connects with the PC Louisville Branch (see Line No. 620/620a/620b) and the Baltimore & Ohio line to North Vernon. At New Albany, this line connects with the Southern Ry. main line to East St. Louis, the Baltimore & Ohio to North Vernon, the Louisville & Nashville to Bloomington, Ind. and Chicago and the Kentucky & Indiana Terminal RR to Louisville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jeffersonville[1]	161
New Albany	238
Total carloads generated by the line	399
Average carloads per week	7.6
Average carloads per mile	86.7
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	2
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of U. S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$144,992
Average revenue per carload	$363	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,687	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	17,155	
Cost incurred beyond the branch line	79,378	
Total variable (avoidable) cost		152,220
Net contribution (loss): total		(7,228)
Average per carload	(18)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,290 crossties (an average of 498 crossties per mile).

This line, which was recommended for continued rail service in the PSP, has been reanalyzed. The last 0.6 mile to the Southern crossing was embargoed September 15, 1974 because of poor track conditions. The portion of the line from Milepost 1.6 to Milepost 4.0 was embargoed March 30, 1975.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.6 (serving shippers at Jeffersonville who generated 161 carloads in 1973) would generate $62,345 in revenue and 56,455 in costs with a resulting contribution of $5,890.

Service to the remainder of the line (from Milepost 1.6 to Milepost 4.6 serving shippers at New Albany who generated 238 carloads in 1973) would generate $82,647 in revenue and $95,089 in costs with a resulting loss of $12,442. Recovery of costs would require approximately a 37-percent increase in traffic or a 15-percent rate increase over the 1973 levels. The shippers generating this traffic are also served by the L&N and the Chessie System.

Disposition

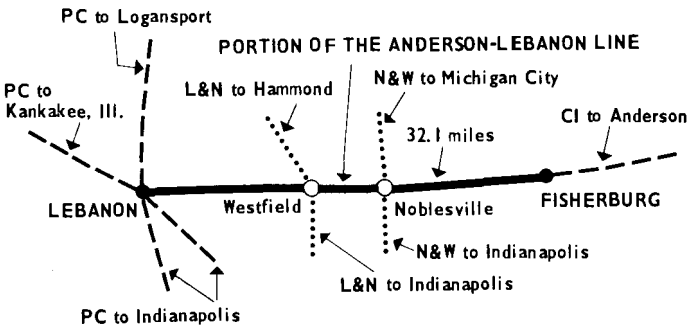
The portion of the New Albany Branch from Milepost 0.0 to Milepost 1.6 shall be transferred to the Consolidated Rail Corp.

The portion of the New Albany Branch from Milepost 1.6 to Milepost 4.6 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ANDERSON-LEBANON LINE

USRA Line No. 622/623

Central Indiana Railway



This portion of the Anderson-Lebanon line of the Central Indiana Railway extends from *Fisherburg* (Milepost 10.6) to *Lebanon, Ind.* (Milepost 42.7), a distance of *32.1 miles*, in Madison, Hamilton and Boone Counties, Ind. A continuation of this line extends eastward from Fisherburg. Connections include: the Norfolk & Western to Michigan City and Indianapolis at Noblesville; the Louisville & Nashville to Hammond and Indianapolis at Westfield, and at Lebanon, the PC Cincinnati-to-Kankakee line and the PC I&F Branch (see Line Nos. 574/574a, 575, and 634).

Public Comments on Preliminary System Plan

Confusion was expressed by respondents over the status of the Central Indiana Railway. USRA indicates that the CI was independent and therefore a detailed analysis was not performed. Yet a portion of the line was recommended for exclusion.

The Carter Lumber Co. testified that loss of rail service to their new store at Noblesville would result in an immediate loss of 4–6 jobs with associated personal income of $60,000.

Brockway Glass Co., Lapel, reported that the terminus of the segment should be Lapel. The track doesn't run through Fisherburg. Brockway's annual traffic is over 1,700 cars, and the Company is forecasting a 20-percent increase. Brockway must have two switches per day, one from the east and one from the west. To guarantee two-way service, the 9.1 miles from Lapel west to Noblesville must remain open to provide access to the N&W. Without this service, Brockway will be faced with curtailments and/or temporary shut downs. Brockway employs over 500 people.

Information for Line-Transfer Decision

The Central Indiana Railway is owned by the Penn Central but its operations are independent of the PC and therefore has not been subjected to detailed analysis and is not to be a part of the ConRail System. Shippers on this line will continue to receive service unless the line is abandoned under normal abandonment procedures.

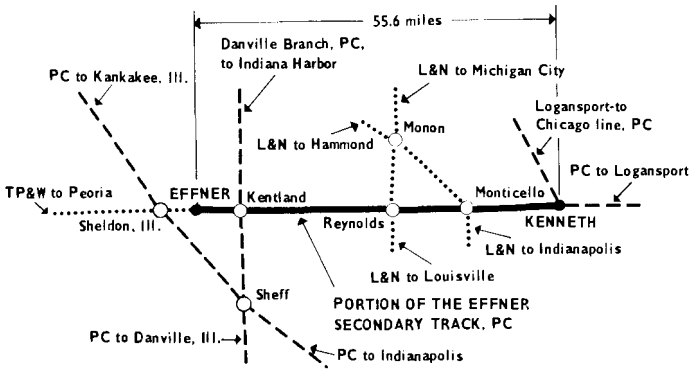
Disposition

This portion of the Central Indiana Railway is *not* designated for transfer to Consolidated Rail Corp.

PORTION OF THE EFFNER SECONDARY TRACK

USRA Line No. 630

Penn Central



This portion of the Effner Secondary Track, formerly part of the Pennsylvania RR, extends from *Kenneth* (Milepost 5.7) to *Effner, Ind.* (Milepost 61.3), a distance of *55.6 miles*, in Cass, White, Jasper and Newton Counties, Ind. A continuation of this line extends eastward from Kenneth to Logansport. Connections are: the PC Logansport-to-Chicago line at Kenneth; the Louisville & Nashville line to Hammond and Indianapolis at Monticello; the Louisville & Nashville to Michigan City and Louisville at Reynolds; the PC Danville Branch at Kentland (see Line No. 616); and the Toledo, Peoria & Western RR to Peoria at Effner.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lake Ciecott	0
Burnettsville	32
Idaville	35
Monticello	899
Reynolds	1,265
Seafield	0
Wolcott	164
Remington	927
Goodland	991
Perkins	18
Effner	5
Kentland [1]	271
Total carloads generated by the line	4,607
Average carloads per week	88.6
Average carloads per mile	82.9
Average carloads per train	15.4
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Effner-to-Kenneth Rail Service Research Committee representing 39 rail users challenged the credibility of USRA's revenue figures, finding that on-line users had paid the PC over $3.2 million in 1973, double the figure in the Plan.

Several respondents emphasized the value of the line as an east-west link connecting the TP&W with the PC. Congressman George O'Brien of Illinois feared that the TP&W would be forced out of business.

Garvey International, Inc., reported the line was necessary to avoid the delays of the congested Chicago terminals.

The W. R. Grace Co., Remington, distributes approximately 14,000 tons of fertilizer to area farmers annually and is dependent upon rail service for continued operation.

Griffith Laboratories has just purchased 30 acres at Remington, with an option on an additional 65 acres and intends to build a plant on the site. The plant will use rail.

The Pillsbury Co. operates a grain elevator with a 3½ million bushel capacity at Reynolds. Pillsbury shipped 152,000 tons by rail in 1974, 85 percent of it on the PC. In the past 3½ years, Pillsbury has invested $500,000 to upgrade its facilities to load 100 car unit trains.

Seven elevators on the line handle 18,000,000 bushels annually; loss of rail service would cost area farmers an estimated $1.5 million per year.

At Monticello, Chemetron Welding Products has had to go to contract motor carriers because of poor service. The company is projecting a 30-percent increase in production and emphasized that its traffic on the line would increase if service were improved.

The TP&W is definitely interested in acquiring segment No. 630 subject to successful negotiation with USRA of several conditions which would assure TP&W of full access to ConRail connections at a reasonable cost.

Chesebrough-Pond's received 288 cars at Monticello in 1973. A recent shift in part of its production process will increase rail receipts at Monticello by 79 cars per year. Loss of rail service would cost Chesebrough-Pond's an additional $180,000 per year in freight charges plus a plant modification investment of $200,000.

Congressman Floyd J. Fithian of Indiana emphasized that the town of Monticello was just now being rebuilt after a devastating tornado one year ago. Loss of rail service would be a crippling economic blow.

The Railway Industrial Clearance Association has termed Line No. 630 as "a critical transcontinental" and midwestern Chicago bypass route providing clearance from 19'9" to 20' atop rail.

Information for Line-Transfer Decision

Revenue received by PC		$1,757,838
Average revenue per carload	$382	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	720,733	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,218	
Cost incurred beyond the branch line	1,585,052	
Total variable (avoidable) cost		2,357,003
Net contribution (loss): total		(599,165)
Average per carload	(130)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,280 crossties (an average of 23 crossties per mile). A subsegment of this line from Kenneth to Reynolds was analyzed. This subsegment would require a 12-percent rate increase to become viable.

Service to this line generated a loss of $599,167 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 34-percent rate increase.

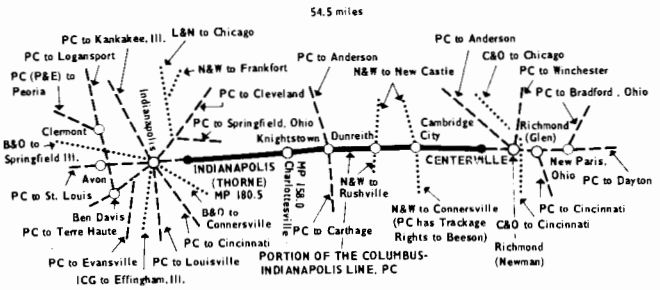
Disposition

This portion of the Effner Secondary Track shall be offered for sale to the TP&W, a profitable railroad operating in the Region. If this offer is not accepted the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 633

Penn Central



This portion of the Columbus-to-Indianapolis line, formerly part of the Pennsylvania RR, extends from *Centerville* (Milepost 126.0) to *Indianapolis, Ind.* (Milepost 180.5), a distance of *54.5 miles*, in Wayne, Henry, Hancock and Marion Counties, Ind.

A continuation of this line extends eastward from Richmond towards Dayton, Ohio (see Line No. 638). At Richmond, this line connects with the Penn Central Richmond Branch to Hamilton, Ohio and Anderson, Ind., the Penn Central Newman Secondary Track to Winchester (see Line Nos. 520a, 521 and 556) and the Chesapeake & Ohio Ry. to Chicago and Cincinnati. Other connections or crossings are: the Norfolk & Western Ry. at Cambridge City and Dunreith, the Penn Central Anderson-Greensburg Secondary Track at Knightstown (see Line Nos. 578 and 579a), and, at Indianapolis, the Penn Central Louisville Branch, Cincinnati-to-Kankakee line, Petersburg Secondary Track to Evansville, Peoria & Eastern line to Peoria, Ill., Greencastle Branch to Terre Haute, the Springfield Branch, the Cleveland-to-Indianapolis line, the Indianapolis-to-St. Louis line, I&F Branch (see Line Nos. 574/574a, 565, 616 and 554), the Baltimore & Ohio to Hamilton, Ohio and Springfield, Ill., the Illinois Central Gulf RR to Effingham, Ill., the Louisville & Nashville RR to Chicago and the Norfolk & Western to Frankfort.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Cambridge City	70
Germantown	26
Straughn	31
Dunreith	35
Knightstown [1]	58
Charlottesville	117
Greenfield	582
Gem	186
Cumberland	89
Total carloads generated by the line	1,194
Average carloads per week	23.0
Average carloads per mile	21.9
Average carloads per train	7.7
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	10
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The public response to the proposed abandonment of this segment was quite heavy. The line generates significant local traffic, is a heavily-used overhead and Amtrak route, and, by USRA's own analysis, profitable.

The Mayor of Richmond described potential economic havoc. Loss of service would cost Richmond 900 jobs and $300,000 in property taxes a year from two firms alone.

The Richmond Area Chamber of Commerce estimated the potential loss from 15 of the major shippers 1,610 primary jobs, 1,100 secondary jobs, $25 million annual payroll, $14,000,000 tax base.

National Automatic Tool Co., located just west of Richmond, is a shipper of machine tools and molding machines, some of whose products physically cannot be handled except by rail.

The Richmond Power & Light Co. burns 2,000 carloads of coal per year. Without this line, the utility company's costs would be higher by estimated $118,000 per year, an amount which would be passed on in higher rates to consumers.

The Amoco Oil Co. operates a liquid fertilizer plant at Charlottesville where it receives 85 cars per year. Loss of rail service would force Amoco to relocate at a cost of $606,000. The Company noted that 63 percent of 1973 traffic was generated on only 43 percent of the line and that at least the 29-mile segment from Indianapolis to Charlottesville could operate profitably on a local-traffic basis.

Bertsch and Company, Inc., located at Milepost 134.9, manufactures some of the largest bending roll machines in the world. Some of Bertsch's shipments are single items weighing 1,000,000 pounds. The Company is the

sole U.S. supplier of some of the machines used in the fabrication of submarine hulls and nuclear reactors. The Company must have rail service.

The Chessie is interested in serving the shippers at both ends of the line. On the west, Chessie wants to serve Indianapolis customers only, a segment one to two miles long. On the east, Chessie wants the Richmond to Centerville section, approximately five miles.

The Governor's Rail Task Force indicated that the line generated $3,547,754 in freight revenues as opposed to $240,448 branch costs equaling an estimated profit of $3,307,306. Estimated rehabilitation costs are $704,000 (these are all 1973 figures). The segment carload figures are 13,141 or 205 per mile. The analysis indicates that the line appears to be profitable and capable of covering rehabilitation costs. Therefore, the Task Force recommends retention of service on this line.

Information for Line-Transfer Decision

Revenue received by PC		$468,593
Average revenue per carload	$393	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	480,372	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	236,981	
Total variable (avoidable) cost		717,353
Net contribution (loss): total		(248,760)
Average per carload	(209)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Through freight trains will *not* utilize this route under the ConRail operating plan.

This line was reanalyzed and the mileposts adjusted at Richmond and Indianapolis to allow service to all shippers at these locations as stated in the PSP.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 158.0 to Milepost 180.5 (serving shippers at Gem, Greenfield, Cumberland and Charlottesville who generated 974 carloads in 1973) would generate $385,839 in revenue and $418,498 in costs with a resulting loss of $32,659 or $34 per carload. This line may become viable with either an 18-percent traffic increase or a 9-percent rate increase.

Service to the remainder of the line (from Milepost 126.0 to Milepost 158.0 serving shippers at Germantown, Straughn, Cambridge City, Dunreith and Knightstown, who generated 217 carloads in 1973) would generate $82,754 in revenue and $282,543 in costs with a resulting loss of $199,789. Recovery of costs would require approximately a fourfold increase in traffic or a 241-percent rate increase over the 1973 levels.

Disposition

The portion of the Columbus-Indianapolis line from Milepost 158.0 to Milepost 180.5 shall be transferred to the Consolidated Rail Corp.

If the N&W *does not* acquire the portion of Line No. 573 necessary to serve the traffic generated on that line, the portion of the Columbus-Indianapolis line from Milepost 126.0 to Milepost 136.2 shall be transferred to the Consolidated Rail Corp.

If the N&W acquires the portion of Line No. 573 necessary to serve the traffic generated on that line, the portion of the Columbus-Indianapolis line from Milepost 126.0 to Milepost 136.2 *is not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Columbus-Indianapolis line from Milepost 136.2 to Milepost 158.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE I&F BRANCH

USRA Line No. 634

Penn Central

This portion of the I&F Branch, extending from *Clermont* (Milepost 12.6) to *Lebanon, Ind.* (Milepost 31.6), a distance of *19.0 miles*, in Boone, Hendricks and Marion Counties, Ind., a line which was recommended for inclusion on page 474 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF COLUMBUS-CHICAGO LINE

USRA Line No. 689a

Penn Central

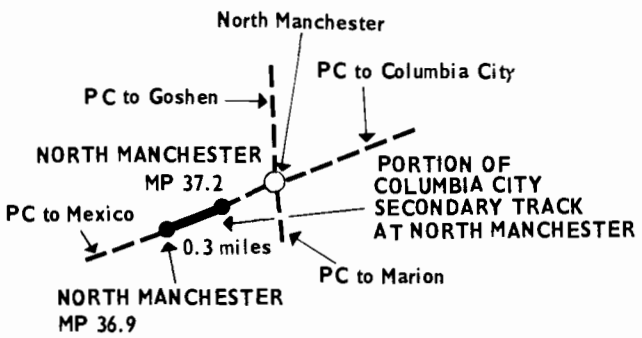
This portion of the Columbus-to-Chicago line, extending from *North Judson* (Milepost 237.5) to *Hartsdale*,

Ind. (Milepost 284.0), a distance of *46.5 miles*, in Starke Porter and Lake Counties, Ind., a line which was recommended for inclusion on page 474 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *This line is required as an interim through route pending the rehabilitation of and finalization of the necessary operating agreements with the L&N for the use of their route via Lafayette, Ind. When the contemplated rerouting of through trains is accomplished, ConRail should reevaluate the viability of local freight service on this line. Any future ConRail abandonment would be subject to normal I.C.C. procedures and cannot be accomplished for two years.*

PORTION OF COLUMBIA CITY SECONDARY TRACK

USRA Line No. 700

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 36.9 to Milepost 37.2, a distance of *0.3 mile, at North Manchester, Ind.* in Wabash County. The line continues northeastward to Columbia City and southwestward to Mexico (see Line Nos. 419 and 420). At North Manchester, the line crosses the PC's Anderson-Goshen line.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

This line does not directly serve any shippers.

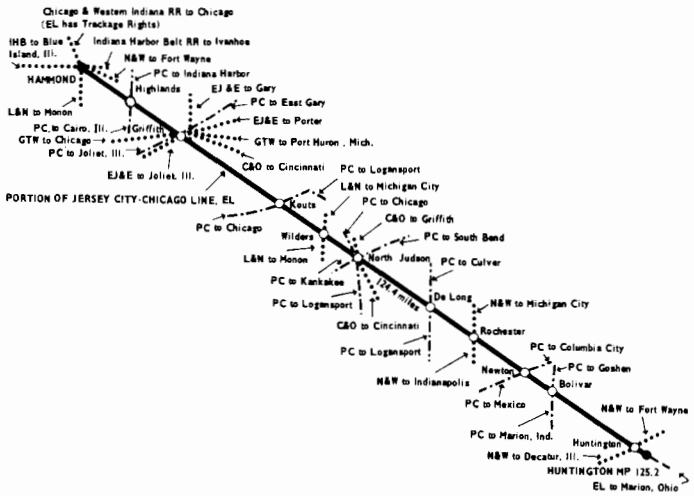
Disposition

This portion of the Columbia City Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF JERSEY CITY–TO–CHICAGO LINE

USRA Line No. 1262

Erie Lackawanna



This portion of the Jersey City-Chicago line extends from *Huntington* (Milepost 125.2) to *Hammond, Ind.* (Milepost 249.6), a distance of *124.4 miles*, in Huntington, Wabash, Fulton, Pulaski, Starke, Porter and Lake Counties, Ind. This line continues westward to Chicago via trackage rights over the Chicago & Western Indiana RR and eastward to Marion, Ohio and beyond (see Line No. 1261). At Bolivar, the line connects with the Michigan Branch, at North Judson and Kouts with the Columbus-Chicago line, and at North Judson with the Kankakee Branch, all PC. Highlands is also served by the PC Danville Branch (see Line No. 604). The line connects with the following PC lines: at Newton with the Columbia City Secondary Track, at DeLong with the Culver Secondary Track and at Griffith with the Joliet Branch (see Line Nos. 419, 423 and 414). It also connects with the N&W's Fort Wayne-Decatur, Ill. line at Huntington and Michigan City-Indianapolis line at Rochester, with the C&O Cincinnati-Hammond line at North Judson and Griffith, with the L&N to Michigan City and Monon at Wilders, and at Griffith with the GTW Chicago-Port Huron and the Elgin, Joliet & Eastern Ry. to Joliet, Porter and Gary. At Hammond

it connects with several lines, including the N&W Chicago-Fort Wayne, the L&N Chicago-Monon and the Indiana Harbor Belt RR to Blue Island, Ill., and Ivanhoe.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Huntington	4,073
Bippus	2
Servia	214
Bolivar	2
Newton	0
Laketon	0
Disko	1
Akron	488
Athens	25
Rochester	456
Leiter's	114
DeLong	0
Monterey	1,054
Ora	4
Bass Lake	0
Aldine	1
North Judson	13
Lomax	0
Wilders	0
Clanricarde	0
Kouts	9
Boone Grove	124
Palmer	0
Crown Point	33
Griffith	29
Highlands	154
Hammond	301
Total carloads generated by the line	7,097
Average carloads per week	136.5
Average carloads per mile	57.0
Average carloads per train	45.5

1973 operating information:

Number of round trips per year	156
Estimated time per round trip (hours)	21.5
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

See comment on USRA Line No. 1260.

Henderlong Lumber Co., Inc., which employs 40 people at its facility in Crown Point, reported that its incoming rail shipments have increased over recent years as evidenced by its payments to the EL of $7,700 in freight charges during 1973, $10,400 during 1974, and $12,100 during the first half of 1975.

Saager Brothers, Inc., which has plans to develop an industrial park out of the 25 acres it owns along the EL at Crown Point, reported that future demand for rail service may increase due to the tremendous expansion in the Lake County area. The City of Crown Point has already rezoned Saager's 25 acres for industrial purposes and has designated the whole area surrounding the railroad as an industrial usage area.

Moore Business Forms, Inc. reported that it completed the construction of its Rochester, Indiana plant in 1973 and added a $70,000 rail siding in July 1974. During 1974, Moore moved 485 tons of paper by rail; it projects its 1975 usage to range from 20–65 carloads and 1976 usage to range from 75 to 94 carloads.

Buckeye Feed & Supply, Inc., with facilities at Monterey and Leiter's Ford, testified that future expansion plans have already been cancelled with the prospect of abandonment since the cost of alternative means of transport would be prohibitive.

The Hammond City Council presented a resolution supporting the abandonment of the EL right-of-way in the city of Hammond in the interest of alleviating rail congestion in the city. This resolution was supported by a resolution from the City of Hammond Railroad Relocation Committee.

The Crown Point Chamber of Commerce testified that its planned industrial park expansion is dependent upon continued rail service.

Both Saager Brothers, Crown Point, and the Aubbeenaubee Township Improvement Association, Inc., Leiter's Ford, have purchased land for industrial parks dependent upon continued rail service by EL.

J. H. Smith, for the Brotherhood of Locomotive Engineers, stated that the actual carload data for Huntington in 1973 should be 5,872. He also noted the omission of the Decatur station on this line which generated 806 carloads in 1973.

Neimeyer Farm Service, Inc. testified that loss of EL service would double its transportation costs and necessitate an investment of $25,000 to accommodate motor carriers.

It was stated that the Wabash County Farm Bureau Cooperative, Servia, with a capital investment of $200,000, would probably close if EL service ceased.

Superior Lumber Co., Hammond, receives 80 to 90 cars per year and would be forced to relocate in order to survive if rail service were lost.

Highland Lumber & Supply, Inc., Highland, received 138 cars in 1973. Highland pointed out that in the cities and surrounding areas of Hammond, Highland, Griffith, and Munster there are only four lumber yards, two of which are slated to lose service.

The Mutual Grain Co., Servia, has limited elevator storage capacity and might be forced to close without rail service.

Norfolk & Western is interested in acquiring this line from Huntington, Ind. to Hammond, Ind. (124.4 miles) in conjunction with Line Segments 1260 (Lima, Ohio to Marion, Ohio) and 1261 (Marion, Ohio to Huntington, Ind.). As an alternate, the Norfolk & Western is interested in acquiring approximately 3 miles of this line at Huntington and 1 mile at Rochester, Ind. to serve industries on the Erie Lackawanna.

Statements were submitted by the Illinois Central Gulf and the Soo Line Railroads protesting acquisition of this line by any competing carrier or any carrier which could divert traffic from connecting roads in Chicago.

Information for Line-Transfer Decision

Revenue received by EL		$2,100,553
Average revenue per carload	$296	
Available (avoidable) cost of continued service:		
Cost incurred on the branch line	1,417,829	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,382,792	
Total variable (avoidable) cost		2,800,621
Net contribution (loss): total		(700,068)
Average per carload	(99)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Huntington, where the majority of the traffic on this line is located, primarily generates piggyback traffic. In 1973, there were approximately 5,800 trailers generated at Hunting. Service to this traffic can be continued by the Norfolk & Western Ry. or other ramps in the area.

Although shippers served by this line indicated traffic growth, the projected volume was not sufficient to achieve viability.

Service to this line generated a loss of $700,068 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 33-percent rate increase.

Disposition

This portion of the Jersey City-to-Chicago line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Rochester shall be offered for sale to the Norfolk & Western Railway. This sale would preserve rail service to an estimated 456 carloads or approximately 6 percent of the traffic generated on this line.

The portion of this line necessary to serve the traffic generated at Huntington shall be offered for sale to the Norfolk & Western Railway. This sale would preserve rail service to an estimated 4,073 carloads or approximately 57 percent of the traffic generated on this line.

INTERSTATE LINES

PORTION OF THE LOUISVILLE BRANCH

USRA Line No. 620/620a/620b

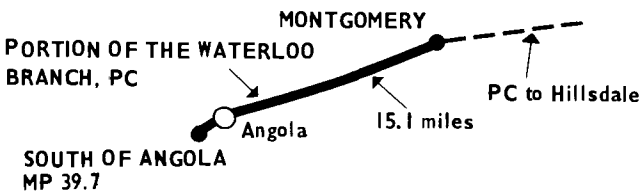
Penn Central

This portion of the Louisville Branch, extending from *Columbus, Ind.* (Milepost 40.5) to *Louisville, Ky.* (Milepost 111.2), a distance of *70.7 miles*, in Bartholomew, Jackson, Clark and Scott Counties, Ind., and Jefferson County, Ky., a line which was recommended for inclusion on page 486 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE WATERLOO BRANCH

USRA Line No. 401

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *south of Angola, Ind.* (Milepost 39.7) to *Montgomery, Mich.* (Milepost 54.8), a distance of *15.1 miles*, in Steuben County, Ind. and Hillsdale and Branch Counties, Mich. Continuations of this line extend northward from Montgomery and southward from south of Angola (see Line Nos. 402 and 401a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray	0
Fremont	51
Angola	209
Total carloads generated by the line	260
Average carloads per week	5.0

Average carloads per mile	17.2
Average carloads per train	9.6
1973 operating information:	
Number of round trips per year	27
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Indiana Farm Bureau estimates annual traffic of 3,555 tons of phosphates and potash.

The Steuben County Farm Bureau has land under option just south of Angola for a new grain elevator which may not be developed without rail. The Farm Bureau also emphasized that 27 carloads of coal were used in 1973 (15 in 1974) for home heating.

USRA's estimate of 100 trips per year is high by a factor of two, at least; the Farm Bureau reported that the branch receives no more than once-a-week service, with only 27 trips in 1973.

Moore Business Forms, Inc., has recently completed a 20,000 square-foot plant expansion; the Company's rail usage increased from 48 cars in 1973 to 122 cars in 1974. Moore expects to continue to increase usage because some waste material now has recycling value. Loss of rail would knock Moore out of the market for some government contract business which specifies rail shipment.

The Governor's Rail Task Force in Indiana found that this line's operation resulted in an estimated loss of $3,805 between Ray and Pleasant Lake, Ind. Rehabilitation costs are estimated at $308,000 between these two Indiana points. The Task Force concluded that by dropping service to Pleasant Lake, the line could have a profitable operation of $24,372 per year between Angola and the state line.

Information for Line-Transfer Decision

Revenue received by PC		$67,574
Average revenue per carload	$260	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	114,304	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,617	
Cost incurred beyond the branch line	35,793	
Total variable (avoidable) cost		187,714
Net contribution (loss): total		(120,140)
Average per carload	(462)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,550 crossties (an average of 500 crossties per mile).

This line was reanalyzed and the number of trips reduced to 27. The shippers provided a log showing the actual number of trips made by the PC. The increase of 122 cars in 1974 would not make this line viable.

Service to this line generated a loss of $120,140 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 178 percent rate increase.

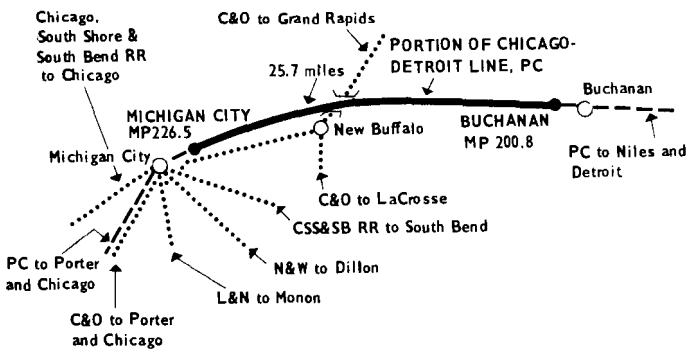
Disposition

This portion of the Waterloo Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CHICAGO-TO-DETROIT LINE

USRA Line No. 467

Penn Central



This portion of the Chicago-to-Detroit line, formerly part of the New York Central RR, extends from *Buchanan, Mich.* (Milepost 200.8) to *Michigan City, Ind.* (Milepost 226.5), a distance of *25.7 miles*, in Berrien County, Mich. and La Porte County, Ind. At Buchanan, Mich., this line continues eastward to Niles and Detroit, and at Michigan City, Ind., west towards Chicago (see Line No. 680). Connections with other railroads include the Chesapeake & Ohio at New Buffalo and Michigan City. Also at Michigan City, connections are made with the Chicago, South Shore & South Bend RR, the Louisville & Nashville RR and the N&W Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Galion	7
Three Oaks	9
Total carloads generated by the line	16

Average carloads per week	0.3
Average carloads per mile	0.6
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	32
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The American Cyanamid Co., Michigan City, suggested that the end-point be redefined as Milepost 226.0 instead of 228.0 to assure continued rail service to all Michigan City industries.

Located at Milepost 201.0, the Buchanan Co-op, Inc. has recently completed $150,000 grain loading facilities. The company has invested a total of $750,000 over the past 5 years at this location and is planning another expansion in 3 years. Rail service is essential. Buchanan is estimating 1977 traffic of 222 cars.

Information for Line-Transfer Decision

Revenue received by the PC		$4,237
Average revenue per carload	$265	
Variable (available) cost of continued service:		
Cost incurred on the branch line	[1] 111,787	
Cost of upgrading branch line to FRA Class I:		
(1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,855	
Total variable (avoidable) cost		113,642
Net contribution (loss): total		(109,405)
Average per carload	(6,838)	

[1] Excludes ownership costs as line is used for passenger operation by Amtrak.

This line would require no upgrading to meet the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed as the mileposts were adjusted at both Michigan City and Buchanan. Buchanan traffic was assigned to Line No. 680.

Service to this line generated a loss of $109,405 in 1973. Recovery of this loss would require approximately a forty-sixfold increase in traffic or a 2,582-percent rate increase.

Disposition

This portion of the Chicago-Detroit line shall be contingently offered for sale to Amtrak pending approval of the recommended statutory amendment to permit designations to Amtrak outside the Northeast Corridor. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. Local freight service will *not* be provided to this line (regardless of Amtrak's acquisition) and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE SOUTH BEND SECONDARY TRACK

USRA Line No. 637

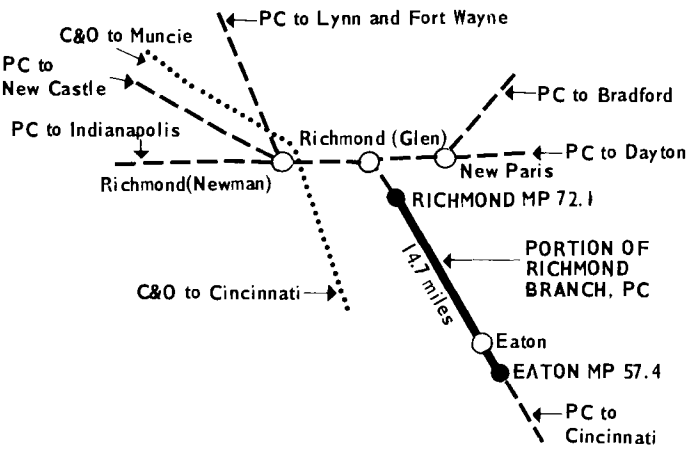
Penn Central

This portion of the South Bend Secondary Track, extending from *Niles, Mich.* (Milepost 3.0) to *South Bend* (Webster), *Ind.* (Milepost 7.3), a distance of *4.3 miles*, in St. Joseph County, Ind. and Berrien County, Mich., a line which was recommended for inclusion on page 485 of the Preliminary System Plan shall be transferred to the Consolidated Rail Corp.

PORTION OF THE RICHMOND BRANCH

USRA Line No. 520a

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Eaton, Ohio* (Milepost 57.4) to *Richmond, Ind.* (Milepost 72.1), a distance of *14.7 miles*, in Preble County, Ohio and Wayne County, Ind. The Richmond Branch runs south to Cincinnati and continues north beyond Richmond to Logansport (see Line Nos. 519/520 and 521). The Newman Secondary Track, PC, connects at Richmond (see Line No. 556). At Richmond the C&O Chicago-Cincinnati line and the Penn Central's Indianapolis Columbus line (see Line Nos. 633 and 638) also cross.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eaton	1,065
New Hope	44
Campbellstown	30
Total carloads generated by the line	1,139
Average carloads per week	21.9
Average carloads per mile	77.5
Average carloads per train	3.8
1973 Operating Information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Preble County Farm Bureau Cooperative said it serves 2,380 customers. Without rail service the Farm Bureau's transportation costs would go up by $8,120 a year. To relocate would cost $600,000 and would result in loss to the community of about $10,000 per year in tax revenues. Further, it could have used 91 more hopper cars in 1974 had they been available, they plan to install three 30,000 bushel grain storage tanks which will increase rail service requirements, and a Town & Country store plans to locate in Eaton in the near future and will need rail service.

Community Improvement Corp. is negotiating to develop a 100-acre industrial park for Eaton.

Westvaco Corp. will complete its previously reported $1,750,000 expansion in 1975 and estimates 1975 traffic will total 1,329 carloads, growing to about 1,700 carloads in 1976. Also, the company said the track is in FRA Class III condition. However, because signalling has been removed it is officially only Class II. Finally, Westvaco said it is willing to negotiate immediately with the proper party for establishment of a specific rate increase to cover any deficit associated with movement of its traffic at Eaton.

The Ohio Public Utilities Commission recommended that Line Nos. 520a and 519/520 be considered as a single segment. On the other hand, the Community Corp. for Eaton and Preble Counties suggested that Line No. 520a be extended only to Camden on Line No. 519/520, to pick up the traffic there.

Reported traffic:

Company and location	*Carloads* 1973	1974	*Projected*
Campbellstown AG Center, Inc., Campbellstown	29	-------	64
Westvaco Corp., Eaton	902	-------	1,329–1,716
Preble Landmark, Eaton	128	114	130
Letherman Lumber Co., Eaton	80	-------	85
Texaco Products, Eaton	30	-------	30
Steinke Tractor and Truck Sales, Eaton	14	-------	20
St. Clair Custodial Supply Co., Eaton	10	-------	10
Food Filters Corp., Eaton	1	-------	1
Armacost Elevator, New Hope	44	-------	97

The Chessie is interested in acquiring the entire branch from Richmond to Eaton and would provide service to all shippers who would otherwise lose service.

The Ohio Association of Railroad Passengers testified that Line Nos. 518, 519/520, 520a and 521 should be considered as a secondary passenger corridor between Cincinnati and Indianapolis, providing service to Hamilton, Ohio, and Richmond, Ind.

Information for Line-Transfer Decision

Revenue received by PC		$275,628
Average revenue per carload	$242	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,613	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	161,446	
Total variable (avoidable) cost		315,059
Net contribution (loss): total		(39,432)
Average per carload	(35)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

By the end of 1975, Westvaco Corp. at Eaton will have completed a $1,750,000 expansion program which will result in a 410 carload-per-year traffic increase over their 1973 level. An analysis of the origins and destinations of this traffic indicates an *immediate* increase in ConRail revenues of approximately $111,300 based on 1973 rate levels. With this increase in traffic and revenue, the line will generate a net contribution of approximately $3,000.

Disposition

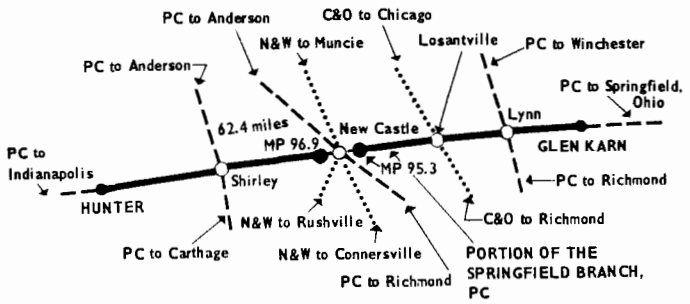
This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region, for use as an overhead route only; ConRail will provide local freight service (see section 206(g) of the Act). If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF THE SPRINGFIELD BRANCH

USRA Line No. 554

Penn Central

This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Glen Karn, Ohio* (Milepost 60.4) to *Hunter, Ind.* (Milepost



131.2) (except between Milepost 95.3 and Milepost 96.9 at New Castle, which has been assigned to Line No. 522), a distance of *62.4 miles*, in Marion, Hancock, Henry and Randolph Counties, Ind., and Darke County, Ohio. At Hunter this line continues west to Indianapolis and at Glen Karn it continues east to Springfield (see Line No. 553). Connections with other lines are: the PC Anderson-Greensburg Secondary Track at Shirley, the PC Richmond Branch (see Line Nos. 521 and 522) and the Norfolk & Western Ry. to Rushville, Connersville and Muncie at New Castle, the Chesapeake & Ohio Ry. at Losantville and the PC Newman Secondary Track to Richmond and Winchester at Lynn (see Line Nos. 556 and 557).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glen Karn	43
Crete	10
Lynn	70
Carlos City	0
Modoc	19
Losantville	30
Mooreland	19
Kennard	10
Wilkinson	44
Willow Branch	1
Maxwell	44
Mohawk	1
Mount Comfort	6
Hunter	53
Total carloads generated by the line	350
Average carloads per week	6.7
Average carloads per mile	5.6
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Indianapolis Chamber of Commerce is particularly concerned about the precise definitions of line end-points in the Indianapolis area.

Hunter is actually 1,900 feet west of the present switching limit. The C. W. Jackson Co. has a 300 acre industrial park just beyond Hunter.

The Maxwell Grain Co. is constructing major new facilities at Maxwell, Ind., and has submitted convincing evidence that the line can be operated profitably at least as far east as Maxwell.

Maxwell Grain is projecting traffic of at least 480 cars per year, mostly jumbo hoppers, from its facilities at Mohawk and Maxwell. Long-range prospects are good due to the planned construction of a new metropolitan airport between Hunter and Mount Comfort.

Allegheny Ludlum Steel Corp. has a major installation on the line 1½ miles west of New Castle.

The Governor's Rail Task Force lists estimated branch cost at $255,476 with freight revenue amounting to $179,107. A subsidy of $76,364 is listed. Rehabilitation cost is estimated at $870,400. The Task Force considers future traffic potential as "stable." The Task Force said that even though the line is losing money that if certain other lines are abandoned this line segment would pick up all the New Castle traffic of the Penn Central. Under that circumstance, the line would be above the break-even point and therefore should be included in the new ConRail System.

Information for Line-Transfer Decision

Revenue received by PC		$98,534
Average revenue per carload	$282	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	466,692	
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost	54,472	
Cost incurred beyond the branch line	47,863	
Total variable (avoidable) cost		569,027
Net contribution (loss): total		(470,493)
Average per carload		(1,344)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 625 crossties.

The milepost limit at Hunter is the Indianapolis switching district. The portion of the line from Hunter to Maxwell was analyzed using 1974 traffic and 1975 projections. Even with cost adjustments for unit-trains and the shipper paying a portion of engine and crew costs, the line would require a 34-percent rate increase to become viable.

Shippers at New Castle between Mileposts 95.3 and 96.9 will continue to receive service from Line No. 522.

Service to this line generated a loss of $470,493 in 1973. Recovery of this loss would require approximately

a ninefold increase in traffic or a 477-percent rate increase.

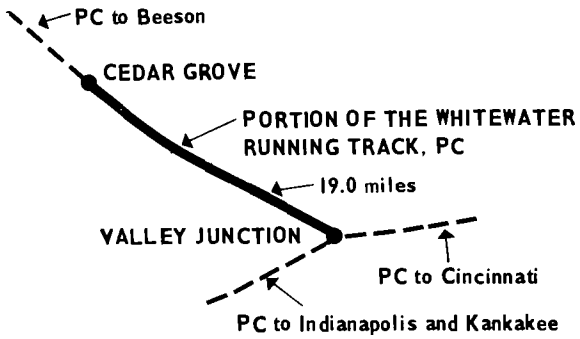
Disposition

The portion of the Springfield Branch from Milepost 60.4 to Milepost 95.3 and from Milepost 96.9 to Milepost 131.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 571a

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Valley Junction, Ohio* (Milepost 17.7) to *Cedar Grove, Ind.* (Milepost 36.7), a distance of *19.0 miles*, in Hamilton County, Ohio and Dearborn, Franklin, Fayette and Wayne Counties, Ind. At Valley Junction, this line connects with the PC Cincinnati-to-Kankakee Line, and at Cedar Grove it continues to Brookville (see Line No. 571).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Valley Junction	7
Whitewater	104
Harrison	276
Total carloads generated by the line	387
Average carloads per week	7.4
Average carloads per mile	20.4
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	7
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Greater Cincinnati Chamber of Commerce reported that loss of rail service would hamper the future expansion of Cincinnati, Inc., Crest Component Homes, and Seasongood Folding Box; affect expansion plans of Arling Lumber Co. which could amount to 300 carloads per year and jeopardize the employment of 860 people.

The Cincinnati Gas & Electric Co. reported that it owns two industrial sites along the line, one being 190 acres and the other being 120 acres. Discontinuance of rail service on this line could dampen Cincinnati's chances of attracting industrial users to these sites. It also reported that Crest Component Homes, which generates 240 carloads annually, recently located along this line. Thus, its rail usage was not considered in USRA's analysis.

The Greater Cincinnati Chamber of Commerce reported that the J. Cornelius Grain Elevator generates 4 carloads per year and that the Seasongood Folding Box Co. generates 24 carloads per year.

According to the Public Utilities Commission of Ohio, all traffic generated along this line originates or terminates between Valley Junction and Harrison, a distance of 7.7 miles. The PUC thinks that USRA should recalculate the net contribution of this line using only the 7.7 mile segment.

Cincinnati, Inc., which generates 120 carloads annually, reported that some of its heavy machinery parts weigh up to 125,000 pounds, and cannot be moved other than by rail.

Information for Line-Transfer Decision

Revenue received by PC		$136,608
Average revenue per carload	$353	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	166,080	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	57,191	
Cost incurred beyond the branch line	51,690	
Total variable (avoidable) cost		274,961
Net contribution (loss): total		(138,353)
Average per carload	(358)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,260 crossties (an average of 540 crossties per mile).

Service to this line generated a loss of $138,353 in 1973. Recovery of this loss would require approximately

a twofold increase in traffic or a 102-percent rate increase.

A subsegment of this line from Valley Junction to Harrison was analyzed. This portion of the line would require a 40-percent rate increase to become viable. Total traffic for the line in 1974 was 10 carloads higher than in 1973.

Disposition

This portion of the Whitewater Running Track is *not* designated for transfer to Consolidated Rail Corp. and is avalable for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 638

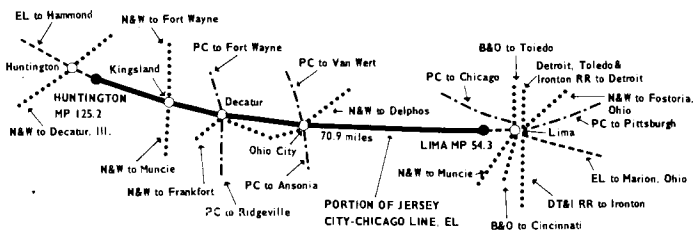
Penn Central

This portion of the Columbus-to-Indianapolis line, extending from *New Paris, Ohio* (Milepost 113.8) to *Richmond, Ind.* (Milepost 119.6), a distance of *5.8 miles*, in Preble County, Ohio and Wayne County, Ind., a line which was recommended for inclusion on page 482 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF JERSEY CITY-TO-CHICAGO LINE

USRA Line No. 1261

Erie Lackawanna



This portion of the Jersey City-to-Chicago line extends from *Lima, Ohio* (Milepost 54.3) to *Huntington, Ind.* (Milepost 125.2), a distance of *70.9 miles*, in Allen and Van Wert Counties, Ohio and Adams, Wells and Huntington Counties, Ind. This line continues westward to Hammond and eastward to Marion, Ohio (see Line Nos. 1262 and 1260). At Decatur, Ind. this line connects with the PC Fort Wayne and Ridgeville Secondary Tracks and at Ohio City with the PC Northern Branch (see Line Nos. 428, 429 and 533/534/534a/535). The N&W Decatur Ill.-to-Fort Wayne line crosses at Huntington, the Fort Wayne-Muncie line at Kingsland, the Delphos-Frankfort line at Decatur, Ind. and Ohio City, and the Fostoria-Muncie line at Lima. Also serving Lima are the PC Pittsburgh-Chicago line, the B&O Toledo-Cincinnati line and the Detroit, Toledo & Ironton RR main line from Detroit to Ironton.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line[1]:	
Hercules Torpedo Spur	0
Kemp	0
Spencerville	106
Converse	0
Elgin	299
Ohio City	6
Glenmore	13
Wren	0
Preble	14
Tocsin	106
Kingsland	3
Uniondale	174
Markle	333
Simpson	178
Total carloads generated by the line	1,226
Average carloads per week	23.6
Average carloads per mile	17.3
Average carloads per train	7.9
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,600
Train crew size	4

[1] Excludes Decatur, Ind. traffic (see text).

Public Comment on Preliminary System Plan

See comment on USRA Line No. 1260.

Russell I. Pisle, for the Farm Service Center in Spencerville, testified that his company would be forced out of business due to prohibitive costs for alternative transport, resulting in the loss of 25 jobs and an annual payroll of $200,000. He added that the Center's traffic was 113 carloads in 1973.

Simpson Grain Co. testified that actual carload data for 1973 should have been 194. Abandonment of this line would force Simpson to transport by truck and to absorb an additional 8 to 10 cents per bushel transportation cost.

Stanley H. Matheny, for the city of Huntington, testified that abandonment would force the elimination and/or relocation of approximately 300 EL employees in Huntington, which represents 8 percent of that city's total population.

It was stated that the Adams County Farm Bureau,

Monroe, would have to expend $10,000 to upgrade truck loading facilities and pay an additional $5 to $7 per ton. The additional increases in costs would be passed on to farmers in the county should this line be abandoned.

William R. Black, Director of Rail Planning for the Public Service Commission of Indiana, protested the segmenting of this double tracked main line into two branch lines. He added that most of the track is at FRA Class III and capable of 50 miles per hour speeds.

J. H. Smith, Chairman of the Indiana State Legislative Board, Brotherhood of Locomotive Engineers, testified that the amount of traffic now handled by the EL could not be efficiently accommodated by the C&O, N&W and ConRail lines which also serve the area. He added that the EL line is one of the few lines capable of handling high and wide cars between Chicago and New York.

Norfolk & Western is interested in acquiring this line from Lima, Ohio to Huntington, Ind. (70.9 miles), in conjunction with line segments 1260 (Lima, Ohio to Marion, Ohio) and 1262 (Huntington, Ind. to Hammond, Ind). N&W states that it would be necessary to acquire, in addition, 2.3 miles of line at Lima, Ohio and 1.4 miles of line at Huntington, Ind. in order to connect this line segment with existing N&W lines. As an alternate, the Norfolk & Western is interested in acquiring about 1.5 miles of this line at Decatur, Ind. to serve industries on the Erie Lackawanna.

Statements were submitted by the Illinois Central, Gulf and the Soo Line Railroads protesting acquisition of this line by any competing carrier or any carrier which could divert traffic from connecting roads in Chicago.

The Farm Service Center in Spencerville reported that in 1973 the Flexible Foam Co. shipped 78 cars, the Spencerville Farmers Union shipped 25 cars, and the Farm Service Center shipped 113 cars, for a total of 216 cars.

Information for Line-Transfer Decision

Revenue received by EL		$372,046
Average revenue per carload	$304	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	687,827	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	211,183	
Total variable (avoidable) cost		899,009
Net contributions (loss): total		(526,963)
Average per carload	(430)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $526,963 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 142-percent rate increase.

Traffic generated at Decatur will continue to receive service via Penn Central trackage.

Disposition

The portion of the Jersey City-to-Chicago line from Milepost 95.8 to Milepost 96.9 shall be transferred to the Consolidated Rail Corp. to serve Decatur traffic.

The portion of the Jersey City-to-Chicago line from Milepost 54.3 to Milepost 95.8 and from Milepost 96.9 to Milepost 125.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MARYLAND

Intrastate

PC

USRA Line Number	Terminals	Page
148	Massey to Centreville	125
149	Massey to Chestertown	126
150	Queen Anne to Denton	127
151	Queen Anne to Queenstown	128
152	Hurlock to Preston	129
153	Hurlock to Vienna	130
156	Salisbury to East of Salisbury	131
163	Kings Creek to Crisfield	131
676	Salisbury to Hebron	132

Interstate

Maryland to Delaware (these lines are discussed under Delaware)

147	Massey, Md. to Townsend, Del.	
167	Snow Hill, Md. to Indian River, Del.	
168	Cambridge, Md. to Seaford, Del.	
169	Easton, Md. to Clayton, Del.	

Maryland to Pennsylvania

198	North of Frederick, Md. to Spring Grove, Pa.	133
204a	Hagerstown, Md. to Chambersburg, Pa.	135

Maryland to Virginia

166	Pokomoke, Md. to Cape Charles, Va.	135

Maryland to West Virginia and Virginia

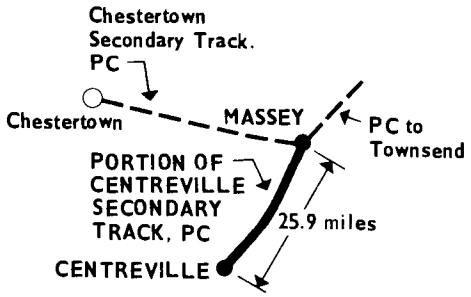
205	Hagerstown, Md. to Winchester, Va.	137

PORTION OF CENTREVILLE SECONDARY TRACK

USRA Line No. 148

Penn Central

This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 9.2) to *Centreville, Md.* (Milepost 35.1), a distance of *25.9 miles*, in Kent and Queen Annes Counties, Md. At Massey, this line continues toward Townsend, Del. where it connects with the PC Delmarva Branch (see Line No. 147). At this point, it also connects with the PC Chestertown Secondary Track (see Line No. 149).



Traffic and Operating Information

Stations (with their 1974 carloads) served by this line:	
Millington	29
Sudlersville	51
Barclay	57
Price	3
Centreville	349
Roberts	0
Total carloads generated by the line	489
Average carloads per week	9.4
Average carloads per mile	18.9
Average carloads per train	6.5
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	9
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Hurricane Agnes caused a washout of a section of the Massey-to-Centreville route. Several shippers formed C. M. Associates which, under agreement with the Penn Central, in 1973 rebuilt the roadbed and relaid the destroyed tracks at the shippers expense. Since this work was not completed until late 1973 the carload figure used by USRA covers only a small portion of the year. According to Tidewater Publishing Co., figures based on the calendar year October 8, 1973 to October 7, 1974 show the following:

	Actual	*USRA*
Carloads generated on the line	456	91
Revenue received by PC	$222,793	$35,718
Average revenue per car	484.65	382.00
On branch cost of service	110,525	206,540

Tidewater Publishing Co. states that if rail service is discontinued it might be forced to close. Delmarva Sash and Door would relocate rather than be placed in a noncompetitive position.

A soy bean processing plant is planned which will require rail service over this line.

Maryland DOT in its Railroad Planning Project states "Currently operated under a unique agreement between a shipper's group and PC, this line appears to generate operating results far worse than the current subsidy would indicate. Whereas the shippers now pay a $65.40 surcharge per car, the operating deficit in the 1973 adjusted time frame comes to $153 per car according to the present analysis. Even worse, the 1978 *conservative* time frame produces an operating deficit of $238 per car before infrastructure costs are deducted. (With infrastructure costs deducted, the deficit becomes $535 per car.) These estimates for 1978—*conservative*—are in fact generous to the Massey-Centreville line because they allocate all crew costs at 25 miles per hour to the Townsend-Chestertown branch!

"In the long run, the only hope for this branch would appear to be a short line operation consolidated with Townsend-Chestertown. Also dramatic increases in rail use would be necessary. Even then, it is anticipated that considerable subsidy assistance will be required."

Based upon 1973 traffic, revenue and operational data developed by USRA, and USRA costs adjusted to the categories included under the RSPO subsidy standards, the estimated subsidy is $113,630, excluding upgrading costs.

Agrico estimated that its new facility in Centreville would receive 175 to 225 carloads in 1976–77.

Information for Line-Transfer Decision

Revenue received by PC		$237,655
Average revenue per carload	$486	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	219,822	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	27,585	
Cost incurred beyond the branch line	132,469	
Total variable (avoidable) cost		379,876
Net contribution (loss): total		(142,221)
Average per carload	(291)	

Available information indicates that this line requires a total of 3,880 ties (an average of 149 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Because this line was out-of-service during most of 1973, a reevaluation of this line was undertaken based on the 1974 traffic volume. The results of this reevaluation are shown above. In addition, the shippers on this line subsidize operations at the rate of $65.40 per carload or $31,981. The combined loss of this line and Line No. 147 (which is required to serve this line) is $214,525. Inclusion of the shipper subsidy reduces the loss to $183,544 or $373 per carload. Recovery of this loss would require a 135-percent increase in traffic or a 75-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

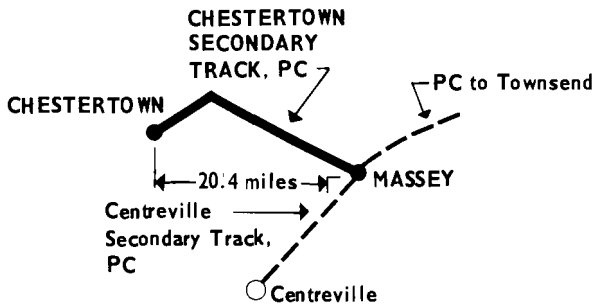
Disposition

This portion of the Centreville Secondary Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 489 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CHESTERTOWN SECONDARY TRACK

USRA Line No. 149

Penn Central



The Chestertown Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 0.0) to *Chestertown, Md.* (Milepost 20.4), a distance of *20.4 miles*, in Kent County, Md. At Massey, this line connects with the PC Centreville Secondary Track (see Line Nos. 147 and 148).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Massey	12
Kennedyville	47
Still Pond	11
Lynch	53
Chestertown	302
Total carloads generated by the line	425
Average carloads per week	8.2
Average carloads per mile	20.8

Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	8.5
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Royster, Inc., which shipped 175 cars in 1973 and 244 in 1974, and which projects handling 275 carloads for the year ending June 30, 1975, estimates that if this line is excluded from ConRail they would be compelled to reduce their Eastern Shore operations by 50 percent. Similarly, Baltimore Business Forms indicated that it would relocate its plant if rail service is discontinued causing unemployment of 127 people. Tenneco Chemicals of Chestertown reports 259 carloads in 1973, 316 in 1974, and projects 432 for 1975.

The Delmarva Advisory Council points out an inconsistency in the Plan. USRA included an annual cost of $40,461 for upgrading this line to Class I standards but then states that "This line would not require upgrading . . ."

Maryland DOT in its Railroad Planning Project stated "Under 1973 conditions, this line generates remarkably favorable operating results: an operating surplus of $227 per carload, the highest of any line on the Maryland Eastern Shore. However, under the 1978 conservative time frame, the line cannot meet its infrastructure costs, although it still produces an operating surplus. With some subsidy assistance, especially for rehabilitation expenses the Townsend-Chestertown line could be a viable operation. In view of the poor financial results of the Massey-Centreville line, and the necessary interdependence of the two branches, a short line operation over both might prove feasible."

Information for Line-Transfer Decision

Revenue received by PC		$270,595
Average revenue per carload	$637	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	178,020	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	40,461	
Cost incurred beyond the branch line	163,255	
Total variable (avoidable) cost		381,736
Net contribution (loss): total		(111,143)
Average per carload	(261)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,851 crossties (an average of 587 crossties per mile).

The comments provided above by Maryland DOT indicate that this line generates an *operating* surplus of $119,017 or $227 per carload. However, their analysis also states that the inclusion of lease, rehabilitation and property tax costs results in a significant deficit.

Service to this line generated a loss of 111,143 in 1973. Recovery of this loss would require approximately a 105-percent increase in traffic or a 40-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The portion of the Chestertown Secondary Track from Milepost 0.0 to Milepost 0.5 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 12 carloads or approximately 3 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

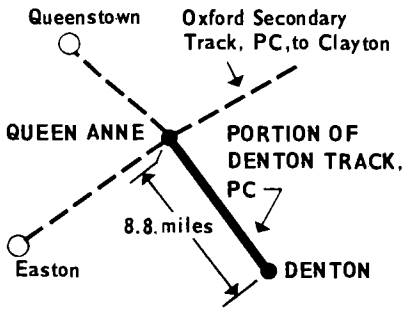
The portion of the Chestertown Secondary Track from Milepost 0.5 to Milepost 20.4 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DENTON TRACK

USRA Line No. 150

Penn Central

This portion of the Denton Track, formerly part of the Pennsylvania RR, extends from *Queen Anne* (Milepost 0.0) to *Denton, Md.* (Milepost 8.8), a distance of *8.8 miles*, in Queen Annes and Caroline Counties, Md. At Queen Anne, this line connects with the Oxford Secondary Track and with its own continuation to Queenstown (see Line Nos. 169 and 151).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsboro	14
Denton	167
Total carloads generated by the line	181
Average carloads per week	3.5
Average carloads per mile	21.5
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Koppers Co., Inc. operates a sawmill at Denton which generated 125 carloads of untreated crossties in 1974 and has a potential of 200 per year. Such data was not included in the analysis since it is not revenue producing freight used by PC. The company points out that, though this volume is insufficient alone to justify inclusion of this track, the critical need for crossties must be considered.

Smith Douglas division of Borden Chemical has a plant at Denton handling 69 carloads per year. This company, commenting on coordination project Sou-4, states that the expense of maintaining and repairing the Choptank Bridge on this branch may be an influencing factor in the Southern Ry.'s intention not to acquire the Queenstown-to-Denton spur. Smith Douglas would urge the Southern to acquire the Queen Anne to Denton portion eliminating the bridge. The unloading facilities at Denton Supply Center could be used by rail patrons.

Maryland DOT in its Railroad Planning Project states "Although the present analysis discloses a relatively profitable service from Queen Anne to Denton, the continued operation of this line depends exclusively on the fate of the Clayton-Easton branch. Unless Clayton-Easton is rehabilitated, Queen Anne-Denton will have no outlet to the world. In addition, under this analysis the operating results for Queen Anne-Denton benefit from the exclusion of any crew costs at 25 miles per hour; such crew costs are assumed to be borne by Clayton-Easton exclusively. When final subsidy requirements are calculated under the newly revised standards of the Rail Services Planning Office, a portion of the Clayton-Easton crew costs will have to be allocated to Queen Anne-Denton, thus hurting the operating results. In any event, if Clayton-Easton continues operation, there is no reason to allow the abandonment of Queen Anne-Denton."

Information for Line-Transfer Decision

Revenue received by PC		$61,412
Average revenue per carload	$339	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	71,427	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,302	
Cost incurred beyond the branch line	46,363	
Total variable (avoidable) cost		127,092
Net contribution (loss): total		(65,680)
Average per carload	(363)	

Available information indicates that this line requires a total of 450 ties (an average of 53 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

To reach the crosstie source at Denton, 41.3 miles of track would have to be kept. The crosstie source does not justify this expense because the ties can be trucked to Harrington for loading.

Service to this line generated a loss of $65,680 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 107 percent rate increase.

Disposition

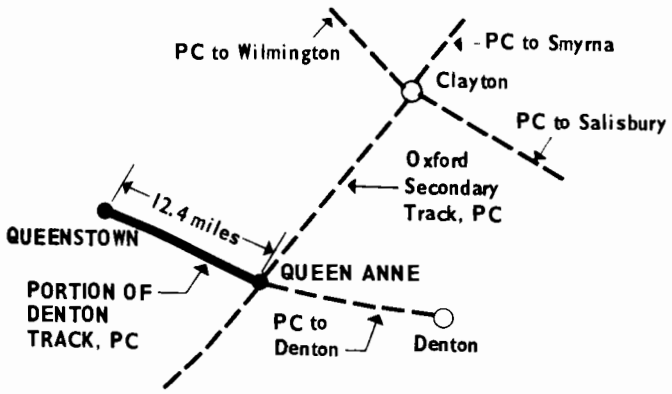
This portion of the Denton Track is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE DENTON TRACK

USRA Line No. 151

Penn Central

This portion of the Denton Track extends from *Queen Anne* (Milepost 0.0) to *Queenstown, Md.* (Milepost 12.4), a distance of *12.4 miles*, in Queen Annes County, Md. At Queen Anne, this line connects with the Oxford



Secondary Track (see Line No. 169) and with its own continuation to Denton (see Line No. 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Queenstown	38
Wye Mills	15
Willoughby	0
Total carloads generated by the line	53
Average carloads per week	1.0
Average carloads per mile	4.3
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The S. E. W. Friel Co. and Friel Lumber Co. testified that the social security and unemployment taxes paid for its employees in one year far exceeds the operating losses projected for the Queen Anne to Queenstown branch line. The company stated that curtailed rail service could result in unemployment of 435. With improved service this firm expects to use 400 carloads per year by 1978. Its two facilities are located at Milepost 12.4 and between Mileposts 6.0 and 7.0.

The Nuttle Lumber Co. states that due to distance it is not feasible to ship the raw materials the company depends upon by truck. The alternative of shipping to a railhead and then delivery by truck would increase costs and render Nuttle noncompetitive.

The Maryland DOT in its Railroad Planning Project stated "This 13.4-mile line cannot financially sustain an operation which generated only 54 carloads in 1973. Unless other mitigating circumstances can be found, there is very little hope that subsidies of any kind will be justified for the line. It is likely that shippers will be forced to use team track facilities at Queen Anne should the line be abandoned."

Information for Line-Transfer Decision

Revenue received by PC		$39,388
Average revenue per carload	$743	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	94,807	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,672	
Cost incurred beyond the branch line	26,603	
Total variable (avoidable) cost		135,082
Net contribution (loss): total		(95,694)
Average per carload		(1,806)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,169 crossties (an average of 175 crossties per mile).

Service to this line generated a loss of $95,693 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 243-percent rate increase. Although one shipper served by this line provided information indicating some traffic growth, the projected traffic level is significantly less than that required in the immediate future for viability.

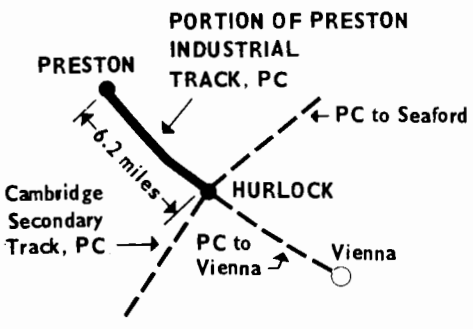
Disposition

This portion of the Denton Track is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE PRESTON INDUSTRIAL TRACK

USRA Line No. 152

Penn Central



This portion of the Preston Industrial Track extends from *Preston* (Milepost 10.0) to *Hurlock, Md.* (Milepost 16.2), a distance of *6.2 miles*, in Dorchester and Caroline Counties, Md. At Hurlock, this line continues to Vienna (see Line No. 153) and it also connects with the Cambridge Secondary Track (see Line No. 168).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Preston	314
Hurlock [1]	44
Total carloads generated by the line	358
Average carloads per week	6.9
Average carloads per mile	57.7
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	60
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Maryland DOT in its Railroad Planning Project stated "Although requiring capital for rehabilitation, this line produces operating surpluses and should be acquired by the carrier which assumes operation of the Cambridge branch."

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$145,483
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	63,763	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	16,716	
Cost incurred beyond the branch line	114,044	
Total variable (avoidable) cost		194,523
Net contribution (loss): total		(49,040)
Average per carload	(137)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,307 crossties (an average of 533 crossties per mile).

Service to this line generated a loss of $49,039 in 1973. Recovery of this loss would require approximately a 155-percent increase in traffic or a 34-percent rate increase.

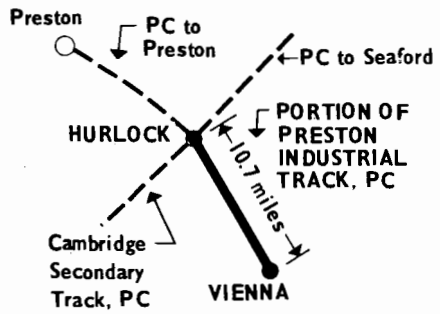
Disposition

This portion of the Preston Industrial Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 358 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For lien-specific recommendations, see section C of this appendix.

PORTION OF THE PRESTON INDUSTRIAL TRACK

USRA Line No. 153

Penn Central



This portion of the Preston Industrial Track extends from *Hurlock* (Milepost 16.2) to *Vienna, Md.* (Milepost 26.9), a distance of *10.7 miles*, in Dorchester County, Md. At Hurlock, this line connects with the Cambridge Secondary Track of the PC (see Line No. 168). At this point, it also continues to Preston (see Line No. 152).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hurlock [1]	151
Vienna	14
Total carloads generated by the line	165
Average carloads per week	3.2
Average carloads per mile	15.4
Average carloads per train	3.3
1973 Operating Information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Maryland DOT, in its Railroad Planning Project, stated "This line cannot sustain itself financially under present traffic conditions, and abandonment of operations appears inevitable. However, to allow for possible future conversion of the Delmarva Power and Light generating plant in Vienna back to coal, the right-of-way of this line should be maintained intact."

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$59,512
Average revenue per carload	$361	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	83,481	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	28,062	
Cost incurred beyond the branch line	33,553	
Total variable (avoidable) cost		145,096
Net contribution (Loss): total		(85,584)
Average per carload	(519)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,336 crossties (an average of 592 crossties per mile).

Service to this line generated a loss of $85,584 in 1973. Recovery of this loss would require approximately a four fold increase in traffic or a 144-percent rate increase.

Disposition

The portion of the Preston Industrial Track from Milepost 16.2 to Milepost 17.0 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 151 carloads or approximately 92 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Preston Industrial Track from Milepost 17.0 to Milepost 26.9 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WILLARD'S SECONDARY TRACK

USRA Line No. 156

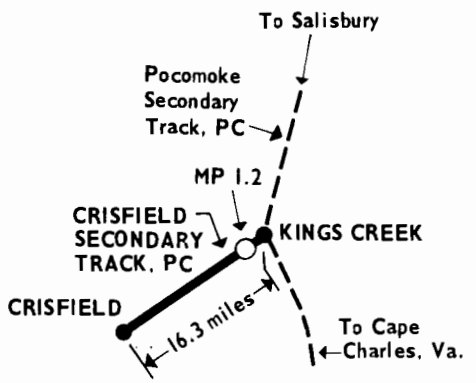
Penn Central

This portion of the Willard's Secondary Track, extending from *Salisbury* (Milepost 42.7) to *east of Salisbury, Md.* (Milepost 45.7), a distance of *3.0 miles*, in Wicomico County, Md., a line which was recommended for inclusion on page 493 of the Preliminary System Plan, shall be offered for sale to the Southern Railway, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

CRISFIELD SECONDARY TRACK

USRA Line No. 163

Penn Central



The Crisfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Kings Creek* (Milepost 0.0) to *Crisfield, Md.* (Milepost 16.3), a distance of *16.3 miles*, in Somerset County, Md. At Kings Creek, this line connects with the Pocomoke Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Westover	3
Kingston	2
Marion	8

Crisfield	52
Kings Creek[1]	315
Total carloads generated by the line	380
Average carloads per week	7.3
Average carloads per mile	23.3
Average carloads per train	9.5
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only shippers on this segment.

Public Comments on Preliminary System Plan

The first 1.2-mile segment of this line west from Kings Creek to Milepost 1.2 has been reassessed by USRA and recommended for inclusion in ConRail.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC		$239,267
Average revenue per carload	$630	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,831	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	25,320	
Cost incurred beyond the branch line	153,262	
Total variable (avoidable) cost		305,143
Net contribution (loss): total		(66,146)
Average per carload	(174)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,150 crossties (an average of 255 crossties per mile).

Information received from Chesapeake Foods at Kings Creek indicated 442 cars in 1973. Association staff verified the existence of 315 carloads in 1973 and the 1.2 miles at Kings Creek was reanalyzed.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.2 (serving shippers at Kings Creek who generated 315 carloads in 1973) would generate $210,600 in revenue and $149,660 in costs with a resulting contribution of $60,939.

Service to the remainder of the line (from Milepost 1.2 to Milepost 16.3 serving shippers at Westover, Kingston, Marion, and Crisfield who generated 65 carloads in 1973) would generate $28,667 in revenue and $162,780 in costs with a resulting loss of $134,114. Recovery of costs would require approximately a sixfold increase in traffic or a 468-percent rate increase over 1973 levels.

Disposition

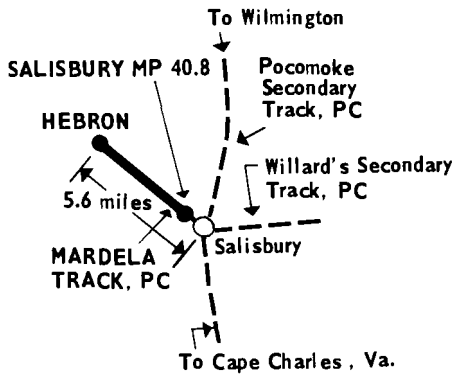
The portion of the Crisfield Secondary Track from Milepost 0.0 to Milepost 1.2 shall be offered for sale to the Southern Ry., a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Crisfield Secondary Track from Milepost 1.2 to Milepost 16.3 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MARDELA TRACK

USRA Line No. 676

Penn Central



The Mardela Track extends from *Hebron* (Milepost 35.2) to *Salisbury, Md.* (Milepost 40.8), a distance of *5.6 miles*, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track and the Willard's Secondary Track of the PC (see Line No. 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hebron	825
Salisbury[1]	45
Total carloads generated by the line	870
Average carloads per week	16.7
Average carloads per mile	155.4
Average carloads per train	7.0

See footnote at end of table.

1973 Operating information:

Number of round trips per year	125
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Koppers Co., Inc., operates a sawmill on this line at Hebron capable of supplying 300 carloads per year of crossties to ConRail plus 100 carloads per year of home building lumber.

Southern States Co-op. has a new facility planned on this branch which will receive approximately 60 carloads by the third year of operation.

Marvil Package Co., located at milepost 35.2, estimates 20 to 25 lost jobs in Hebron if rail service is ended.

Based upon 1973 traffic, revenue and operational data developed by USRA, and USRA costs adjusted to the categories included under the RSPO subsidy standards, the estimated subsidy is $16,863, excluding upgrading costs.

The Delmarva Advisory Council cannot understand how a branch line with a density of 155 cars per mile a year can be calculated a loser.

The traffic increases realized in 1974 and projected in the future should be considered.

Marvil contended that the cost figures attributed to this line should be cut in half, resulting in a $50 per carload profit rather than a $50 per carload loss. Marvil generated 951 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC		$118,032
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	77,725	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,170	
Cost incurred beyond the branch line	73,551	
Total variable (avoidable) cost	159,446	
Net contribution (loss): total		(41,414)
Average per carload		(48)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,350 crossties (an average of 241 crossties per mile).

Service to this line generated a loss of $41,414 in 1973. Recovery of this loss would require approximately a 95-percent increase in traffic or a 35-percent rate increase. Testimony received from Marvil Package Co. indicated that a total of 853 cars were generated at Hebron. The additional 28 carloads would reduce the above deficit to approximately $40,000. The crossties located at Hebron can be trucked to Salisbury for loading.

The Maryland DOT analysis of this line which was based on 817 carloads in 1973 resulted in a loss of approximately $27,000. They noted, however, that acquisition of this line by a southern carrier would dramatically improve its operating results.

Disposition

The Mardela Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 870 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

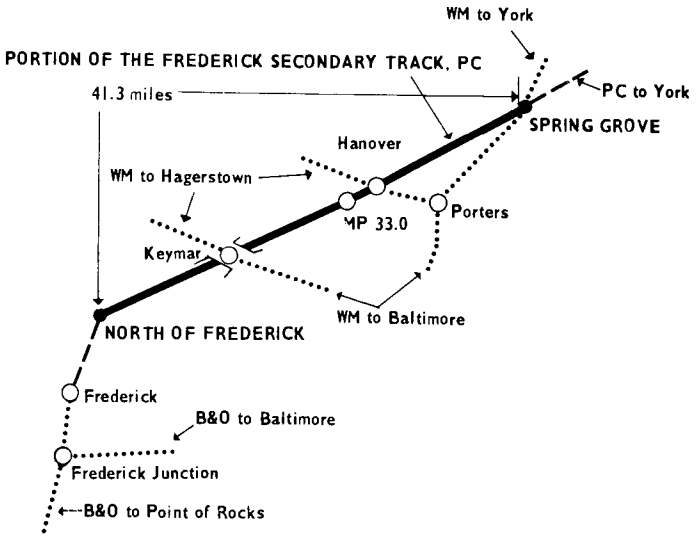
INTERSTATE LINES

PORTION OF THE FREDERICK SECONDARY TRACK

USRA Line No. 198

Penn Central

This portion of the Frederick Secondary Track, formerly part of the Pennsylvania RR, extends from *Spring Grove, Pa.* (Milepost 23.9) to *north of Frederick, Md.* (Milepost 65.2), a distance of *41.3 miles*, in York County, Pa., and Carroll and Frederick Counties, Md. Continuations of this line extend southward to Frederick (see Line No. 199) and northward from Spring Grove to York. Connections with the Western Maryland Ry. are made at Hanover and Spring Grove. These connecting lines extend to Hagerstown, York and Baltimore.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spring Grove	1,669
Hanover	1,509
Sell	50
Littlestown	406
Taneytown	90
Keymar	33
Legore	1
Woodsboro	137
Walkersville	241
Frederick	1
Total carloads generated by the line	4,137
Average carloads per week	79.6
Average carloads per mile	100.2
Average carloads per train	15.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	3,500
Train crew size	4

Public Comments on Preliminary System Plan

Kerr McGee Corp. at Keymar, Md. states that the 41.3 mile track generated 4,125 carloads in 1973. Plant operations would be curtailed and increased costs could lead to an eventual closing of the plant.

Testimony was received that this line should be analyzed as a whole along with USRA Line No. 199.

The York-Frederick Rail Committee states that it is fully prepared to organize a railroad company to operate the entire rail line from York, Pa. to Frederick, Md.

P.H. Glatfelter Co. states that the only connections in Spring Grove would be through the Glatfelter private yard facilities. The Western Maryland passes over the Penn Central at a bridge crossing. Glatfelter stressed that it was not interested in having an interchange in its yard.

The Westervelt Co. expanded in 1973 and is building a 40,000 square foot warehouse in 1975.

The United Cabinet Corp., of Littlestown, Pa. projects movements of more than 1,000 carloads in 1976. Exclusion of the line could eventually close the plant. United contends that by using the 1974 carload figure of 486 carloads for Littlestown that portion of the line falls within the high probability of financial viability by the ICC's 34-carload rule. United Cabinet estimated that it would cost it an additional $106,000 per year to ship by alternate modes.

Testimony supplied the following data:

	Carloads		
Company or location	*1973*	*1974*	*Projected*
Bair	130		
Spring Grove	1,693		
Hanover	4,174		
Sell	94		
Littlestown	457	511	
Taneytown	95		
Keymar	33		
Legore	0		
Woodsboro	166		
Walkerville	239		
Frederick	0		
Westervelt Co	47	121	
Wm. D. Bowers Co			150
Kerr McGee		35	

According to USRA calculations, the ties required to upgrade this line plus the good ties already on the line will exceed the FRA Class I standard of 640 good ties per mile by 66 percent.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The Chessie is interested in serving the endpoints *only*, Spring Grove and Hanover.

Information for Line-Transfer Decision

Revenue received by PC		$1,143,905
Average revenue per carload	$277	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	565,550	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	79,800	
Cost incurred beyond the branch line	839,273	
Total variable (avoidable) cost		1,484,623
Net contribution (loss): total		(340,718)
Average per carload	(82)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include

the replacement of a total of 14,376 crossties (an average of 348 crossties per mile).

This line was reanalyzed from Hanover to Littlestown using adjusted trips provided by Pennsylvania OSPD and 1974 traffic levels. The line would still require a 128-percent traffic increase or 28-percent rate increase to become viable.

The tie replacement was reviewed and found to be correct. The 640 figure is a *minimum* number of good ties required.

RSPO testimony indicated an 11 percent increase in 1974 traffic over 1973 levels in Frederick County, Md. This would not meet the sixfold increase to make the line viable.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 23.9 to Milepost 33.0 (serving shippers at Spring Grove and Hanover who generated 3,178 carloads in 1973) would generate $792,754 in revenue and $801,524 in costs with a resulting loss of only $8,770 or $3 per carload. Either a 4 percent traffic increase or a 1 percent rate increase would make this portion financially self-sufficient.

Service to the remainder of the line (from Milepost 33.0 to Milepost 65.2 serving shippers at Sell, Littlestown, Taneytown, Keymar, Legore, Woodsboro, Walkersville and Frederick who generated 959 carloads in 1973) would generate $351,151 in revenue and $689,802 in costs with a resulting loss of $338,651. Recovery of costs would require approximately a fourfold increase in traffic or a 96-percent rate increase over the 1973 levels.

Disposition

The portion of the Frederick Secondary Track from Milepost 23.9 to Milepost 33.0 shall be transferred to the Consolidated Rail Corp. It is recommended that this portion of the line be sold to the Maryland & Pennsylvania RR and that service be provided by that carrier (see section 206(g) of the Act).

The portion of the Frederick Secondary Track from Milepost 33.0 to Milepost 65.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The Maryland & Pennsylvania RR has expressed an interest in acquiring the portion of the Frederick Secondary Track from Milepost 33.0 to Milepost 65.2. This sale would preserve rail service to 959 carloads, all of the traffic generated on this portion of the line.

PORTION OF THE CUMBERLAND VALLEY BRANCH

USRA Line No. 204a

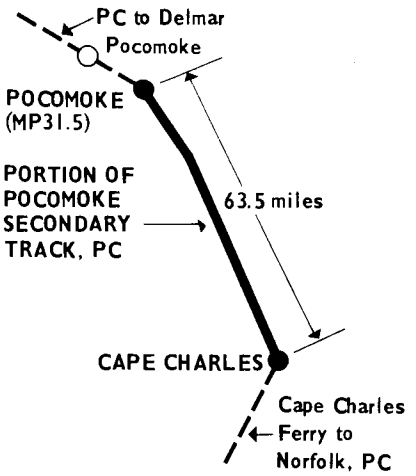
Penn Central

This portion of the Cumberland Valley Branch, extending from *Chambersburg, Pa.* (Milepost 51.6) to *Hagerstown, Md.* (Milepost 74.8), a distance of *23.2 miles*, in Franklin County, Pa., and Washington County, Md., a line which was recommended for inclusion on page 496 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE POCOMOKE SECONDARY TRACK

USRA Line No. 166

Penn Central



This portion of the Pocomoke Secondary Track, formerly part of the Pennsylvania RR extends from *Pocomoke, Md.* (Milepost 31.5) to *Cape Charles, Va.* (Milepost 95.0), a distance of *63.5 miles*, in Worcester County, Md. and Accomack and Northampton Counties, Va. At Pocomoke this line continues north to Delmar. At Cape Charles the line connects with the PC Cape Charles freight-car ferry to Norfolk, Va. (see Line No. 165.)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

New Church	193
Lecato	306
Makemie Park	55
Oak Hall	5

Hallwood	138
Mears	2
Cheriton	372
Bay View	42
Bloxom	164
Hopeton	32
Parksley	131
Green Bush	165
Tasley	209
Onley	387
Cape Charles	914
Melfa	160
Keller	84
Painter	81
Belle Haven	148
Exmore	281
Nassawadox	19
Chesapeake	4
Wierwood	24
Birdsnest	21
Machipongo	86
Kendall Grove	1,439
Eastville	80
Simpkins	7
Total carloads generated by the line	5,549
Average carloads per week	106.7
Average carloads per mile	87.4
Average carloads per train	27.7
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	11
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Salisbury Area Chamber of Commerce states that much of the Delmarva main line is rated Class II and that the use of the line as an alternative North-South route is justification for retaining.

The Railway Industrial Clearance Association calls this route the best clearance route from the East to the South.

The present freight bill for Zapata Haynie Co.'s customers is $334 for 50 tons of fish meal by rail, and would be an additional $494 by truck. The company predicts its facility will close if rail service is discontinued on line 166 and the car float.

Smith Douglas sees the possibility of closing its plant if rail service is discontinued.

Perdue, Inc., has a rendering facility which is scheduled to be operative in mid-April 1975, with expected rail shipments to begin in June 1975. They anticipate shipping 300 carloads per year.

Southern States Co-op. recently built a facility on the line and projects a first-year rail movement of 6,000 tons and a third year total of 10,000 tons.

Consideration should be given to analyzing Delmarva main line as a single line.

Reported traffic:

	Carloads		
Company	*1973*	*1974*	*Projected*
Brown and Root			570 to 652.
Economy Feed and Milling Co., Inc		6-8	
Chesapeake Bay Plywood Corp		91	
H. & H. Poultry	160		
Golden Poultry	395		
Perdue and Co	105		300.
Holly Farm	140		812 by 1985.
Red/White Mills, Inc	561		
Zapata Haynie		358	500.
Smith Douglas		60	
Shore Fertilizer		141	
G. L. Webster Co	337		
Dulany Foods	35		
General Foods	5,500		
Campbell Soup	450	300	1,200 (with improved service).
Wm. B. Tilghman Co., Inc		200	
Suburban Propane		74	
Inland Container Corp	709	450	
Bayshore Concrete	319	413	

Information for Line-Transfer Decision

Revenue received by PC		$1,442,985
Average revenue per carload		$260
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	682,483	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	64,643	
Cost incurred beyond the branch line	1,001,280	
Total variable (avoidable) cost		1,748,406
Net contribution (loss): total		(305,421)
Average per carload	(55)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 102 crossties per mile).

General Foods, reported above as shipping 5,500 carloads in 1973, is not on this line as defined.

This analysis *excludes* the revenues and costs associated with the traffic using the float operation. There are alternative through routes for routing the overhead traffic using the car float.

Service to this line generated a loss of $305,422 in 1973. Recovery of this loss would require approximately a 70-percent increase in traffic or a 21-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Retention of this route for ConRail through movements has been analyzed and the line is *not* required for such through traffic purposes. Adequate alternative routes exist for ConRail.

Disposition

This portion of the Pocomoke Secondary Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WINCHESTER SECONDARY TRACK

USRA Line No. 205

Penn Central

The Winchester Secondary Track, extending from *Hagerstown, Md.* (Milepost 74.8) to *Winchester, Va.* (Milepost 115.9), a distance of *41.1 miles*, in Washington County, Md., Berkeley County, W. Va. and Frederick County, Va., a line which was recommended for inclusion on page 499 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

MASSACHUSETTS

Intrastate

PC

USRA Line Number	Terminals	Page
6	Millbury to Millbury Junction	139
8/8a/9	Palmer to South Barre	140
10/10a/11	North Adams Junction to North Adams	141
13	South Sudbury to Lowell	141
14	Framingham Centre to Clinton	142
14a	Clinton to Fitchburg	142
15	South Braintree to Plymouth	143
16	Plymouth Secondary Track at Plymouth	144
17	North Abington to West Hanover	145
19	Westdale to East Bridgewater	146
20	Middleboro to Buzzards Bay	146
21	Buzzards Bay to Hyannis	147
22	Yarmouth to South Dennis	148
23/24	Buzzards Bay to Falmouth	149
25	Stoughton to Easton	149
26	Dedham to Readville	150
29	Cedar to Wrentham	150
30	Cedar to East Walpole	151
31/32	Walpole to Milford	152
33	Forest Hills to Needham Junction	153
34	Needham Junction to Cook Street	154
35	Needham Junction to Medfield Junction	154
682	Canton Junction to Stoughton	154
683	Westfield to Holyoke	154
684	Westfield to Easthampton	154

Interstate

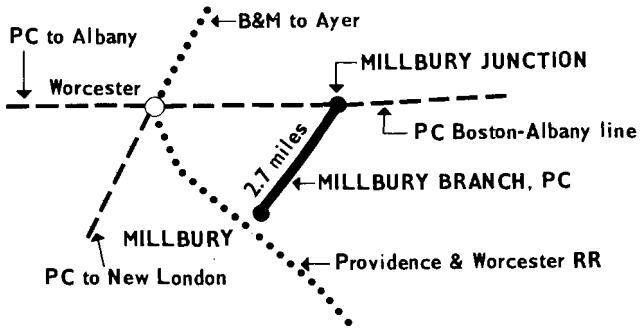
Massachusetts to Connecticut (these lines are discussed under Connecticut)

40	Webster, Mass. to Southbridge, Mass.
44	East Longmeadow, Mass. to Hazardville, Conn.
54	Westfield, Mass. to Simsbury, Conn.
59	South Lee, Mass. to Canaan, Conn.
678a	Auburn, Mass. to Putnam, Conn.

MILLBURY BRANCH

USRA Line No. 6

Penn Central



The Millbury Branch, formerly a branch of the New York Central RR, extends from *Millbury Junction* (Milepost 0.0) to *Millbury, Mass.* (Milepost 2.7), a distance of *2.7 miles*, in Worcester County, Mass. At Millbury Junction it connects with the Boston-Albany line of the Penn Central; Millbury is also served by the Providence & Worcester RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Millbury	91
Total carloads generated by the line	91
Average carloads per week	1.8
Average carloads per mile	33.7
Average carloads per train	1.8

1973 operating information:

Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

According to evidence submitted, there are three rail users located on this 2.7-mile branch line.

The New England High Carbon Wire Co. was the only shipper to show any concern over the discontinuance of rail service. In 1974, this company received 18,000 tons of materials and shipped 16,000 tons of finished products. Most of these shipments were transported by motor carriers. In 1975, the firm projects an inbound movement of raw materials amounting to 20,000 tons or 1,000 rail cars. Officials of the company have stated that if rail service is preserved and improved, the entire projected inbound tonnage could be brought in by rail.

The estimated time per trip of 2 hours for the 2.7 mile line should be reviewed.

Information for Line-Transfer Decision

Revenue received by PC	$36,964
Average revenue per carload	$406

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	25,513
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,605
Cost incurred beyond the branch line	20,840
Total variable (avoidable) cost	49,958
Net contribution (loss): total	(12,994)
Average per carload	(143)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 530 crossties (an average of 196 crossties per mile).

Service to this line generated a loss of $12,994 in 1973. Recovery of this loss would require approximately an 81-percent increase in traffic or a 35-percent rate increase. In 1974 the shippers on this line generated only 74 carloads.

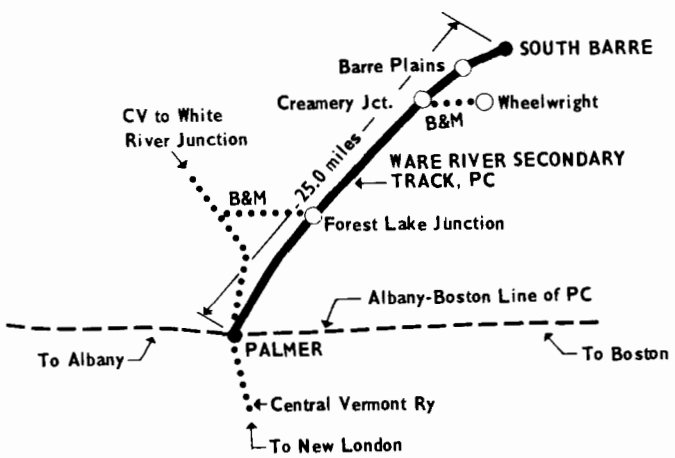
Disposition

The Millbury Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WARE RIVER SECONDARY TRACK

USRA Line No. 8/8a/9

Penn Central



The Ware River Secondary Track, formerly a branch of the New York Central RR, extends from *Palmer* (Milepost 0.0) to *South Barre, Mass.* (Milepost 25.0), a distance of *25.0 miles*, in Hampden, Hampshire and Worcester Counties, Mass. This line connects with the Albany-Boston line of the Penn Central and with the Central Vermont Railway at Palmer. The Wheelwright Branch of the Boston & Maine comes in from Northampton at Forest Lake Junction (Milepost 7.2) and uses these tracks as far as Creamery Junction (Milepost 18.4), where it diverges for Wheelwright.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Palmer [1]	81
Thorndike	249
Ware	9
Gilbertville	29
Old Furnace	54
Barre Plains	347
South Barre	16
Total carloads generated by the line	785
Average carloads per week	15.1
Average carloads per mile	31.4
Average carloads per train	5.0
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only shippers on segment.

Public Comments on Preliminary System Plan

The Ware River Valley Railroad Association (WRVRA) testified that there were numerous errors in USRA's "printout" which was used to determine the viability of this line. For example, the line was charged with 260 trips when in reality only 64 full round trips were made to the end of the line at South Barre.

The companies located on this line are served by both the PC and B&M. The WRVRA contacted all rail users on the line and reported that in 1973 PC customers shipped 879 carloads (not 780 as indicated by USRA) and the B&M customers generated 592 carloads.

The Diamond International Corp. contemplates building a warehouse complex at Thorndike which will generate over 1,000 carloads a year over this line. Ludlow Specialty Papers also projected 276 carloads a year to move over the line.

A proposal has been under study to combine the B&M Wheelwright Branch and the PC Ware River Secondary Track into a 45- to 50-mile short-line operated by the Massachusetts Central RR Company. A bill

will be submitted to the state legislature in March or April 1975 to incorporate the Massachusetts Central RR Co.

Information for Line-Transfer Decision

Revenue received by PC		$297,955
Average revenue per carload	$380	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	255,499	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	55,940	
Cost incurred beyond the branch line	212,855	
Total variable (avoidable) cost		524,294
Net contribution (loss): total		(226,339)
Average per carload	(288)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,500 crossties (an average of 500 crossties per mile).

The time per trip reported above reflects the fact that many trips do not cover the entire length of the line.

Service to this line generated a loss of $226,339 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 76-percent rate increase. The existence of an additional 94 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately $216,200.

A subsegment analysis was undertaken on the portion of this line from Palmer to Thorndike. This subsegment would require a 136-percent increase in traffic or a 35-percent rate increase over the 1973 levels for viability. Diamond International at Thorndike indicated that they contemplated building a warehouse at Thorndike. However, there is no firm commitment to this project.

The remainder of this line (from Thorndike to South Barre) would require a fourfold increase in traffic or a 96-percent rate increase over 1973 levels for viability. The addition of the B&M traffic to this line's traffic volume would not meet the required traffic increase.

Disposition

The Ware River Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

NORTH ADAMS SECONDARY TRACK

USRA Line No. 10/10a/11

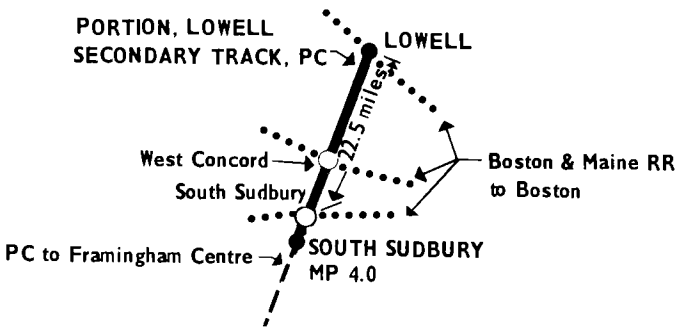
Penn Central

The North Adams Secondary Track, extending from *North Adams Junction* (Milepost 0.0) to *North Adams, Mass.* (Milepost 18.1), a distance of *18.1 miles*, in Berkshire County, Mass., a line which was recommended for inclusion on page 504 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF LOWELL SECONDARY TRACK

USRA Line No. 13

Penn Central



This portion of the Lowell Secondary Track, formerly a part of the New Haven RR, extends from *South Sudbury* (Milepost 4.0) to *Lowell, Mass.* (Milepost 26.5), a distance of *22.5 miles*, in Middlesex County, Mass. This line connects with its own southerly continuation at South Sudbury, with the Central Massachusetts Branch of the Boston & Maine RR, also at South Sudbury, with the Boston-Mechanicville main line of the Boston & Maine at West Concord (Milepost 11.5), and with the Boston-White River Junction main line of the Boston & Maine at Lowell.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Sudbury	30
Sudbury	9
West Concord	3
Acton	123
South Chelmsford	3
Chelmsford	104
Lowell	655
Total carloads generated by the line	927
Average carloads per week	17.8
Average carloads per mile	41.2
Average carload per train	5.9

1973 operating information:

Number of round trips per year	156
Estimated time per round trip (hours)	6
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Testimony states that USRA's data may be incomplete in describing the line's economic potential.

The Greater Lowell Rail Action Committee reported that transportation charges incurred by the users of this line were $852,130 in 1974. These revenues, 80 to 90 percent received by Penn Central, are nearly three times higher than the 1973 revenues reported by USRA. The Committee charges that USRA has miscalculated the number of trips per year. The line generates approximately two round trips per week, or 104 per year. The Committee reported that the line generated 1,037 carloads in 1974 and expects to carry 2,062 a year by 1977.

Statements revealed that three businesses would relocate and one shipper would close if service on the line were discontinued.

At least 150 jobs would be lost directly, while indirect effects on employment would result in an overall reduction of 375 jobs.

Total income in the region would be reduced by approximately $1.4 million. Indirectly, reduced circulation of money in the region would reduce total income by $6.8 million.

The Wickes Corp. testified that it received 105 carloads at Acton in 1973. The company indicated that alternate methods of transportation are not available on a practical basis and would result in considerably higher transportation costs.

Information for Line-Transfer Decision

Revenue received by PC		$379,093
Average revenue per carload	$409	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	216,076	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,030	
Cost incurred beyond the branch line	268,241	
Total variable (avoidable) cost		535,347
Net contribution (loss): total		(156,254)
Average per carload	(169)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,732 crossties (an average of 477 crossties per mile).

This line was reanalyzed as it was described incorrectly in the Preliminary System Plan. The line was shortened to 22.5 miles as a result of a milepost adjustment at South Sudbury. The number of trips was reduced to 156 per year. The carloads generated on this line in 1974 increased 20 cars over 1973. This would not make the line viable.

Service to this line generated a loss of $156,254 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 41-percent rate increase. Information has been received from businesses on this line indicating their intention to increase their use or begin using rail service. However, the increase in traffic which would occur in the near term is substantially less than the twofold increase required.

Disposition

This portion of the Lowell Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Lowell shall be offered for sale to the Boston & Maine RR. This sale would preserve rail service to an estimated 655 carloads or approximately 71 percent of the traffic generated on this line.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14

Penn Central

This portion of the Fitchburg Secondary Track, extending from *Framingham Centre* (Milepost 0.0) to *Clinton, Mass.* (Milepost 22.0), a distance of *22.0 miles*, in Middlesex and Worcester Counties, Mass., a line which was recommended for inclusion on page 505 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14a

Penn Central

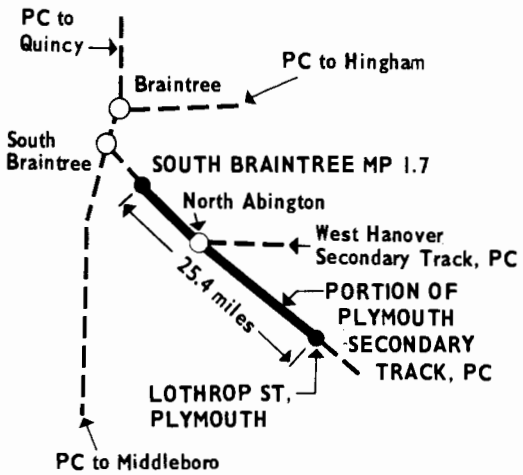
This portion of the Fitchburg Secondary Track, extending from *Clinton* (Milepost 22.0) to *Fitchburg*,

Mass. (Milepost 35.0), a distance of *13.0 miles* in Worcester County, Mass., a line which was recommended for inclusion on page 506 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 15

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *South Braintree* (Milepost 1.7) to *Lothrop Street, Plymouth, Mass.* (Milepost 27.1), a distance of *25.4 miles*, in Norfolk and Plymouth Counties, Mass. This line connects with the Middleboro Branch of the Penn Central at South Braintree, with the West Hanover Secondary track of the PC at North Abington (see Line No. 17) and with its own southerly continuation at Lothrop Street, Plymouth (see Line No. 16). Although PC operates the freight service on this line, it is owned by the Massachusetts Bay Transportation Authority. MBTA bought the line from the PC in January 1973 for possible future passenger transportation use.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Weymouth	79
North Abington	34
Abington	187
Whitman	147
South Hanson	87
Burrage	1
Kingston	84
Cordage	0
North Plymouth	412
Total carloads generated by the line	1,031
Average carloads per week	19.8
Average carloads per mile	40.6
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

According to evidence submitted more than 37 firms employing approximately 5,000 people will be affected by discontinuing service on Line Nos. 15, 16 and 17. Four businesses employing a total of 121 people have indicated they will relocate.

Congressman Gerry E. Studds challenged USRA's charge of $37,348 for upgrading costs because the line is owned by the Massachusetts Bay Transportation Authority so ConRail would not assume ownership and presumably would not pay for upgrading.

The South Shore Chamber of Commerce is concerned that companies located on the South Shore will not be able to meet EPA's air quality standards if trucks are used.

The South Shore Rail Research Committee pointed out that the Preliminary System Plan did not take into consideration two major shippers, the Armstrong Cork Co. and the J. L. Hammett Co., in Braintree, which accounted for 853 shipments in 1974. The Committee estimated that 28 shippers will generate 2,921 carloads in 1975.

Reported traffic:

Company	*Location*	*1974 carloads*
Armstrong Cork Co	S. Braintree	752
J. L. Hammett Co	S. Braintree	101
Gallagher's Garden Center	S. Weymouth	6
Spencer Press[1]	S. Weymouth	156
Weymouth Naval Air Station	S. Weymouth	2
Brady Enterprises	S. Weymouth	6
South Shore Fence Co	S. Weymouth	4
Kol-Tar Products	N. Abington	12
Anderson Insulation	Abington	100
Littlefield-Wyman	Abington	24
Rip's Paper Co	Abington	2
Whitman Board Products	Whitman	97
Whitman Foundry	Whitman	4
Spivack Farms	Whitman	12
D. B. Gurney Co	Whitman	3
Ocean Spray Cranberries	S. Hanson	37
John Ripley Hay & Feed	S. Hanson	100
Kingston Oil & Gas	Kingston	60
Admiral Petroleum Corp	Kingston	8
Walter Prince Co	Kingston	10
Halliday Lithograph	N. Plymouth	577
Superior Pet Foods	N. Plymouth	6
L. Knife & Sons	N. Plymouth	45
Boston Insulated Wire & Cable	N. Plymouth	2
Ad Tec Products	N. Plymouth	14
Edes Mfg.	N. Plymouth	36
Colonial Candle	N. Plymouth	2
Sullivan's Express	N. Plymouth	63

[1] Spencer Press is now receiving in Plymouth.

Information for Line-Transfer Decision

Revenue received by PC	$354,940
Average revenue per carload	$344

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line [1]	250,535	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	38,278	
Cost incurred beyond the branch line	266,876	
Total variable (avoidable) cost		555,689
Net contribution (loss): total		(200,749)
Average per carload	(195)	

[1] This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,856 crossties (an average of 348 crossties per mile).

Although service to this line generated a loss amounting to $200,749 based on 1973 Penn Central operations, analysis based on 1974 traffic (1,388 carloads) resulted in a total loss of approximately $49,000, or less than $35 per carload. This line would then require a 21-percent increase in traffic or only a 9-percent rate increase to become viable.

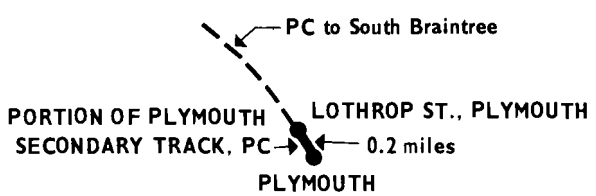
Disposition

Freight service shall be provided over this portion of the Plymouth Secondary Track. The assets are owned by the MBTA.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 16

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *Lothrop Street, Plymouth* (Milepost 27.1) to *Plymouth, Mass.* (Milepost 27.3), a distance of *0.2 miles*, in Plymouth County, Mass. It connects with the northerly continuation of this line at Lothrop Street, Plymouth (see Line No. 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Plymouth	103
Total carloads generated by the line	103
Average carloads per week	2.0
Average carloads per mile	515.0
Average carloads per train	2.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	0.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Plymouth Area Chamber of Commerce reported that Plymouth is the fastest-growing community in Massachusetts. In the 5-year period since 1970 the population increased 50 percent, from 18,606 to 27,000 residents. According to the Chamber, Plymouth is now experiencing an unemployment rate of 24 percent and loss of service on this line will aggravate the situation with a direct loss of 28 to 33 jobs. In 1973 and 1974, the tonnage shipped amounted to 25,090 tons and 31,740 tons, respectively. The Chamber projects that 49,112 tons of freight will be transported in 1975, an increase of 95 percent over 1973.

The Plymouth Division of the New England Gas & Electric System uses rail service for oversized equipment and materials and testified that the size of some power transformers prohibits the use of truck shipment because of highway limitations. The lack of rail service would necessitate many oversize items being shipped in a knocked-down state, which would have to be assembled at the job site at greater cost than a factory unit shipped directly by rail. The company reported that it generated 25 carloads in both 1973 and 1974 and it projected 25 for 1975.

Congressman Gerry E. Studds challenged USRA's charge for upgrading costs as the line is owned by the 350th Anniversary of Plymouth, Inc., and ConRail presumably would not pay for upgrading.

See comments on USRA Line No. 15.

Information for Line-Transfer Decision

Revenue received by PC		$43,850
Average revenue per carload	$426	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	8,552	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	370	
Cost incurred beyond the branch line	39,072	
Total variable (avoidable) cost		47,994
Net contribution (loss): total		(4,144)
Average per carload	(40)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 108 crossties.

This line was sold to the 350th Anniversary of Plymouth, Inc. on June 17, 1971. PC retained easement to occupy the premises and serve the team-track facility pending ICC approval to abandon (Note: no ownership costs are included in the above data).

Although the line could become viable with a 9.4 percent rate increase, all customers now use the team track at Plymouth and could use the team track facility at North Plymouth.

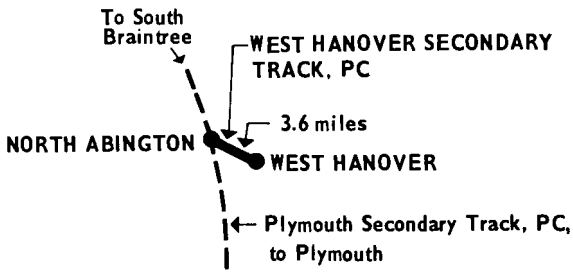
Disposition

Freight service shall *not* be provided to this portion of the Plymouth secondary Track by Consolidated Rail Corp., and it is available for subsidy pursuant to section 304 of the Act.

WEST HANOVER SECONDARY TRACK

USRA Line No. 17

Penn Central



The West Hanover Secondary Track, formerly a part of the New Haven RR, extends from a junction with the PC Plymouth Secondary Track at *North Abington* (Milepost 0.0) to *West Hanover, Mass.* (Milepost 3.6), a distance of *3.6 miles*, in Plymouth County, Mass. (see Line No. 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	41
West Hanover	564
Total carloads generated by the line	605
Average carloads per week	11.6
Average carloads per mile	168.0
Average carloads per train	3.9
1973 Operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Wes-Pine Millwork stated it needs rail service to bring in lumber from the West Coast. If rail service is discontinued the company believes that it will cause unemployment for 90 to 125 people with a personal income loss of $500,000.

The South Shore Rail Research Committee estimated that 8 shippers located on the West Hanover Branch will generate 810 carloads in 1975. The reported traffic at West Hanover:

Company:	*1974 Carloads*
United Cabinet	154
Angelo's Supermarkets, Inc	420
Wes-Pine Millwork	53
N.E. Sealcoating Co.[1]	25
S & D Rubber Co	4
Unfinished Furniture	15
Graphic Development, Inc	20
Home Gas Corp	21
Norman Robbins Co	0

[1] N.E. Sealcoating will not use rail in 1975 due to supplier's preference of shipping.

See comment on USRA Line No. 15.

Information for Line-Transfer Decision

Revenue received by PC		$166,007
Average revenue per carload	$274	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	55,734	
Cost of upgrading branch line to FRA Class I: 1/10 of total upgrading cost)	10,960	
Cost incurred beyond the branch line	150,135	
Total variable (avoidable) cost		216,829
Net contributions (loss): total		(50,822)
Average per carload	(84)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,944 crossties (an average of 540 crossties per mile).

Service to this line generated a loss of $50,822 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 31-percent rate increase. Although the shippers served by this line provided information indicating that an additional 107 carloads

were generated on this line in 1974, this increased traffic level is significantly less than that required for viability.

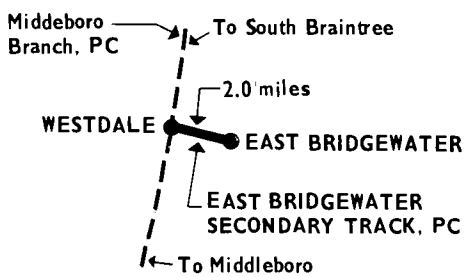
Disposition

The West Hanover Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of the appendix.

EAST BRIDGEWATER SECONDARY TRACK

USRA Line No. 19

Penn Central



The East Bridgewater Secondary Track, formerly a part of the New Haven RR, extends from *Westdale* (Milepost 0.0) to *East Bridgewater, Mass.* (Milepost 2.0), a distance of *2.0 miles*, in Plymouth County, Mass. At Westdale this line connects with the Middleboro Branch of the Penn Central.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Bridgewater[1]	112
Total carloads generated by the line	112
Average carloads per week	2.2
Average carloads per mile	58.9
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$38,386
Average revenue per carload	$343	
Vairable (avoidable) cost of continued service:		
Cost incurred on the branch line	20,741	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,505	
Cost incurred beyond the branch line	22,482	
Total variable (avoidable) cost		45,728
Net contribution (loss): total		(7,342)
Average per carload	(66)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 50 crossties (an average of 26 crossties per mile).

A former user, Eastern States Steel, has offered to purchase this line if it is abandoned so that the company would be in a position to reclaim the rail for scrap.

Service to this line generated a loss of $7,342 in 1973. Recovery of this loss would require approximately a 46-percent increase in traffic or a 19-percent rate increase.

Disposition

The East Bridgewater Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BUZZARDS BAY SECONDARY TRACK

USRA Line No. 20

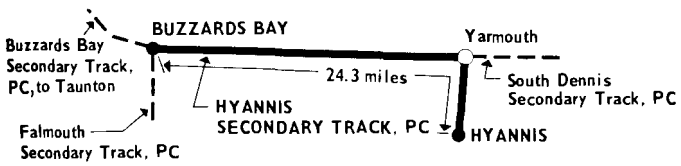
Penn Central

The Buzzards Bay Secondary Track, extending from *Middleboro* (Milepost 1.1) to *Buzzards Bay, Mass.* (Milepost 19.8), a distance of *18.7 miles*, in Plymouth and Barnstable Counties, Mass., a line which was recommended for inclusion on page 510 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

HYANNIS SECONDARY TRACK

USRA Line No. 21

Penn Central



The Hyannis Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Hyannis, Mass.* (Milepost 24.3), a distance of *24.3 miles*, in Barnstable County, Mass. At Buzzards Bay, it connects with the Buzzards Bay and Falmouth Secondary tracks of the PC, and at Yarmouth (Milepost 21.2) with the PC South Dennis Secondary Track (see Line Nos. 20, 23/24 and 22).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sagamore	204
Sandwich	328
East Sandwich	0
West Barnstable	164
Barnstable	1
Yarmouth	324
Hyannis	531
Total carloads generated by the line	1,552
Average carloads per week	29.8
Average carloads per mile	63.9
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Bay Colony Transportation Corp. proposes that Lines 20 through 24 be excluded from ConRail so the State of Massachusetts can acquire the right-of-way. Bay Colony indicated it would operate the Middleboro through Cape Cod lines for the State as a Class II short-line railroad. The company intends to improve the line at its own expense and improve service to the shippers along the lines.

The Cape Cod Chamber of Commerce prefers to have these lines included in the overall system of ConRail.

Reported traffic on this line is as follows:

	Carloads	
Company and location	*1973*	*1974*
New England Gas & Electric:		
Sandwich	200	115
Hyannis	35	48
Barnstable County Supply, West Barnstable	201	143
Suburban Gas Co., Hyannis	130	120

The New England Gas & Electric System indicated that it would be difficult to transport its large transformers and switches by motor carriers.

The firm at Sandwich believes it will generate the same volume in 1973–82 as it did in 1973–74. The company projects receiving approximately 70 cars in 1975 and 97 cars in 1976.

The Suburban Gas Co. anticipates its rail loadings to increase by two cars each year through 1980. The company stated that costs of changing to motor carrier would be $75,000 per year.

The Barnstable County Supply Co. estimated that discontinuance of rail service would increase its expenses between $700 and $800 per carload.

The Environmental Protection Agency believes that this line is an important transportation link between Boston and Cape Cod. Only two highway bridges cross the Cape Cod Canal. Loss of the railroad bridge would require alternate construction of roads and bridges.

The Department of the Interior stated that the line should be considered for recreational use if a mass transit alternative is not found desirable.

See Line No. 22.

Information for Line-Transfer Decision

Revenue received by PC		$743,994
Average revenue per carload	$479	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	259,739	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	424,995	
Total variable (avoidable) cost		684,734
Net contribution (loss): total		59,260
Average per carload	38	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a contribution service to that portion of the line from Milepost 0.0 to Milepost 7.5 (serving shippers at Sagamore and Sandwich who generated 532 carloads in 1973) would generate $370,305 in revenue and $257,393 in costs with a resulting contribution of $112,192.

Service to the remainder of the line (from Milepost 7.5 to Milepost 24.3 serving shippers at W. Barnstable, Barnstable, Yarmouth, and Hyannis who generated 1,020 carloads in 1973) would generate $373,689 in revenue and $446,537 in costs with a resulting loss of $72,848. Recovery of costs would require approximately a 61-percent increase in traffic or a 19-percent rate increase over the 1973 levels.

Disposition

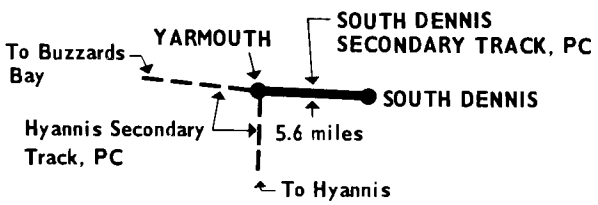
The portion of the Hyannis Secondary Track between Milepost 0.0 and Milepost 7.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Hyannis Secondary Track between Milepost 7.5 and Milepost 24.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

SOUTH DENNIS SECONDARY TRACK

USRA Line No. 22

Penn Central



The South Dennis Secondary Track, formerly a part of the New Haven RR, extends from *Yarmouth* (Milepost 0.0) to *South Dennis, Mass.* (Milepost 5.6), a distance of *5.6 miles*, in Barnstable County, Mass. At Yarmouth, it connects with the Hyannis Secondary Track of the PC (see Line No. 21).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bass River	21
South Dennis	422
Total carloads generated by the line	443
Average carloads per week	8.5
Average carloads per mile	79.1
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Estimates show abandonment of the line will result in immediate loss of 250 jobs plus 450 to 500 potential job opportunities.

Testimony finds that an estimated 7,500 trucks would be needed to replace rail service. The increased truck traffic could adversely affect Cape Cod's tourist trade.

The Mid-Cape Center, Inc., at South Dennis, reported that it has averaged 359 carloads per year during the past 5 years. The company stated that the elimination of rail freight service would force major price increases.

The Environmental Protection Agency stated that this line is an important link between Boston and Cape Cod. Loss of the railroad bridge would require construction of new roads and bridges.

The Department of the Interior stated that the line should be considered for recreational use if a mass transit alternative is not found desirable.

Information for Line-Transfer Decision

Revenue received by PC		$188,516
Average revenue per carload	$426	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	64,107	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	190,040	
Total variable (avoidable) cost		254,147
Net contribution (loss): total		(65,631)
Average per carload	(148)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $65,631 in 1973. Recovery of this loss would require a 35-percent rate increase.

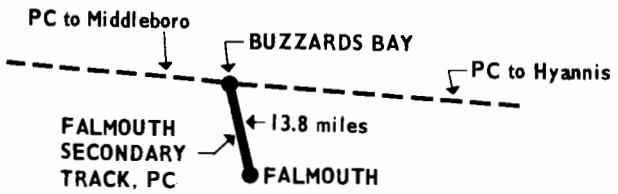
Disposition

The South Dennis Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FALMOUTH SECONDARY TRACK

USRA Line No. 23/24

Penn Central



The Falmouth Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Falmouth, Mass.* (Milepost 13.8), a distance of *13.8 miles*, in Barnstable County, Mass. This line connects at Buzzards Bay with the Buzzards Bay and Hyannis Secondary Tracks of the PC, to Middleboro and Hyannis, respectively (see Line Nos. 20 and 21).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cataumet	0
North Falmouth	125
Falmouth	97
Total carloads generated by the line	222
Average carloads per week	4.3
Average carloads per mile	16.1
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Testimony shows evidence of increased activity at Otis AFB. Otis projects that it will receive approximately 50,000 tons of coal, liquid fuels and supplies in the near future. The base uses rail to transport oversized vehicles and other equipment. In 1974 it shipped more than 50 M–48 tanks weighing 98,000 lbs. each.

The Falmouth Chamber of Commerce surveyed four shippers on the line and found that they expect to generate 105 carloads in 1975. This figure does not include the projections by Otis AFB.

Reported traffic data on this line is as follows:

	Carloads		
Company	*1973*	*1974*	*Projected*
Falmouth Lumber	10	12	24
Grain Mill	38	42	48
Grossman's Lumber	24	18	18
Wood Lumber		15	15
Otis Air Force Base		290	

The estimated number of round trips per year and the estimated time required per trip should be reviewed. Significant savings of on-branch costs would result from estimates that are compatible with the traffic and length of the line.

See comments under Line 21 and Line 22.

Information for Line-Transfer Decision

Revenue received by PC		$85,276
Average revenue per carload	$384	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	104,907	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,432	
Total variable (avoidable) cost		171,339
Net contribution (loss): total		(86,063)
Average per carload	(388)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed with the number of trips per year reduced to 52 and the time per trip reduced to 4 hours. Carloads for Otis AFB totaled 119 in 1973, 52 in 1974 and 22 in the first quarter of 1975. It is recommended that, if this line is required for defense purposes, it should be acquired by the Defense Department.

Service to this line generated a loss of $86,063 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 100-percent rate increase. The existence of an additional 177 carloads on this line, as indicated by the state of Massachusetts, would reduce this loss to approximately $71,038. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

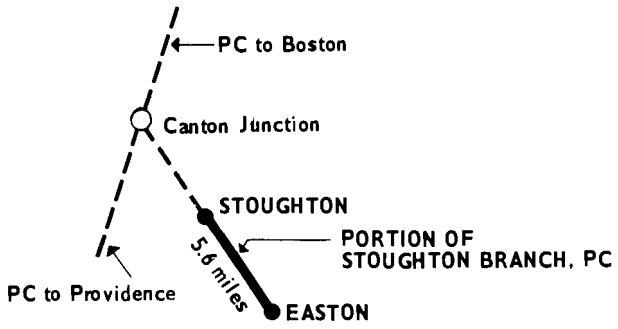
The Falmouth Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF STOUGHTON BRANCH

USRA Line No. 25

Penn Central

This portion of the Stoughton Branch, formerly part of the New Haven RR, extends from *Stoughton* (Milepost 4.4) to the *End of track near Easton, Mass.*, (Mile-



post 10.0), a distance of *5.6 miles*, in Norfolk and Bristol Counties, Mass. At Stoughton, this line connects with its own northerly continuation to Canton Junction (see Line No. 682). The PC sold the line in January 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Easton	83
North Easton	0
Total carloads generated by the line	83
Average carloads per week	1.6
Average carloads per mile	14.8
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Transportation Committee of Easton is concerned that the discontinuance of rail service will have a significant impact on employment in the area. The unemployment rate in the area is now above 10 percent.

According to the Committee, this line generated 88 carloads in 1973. It feels that USRA overstated maintenance costs.

The Committee points out that the salvage value belongs to the Massachusetts Bay Transportation Authority which owns the track between Stoughton and Easton.

Cirelli Foods, Inc., testified that it uses this line even though the firm is not located on it.

Information for Line-Transfer Decision

Revenue received by PC	$31,609
Average revenue per carload	$381
Variable (avoidable) cost of continued service:	
Cost incurred on branch line[1]	35,280
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	23,687
Total variable (avoidable) cost	58,967
Net contribution (loss): total	(27,358)
Average per carload	(330)

[1] This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

It was suggested that this line be combined with 682–MA. Because this action would involve cross-subsidization, it was not undertaken. Ownership costs were removed in both this analysis and the PSP analysis due to MBTA ownership of the line.

Freight service to this line generated a loss of $27,358 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 90-percent rate increase.

Disposition

Freight service shall *not* be provided to this portion of the Stoughton Branch by Consolidated Rail Corp. and this service is available for subsidy pursuant to section 304 of the Act. The rail property is owned by MBTA which has responsibility for its disposition.

DEDHAM SECONDARY TRACK

USRA Line No. 26

Penn Central

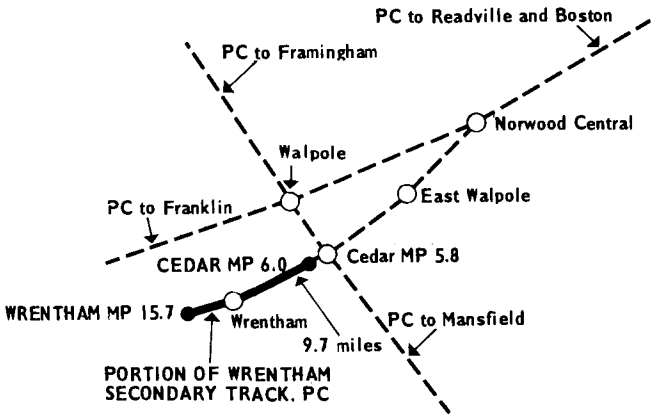
Freight service shall be provided to the Dedham Secondary Track, extending from *Readville* (Milepost 0.0) to *Dedham, Mass.* (Milepost 2.2), a distance of *2.2 miles*, in Suffolk and Norfolk Counties, Mass., a line which was recommended for continued freight service on page 514 of the Preliminary System Plan, by the Consolidated Rail Corp. The assets are owned by the MBTA.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 29

Penn Central

This portion of the Wrentham Secondary Track, formerly a part of the New Haven RR, extends from



Cedar (Milepost 6.0) to *Wrentham, Mass.* (Milepost 15.7), a distance of *9.7 miles*, in Norfolk County, Mass. This line connects at Cedar with its own continuation to Norwood Central (see Line No. 30), and with the Framingham Branch of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wrentham	143
Total carloads generated by the line	143
Average carloads per week	2.8
Average carloads per mile	14.7
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Massachusetts Secretary of Transportation reported that there are 390 industrially-zoned acres along this line.

Information for Line-Transfer Decision

Revenue received by PC		$42,472
Average revenue per carload	$297	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	79,303	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,897	
Cost incurred beyond the branch line	27,107	
Total variable (avoidable) cost		131,307
Net contribution (loss): total		(88,835)
Average per carload	(621)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,297 crossties (an average of 134 crossties per mile).

Service to this line generated a loss of $88,835 in 1973. Recovery of this loss would require approximately a sixfold increase in traffic or a 209-percent rate increase. The Massachusetts Office of Transportation and Construction reported that Masslite generates 290 carloads per year. This traffic volume could not be verified by any source and the agent reported only 82 carloads on this line in 1974. The existence of an additional 290 carloads would reduce the above loss to approximately $57,700.

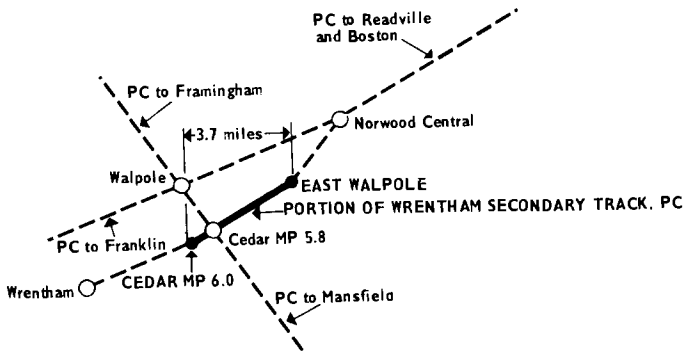
Disposition

This portion of the Wrentham Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 30

Penn Central



This portion of the Wrentham Secondary Track, formerly part of the New Haven RR, extends from *East Walpole* (Milepost 2.3) to *Cedar, Mass.* (Milepost 6.0), a distance of *3.7 miles*, in Norfolk County, Mass. This line connects with its own continuations at both Cedar (to Wrentham) (see Line No. 29) and East Walpole (to Norwood Central). This line also connects at Cedar with the Framingham Branch of the PC.

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

Information for Line-Transfer Decision

This line does not serve any shippers directly. It is used as an overhead line to USRA segment No. 29. Line No. 29 will not be transferred to Consolidated Rail Corp.

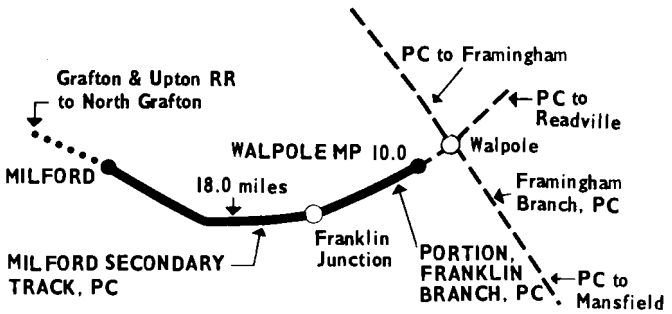
Disposition

This portion of the Wrentham Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF FRANKLIN BRANCH AND MILFORD SECONDARY TRACK

USRA Line No. 31/32

Penn Central



This portion of the Franklin Branch, formerly part of the New Haven RR, extends from *Walpole* (Milepost 10.0) to *Franklin Junction, Mass.* (Milepost 18.8). The Milford Secondary Track, also formerly a part of the New Haven RR, extends from *Franklin Junction* (Milepost 0.0) to *Milford, Mass.* (Milepost 9.2). Taken together as a single line, it is *18.0 miles* long and is in Norfolk and Worcester Counties, Mass. From Walpole the line continues in a northeasterly direction to Readville. Also at Walpole, the line connects with the Framingham Branch of the PC. The line connects at Milford with the Grafton & Upton RR. The PC sold the portion of this line from Walpole to Franklin Junction (Milepost 18.8) to the Massachusetts Bay Transportation Authority in January 1973. The PC continues to provide freight service over the line, and passenger service operates between Boston and Franklin Junction.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	395
Norfolk	9
City Mills	1
Franklin	436
Unionville	0
Total carloads generated by the line	841
Average carloads per week	16.2
Average carloads per mile	46.7
Average carloads per train	5.4
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Foster Forbes Glass Co. started full production at its Milford plant in April 1974 and projects the following rail movements: 1,300 cars in 1975, 1,700 cars in 1976, 2,000 cars in 1977 and 2,000 cars in 1978. If rail service is discontinued Foster Forbes would have to close down its $10 million operation. It would take 5,000 trucks per year to handle sand and other commodities needed for operating its plant.

The J & J Corrugated Box Corp. began production at its new plant located in Franklin, Mass., on March 10, 1975. The J & J projects 650 carloads in 1975 and 1,100 carloads by 1976.

Testimony revealed that traffic on this line in 1974 totalled 1,600 cars and it is anticipated to be 2,450 carloads in 1975. It was projected that this line will produce 3,109 carloads by 1976 and 3,609 carloads by 1977.

If rail service is discontinued, J & J and Foster Forbes would close their plants with a combined loss of investment of $16 million.

A new company, Franklin Warehousing, is contemplating the construction of a 50,000 square foot building in Franklin which will generate 250 carloads a year.

The major rail users on this line employ a total of 531 people. Of this amount, 471 jobs would be lost which represents $5.2 million of lost wages if this line is closed.

The USRA should reconsider its recommendation based upon the traffic increases since 1973.

Information for Line-Transfer Decision

Revenue received by PC	$269,634
Average revenue per carload	$321
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line[1]	165,081
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	18,906

See footnote at end of table.

Cost incurred beyond the branch line	195,468
Total variable (avoidable) cost	379,455
Net contribution (loss): total	(109,822)
Average per carload	(131)

[1] Excludes ownership costs on that portion owned and operated by MBTA.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,441 crossties (an average of 191 crossties per mile).

This line was reanalyzed using 1974 traffic which totaled 1,547 carloads. Because of the extremely low rate levels, the line would still require a 48-percent traffic increase or a 16-percent rate increase to become viable. Data supplied by Foster Forbes Glass Co. and J & J Corrugated Box indicates that the required traffic increase will be forthcoming in the immediate future. These two companies have provided thorough documentation supporting the projected movement of an additional 900 carloads on this line in 1975. The realized traffic growth in 1974 met their projections.

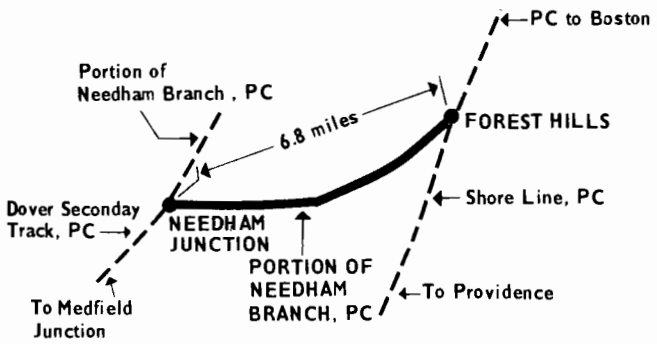
Disposition

This portion of the Franklin Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF NEEDHAM BRANCH

USRA Line No. 33

Penn Central



This portion of the Needham Branch, previously a part of the New Haven RR, extends from *Forest Hills* (Milepost 3.3) to *Needham Junction, Mass.* (Milepost 10.1), a distance of *6.8 miles*, in Suffolk and Norfolk Counties, Mass. This line connects with the Shore Line of the PC at Forest Hills and with its own northerly continuation at Needham Junction to Cook Street (see Line No. 34). At Needham Junction, it connects with the Dover Secondary Track of the PC (see Line No. 35).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Roxbury	49
Total carloads generated by the line	49
Average carloads per week	0.9
Average carloads per mile	7.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

Information for Line-Transfer Decision

Revenue received by PC		$29,932
Average revenue per carload	$611	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	37,454	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	30,223	
Total variable (avoidable) cost		67,677
Net contribution (loss): total		(37,745)
Average per carload	(770)	

[1] This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Freight service to this line generated a loss of $11,478 in 1973. Recovery of this loss would require a 126-percent rate increase over the 1973 levels.

Disposition

Freight service shall *not* be provided to this portion of the Needham Branch by Consolidated Rail Corp. and this service is available for subsidy pursuant to Section 304 of the Act. The line is owned by MBTA and passenger service will be continued.

PORTION OF NEEDHAM BRANCH

USRA Line No. 34

Penn Central

Freight service shall be provided by the Consolidated Rail Corp. over the portion of the Needham Branch, extending from *Needham Junction* (Milepost 10.1) to *Cook Street, Mass.* (Milepost 14.1), a distance of *4.0 miles*, in Norfolk and Middlesex Counties, Mass., a line which was recommended for continued freight service on page 518 of the Preliminary System Plan. The assets are owned by MBTA.

DOVER SECONDARY TRACK

USRA Line No. 35

Penn Central

Freight service shall be provided over Dover Secondary Track, extending from *Needham Junction* (Milepost 0.0) to *Medfield Junction, Mass.* (Milepost 7.3), a distance of *7.3 miles*, in Norfolk County, Mass., a line which was recommended for continued freight service on page 518 of the Preliminary System Plan, by the Consolidated Rail Corp. The assets are owned by MBTA.

PORTION OF STOUGHTON BRANCH

USRA Line No. 682

Penn Central

Freight service shall be provided by Consolidated Rail Corp. to this portion of the Stoughton Branch, extending from *Canton Junction* (Milepost 0.0) to *Stoughton, Mass.* (Milepost 4.4), a distance of *4.4 miles*, in Norfolk County, Mass., a line which was recommended for continued freight service on page 519 of the Preliminary System Plan. MBTA owns this line.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 683

Penn Central

This portion of the Holyoke Secondary Track, extending from *Westfield* (Milepost 33.6) to *Holyoke, Mass.* (Milepost 43.5), a distance of *9.9 miles*, in Hampden County, Mass., a line which was recommended for inclusion on page 521 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

FLORENCE SECONDARY TRACK

USRA Line No. 684

Penn Central

The Florence Secondary Track, extending from *Westfield* (Milepost 0.4) to Easthampton, Mass. (Milepost 11.9), a distance of *11.5 miles*, in Hampden and Hampshire Counties, Mass., a line which was recommended for inclusion on page 521 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

MICHIGAN

Intrastate

PC

USRA Line Number	Terminals	Page
391	Lenawee Junction to Ida	155
392a	N&W Crossing east of Adrian to Adrian	156
394	Grosvenor to Morenci	157
395/395a	Lenawee Junction to Clinton	159
398	Jonesville to Litchfield	160
402	Montgomery to Hillsdale	161
404	Fort Wayne Junction to Horton	162
436	Oakman Spur at Dearborn	162
438	Caro to Colling	163
438a	Vassar to Caro	164
440	Bay City to Gaylord	165
440a	Bay City to Water Street Junction	166
440b	Gladwin Branch at Pinconning	166
441	Gaylord to Mackinaw City	167
442	Mackinaw City to St. Ignace (car float)	168
443	Bay City to Midland	168
444	Munger to Denmark Junction	169
444a	Vassar to Denmark Junction	169
445	Vassar to Millington	170
445a	Millington to Lapeer Junction	171
445b	Lapeer Junction to Oxford	172
446	Saginaw to Harger	173
446a	Denmark Junction to Harger	173
447/447a/447b	Saginaw to Bay City	173
451/452/453	Rives Junction to Grand Rapids	173
454	Mackinaw City to Cadillac	175
454a	Cadillac to Cedar Springs	176
455	Lansing to Jackson	177
455a	Lansing to Saginaw	177
456/457/458	Indiana State Line to Vicksburg	179
458a	Kalamazoo to Three Rivers	180
459/459a	Kalamazoo to Vicksburg	180
460	Grand Rapids to Plainwell	180
461	Cedar Springs to Comstock Park	180
461a	Comstock Park to Grand Rapids	182
463	Plainwell to Otsego	182
463a	Otsego to Dorr	182
463b	Dorr to Byron Center	183
463d	Lamar to Grand Rapids	183
464/465	Parchment to Doster and Richland	184
464a	Plainwell to Kalamazoo	185
466	Kalamazoo to Dowagiac	186
470	Traverse City to Walton Junction	187
472	Muskegon to Fuller	188
472a	Muskegon Heights to Muskegon	189
473	Haires to Three Rivers Junction	190
530a	Hudson to Cement City	190
635	Niles to Benton Harbor	191
636	Carleton to Detroit	191
680	Buchanan to Dowagiac	191
688	Oxford to Utica	192
692a/693a	White Pigeon to Hillsdale	193
698	At Cheboygan (D&M Trackage Rights)	195

AA

1300	Dundee to Owosso	195
1301	Owosso to Thompsonville	197

Interstate

PC

Michigan to Indiana (these lines are discussed under Indiana)

401	Montgomery, Mich. to South of Angola, Ind.	
467	Buchanan, Mich. to Michigan City, Ind.	
637	Niles, Mich. to South Bend, Ind.	

Michigan to Ohio

393	N&W crossing East of Adrian, Mich. to Vulcan, Ohio	199
437	Carleton, Mich. to Alexis, Ohio (C&O Trackage Rights)	200
530	Hudson, Mich. to Bryan, Ohio	201

AA

Michigan to Wisconsin

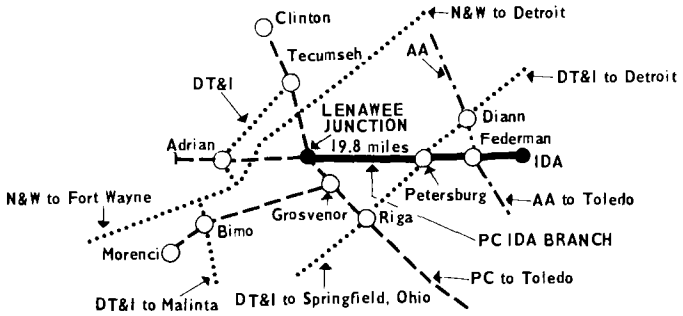
1302/1303	Thompsonville, Mich. to Kewaunee, Wis. (including car ferry)	201

IDA BRANCH

USRA Line No. 391

Penn Central

The Ida Branch, formerly part of the New York Central RR, extends from *Lenawee Junction* (Milepost 0.0) to *Ida, Mich.* (Milepost 19.8), a distance of *19.8 miles*, in Lenawee and Monroe Counties, Mich. This



line runs east from the Penn Central's Adrian-Toledo Vulcan-Old Road Branch at Lenawee Junction (see Line No. 393). Other connections are the PC line north to Clinton (see Line No. 395/395a) and the Detroit, Toledo & Ironton RR, which crosses near Petersburg. The Ann Arbor RR crosses at Federman.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ida	143
Petersburg	0
Deerfield	2
Total carloads generated by the line	145
Average carloads per week	2.8
Average carloads per mile	7.3
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

James F. Schouman, attorney for the Ida Farmers Co-op Co., testified that the Co-op has made an offer of acquisition for the section of track from Ida to the Ann Arbor crossing at Federman Junction. The cost of upgrading this 3-mile track would be $120,000.

Paul Treska of the United Transportation Union testified that at the time the Ann Arbor filed for bankruptcy successful negotiations were already under way for service to Ida. Should the alternate service from Federman to Ida occur, costs for this line would be greatly reduced.

Information for Line-Transfer Decision

Revenue received by PC		$45,795
Average revenue per carload		$316
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	142,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,079	
Cost incurred beyond the branch line	33,718	
Total variable (avoidable) cost		227,124
Net contribution (loss): total		(181,329)
Average per carload		(1,251)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 500 crossties per mile).

There is no connection between the Ann Arbor and the PC at Federman. The traffic level at Ida (143 carloads) cannot justify the cost of constructing the connection.

Service to this line generated a loss of $181,329 in 1973. Recovery of this loss would require approximately a fifteenfold increase in traffic or a 396-percent rate increase.

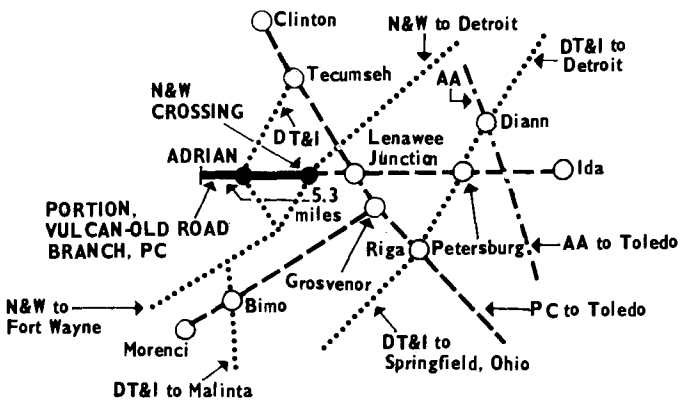
Disposition

The Ida Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 392a

Penn Central



This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *N&W Crossing east of Adrian* (Milepost 328.3) to *Adrian, Mich.* (Milepost 333.6), a distance of *5.3 miles*, in Lenawee County, Mich. This is the western portion of the PC's Vulcan-Old Road Line which continues

through Lenawee Junction to Toledo (see Line No. 393). A Detroit, Toledo & Ironton RR branch crosses near Adrian; the N&W line runs between Detroit and Fort Wayne.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Adrian[1]	1,145
Total carloads generated by the line	1,145
Average carloads per week	22.0
Average carloads per mile	216.0
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	2
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Testimony cited that this line is dependent on Line No. 393, not Line No. 391 as stated by USRA.

The Adrian Chamber of Commerce reported that actual carloads for 1973 were 2,383, and the net contribution per carload averaged $510.

Jackson Iron & Metal and Tri-State Equipment testified that they have many customers who will only receive shipments by rail. Jackson is planning a major expansion involving a capital expenditure of 1 and ½ million dollars. Loss of rail service would mean a loss of more than $600,000 for Tri-State.

Stubnitz Spring Division of Hoover Ball Bearing Co., which handled 1,634 carloads in 1973, stated it would be forced to close if rail service is lost. This would result in the loss of 565 jobs with an annual payroll of over 4 million dollars and approximately 1 million in rail revenues.

W. A. Leasing & Transport plans to locate on this line only if rail service is continued.

The N&W is interested in acquiring 5.3 miles of the line from the N&W crossing east of Adrian to Adrian.

Information for Line-Transfer Decision

Revenue received by PC		$268,118
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	89,594	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,922	
Cost incurred beyond the branch line	159,625	
Total variable (avoidable) cost		258,141
Net contribution: total		9,977
Average per carload	9	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 19 crossties per mile).

The 1,634 carloads generated by Stubnitz Spring Division of Hoover Ball Bearing were divided between the PC and the DT&I. The cars were switched between the PC, but the DT&I appears as the billing road. The DT&I is interested in serving shippers at Adrian.

Although service to this line generates a contribution, it must be served from the portion of Line No. 393 from Lenawee Junction to N&W crossing. Service from Lenawee Junction to Adrian generates a loss amounting to $32,684.

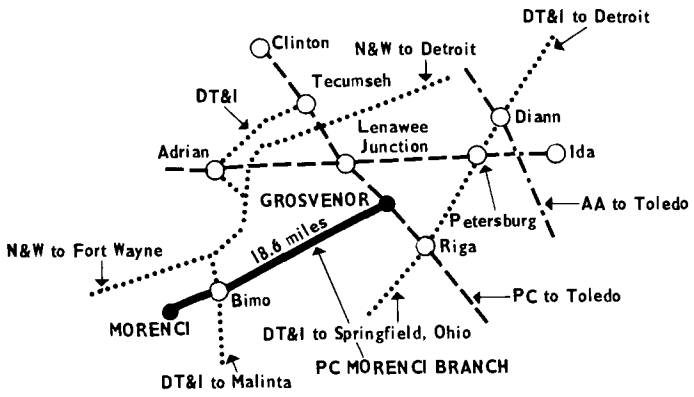
Disposition

This portion of the Vulcan-Old Road Branch shall be offered for sale to the DT&I RR, a profitable railroad operating in the Region. This sale would preserve rail service to 1,145 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MORENCI BRANCH

USRA Line No. 394

Penn Central



The Morenci Branch, formerly part of the New York Central RR, extends from *Grosvenor* (Milepost 0.0) to *Morenci, Mich.* (Milepost 18.6), a distance of *18.6 miles*, in Lenawee County, Mich. This line is a branch of the PC Vulcan-Old Road Branch (see Line No. 393). At

Bimo, a branch of the Detroit, Toledo & Ironton RR crosses.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grosvenor[1]	80
Ogden	19
Jasper	13
Weston	138
Morenci	254
Total carloads generated by the line	504
Average carloads per week	9.7
Average carloads per mile	27.1
Average carloads per train	10.1
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Lenawee County Rail Users Task Force found 591 actual carloads shipped on this line.

The Task Force reports that revenues from Sohigro and Jasper Lumber were not included in USRA calculations and found that there was an average contribution of $510 per carload.

Stauffer Chemical at Weston testified that elimination of rail service would result in placing 450 tank trucks of hazardous materials over heavily travelled two-lane highways which pass through residential communities. They questioned 1973 traffic revenue accruing to Penn Central. Stauffer determined that the net contribution was $14 per carload for this line.

The Parker Division of Oxy Metal Industries Corp. in Morenci shipped 138 carloads in 1973. They testified that they would resume their former levels of shipment, over 300 carloads, if reliable service were provided.

Baker questioned USRA's contention that service would be provided at Morenci by the N&W if service over the line were discontinued. The N&W is located in North Morenci, 3 to 4 miles from Morenci.

Agrico Chemical Co. stated that their actual carloads for 1973 were 137. They project to ship at least 160 carloads in 1975.

Cousins Iron & Metal Co. reported that if this line were abandoned, they would truck their shipments to their siding in Hudson, which would increase their shipments by 40 percent at Hudson.

A representative of the Lenawee County Farm Bureau stated that the county has approximately 2,588 farms with an annual production of $1,330,000 in wheat, corn and soybeans and that loss of rail service would amount to a loss of 10 cents per bushel realized by the farmers.

The Michigan Department of Agriculture determined that continued service on this line was vital to the agriculture needs of the state.

Information for Line-Transfer Decision

Revenue received by PC		$184,565
Average revenue per carload	$366	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	145,872	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	45,556	
Cost incurred beyond the branch line	87,717	
Total variable (avoidable) cost		279,144
Net contribution (loss): total		(94,579)
Average per carload	(187)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,000 crossties (an average of 484 crossties per mile).

The Sohigro traffic was included in this analysis. Jasper Lumber was not shown on the shipper list completed by the Penn Central; however, the traffic at Jasper was included. Costs were adjusted for Weston cars which are owned by the shipper.

Service to this line generated a loss of $94,579 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 51-percent rate increase. The existence of an additional 87 carloads on this line in 1973, as indicated by the Lenawee County Rail Users Task Force, would reduce this loss to approximately $77,900.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

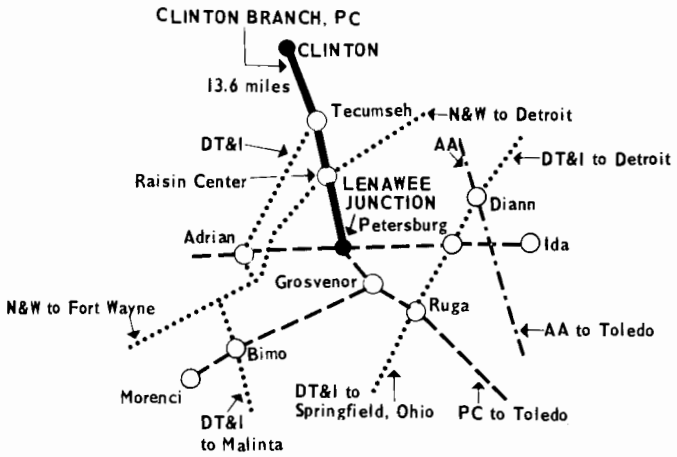
Disposition

The Morenci Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CLINTON BRANCH

USRA Line No. 395/395a

Penn Central



The Clinton Branch, formerly part of the New York Central Railroad, extends from *Lenawee Junction* (Milepost 0.0) to *Clinton, Mich.* (Milepost 13.6), a distance of *13.6 miles*, in Lenawee County, Mich. At Lenawee Junction the line connects with the Vulcan-Old Road Branch and the Ida Branch of the PC (see Line Nos. 392a and 391). The Norfolk & Western Ry. crosses at Raisin Center, and a Detroit, Toledo & Ironton RR line serves Tecumseh.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tecumseh	191
Clinton	1,006
Adrian [1]	63
Total carloads generated by the line	1,260
Average carloads per week	24.2
Average carloads per mile	92.6
Average carloads per train	10.1
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Testimony expressed the opinion that USRA judge the viability of this line on its profitability, not its dependency on Line No. 393.

The Adrian Chamber of Commerce/Lenawee County Rail Users Task Force testified that actual figures show a net contribution of $466 per carload.

Tecumseh Products indicated that if service were improved on this line, they could resume their 1966 shipment level of 420 carloads.

The Budd Co. reported 852 carloads in 1973, and projected 1,085 and 1,414 for 1974 and 1979 respectively. They would be forced to close the Clinton plant if rail service were lost. The plant employs 338 persons with an annual payroll of $3,459,000. The assets employed in 1973 were $16.455 million and the Company paid $575,000 in state and local taxes.

Ford Motor Co. supports the retention of service to the Budd Clinton plant and emphasized that the plant generated $1,092,000 in gross revenues.

The cost of conversion to tank trucks, safety factors and loss of growth potential might justify closing the Stauffer Chemical Tecumseh plant. This would result in a loss of 268 jobs.

Borden, Inc., testified that it would close its Tecumseh Corp Service if this line and 393 were abandoned.

The Michigan Department of Agriculture considers continued service on this line vital.

The Department of the Interior has identified this line as having good recreational potential if the line were abandoned.

The N&W is interested in acquiring 11.3 miles of the line from Raisin Center to, and including all industries in, Clinton.

Information for Line-Transfer Decision

Revenue received by PC		$512,069
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	176,501	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,925	
Cost incurred beyond the branch line	286,167	
Total variable (avoidable) cost		478,593
Net contribution: total		33,476
Average per carload		27

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 73 crossties per mile).

This line generated 1,405 carloads in 1974. The DT&I is interested in acquiring this line to serve the Budd Company at Clinton.

This line is served via the portion of Line No. 393 from Ottawa Lake to Lenawee Junction. The service from Ottawa Lake to Clinton (the combination of this line and the portion of Line No. 393 from Ottawa Lake to Lenawee Junction) generates a loss amounting to $57,285. Recovery of the involved costs would require

an 18-percent increase in traffic or an 8-percent rate increase over the 1973 levels.

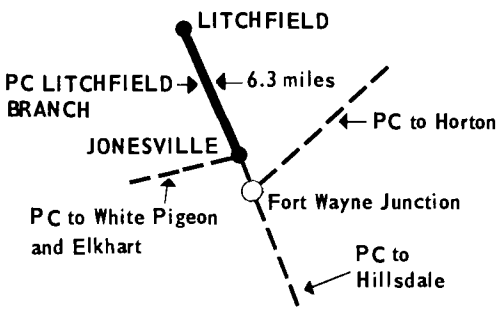
Disposition

The Clinton Branch shall be offered for sale to the DT&I RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

LITCHFIELD BRANCH

USRA Line No. 398

Penn Central



The Litchfield Branch, formerly part of the New York Central RR, extends from *Jonesville* (Milepost 0.6) to *Litchfield, Mich.* (Milepost 6.9) a distance of *6.3 miles*, in Hillsdale County, Mich. This line is a branch running north from the Penn Central's line from Elkhart to Hillsdale (see Line No. 692a/693a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Litchfield	188
Jonesville [1]	7
Total carloads generated by the line	195
Average carloads per week	3.8
Average carloads per mile	31.0
Average carloads per train	3.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Plymouth Flush Door, in Litchfield, increased its annual carloads by 50. It expects to double its traffic to 500 per year. The additional expenses of converting to alternate transportation would jeopardize their competitive position. Loss of rail service would force the company to close. They reported that Litchfield generated 227 cars in 1973, that hours per trip should be 2 and that crew size should be 4.

The Mayor of Litchfield testified that $2,792,510 in state and Federal funds have been spent to develop the community and the industrial part at Litchfield. He projects 500–600 carloads annually for the line.

The Vice President of Litchfield State Savings Bank reported that the bank is involved with Government agencies in financing facilities dependent on rail service in the amount of $3,400,000. He stated that these companies will be unable to continue production without rail service.

Wells Equipment Sales testified that frost regulation weight restrictions apply to motor transportation a third of the year.

Litchfield Grain stated that with rail service they could triple their output to 210 cars per year.

Addison Products of Jonesville testified that they had shipped 340 cars piggyback from Bryan, Ohio in 1973. If a piggyback loading platform were available in Hillsdale or Jonesville, they would ship more than 600 rail cars per year.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: The upgrading requirements were verified.*)

Information for Line-Transfer Decision

Revenue received by PC		$58,330
Average revenue per carload	$299	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	56,703	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	26,418	
Cost incurred beyond the branch line	35,866	
Total variable (avoidable) cost		118,987
Net contribution (loss): total		(60,657)
Average per carload	(311)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,300 crossties (an average of 1,000 crossties per mile).

This line was reanalyzed and the number of trips reduced to 52. Addition of 50 carloads for Plymouth Flush Door would not make this line viable.

Service to this line generated a loss of $60,657 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 104-percent rate increase. The existence of an additional 39 carloads on this line in 1973, as indicated in the testimony, would

reduce this loss to approximately $56,200. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

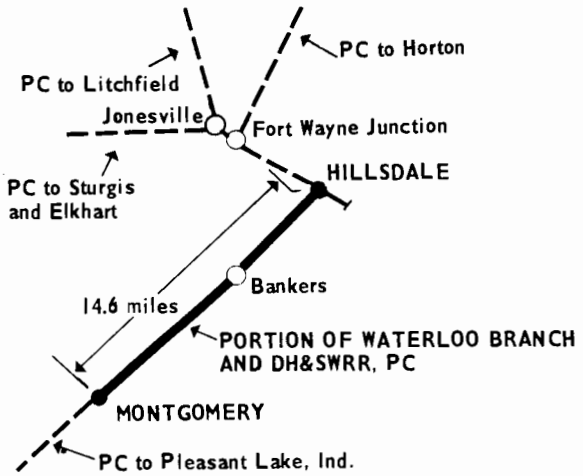
Disposition

The Litchfield Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATERLOO BRANCH AND DH&SW RR

USRA Line No. 402

Penn Central



This portion of the Waterloo Branch and DH&SW RR, formerly part of the New York Central RR, extends from *Hillsdale* (Milepost 0.0) to *Montgomery, Mich.* (Milepost 54.8), an actual distance of *14.6 miles*, in Hillsdale County, Mich. This line is part of a branch running south from Horton into Indiana (see Line Nos. 401 and 404). It connects at Hillsdale with the PC line to White Pigeon Junction (see Line No. 692a/693a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Reading	300
Montgomery	198
Total carloads generated by the line	498
Average carloads per week	9.6
Average carloads per mile	34.1
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Reading Feed & Grain testified that they shipped 269 carloads in 1973 and 318 in 1974. They could have shipped 500 more carloads a year if cars had been available.

The Mayor of Reading stated that if Reading Feed & Grain were to close their operation, the community would lose one-eighth of its property tax base.

Testimony indicates that Reading generated a total of 295 carloads in 1973 and Montgomery 276.

This area is not served by Class A highway; therefore, trucks are not permitted to carry full loads during part of the year.

Shipper data shows a small amount of traffic from Jonesville, Hanover and Horton.

The frequency of service and time per trip required to serve the line should be reviewed. Both estimates appear high considering the traffic and distance involved.

Information for Line-Transfer Decision

Revenue received by PC		$264,008
Average revenue per carload	$530	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	145,589	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	22,306	
Cost incurred beyond the branch line	159,262	
Total variable (avoidable) cost		327,157
Net contribution (loss): total		(63,149)
Average per carload	(127)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,605 crossties (an average of 247 crossties per mile).

This line was described incorrectly in the Preliminary System Plan. The portion of the line from Hillsdale to Bankers was omitted. There are no shippers; however, the line is required to serve Montgomery.

The number of trips was reduced to 125 and the hours per trip were reduced to six.

Service to this line generated a loss of $63,149 in 1973. Recovery of this loss would require approximately a 60-percent increase in traffic or a 24-percent rate increase. The existence of an additional 78 carloads on this

line in 1973, as indicated in the testimony, would reduce this loss to approximately $46,800.

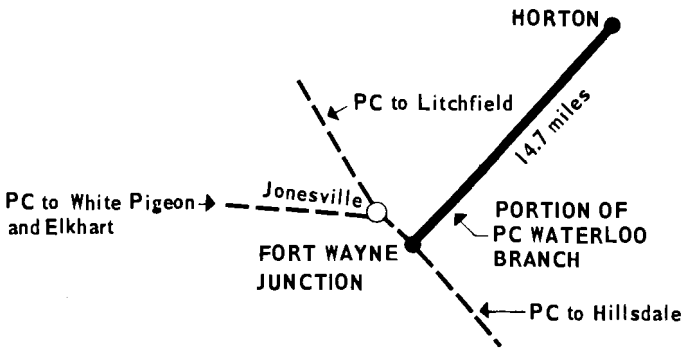
Disposition

This portion of the Waterloo Branch and DH& SW RR is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATERLOO BRANCH

USRA Line No. 404

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Fort Wayne Junction* (Milepost 71.0) to *Horton, Mich.* (Milepost 85.7), a distance of *14.7 miles*, in Jackson County, Mich. This line, once part of a through route between Jackson and Fort Wayne, now exists solely as a branch off PC's line through Jonesville and Hillsdale (see Line No. 692a/693a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Horton	5
Hanover	1
Total carloads generated by the line	6
Average carloads per week	0.1
Average carloads per mile	0.4
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	12
Estimated time per round time (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Plannnig Office as reflected in their report entitled "Evaluation at the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by Penn Central		$1,402
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,190	
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	30,523	
Cost incurred beyond the branch line	872	
Total variable (avoidable) cost		128,585
Net contribution (loss): total		(127,183)
Average per carload	(21,197)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,145 crossties (an average of 350 crossties per mile).

Service to this line generated a loss of $127,183 in 1973. Recovery of this loss would require approximately a two-hundred-fortyfold increase in traffic or a 9,072–percent rate increase.

Disposition

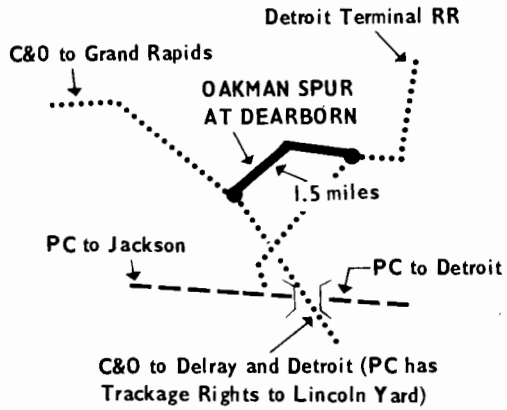
This portion of the Waterloo Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

OAKMAN SPUR AT DEARBORN

USRA Line No. 436

Penn Central

The Oakman Spur, formerly part of the Pennsylvania RR, extends *1.5 miles* at *Dearborn* in Wayne County, Mich. This line runs from the C&O main line approximately 1½ miles until it joins the Detroit Terminal RR. There are no physical connections with other PC-controlled lines. This line was the former PRR connection with the Detroit Terminal, using trackage rights from Lincoln Yard via Delray over the C&O.



Public Comments on Preliminary System Plan

Louis Drapeau, Mayor of Dearborn, Eugene Forbes, City Attorney for Dearborn and Dearborn City Planner John J. Nagy support the abandonment of the Oakman Spur. They cited lack of opposition to the abandonment, little use and high frequency of accidents on the spur. They added that the area in which the spur is located has been rezoned and residential dwellings have been constructed in the area. Industries that currently use the spur could be serviced by the Detroit Terminal RR line.

Information for Line-Transfer Decision

All of the industries on this branch will be served by the Detroit Terminal RR.

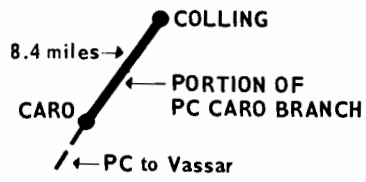
Disposition

The Oakman Spur is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CARO BRANCH

USRA Line No. 438

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Caro* (Milepost 13.8) to *Colling, Mich.* (Milepost 22.2), a distance of *8.4 miles*, in Tuscola County, Mich. This is the northern portion of the Caro Branch; the southern continuation runs to Vassar (see Line No. 438a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Colling	85
Total carloads generated by the line	85
Average carloads per week	1.6
Average carloads per mile	10.1
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Caro Development Corp. and the Peoples State Bank of Caro stated that availability of rail service was essential to attract new business and ensure the retention of existing industry.

The J. P. Burroughs, Inc., stated that while it used only 85 carloads in 1973, it used 139 in 1974 and plans to use 202 in 1975. Alternate modes of travel would increase the cost per bushel by $30.25, which constitutes 15 percent of total revenue in 1972 and 1973.

Colling is located on a Class B restricted highway and the Grand Trunk Western RR has filed for abandonment of the nearest rail siding.

Unemployment in the area was given as 17.7 percent.

Information for Line-Transfer Decision

Revenue received by PC		$55,836
Average revenue per carload	$657	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	59,337	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,820	
Cost incurred beyond the branch line	25,366	
Total variable (avoidable) cost		106,523
Net contribution (loss): total		(50,687)
Average per carload	(596)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,040 crossties (an average of 600 crossties per mile).

Service to this line generated a loss of $50,687 in 1973. Recovery of this loss would require approximately a two-fold increase in traffic or a 91-percent rate increase.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

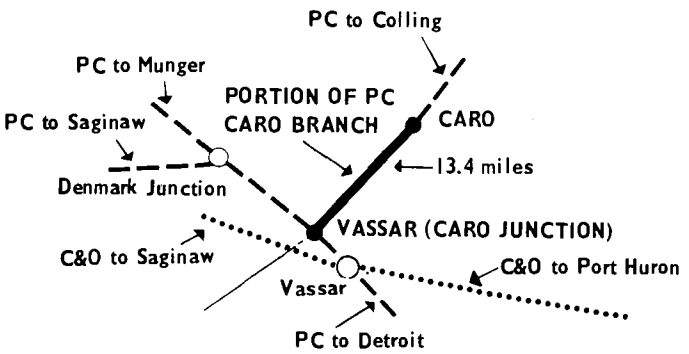
Disposition

This portion of the Caro Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CARO BRANCH

USRA Line No. 438a

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 0.4) to *Caro, Mich.* (Milepost 13.8), a distance of *13.4 miles*, in Tuscola County, Mich. This line is the lower portion of the PC's Caro Branch. A continuation of this line runs from Caro to Colling (see Line No. 438). At Vassar, this line connects with the PC line going south to Detroit and northward to Denmark Junction (see Line Nos. 444a and 445). Also at Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Banksand	0
Wahjamega	0
Caro	879
Total carloads generated by the line	879
Average carloads per week	16.9
Average carloads per mile	65.6
Average carloads per train	5.9

1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	9.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Bay County Planning Commission reported that while the Plan showed 874 carloads for the line in 1973, it found 1,115 carloads for the Detroit Edison Co., Michigan Sugar Co., Caro Building Center and Gunsells, Inc.

The Caro Building Center, Inc., although using only 21 carloads in 1974, testified it would have to close as it would not be able to compete with other lumber retailers in Saginaw, Bay City and Flint.

Michigan Sugar, with an annual payroll of $1,100,000, would be forced to severely curtail its operations without rail service. In 1974, it shipped and received 685 carloads, 138 of which consisted of coal from Kentucky.

Eight of eleven lumber yards in Tuscola County are served by this line.

Congressman Traxler reported that the GTW has filed for abandonment of their Imlay City to Caseville line; this line should therefore not be considered an alternate route.

The estimated time per round trip appears to be high considering the traffic and length of the line.

Information for Line-Transfer Decision

Revenue received by PC		$356,726
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	174,710	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,954	
Cost incurred beyond the branch lines	262,308	
Total variable (avoidable) cost		474,972
Net contribution (loss): total		(118,246)
Average per carload	(135)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,040 crossties (an average of 600 crossties per mile).

Service to this line generated a loss of $118,246 in 1973. Recovery of this loss would require approximately a 125-percent increase in traffic or a 33-percent rate increase.

The carload discrepancy could not be verified; however, the addition of 236 carloads would not make this line viable. Shipper figures may be based on a crop year (October–April). This line generated 1,011 carloads in 1974. This 1974 traffic level would reduce the above loss to approximately $104,000. The time serving the branch could not be reduced due to 10 m.p.h. speed limit.

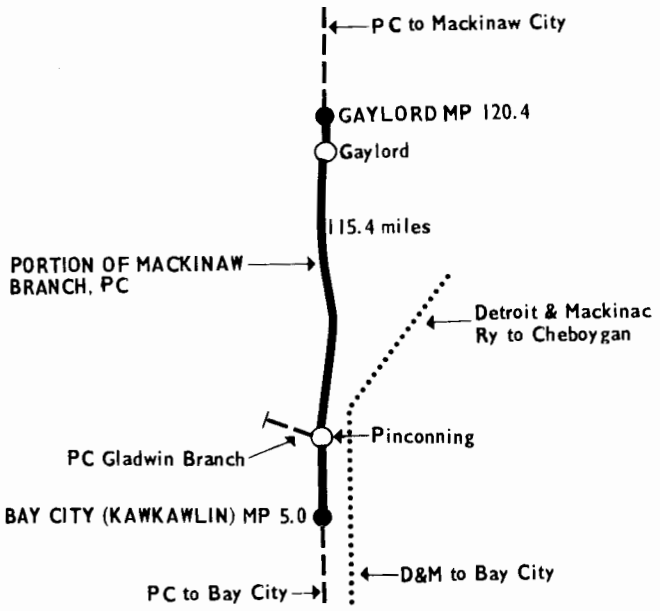
Disposition

This portion of the Caro Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 440

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Bay City* (Milepost 5.0) to *Gaylord, Mich.* (Milepost 120.4), a distance of *115.4 miles* in Bay, Arenac, Ogemaw, Roscommon, Crawford and Otsego Counties, Mich. The line continues north to Cheboygan and south to Saginaw (see Line Nos. 441 and 447/447a/447b). The PC Midland Branch connects Bay City with Midland, and a remnant of the PC Gladwin Branch diverges at Pinconning (see Line Nos. 443 and 440b). The Detroit & Mackinac Ry. from Bay City to Alpena parallels this route between Bay City and Pinconning before angling in towards Alpena. A connection is made with the Chesapeake & Ohio at Bay City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kawkawlin	19
Linwood	4
Pinconning[1]	35
Standish	103
West Branch	314
St. Helen	231
Roscommon	51
Grayling	266
Frederick	1
Gaylord	2,268
Total carloads generated by the line	3,292
Average carloads per week	63.3
Average carloads per mile	28.5
Average carloads per train	11.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	11
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Champion International Corp. testified that they generated 2,400 carloads in 1974. They stated that the added expense of alternate transportation would be approximately $674,000. This added expense would force them out of competitive markets.

Champion is currently midway through a $17.5 million plant expansion at their Gaylord facility. They forecast 5,000 carloads for 1977, providing $1.3 million in additional revenue.

Lake Woods Forest Products, Inc., is in the process of building a $3 million wood utilization complex on the line. It was constructed on the basis of excellent rail services being available. They project 560–1,400 carloads per year.

The city of Grayling testified that shippers at Grayling accounted for 276 carloads in 1974.

Camp Grayling and the Consite facility at Grayling Army Airfield transport heavy equipment by rail.

Camp Grayling reported 23 carloads in 1973, 34 carloads in 1974 and projects 45 carloads in 1975.

The Department of Defense urged the retention of this line in the interest of national defense.

The Gaylord Chamber of Commerce testified that they have established a 177-acre industrial park on the line. Its establishment was predicated on the availability of rail service.

Semco, Inc., and Osceola Refinery stated that they were able to bid on government contracts because of

their availability to rail service. They ship heavy and oversize loads unsuited to motor transport.

The Department of the Interior has identified this line as having potential as an urban access to outdoor recreation. It also has great recreational potential if service is discontinued.

A review of USRA's calculation by RSPO technical staff indicates the average revenue per carload should be $413.

Information for Line-Transfer Decision

Revenue received by PC		$1,353,762
Average revenue per carload	$411	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,064,644	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	79,588	
Cost incurred beyond the branch line	739,085	
Total variable (avoidable) cost		1,883,317
Net contribution (loss): total		(529,555)
Average per carload	(161)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 17 crossties per mile).

Repeated cross-checks with the PC could verify only 1,219 carloads generated by Champion International in 1974. Total carloads generated by this line in 1974 were down 1,000 from the 1973 level.

Service to this line generated a loss of $529,555 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 39-percent rate increase. The existence of 2,400 carloads at Champion International in 1974 would bring the total 1974 traffic for this line to a level only 6 percent above the 1973 level. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Mackinaw Branch shall be offered for sale to the D&M Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 3,292 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BAY CITY BELT BRANCH

USRA Line No. 440a

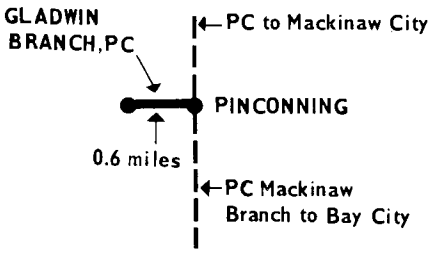
Penn Central

The Bay City Belt Branch, extending from *Water Street Junction* (Milepost 0.0) to *Bay City* (*Water Street*), *Mich.* (Milepost 3.1), a distance of *3.1 miles*, in Bay County, Mich., a line which was recommended for inclusion on page 533 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted the line shall be transferred to the Consolidated Rail Corp.

GLADWIN BRANCH

USRA Line No. 440b

Penn Central



The Gladwin Branch, formerly part of the New York Central RR, extends a distance of *0.6 mile* at *Pinconning* in Bay County, Mich. This line is a short spur off the Penn Central's Mackinaw Branch (see Line No. 440).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinconning[1]	48
Total carloads generated by the line	48
Average carloads per week	0.9
Average carloads per mile	80.0
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	0.5
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Gaylord Chamber of Commerce reported that user data reflected 75 carloads on this line for 1973.

Information for Line-Transfer Decision

Revenue received by PC		$25,596
Average revenue per carload	$533	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	8,134	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,490	
Cost incurred beyond the branch line	14,889	
Total variable (avoidable) cost		27,513
Net contribution (loss): total		(1,917)
Average per carload	(40)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 1,000 crossties per mile).

Service to this line generated a loss of $1,917 in 1973. Recovery of this loss would require approximately an 18-percent increase in traffic or a 7-percent rate increase. The existence of an additional 27 carloads in 1973, as reported by the Gaylord Chamber of Commerce would not significantly reduce this loss. However this line is served via Line No. 440 which generated a loss of approximately $530,000.

Disposition

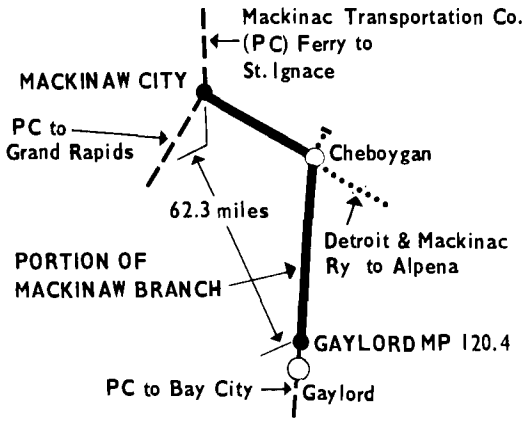
The Gladwin Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 441

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Gaylord* (Milepost 120.4) to *Mackinaw City, Mich.* (Milepost 182.7), a distance of *62.3 miles*, in Otsego, Cheboygan and Emmet Counties, Mich. This segment is the



northern end of Penn Central's Mackinaw Branch. The line continues south from Gaylord to Bay City, and another PC line runs from Mackinaw City to Cadillac and Grand Rapids (see Line Nos. 440 and 454). The Detroit & Mackinac Ry's Main Line connects at Cheboygan.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mackinaw City	75
Vanderbilt	9
Indian River	35
Topinabee	0
Cheboygan	232
Total carloads generated by the line	351
Average carloads per week	6.8
Average carloads per mile	5.6
Average carloads per train	6.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The McRae Lumber Co., Mackinaw City, reported 10 carloads for 1973 and 1974.

The D&M would consider operating rail service from Cheboygan to Mackinaw City but would be dependent upon some funding being made available.

Information for Line-Transfer Decision

Revenue received by PC		$91,974
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	449,963	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	76,424	
Cost incurred beyond the branch line	75,338	
Total variable (avoidable) cost		601,725
Net contribution (loss): total		(509,751)
Average per carload	(1,452)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 193 crossties per mile).

Service to this line generated a loss of $509,751 in 1973. Recovery of this loss would require approximately a thirtyfold increase in traffic or a 554-percent rate increase.

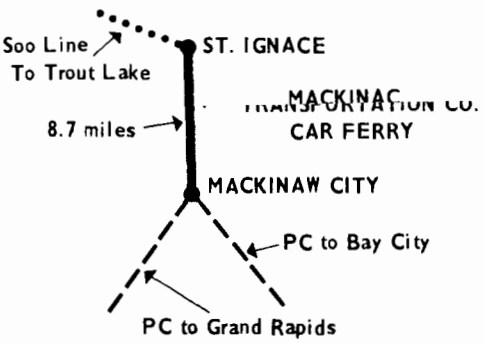
Disposition

This portion of the Mackinaw Branch shall be offered for sale to the Detroit & Mackinac Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 351 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MACKINAC TRANSPORTATION CO.

USRA Line No. 442

Penn Central



The Mackinac Transportation Co. operates railroad car-ferry service extending from *Mackinaw City* to *St. Ignace, Mich.* a distance of *8.7 miles*, in Mackinac, Emmet and Cheboygan Counties, Mich. This line connects at Mackinaw City with the GR&I Branch of the Penn Central extending south to Grand Rapids, and with the Mackinaw Branch of the PC extending to Bay City (see Line Nos. 454 and 441). At St. Ignace the line connects with the Soo Line RR extending north to Trout Lake.

Public Comments on Preliminary System Plan

A substantial number of witnesses testified on behalf of retaining the ferry which serves Mackinaw City and St. Ignace via the Straits of Mackinac.

Congressman Phillip E. Ruppe stated that loss of this service would sever rail movement from the upper and lower peninsulas. All eastern Upper Peninsula traffic would have to be routed through Chicago. He also cited the intention of the Soo Line Railroad to apply for permission to abandon service to St. Ignace.

Denny Woytek, representing the Mackinac Straits area, testified that loss of service would result in an immediate loss of 40 jobs. He added that the bridge over the Straits cannot accommodate certain payloads of machinery because of their weight or weight distribution.

The St. Ignace Planning Commission cited increased demand for the shipment of raw products in their area. The Commission feels that the ferry should be retained in the national interest.

Information for Line-Transfer Decision

Neither of the Penn Central lines into Mackinaw City is recommended for inclusion in the ConRail System, although Detroit & Mackinac Ry. has expressed interest in acquiring the Penn Central line from Cheboygan to Mackinaw City. The D&M has *not* expressed interest in the car-ferry service. A more detailed discussion of ferry services is contained in chapter 9.

Disposition

The Mackinac Transportation Co. car-ferry service is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

MIDLAND BRANCH

USRA Line No. 443

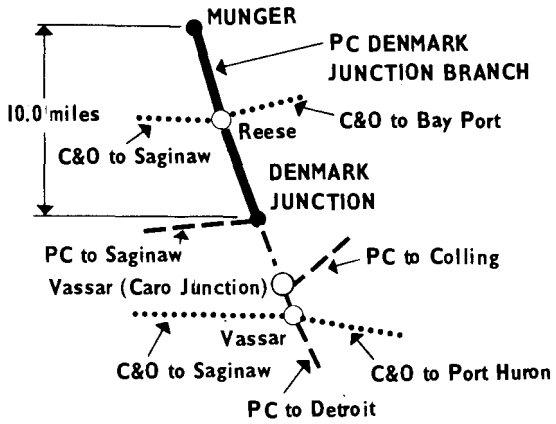
Penn Central

The Midland Branch, extending from *Bay City* (Milepost 0.0) to *Midland, Mich.* (Milepost 18.2), a distance of *18.2 miles*, in Bay and Midland Counties, Mich., a line which was recommended for inclusion on page 535 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

DENMARK JUNCTION BRANCH

USRA Line No. 444

Penn Central



The Denmark Junction Branch, formerly part of the New York Central RR, extends from *Denmark Junction* (Milepost 91.1) to *Munger, Mich.* (Milepost 101.1), a distance of *10.0 miles*, in Tuscola, Bay and Saginaw Counties, Mich. This line is a branch of the Saginaw-Vassar segment of the PC's Mackinaw line (see Line Nos. 444a and 446a). The C&O line from Saginaw to Bay Port crosses at Reese.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Munger	128
Reese	86
Total carloads generated by the line	214
Average carloads per week	4.1
Average carloads per mile	21.4
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Bay County Planning Commission reported the following traffic data on this line:

	Carloads	
	USRA data	*User's data*
Station:		
Munger	121	121
Reese	85	196
Total	206	317

J. P. Burroughs and Son, Inc., reported it could have used 58 more cars if they had been available; Gollin Block and Supply Co., said it could have used 17 more cars. This would bring the total carload figure to 392 which the Commission stated the USRA maintained was needed to make the line profitable.

J. P. Burroughs and Son, Inc., estimated a 10–30 percent decrease in revenue if rail service were discontinued.

Super Food Service reported it would have to close if rail service were not available.

The Chessie is interested in providing service only at the Chessie intersection at Reese. (*Note: The Chessie System disaffirmed interest in this project.*)

Information for Line-Transfer Decision

Revenue received by PC		$90,430
Average revenue per carload	$423	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	78,683	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	52,265	
Total variable (avoidable) cost		130,948
Net contribution (loss): total		(40,518)
Average per carload	(189)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $40,518 in 1973. Recovery of this loss would require approximately a 110-percent increase in traffic or a 45-percent rate increase. The existence of an additional 103 carloads in 1973, as indicated by the Bay County Planning Commission, would reduce this loss to approximately $22,200.

Disposition

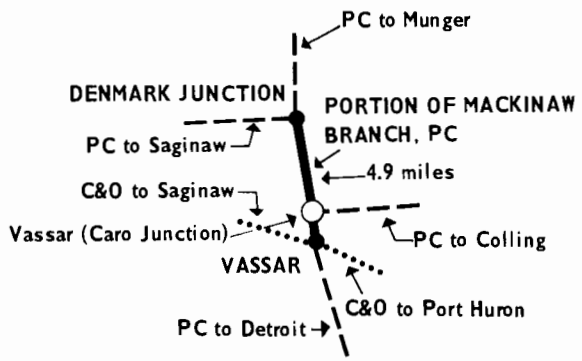
The Denmark Junction Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 444a

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 86.2) to *Denmark Junction, Mich.* (Milepost



91.1), a distance of *4.9 miles*, in Tuscola County, Mich. The Mackinaw Branch continues west to Saginaw, and south to Oxford and Detroit (see Line Nos. 446a and 455). The Penn Central Branch to Munger comes in at Denmark Junction, and the branch to Colling meets at Vassar (see Line Nos. 444 and 438a). The C&O line to Port Huron crosses at Vassar.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Denmark Junction	85
Vassar	695
Total carloads generated by the line	780
Average carloads per week	15.0
Average carloads per mile	159.2
Average carloads per train	7.8
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Bay City Planning Commission testified that user's data from Vassar showed 1,295 carloads in 1973. They maintained that USRA incorrectly credited this traffic to Line 445. Since there has not been regular service on that line for several years and traffic to and from Vassar moves through Denmark Junction, the Vassar-to-Denmark Junction line is the proper line to accredit.

Wickes Agriculture stated that its traffic originating from Vassar, 695 carloads in 1973, should be attributed to this segment, not Line 445 as reported by USRA. This company plans an 80-percent increase in volume, contingent on continuation of rail service.

Weber Lumber & Millwork, Inc., reporting 94 carloads in 1974, would be forced to close or relocate with loss of rail service. This would result in a loss of 34 jobs and an annual payroll of $325,000.

Super Foods, which employ 113 persons at their Vassar facility, would be forced to close should rail service be discontinued.

Information for Line-Transfer Decision

Revenue received by PC		$156,522
Average revenue per carload	$201	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	68,457	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	135,276	
Total variable (avoidable) cost		203,733
Net contribution (loss): total		(47,211)
Average per carload	(61)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed including the traffic generated at Vassar which was assigned to Line No. 445 in the Preliminary System Plan. The report of 1,295 carloads generated at Vassar could not be verified. This traffic may include cars generated on the C&O.

Service to this line generated a loss of $47,211 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 30-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

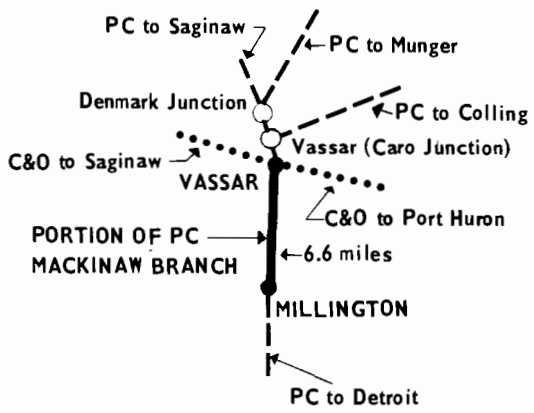
The portion of this line necessary to serve the traffic generated at Vassar shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 695 carloads or approximately 89 percent of the traffic generated on this line.

PORTION OF PC MACKINAW BRANCH

USRA Line No. 445

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Millington* (Milepost 79.6) to *Vassar, Mich.* (Milepost 86.2), a dis-



tance of *6.6 miles*, in Tuscola County, Mich. This segment formed part of the through Detroit-to-Saginaw line. At Vassar, Penn Central lines from Denmark Junction and Colling converge (see Line Nos. 438a, 444a and 445a), At Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millington	34
Total carloads generated by the line	34
Average carloads per week	0.7
Average carloads per mile	5.2
Average carloads per train	0.7
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Wickes Agriculture testified that their traffic in Vassar, 695 carloads in 1973, should be applied to line 444a. It should not have been credited to this line because there has not been regular through traffic here in several years.

Super Foods, employing 57 persons at their Millington facility, would be forced to close their operation should rail service be discontinued.

The Chessie is interested in serving customers at Vassar only.

Information for Line-Transfer Decision

Revenue received by PC	$18,312
Average revenue per carload	$539
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	55,089
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,638
Cost incurred beyond the branch line	12,243
Total variable (avoidable) cost	79,970
Net contribution (loss): total	(61,658)
Average per carload	(1,813)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,195 crossties (an average of 484 crossties per mile).

As indicated in the RSPO testimony, Vassar traffic should have been on Line No. 444a.

Service to this line generated a loss of $61,658 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 337-percent rate increase.

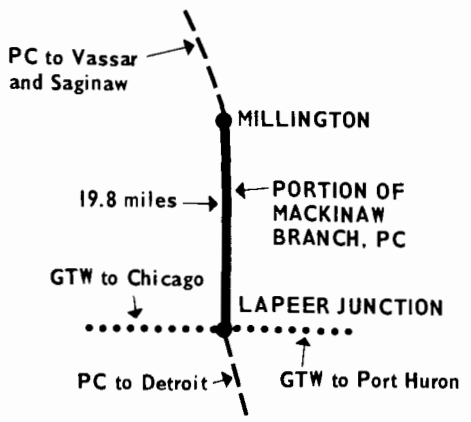
Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 445a

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Millington* (Milepost 79.6) to *Lapeer Junction, Mich.* (Milepost 59.8), a distance of *19.8 miles*, in Lapeer and Tuscola Counties, Mich.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

This line does not directly serve any patrons but is occasionally used as an overhead line.

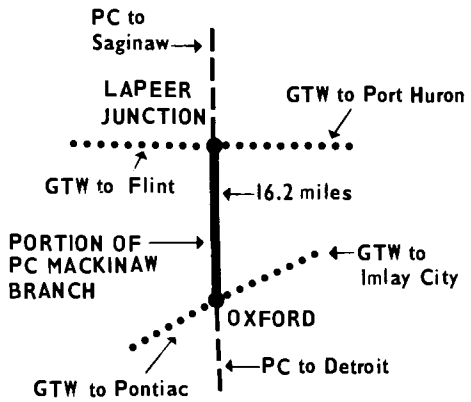
Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 445b

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Oxford* (Milepost 43.6) to *Lapeer Junction, Mich.* (Milepost 59.8), a distance of *16.2 miles*, in Lapeer and Oakland Counties, Mich. This line is part of Penn Central's Detroit-to-Mackinaw City Mackinaw Branch (see Line Nos. 688 and 445a). It connects at Lapeer Junction with the Grand Trunk Western's Main Line to Port Huron and at Oxford with their line to Pontiac.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Metamora	22
Lapeer	380
Total carloads generated by the line	402
Average carloads per week	7.7
Average carloads per mile	24.8
Average carloads per train	8.0
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.5
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Lapeer Rail Service Research Committee testified that this line should be considered together with Line No. 688; not to do so is "unrealistic and irrational." The Committee found that lack of rail service would cause the direct loss of 150 positions and of payroll and other expenditures throughout the Metamora and Lapeer area of $1,370,000 a year.

The Metamora Products Corp. testified that they had recently invested $50,000 in a materials handling system for plastic pellets which can only be served by a rail siding.

The Union Camp Corp. testified that it shipped and received 146 carloads for 1973; Church's Lumber Yard reported 44 carloads for the same period.

The Michigan Department of Agriculture stated that the retention of this line is vital to the agricultural needs of the State.

Pending further study and negotiation, GTW proposes to serve customers at Lapeer *only*.

Information for Line-Transfer Decision

Revenue received by PC		$127,112
Average revenue per carload	$316	
Variable (avoidable) cost of continued serivce:		
Coct incurred on the branch line	133,686	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	35,735	
Cost incurred beyond the branch line	82,070	
Total variable (avoidable) cost		251,491
Net contribution (loss): total		(124,379)
Average per carload	(309)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,094 crossties (an average of 499 crossties per mile).

It was suggested that this line be combined with Line No. 688. The two lines fail the viability criteria separately and they failed when combined.

Service to this line generated a loss of $124,379 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 98-percent rate increase.

Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line from Milepost 43.6 to Milepost 45.0 and the portion of this line necessary to serve the traffic generated at Lapeer shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 380 carloads or approximately 95 percent of the traffic generated on this line.

PORTION OF MACKINAW BRANCH

USRA Line No. 446

Penn Central

This portion of the Mackinaw Branch, extending from *Harger* (Milepost 17.7) to *Saginaw, Mich.* (Milepost 20.7), a distance of *3.0 miles*, in Saginaw County, Mich., a line which was recommended for inclusion on page 540 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF MACKINAW BRANCH

USRA Line No. 446a

Penn Central

This portion of the Mackinaw Branch, extending from *Denmark Junction* (Milepost 4.9) to *Harger, Mich.* (Milepost 17.7), a distance of *12.8 miles*, in Tuscola and Saginaw Counties, Mich., a line which was recommended for inclusion on page 540 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF MACKINAW BRANCH

USRA Line No. 447/447a/447b

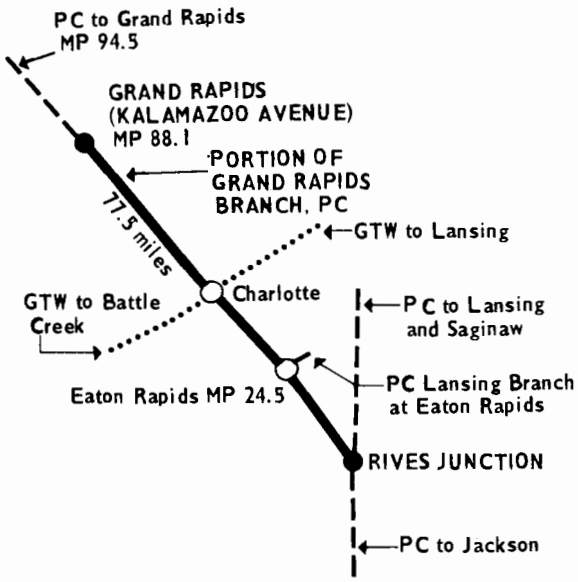
Penn Central

This portion of the Mackinaw Branch, extending from *Saginaw* (Milepost 98.1) to *Bay City* (Milepost 114.6), a distance of *16.5 miles*, in Saginaw and Bay Counties, Mich., a line which was recommended for inclusion on page 541 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF GRAND RAPIDS BRANCH

USRA Line No. 451/452/453

Penn Central



This portion of the Grand Rapids Branch, formerly part of the New York Central RR, extends from *Rives Junction* (Milepost 10.6) to *Grand Rapids, Mich.* (Milepost 88.1), a distance of *77.5 miles*, in Kent, Barry, Eaton, Ingham and Jackson Counties, Mich. This line connects with the Saginaw Branch (see line No. 455) at Rives Junction. The Saginaw Branch (see Line No. 455) and an industrial spur at Eaton Rapids (see Line No. 449) are also under study in this Report. The main line of the Grand Trunk Western crosses at Charlotte.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Onondaga	0
Eaton Rapids	692
Charlotte	453
Chester	2
Vermontville	80
Nashville	14
Hastings	204
Middleville	8
Caledonia	97
Dutton	14
Total carloads generated by the line	1,564
Average carloads per week	30.1
Average carloads per mile	20.2
Average carloads per train	15.6
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	11.5
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

On March 14, 1975, the United States Railway Association announced that the portion of this line from Rives Junction (Milepost 10.6) to Eaton Rapids (Milepost 24.5) had been reevaluated and found eligible for inclusion in the ConRail System.

Valley Shippers Association reported businesses with 1,528 carloads in 1973. These shippers could have used 410 more cars if they had been available.

Since 1973, two new firms at Dutton have been producing 100 car loads annually.

White Products Corp. in Middleville finds it necessary to truck 200 carloads per month to Grand Rapids for shipment by rail. They cite the undependable service received on this line at Middleville.

The Association stated that the needs of White Products Corp., demands of new businesses and the 410 additional cars would increase the traffic level by 200 percent.

The Valley Shippers took exception to maintenance costs reported by USRA. Their estimate was one-seventh the figure given in the Plan.

The Michigan Department of Highways and Transportation reported that this line was one of the more profitable in the state.

The Eaton Farm Bureau reported that grain receiving terminals were not equipped to handle large amounts of tonnage by truck, nor could the highway system accommodate an increase over the present level of motor carrier. Due to the unavailability of cars in 1973, Eaton lost grain to other mills. They will complete a plant expansion by mid-1975 which will increase their carloads to 195.

Long Bean & Grain Co. testified that they were forced to close for a month last year due to the unavailability of cars. They shipped 159 carloads in 1973.

The E. W. Bliss Co. produces machinery that can only be moved profitably by rail. To disassemble this apparatus, ship by another mode and then reassemble, shipping would result in an additional cost of $1,150 per unit to be incurred by the consumer. This would place the company at a severe competitive disadvantage.

Testimony stated that users would have shipped many more carloads over this line if the PC had been able to provide cars on request and to furnish regular rail service.

The Department of the Interior had identified this line as having potential access to outdoor recreation areas if discontinued.

Pending further study and negotiation GTW proposes to serve customers at the station of Charlotte only.

Michigan Packing Co. shipped 474 carloads in 1973. They plan to double their capacity, pending the outcome of the rail reorganization.

Information for Line-Transfer Decision

Revenue received by PC		$609,771
Average revenue per carload	$390	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	679,810	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	342,219	
Total variable (avoidable) cost		1,022,029
Net contribution (loss): total		(412,258)
Average per carload	(264)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

Michigan DOT suggested assigning all Grand Rapids traffic to this line. This action would involve cross-subsidization and was not undertaken. In addition, there is no Grand Rapids traffic on this line as defined.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 10.6 to Milepost 24.5 (serving shippers at Eaton Rapids who generated 692 carloads in 1973) would generate $280,956 in revenue and $303,635 in costs with a resulting loss of $22,679 or $33 per carload. Service to this portion of the line would be viable with an 18-percent increase in traffic or an 8-percent rate increase over the 1973 levels.

Service to the remainder of the line (from Milepost 24.5 to Milepost 88.1 serving shippers at Charlotte, Chester, Vermontville, Nashville, Hastings, Middleville,

Caledonia and Dutton who generated 872 carloads in 1973) would generate $328,815 in revenue and $741,964 in costs with a resulting loss of $413,149. Recovery of costs would require approximately a threefold increase in traffic or a 125-percent rate increase over the 1973 levels.

Disposition

The portion of the Grand Rapids Branch from Milepost 10.6 to Milepost 24.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Grand Rapids Branch from Milepost 24.5 to Milepost 88.1 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Charlotte shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 453 carloads or approximately 52 percent of the traffic generated on this line.

PORTION OF THE GR&I BRANCH

USRA Line No. 454

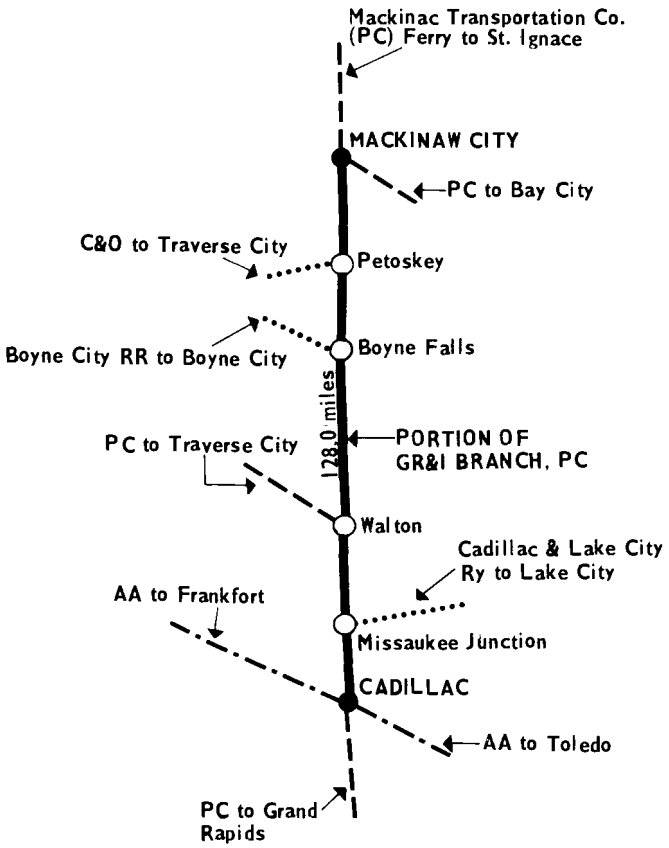
Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cadillac* (Milepost 331.8) to *Mackinaw City, Mich.* (Milepost 459.8), a distance of *128.0 miles*, in Wexford, Kalkaska, Grand Traverse, Antrim, Emmet, Charlevoix and Cheboygan Counties, Mich. This line is the northern portion of Penn Central's GR&I branch. The line extends south to Grand Rapids (see Line No. 454a). At Walton Junction the PC Traverse City Secondary Track diverges, and at Cadillac the Ann Arbor RR connects (see Line Nos. 470 and 1301). At Missaukee Junction, the Cadillac & Lake City Ry. connects, and at Boyne Falls the Boyne City RR connects.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Cadillac	271
Missaukee Junction	155
Manton	73
Walton Junction	29
Fife Lake	2
South Boardman	65
Kalkaska	351
Antrim	33



Mancelona	40
Alba	1
Elmira	29
Boyne Falls	56
Petoskey	237
Kegomic	8
Alanson	0
Pellston	34
Levering	0
Total carloads generated by the line	1,384
Average carloads per week	26.6
Average carloads per mile	10.8
Average carloads per train	27.7
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	24
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

Michigan Consolidated Gas Co. testified that system average costs were higher than the cost of the line involved. They pointed out that substantial new traffic would be generated by new gas and oil discoveries on the line. Weather conditions render year round motor carrier service difficult.

Halliburton Services stressed their potential growth and future expansion plans.

West Side Salvage, at Petoskey, ships 20–25 carloads a year. They testified that they would be forced out of business without rail service. Motor carriers are not able to move their shipments.

Loss of service over this line would put 150 persons out of work at McLaughlin Co.

The Cadillac Area Chamber of Commerce estimated a loss of at least 2,500 jobs if rail service were discontinued.

The Director of Planning for Charlevoix County testified that loss of rail service would jeopardize the competitive nature of firms on this segment. It would also dim prospects in attracting new industrial and commercial investors to the area.

Northern Propane Gas Co. stated that its Cadillac Plant received 72 tank cars last year. If frequency of rail service were increased, virtually all of its propane gas would be received by rail.

The Department of the Interior has identified this line as having potential as an urban access to outdoor recreational areas. It also is claimed to have the best recreation potential if rail service is abandoned.

Michigan Dept. of Commerce stated 606 carloads were generated in Cadillac. (Note: this traffic volume includes traffic generated on the Ann Arbor.)

As a result of a 304(f) abandonment notice, USRA has received correspondence from a wide cross-section of people. Governor Milliken stated that public hearings will be held both for USRA's preliminary plan and the State's own preliminary plan, and that no abandonments should take place until Michigan's plan is final. This action will preserve the State's option to seek Title Four rail subsidy funds. The Michigan Association of Railroad Passengers objected to the abandonment and expressed the hope that the State's Rail Bond Issue could be used to restore passenger service on the Grand Rapids to Mackinaw City line. Inco Services, Northern Propane Gas (Cadillac) and the Northwest Michigan Planning Commission also filed letters of objection. Inco Services said that they had 2 years to run on a contract for a warehouse at Kalkaska where delivery pipe is received.

Information for Line-Transfer Decision

Revenue received by PC	$542,178
Average revenue per carload	$393
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	943,135
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	225,423
Cost incurred beyond the branch line	276,809
Total variable (avoidable) cost	1,445,367
Net contribution (loss): total	(903,189)
Average per carload	(653)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 38,846 crossties (an average of 303 crossties per mile).

Service to this line generated a loss of $903,189 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 167-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF GR&I BRANCH

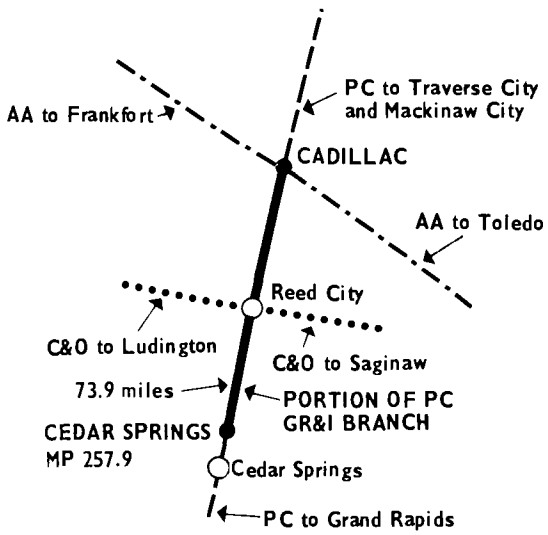
USRA Line No. 454a

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cedar Springs* (Milepost 257.9) to *Cadillac, Mich.* (Milepost 331.8), a distance of *73.9 miles*, in Mecosta, Kent, Montcalm, Osceola and Wexford Counties, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch (see Line Nos. 454 and 461). At Reed City, the C&O Ludington-Saginaw line crosses and at Cadillac the Ann Arbor Railroad (see Line No. 1301) crosses en route from Toledo and Owosso to Frankfort.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sand Lake	8
Pierson	9
Howard City	3
Morley	0
Stanwood	15
Big Rapids	111
Reed City	82



Leroy	7
Tustin	2
Total carloads generated by the line	237
Average carloads per week	4.6
Average carloads per mile	3.2
Average carloads per train	4.7
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	12.0
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

Michigan Consolidated Gas Co. testified that substantial increases in traffic would be generated by new gas and oil discoveries along the line. They forecast increased freight revenues in their plans for pipeline expansion.

The Northwest Michigan Regional Planning and Development Commission cited the lack of direct highway linkage with downstate metropolitan areas. This could affect available marketing of manufactured goods. Additional traffic on existing highways would require major road improvement.

Martin Marietta shipped 725 carloads in 1974.

The Chessie is interested in serving customers at Reed City only. (*Note: The Chessie System has disaffirmed interest in this project.*)

Information for Line-Transfer Decision

Revenue received by PC		$71,073
Average revenue per carload	$300	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	517,728	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	126,451	
Cost incurred beyond the branch line	46,158	
Total variable (avoidable) cost		690,337
Net contribution (loss): total		(619,264)
Average per carload		(2,613)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 20,118 crossties (an average of 272 crossties per mile).

Service to this line generated a loss of $619,264 in 1973. Recovery of this loss would require approximately a twenty-fivefold increase in traffic or an 871-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE SAGINAW BRANCH

USRA Line No. 455

Penn Central

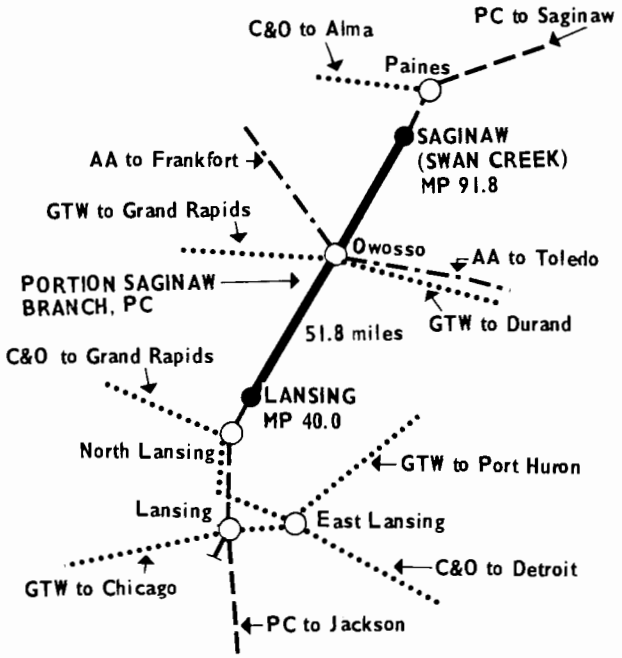
This portion of the Saginaw Branch, extending from *Jackson* (Milepost 0.0) to *Lansing, Mich.* (Milepost 40.0), a distance of *40.0 miles*, in Jackson, Ingham, Clinton, Shiawassee and Saginaw Counties, Mich., a line which was recommended for inclusion on page 545 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE SAGINAW BRANCH

USRA Line No. 455a

Penn Central

This portion of the Saginaw Branch, formerly part of the New York Central RR, extends from *Lansing* (Milepost 40.0) to *Saginaw* (Milepost 91.8), a distance



of *51.8 miles*, in Clinton, Shiawassee, and Saginaw Counties, Mich. At Lansing, this line connects with the southern portion of the Saginaw Branch (see Line No. 455). At Saginaw, this line connects with the PC lines to Bay City and to Vassar (see Line Nos. 447/447a/447b and 446). The Grand Trunk Western and the Ann Arbor (see Line Nos. 1300 and 1301) cross this branch at Owosso. Other carriers with which the PC branch connects include the C&O and GTW at both Lansing and Saginaw.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bath	0
Laingsburg	5
Bennington	1
Owosso	222
Henderson	91
Oakley	25
Chesaning	249
Fergus	10
St. Charles	29
Total carloads generated by the line	632
Average carloads per week	12.2
Average carloads per mile	12.2
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	8.0
Locomotive horsepower	2,500
Train crew size	4

Public Comments on Preliminary System Plan

Consumers Power Co. testified that this line is essential in the movement of 1.4 million tons of coal to its plant in Essexville from Sunny Hill, Ohio, moving north on the Ann Arbor to Owosso and then to the Bay City area. They feel the Toledo-Owosso-Bay City rail route is in their best interest as it is shorter, less congested than the suggested ConRail route through Lansing and Jackson. They stated it was essential to have two carriers serving the Tri-City area (Saginaw, Bay City and Midland) and felt confident that the volume of traffic would permit profitable operation by two carriers.

Dow Chemical Co. testified that this line was essential in their transport of 10,000 carloads of coal annually to their plant in Midland from Toledo via Owosso.

Wickes Agriculture testified that their Chesaning operation shipped 12 hopper cars in 1973, 29 in 1974; their Henderson operation shipped 83 hopper and boxcars in 1973, 115 in 1974. Expansion plans call for a production increase from 365,000 bushels in 1974 to 700,000 bushels contingent on rail service.

The Chesaning Chamber of Commerce stated that 290 carloads were shipped or received in the township during 1973 and that many businesses in the area project a 20 to 50 percent increase in rail use. All rail users in the township stated they could not remain competitive without rail service.

The Chesaning Chamber of Commerce reported that they are working with the Michigan Department of Commerce in the location of a large midwestern firm which would employ a minimum of 200 people and provide a $7 to $8 million tax base to the area, contingent on adequate rail service of 50 carloads per week.

Information for Line-Transfer Decision

Revenue received by PC		$288,416
Average revenue per carload	$456	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	424,633	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	151,692	
Total variable (avoidable) cost		576,325
Net contribution (loss): total		(287,909)
Average per carload	(456)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). This line was redefined to allow service to all shippers at Saginaw. The addition of 44 more carloads at Chesaning would not make this line viable. The unit coal trains to

Essexville and Midland will be rerouted via Grand Trunk Western.

Service to this line generated a loss of $287,909 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 100-percent rate increase.

Disposition

This portion of the Saginaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

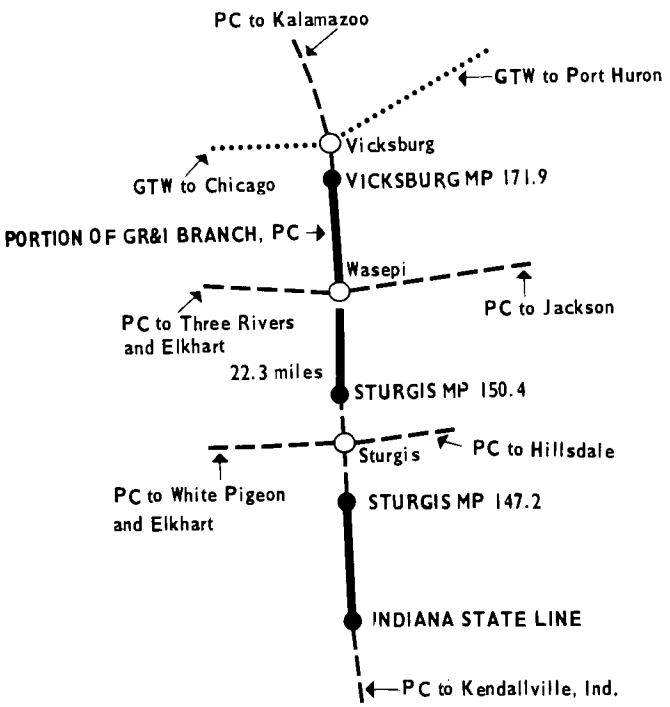
The portion of this line necessary to serve the traffic generated at Owosso shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 222 carloads or approximately 35 percent of the traffic generated on this line.

If the GTW does not acquire Line Nos. 443, 446 and 447, and if ConRail cannot obtain trackage rights over another carrier in order to serve these three lines, the portion of this line from Owosso to Saginaw shall be transferred to Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 456/457/458

Penn Central



This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from the *Indiana State Line* (Milepost 146.4) to *Vicksburg, Mich.* (Milepost 171.9) (except for Milepost 147.2 to Milepost 150.4 at Sturgis, which is now part of Line No. 692a/693a), a distance of *22.3 miles*, in St. Joseph and Kalamazoo Counties, Mich. At Vicksburg the Grand Trunk Western RR crosses. At Wasepi, the Penn Central's Three Rivers-Jackson-Elkhart Branch crosses (see Line No. 473) and at Sturgis the line from Elkhart to Hillsdale intersects the GR&I Branch (see Line No. 692a/693a). The crossing at Wasepi has been removed and the northern portion of this line has been connected to the PC's Elkhart-Jackson line to allow through movement: Wasepi-Three Rivers-Kalamazoo. At Vicksburg, the line continues north to Kalamazoo (see Line No. 459/459a) and at the state line it continues south to Kendallville, Ind. (see Line No. 418).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Nottawa	5
Mendon	94
Total carloads generated by the line	99
Average carloads per week	1.9
Average carloads per mile	4.4
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	62
Estimated time per round trip (hours)	2.2
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

Alden Peterson, director of industrial development for the city of Sturgis, testified that the actual carloads on this line were 1,627 in 1973 and 1,812 in 1974. Projected carloads for 1975 are 2,917. None of the 903 carloads at Vicksburg were credited to this segment. Further, since Penn Central has removed .7 mile of track at Wasepi, it is impossible for any train to make the complete run from state line to Vicksburg.

Mr. Peterson proposed service from the state line to Nottawa (11.1 mi.). If 1,473 carloads were generated on this proposed segment, the result would be an average profit of $140 per carload.

Mr. James Peterson of Borden Chemical, stated that the Wasepi to Vicksburg portion is served by switch trains from the Kalamazoo yard to Wasepi and terminate at Three Rivers Junction. Operations personnel of the Penn Central have not supported the abandonment of this portion because of ease of operation. Without the Kalamazoo-Wasepi line, the switch engine would deadhead from Three Rivers Junction to Kalamazoo. Therefore, the only avoidable cost of providing service

between Kalamazoo and Wasepi is the maintenance-of-way cost.

The city of Sturgis testified that over one-half of its 4,400 industrial jobs would be lost if rail service were discontinued. The city generated 1,473 carloads in 1973, and 1,630 in 1974. Investments have been made in a new industrial park which would be dependent on rail service.

Sturgis Iron & Metal testified that delays by PC in installing siding have cost the company $18,500, and increased transportation costs.

Information for Line-Transfer Decision

Revenue received by PC		$34,537
Average revenue per carload	$349	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	145,589	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,073	
Cost incurred beyond the branch line	16,050	
Total variable (avoidable) cost		203,712
Net contribution (loss): total		(169,175)
Average per carload	(1,709)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 324 crossties per mile). This line was reanalyzed as the portion between Milepost 158.9 and 159.6 is out of service and the track has been removed. Shippers at Sturgis between Mileposts 147.2 and 150.4 will receive service from Line No. 692a/693a.

Service to this line generated a loss of $169,175 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 490-percent rate increase.

Disposition

The portions of the GR&I Branch from Milepost 146.4 to Milepost 147.2 and from Milepost 150.4 to Milepost 171.9 are *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 458a

Penn Central

This portion of the Kalamazoo Branch, extending from *Three Rivers* (Milepost 9.5) to *Kalamazoo* (*South Yard*), *Mich.* (Milepost 34.1), a distance of *24.6 miles*, in Kalamazoo and Saint Joseph Counties, Mich., a line which was recommended for inclusion on page 548 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 459/459a

Penn Central

This portion of the GR&I Branch, extending from *Vicksburg* (Milepost 171.9) to *Kalamazoo, Mich.* (Milepost 185.4), a distance of *13.5 miles*, in Kalamazoo County, Mich., a line which was recommended for inclusion on page 548 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 460

Penn Central

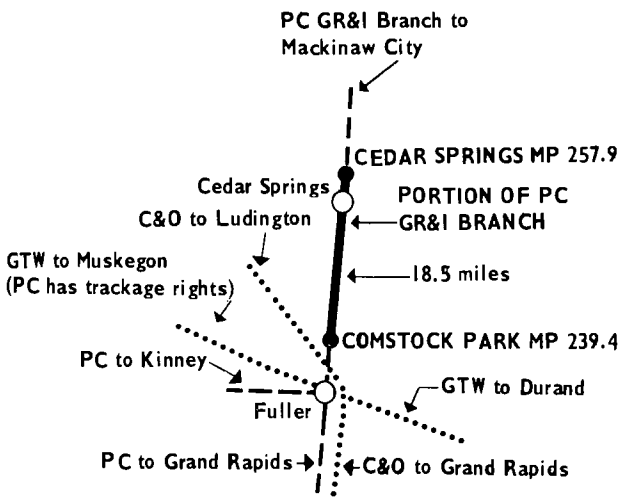
This portion of the GR&I Branch, extending from *Plainwell* (Milepost 196.7) to *Grand Rapids* (*Fisher Block Limit Station*), *Mich.* (Milepost 227.5), a distance of *30.8 miles*, in Kent, Allegan and Kalamazoo Counties, Mich., a line which was recommended for inclusion on page 549 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 461

Penn Central

This portion of the G.R. & I. Branch, formerly part of the Pennsylvania RR, extends from *Comstock Park* (Milepost 239.4) to *Cedar Springs*, *Mich.* (Milepost



257.9), a distance of *18.5 miles*, in Kent County, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch (see Line Nos. 454a and 461a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Rockford	74
Rockford	169
Cedar Springs	337
Total carloads generated by the line	580
Average carloads per week	11.2
Average carloads per mile	31.4
Average carloads per train	11.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	6.0
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

The Rail Service Research Committee testified that there were 580 carloads in 1973, 998 in 1974, and projected that future usage will continue to increase to 1,100 carloads without new business.

A new shipper, Rockford Paper Inc., which projects 200 additional carloads annually, began shipments in March of this year.

The Committee stated that 1973 was not a typical year.

Testimony stated that the branch costs were overstated by USRA.

The arbitrary segmentation of this branch discriminates against those shippers located beyond Comstock Park.

Martin Marietta Chemicals testified that it would close its plant at Cedar Springs if rail service were discontinued. Its production would cause a pollution problem if forced to locate in Woodville.

Additional transportation costs for Wolverine World Wide would be $25,000. The company would lose the only viable method for disposing of some of its scrap leather.

The Department of the Interior has designated this line as having potential for urban access to outdoor recreation. It has recreation potential if the line is discontinued.

It appears that two locomotives were included in the viability calculation.

Information for Line-Transfer Decision

Revenue received by PC		$131,285
Average revenue per carload	$226	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	153,022	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	28,953	
Cost incurred beyond the branch line	105,070	
Total variable (avoidable) cost		287,045
Net contribution (loss): total		(155,787)
Average per carload	(269)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,036 crossties (an average of 272 crossties per mile).

At the request of the shippers, this line was reanalyzed using 1974 traffic which was double the 1973 levels. It was also analyzed as if service were from Grand Rapids rather than from Cadillac. The number of locomotives was reduced to 1. The analysis performed on this basis generated a loss approximating the 1973 level. Service to this line in 1973, resulted in the loss of $155,787. Recovery of the involved costs would require a sixfold increase in traffic or a 119-percent increase in rates over the 1973 level.

Disposition

This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE GR&I BRANCH

USRA Line No. 461a

Penn Central

This portion of the GR&I Branch, extending from *Grand Rapids* (Milepost 234.0) to *Comstock Park, Mich.* (Milepost 239.4), a distance of *5.4 miles*, in Kent County, Mich., a line which was recommended for inclusion on page 551 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 463

Penn Central

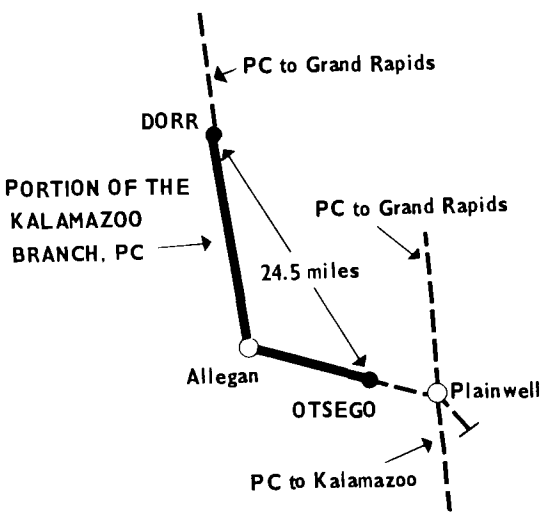
This portion of the Kalamazoo Branch, extending from *Plainwell* (Milepost 48.1) to *Otsego, Mich.* (Milepost 52.5), a distance of *4.4 miles*, in Allegan County, Mich., a line which was recommended for inclusion on page 551 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463a

Penn Central

This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Otsego* (Milepost 52.5) to *Dorr, Mich.* (Milepost 77.0), a distance of *24.5 miles*, in Kalamazoo and Allegan Counties, Mich. Continuations of this line extend northward from Dorr and southeastward from Otsego (see Line Nos. 463b and 463).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Allegan	26
Hopkins	23
Dorr	155
Total carloads generated by the line	204
Average carloads per week	3.9
Average carloads per mile	8.3
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	44
Estimated time per round trip (hours)	8
Locomotive horsepower	1,750
Train crew size	3

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$54,026
Average revenue per carload	$265	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	179,157	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	22,073	
Cost incurred beyond the branch line	33,764	
Total variable (avoidable) cost		234,994
Net contribution (loss): total		(180,968)
Average per carload	(887)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 792 crossties (an average of 32 crossties per mile).

Service to this line generated a loss of $180,968 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 335-percent rate increase.

Disposition

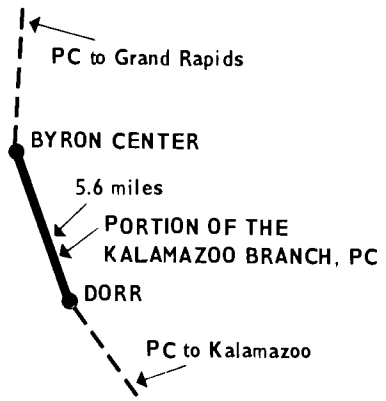
This portion of the Kalamazoo Branch is *not* designated for transfer to Consolidated Rail Corp. and is

available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463b

Penn Central



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Dorr* (Milepost 77.0) to *Byron Center, Mich.* (Milepost 82.6), a distance of *5.6 miles*, in Allegan and Kent Counties, Mich. Continuations of this line extend southward from Dorr and northward from Byron Center (see Line Nos. 463a and 463c).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Byron Center	41
Total carloads generated by the line	41
Average carloads per week	0.8
Average carloads per mile	7.3
Average carloads per train	6.8
1973 operating information:	
Number of round trips per year	6
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,750
Train crew size	3

Public Comments on Preliminary System Plan

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC	$8,735
Average revenue per carload	$213
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	37,582
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,848
Cost incurred beyond the branch line	5,417
Total variable (avoidable) cost	46,847
Net contribution (loss): total	(38,112)
Average per carload	(930)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 181 crossties (an average of 32 crossties per mile).

Service to this line generated a loss of $38,113 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 436-percent rate increase.

Disposition

This portion of the Kalamazoo Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463d

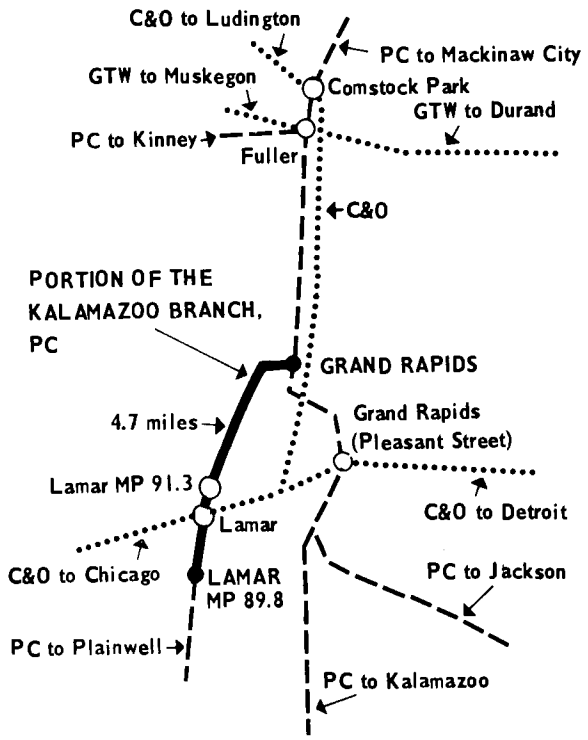
Penn Central

This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Lamar* (Milepost 89.8) to *Grand Rapids, Mich.* (Milepost 94.5), a distance of *4.7 miles*, in Kent County, Mich. A continuation of this line extends southward from Lamar (see Line No. 463c). This line connects with the Chicago-to-Grand Rapids line of the Chesapeake & Ohio at Lamar. In addition, this line connects with the C&O, the PC GR&I Branch and the PC line to Jackson at Grand Rapids (see Line Nos. 461a, 460 and 451/452/453).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grand Rapids[1]	826
Wentworth	3
Eagle Mills	40
Total carloads generated by the line	869
Average carloads per week	16.7

See footnote at end of table.



Average carloads per mile	184.9
Average carloads per train	8.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Grand Rapids Gypsum Co. located at Eagle Mills reported 1,385 tons for 1973 and 1,780 for 1974, adding that they would have used rail for up to 25 percent of their annual shipments of 60,000 tons had flat cars been available.

Georgia Pacific Corp. testified that their Eagle Mills facility generated 192 carloads in 1973 and 191 carloads with a freight expenditure of $144,500 in 1974. The Corporation also stated that there were other shippers in the area in addition to Grand Rapids Gypsum Co., and suggested an additional study be undertaken to determine the actual number of cars generated at Eagle Mills but billed at Grand Rapids.

Information for Line-Transfer Decision

Revenue received by PC		$259,830
Average revenue per carload	$299	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	90,269	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,565	
Cost incurred beyond the branch line	185,053	
Total variable (avoidable) cost		284,887
Net contribution (loss): total		(25,057)
Average per carload	(29)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 152 crossties.

This line was reanalyzed including traffic generated on this line which is billed at Grand Rapids. This analysis was undertaken on the portion from Grand Rapids to the C&O crossing.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 94.5 to Milepost 91.3 (serving shippers at Grand Rapids and Eagle Mills who generated 866 carloads in 1973) would generate $259,221 in revenue and $252,247 in costs with a resulting contribution of $6,974.

Service to the remainder of the line (from Milepost 91.3 to Milepost 89.8 serving shippers at Wentworth who generated 3 carloads in 1973) would generate $609 in revenue and $15,552 in costs with a resulting loss of $14,943. Recovery of costs would require approximately a forty-eightfold increase in traffic or a 2,454-percent rate increase over the 1973 levels.

Disposition

The portion of the Kalamazoo Branch from Milepost 91.3 to Milepost 94.5 shall be transferred to the Consolidated Rail Corp.

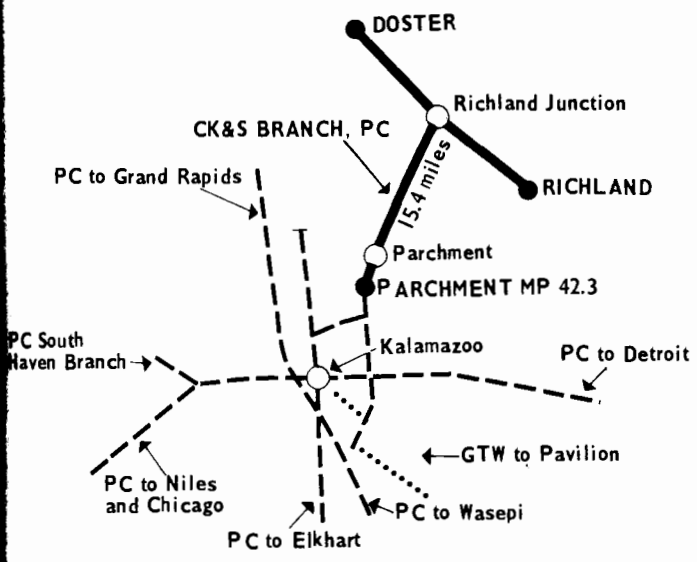
The portion of the Kalamazoo Branch from Milepost 89.8 to Milepost 91.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CHICAGO, KALAMAZOO & SAGINAW BRANCH

USRA Line No. 464/465

Penn Central

The Chicago, Kalamazoo & Saginaw Branch, formerly part of the New York Central RR, extends from *Richland Junction* (Milepost 35.0) to *Parchment* (Mile-



post 42.3) and from *Richland* (Milepost 0.0) to *Doster, Mich.* (Milepost 8.1), a total distance of *15.4 miles*, in Kalamazoo and Barry Counties, Mich. This line continues from Parchment to Kalamazoo.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Richland	101
Doster	44
Total carloads generated by the line	145
Average carloads per week	2.8
Average carloads per mile	10.1
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	5.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Brown Co. testified that their 1,745 carloads should have been credited to this line.

The Michigan Department of State Highways and Transportation concurred with the Brown Company. The Department stated that USRA incorrectly included the station at Highland Park on this segment.

Doster Lumber Co. reported their actual carloads as 54 in 1973.

Richland Farm Service Co. reported 38 carloads for 1973 and 21 for 1974. They noted that the highway serving Richland has two turns which would be hazardous for use by large semitrailers.

Richland Home Service Co. testified that truck service would put them at a competitive disadvantage with lumber firms in Kalamazoo.

Information for Line-Transfer Decision

Revenue received by PC		$55,674
Average revenue per carload	$384	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	103,187	
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	0	
Cost incurred beyond the branch line	35,657	
Total variable (avoidable) cost		138,844
Net contribution (loss): total		(83,170)
Average per carload	(574)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Brown Company at Parchment is *not* located on this line segment. They are located on the line from Parchment to Kalamazoo which will continue to receive rail service.

In addition, Highland Park should not have been included in the analysis of this line.

Service to this line generated a loss of $83,170 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 149-percent rate increase. The existence of an additional 10 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately $81,800.

Disposition

The Chicago, Kalamazoo & Saginaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF GR&I BRANCH

USRA Line No. 464a

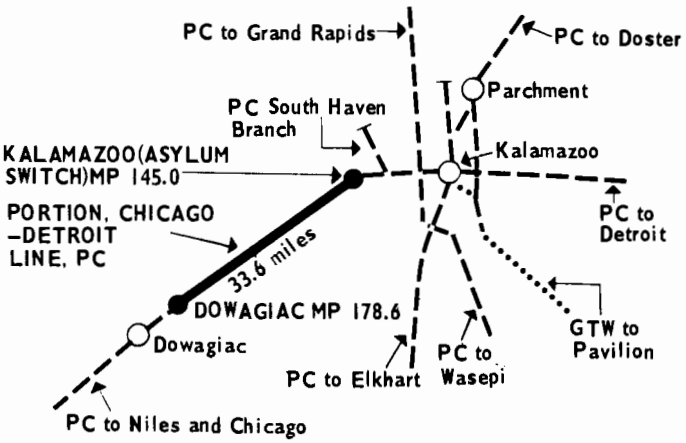
Penn Central

This portion of the GR&I Branch, extending from *Kalamazoo* (*Dock Block Limit Station*) (Milepost 187.1) to *Plainwell, Mich.* (Milepost 196.7), a distance of 9.6 miles, in Allegan and Kalamazoo Counties, Mich., a line which was recommended for inclusion on page 555 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF CHICAGO-DETROIT LINE

USRA Line No. 466

Penn Central



This portion of the Chicago-Detroit line, formerly part of the New York Central RR, extends from *Kalamazoo* (*Asylum Switch*) (Milepost 145.0) to *Dowagiac, Mich.* (Milepost 178.6), a distance of *33.6 miles*, in Kalamazoo, Van Buren and Cass Counties, Mich. This line is part of the old Michigan Central main line between Chicago and Detroit. The line continues westward from Dowagiac to Niles (See Line No. 680) and eastward from Kalamazoo to Detroit. Amtrak currently operates passenger service over this route.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mattawan	3
Lawton	128
Decatur	173
Total carloads generated by the line	304
Average carloads per week	5.8
Average carloads per mile	9.0
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Paul Treska, United Transportation Union, testified that USRA failed to credit Dowagiac traffic of 1,450 carloads to this line.

The Michigan Association of Railroad Passengers stated that the elimination of this line would add 22 miles to the route from Chicago to Detroit. Also that the routes between Kalamazoo and Three Rivers to Elkhart would require passenger trains to be backed up in Kalamazoo and switch to the south track which would cause further delays.

The City of Kalamazoo stated the need for Amtrak, a solvent carrier or the State to subsidize or purchase this line in order to create a high-speed passenger route from Kalamazoo to Chicago.

The Mayor of Dowagiac testified that State and Federal funds in the amount of $5,250,000 had been committed to improve facilities in this area of high unemployment and to encourage growth based on continued rail service.

Jessco, Inc., a shipper in this line, has plans for a $400,000 expansion in facilities also dependent upon continued rail service.

Michigan Power Co. testified that without rail service, inordinately large expenses would be incurred in movement of its oversized transformers.

It was stated that Dowagiac and other cities on this line are not served by Class A Highways.

Jessup Door Co., Inc. testified that they shipped or received 588 carloads in 1973 and 434 carloads in 1974.

The frequency of service attributed to this line should be reviewed.

Information for Line-Transfer Decision

Revenue received by PC		$102,444
Average revenue per carload	$337	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 171,508	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	44,514	
Total variable (avoidable) cost		216,022
Net contribution (loss): total		(113,578)
Average per carload	(374)	

[1] Excludes ownership costs due to Amtrak passenger operations.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

USRA staff has "discussed" with both the State of Michigan and Amtrak the options available for preserving intercity passenger routes should a few routes no longer justify continued freight service. At the present time, this line segment is used as part of the through route for Chicago-Detroit trains and Chicago-Port Huron trains. It has been suggested in previous meetings that both the State of Michigan and Amtrak will be evaluating this route so that a decision can be made at a later date on whether or not either party will

wish to designate this line to be purchased, leased or otherwise acquired.

This line was reanalyzed and the number of trips reduced to 104; the time serving the branch increased to 5 hours. Dowagiac traffic is located on Line No. 680.

Service to this line generated a loss of $113,578 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 110-percent rate increase.

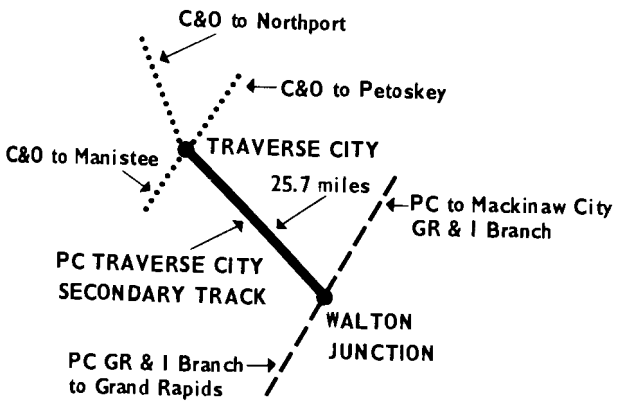
Disposition

This portion of the Chicago-Detroit line shall be contingently offered for sale to Amtrak pending approval of the recommended statutory amendment to permit designations of lines outside the Northeast Corridor to Amtrak. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. Service to this line is available for subsidy pursuant to section 304 of the Act. The continuation of intercity passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to Amtrak or a public body.

TRAVERSE CITY SECONDARY TRACK

USRA Line No. 470

Penn Central



The Traverse City Secondary Track, formerly part of the Pennsylvania RR, extends from *Walton Junction* (Milepost 0.0) to *Traverse City, Mich.* (Milepost 25.7), a distance of *25.7 miles*, in Grand Traverse County, Mich. This line connects with the GR&I branch of the PC at Walton Junction (see Line No. 454). At Traverse City the line connects with the C&O lines to Northport, Petoskey and Manistee.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Summit City	0
Kingsley	12
Mayfield	1
Traverse City	169
Total carloads generated by the line	182
Average carloads per week	3.5
Average carloads per mile	7.1
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Brown Lumber & Supply, Traverse City, testified that their expansion plans, contingent on retention of service on this line, would increase their usage of rail carloads from approximately 6 to 12 in 1973 to at least 100 cars in the near future.

Burwood Products, citing C&O's proposed abandonment of its Bay View-to-Manistee Line, stated it would ship via this line if the C&O is discontinued, which would result in over $200,000 in additional revenue.

The Northwest Michigan Regional Planning Development Commission testified that according to their calculations, the total number of locomotive hours is 624 rather than 1,400 and crew costs are substantially lower than the $23,788 as reported by USRA.

The Mayor of Traverse City testified that the Department of Labor has classified the area as one of substantial and persistent unemployment. Half of a 44-acre industrial park, aided by grants from the Economic Development Administration and the Upper Great Lakes Regional Commission, is constructed to receive rail services.

The Department of the Interior has identified this line as having recreation potential if abandoned.

Consideration should be given to reducing service, and thereby substantially reducing on-branch costs.

USRA cost calculations use two locomotives (2,000 horsepower each), while the Plan shows only 2,000 horsepower used.

Information for Line-Transfer Decision

Revenue received by PC		$67,293
Average revenue per carload	$369	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	185,662	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	39,256	
Cost incurred beyond the branch line	43,038	
Total Variable (avoidable) cost		267,956
Net contribution (loss): total		(200,663)
Average per carload	(1103)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 275 crossties per mile).

This line was reanalyzed with the number of trips reduced to 45 per year and one locomotive. The cost arguments presented in the RSPO hearings were handled by the adjustments in the operating characteristics.

Service to this line generated a loss of $200,663 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 298-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

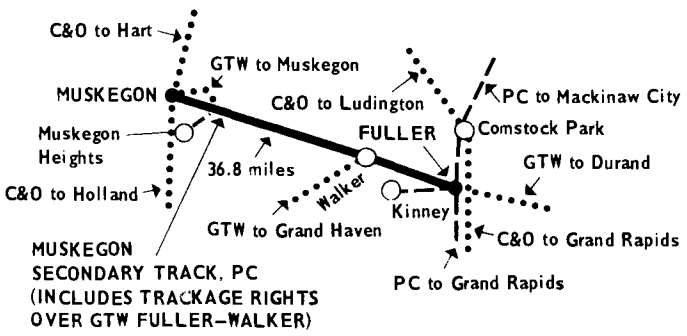
Disposition

The Traverse City Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MUSKEGON SECONDARY TRACK

USRA Line No. 472

Penn Central



The Muskegon Secondary Track, formerly part of the Pennsylvania RR, extends from *Fuller* (Milepost 2.8) to *Muskegon, Mich.* (Milepost 39.6), a distance of *36.8 miles*, in Muskegon, Ottawa and Kent Counties, Mich. This line uses Grand Trunk Western Ry. trackage from Fuller to Walker (Milepost 10.0) and Penn Central trackage (over which Grand Trunk Western Ry. has trackage rights) from Walker to Muskegon. At Fuller it connects with the PC's GR&I Branch (see Line No. 461a). At Kinney, Grand Trunk Western's branch to Grand Haven diverges. At Muskegon, C&O's lines to Hart and Holland connect as does a Penn Central industrial line to Muskegon Heights (see Line No. 472a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grand Rapids[1]	97
Bristol	4
Kinney	130
Conklin	46
Ravenna	11
Muskegon	447
Total carloads generated by the line	735
Average carloads per week	14.1
Average carloads per mile	20.2
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Southeastern Wisconsin Regional Planning Commission, the Krause Milling Company, Milwaukee, and other witnesses testified that this line provides the Grand Trunk Western with through trackage rights to southeastern Wisconsin via their car ferry service at Muskegon. They maintain this will effectively terminate the GTW Lake Michigan car ferry. Although the GTW petitioned the ICC for authority to abandon the ferry on February 14, 1975, the witnesses maintained that the abandonment of 472 would circumvent the traditional ICC process.

Krause Milling Company estimates loss of the GTW car ferry would result in more than $1 million per year in additional freight charges.

The Jos. Schlitz Brewing Company estimated that the loss of the ferry would mean increased freight costs in excess of $300,000 annually to lower Michigan destinations alone.

The Port Traffic Manager of Milwaukee pointed out that USRA quoted shippers as saying that part of the inadequate service on the line is attributable to the poor condition of the track, while USRA later stated that this line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards.

The Chessie is interested in providing service at Muskegon only.

GTW currently has operating rights on this Branch and wishes to continue to serve the entire segment.

Information for Line-Transfer Decision

Revenue received by PC		$244,757
Average revenue per carload	$333	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	265,961	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	130,271	
Total variable (avoidable) cost		396,232
Net contribution (loss): total		(151,475)
Average per carload	(206)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony concerning the poor track condition was supplied in the RSPO hearings in 1974. According to the Penn Central, the line is at Class I, but would need to be rehabilitated to meet Class II standards.

Service to this line generated a loss of $151,475 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 62-percent rate increase.

Disposition

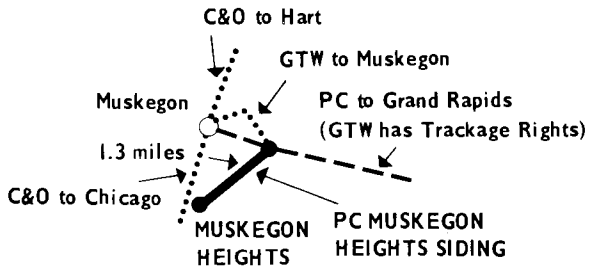
The portion of the Muskegon Secondary Track, presently owned by the Penn Central, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. This sale would preserve rail service to 735 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MUSKEGON HEIGHTS SIDING

USRA Line No. 472a

Penn Central

The Muskegon Heights Siding, formerly part of the Pennsylvania RR, extends from *Muskegon* (Milepost 0.0) to *Muskegon Heights, Mich.* (Milepost 1.3), a distance of *1.3 miles*, in Muskegon County, Mich. This line is a short spur off the Penn Central's Muskegon Secondary Track which runs to Grand Rapids (see Line No. 472). The Muskegon Heights Siding connects with the C&O.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Muskegon Heights	387
Total carloads generated by the line	387
Average carloads per week	7.4
Average carloads per mile	297.7
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Southeastern Wisconsin Regional Planning Commission, the Krause Milling Co., Milwaukee, and other witnesses testified that this line provides the Grand Trunk Western with through trackage rights to southeastern Wisconsin via their car ferry service at Muskegon. They maintain this will effectively terminate the GTW Lake Michigan car ferry. Although the GTW petitioned the ICC for authority to abandon the ferry on February 14, 1975, the witnesses maintained that the abandonment of 472 would circumvent the traditional ICC process.

Krause Milling Co. estimates loss of the GTW car ferry would result in more than $1 million per year in additional freight charges.

The Jos. Schlitz Brewing Co. estimated that the loss of the ferry would mean increased freight costs in excess of $300,000 annually to lower Michigan destinations alone.

The Port Traffic Manager of Milwaukee pointed out that USRA quoted shippers as saying that part of the inadequate service on the line is attributable to the poor condition of the track, while USRA later stated that this line would require no upgrading to meet the requirements of the Federal Railroad Administration Minimum Safety Standards.

The Chessie is interested in provided service at Muskegon only.

GTW currently has operating rights on this Branch and wishes to continue to serve the entire segment.

Information for Line-Transfer Decision

Revenue received by PC		$133,311
Average revenue per carload	$344	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	30,162	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,849	
Cost incurred beyond the branch line	85,581	
Total variable (avoidable) cost		121,592
Net contribution; total		11,719
Average per carload	30	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 385 crossties per mile).

Although this line generates a net contribution, it is served by USRA segment 472 which generated a loss of $151,475. The contribution from this line does not offset the loss on Line No. 472.

Disposition

The Muskegon Heights Siding shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. This sale would preserve rail service to 387 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ELKHART BRANCH

USRA Line No. 473

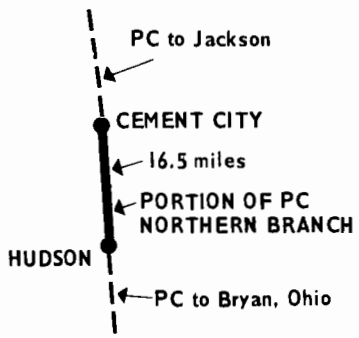
Penn Central

This portion of the Elkhart Branch, extending from *Haires* (Milepost 4.0) to *Three Rivers Junction, Mich.* (Milepost 69.9), a distance of *65.9 miles*, in Jackson, Branch, St. Joseph and Calhoun Counties, Mich., a line which was recommended for inclusion on page 560 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NORTHERN BRANCH

USRA Line No. 530a

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Cement City* (Milepost 13.4) to *Hudson, Mich.* (Milepost 29.9), a distance of *16.5 miles*, in Lenawee County, Mich. This line continues southward to Bryan, Ohio (see Line No. 530). At Cement City it also connects with the PC line to Ackerson Lake (see Line No. 530b).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cement City	10
Addison Junction	1
Manitou Beach	2
Rollin	0
Total carloads generated by the line	13
Average carloads per week	0.3
Average carloads per mile	0.8
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	26
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$5,692
Average revenue per carload	$438	

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	107,087
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,877
Cost incurred beyond the branch line	3,025
Total variable (avoidable) cost	123,989
Net contribution (loss): total	(118,297)
Average per carload	(9,100)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,770 crossties (an average of 108 crossties per mile).

Service to this line generated a loss of $118,297 in 1973. Recovery of this loss would require approximately a forty-fivefold increase in traffic or a 2,078 percent rate increase.

Disposition

This portion of the Northern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BENTON SECONDARY TRACK

USRA Line No. 635

Penn Central

The Benton Secondary Track, extending from *Benton Harbor* (Milepost 0.0) to *Niles, Mich.* (Milepost 28.0), a distance of *28.0 miles*, in Berrien County, Mich., a line which was recommended for inclusion on page 561 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF LINCOLN BRANCH

USRA Line No. 636

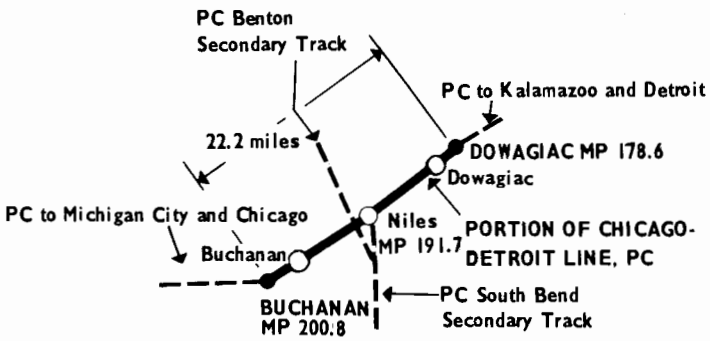
Penn Central

This portion of the Lincoln Branch, extending from *Carleton* (Milepost 116.4) to *Detroit, Mich.* (Milepost 136.8), a distance of *20.4 miles*, in Monroe and Wayne Counties, Mich., a line which was recommended for inclusion on page 562 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF CHICAGO-DETROIT LINE

USRA Line No. 680

Penn Central



This portion of the Chicago-Detroit line, formerly part of the New York Central RR, extends from *Dowagiac* (Milepost 178.6) to *Buchanan, Mich.* (Milepost 200.8), a distance of *22.2 miles*, in Cass and Berrien Counties, Mich. The eastern and western continuations of this line to Kalamazoo (see Line No. 466) and Michigan City (see Line No. 467) respectively, and the PC Benton and South Bend Secondary Tracks which intersect at Niles (see Line Nos. 635 and 637), are also under study in this Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buchanan	416
Dowagiac	1,375
Total carloads generated by the line	1,791
Average carloads per week	34.4
Average carloads per mile	80.7
Average carloads per train	7.5
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

On March 14, 1975 USRA announced that this line had been reevaluated and divided into two subsegments. The portion from Dowagiac to Niles was reassessed on the basis of traffic data and found profitable and therefore recommended for inclusion in ConRail. The portion from Niles to Buchanan, was reevaluated on the

assumption that the line will be operated by Amtrak, which will bear its maintenance costs. This subsegment will be served by ConRail on the condition that passenger service continue and the fixed plant costs are borne by the passenger entity.

The United Transportation Union testified that USRA did not credit an additional 600 cars from Niles to this segment and added that since this is a portion of the Amtrak route, continuation of passenger service should be considered as well as the condition of the line.

The Chamber of Commerce of Greater Niles reported they conducted their own study of the line, contacting all businesses and industries served, and found that the line generates a profit of $234,841, not a loss of $57,190 as reported by USRA.

Information for Line-Transfer Decision

Revenue received by PC		$487,368
Average revenue per carload	$272	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	188,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	226,762	
Total variable (avoidable) cost		415,089
Net contribution: total		72,279
Average per carload	40	

[1] Excludes ownership costs due to Amtrak passenger operations.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed. Dowagiac was added as well as all Buchanan traffic. Niles traffic was assigned to Line No. 637. The portions from Niles to Dowagiac and from Niles to Buchanan were analyzed separately. The portion of this line from Niles to Buchanan is viable *only* if Amtrak (or a public body) assumes the ownership costs. If ownership costs are included, this portion of the line generates a loss amounting to $21,439, requiring a 34-percent increase in traffic or an 18-percent rate increase for viability.

Disposition

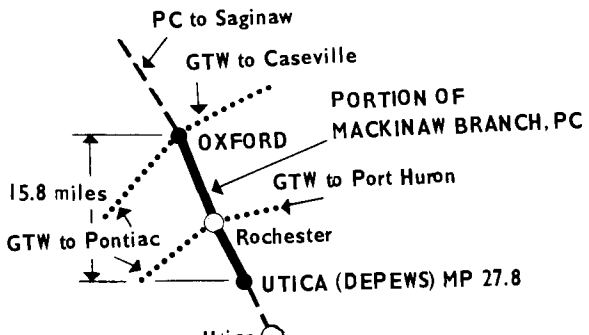
The portion of the Detroit-Chicago line from Milepost 178.6 to Milepost 191.7 shall be offered for sale contingently to Amtrak pending the approval of the recommended statutory amendment to permit designations to Amtrak outside the Northeast Corridor. ConRail will continue to provide local freight service. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Detroit-Chicago line from Milepost 191.7 to Milepost 200.8 shall be offered for sale to Amtrak pending the approval of the recommended statutory amendment to permit designations to Amtrak outside the Northeast Corridor. If this offer is accepted, ConRail will provide local freight service. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 688

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Utica* (Milepost 27.8) to *Oxford, Mich.* (Milepost 43.6), a distance of *15.8 miles*, in Oakland and Macomb Counties, Mich. This line continues northward to Lapeer Junction and Saginaw (see Line No. 445b). Southward from Utica, the line continues into Detroit. It intersects two Grand Trunk Western lines—the line from Pontiac to Caseville at Oxford and the Pontiac-to-Port Huron line at Rochester.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester	46
Lake Orion	19
Oxford	102
Total carloads generated by the line	167
Average carloads per week	3.2
Average carloads per mile	10.6

Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The first few miles of this line serve the Ford Motor Co. plants of Sterling, Utica and Van Dyke. The three Ford plants generated 22,250 carloads in 1973, employ a total of 14,760 persons with an annual payroll of over $221 million. USRA credited the line with 168 total carloads in 1973.

The Rochester Paper Division testified that they received 225 cars in 1973. With the return to normalcy of the automobile business, Rochester Paper predicts its rail use will increase by 50 percent.

The Oxford Chamber of Commerce reported that they have recently developed an industrial park along this line.

If this line is abandoned, Church's Lumber Co., who reported 238 carloads for 1973, indicated that they would close their Oxford facility, and the Oxford Lumber Co., employing 25 persons, would either close or relocate their distribution center.

Pending further study and negotiation the GTW proposes to serve customers at Oxford only.

Information for Line-Transfer Decision

Revenue received by PC		$62,765
Average revenue per carload	$376	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	132,951	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	35,916	
Total variable (avoidable) cost		168,867
Net contribution (loss): total		(106,102)
Average per carload	(635)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's maximum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Utica to allow continued service to all shippers located at Utica.

Service to this line generated a loss of $106,102 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 169-percent rate increase.

Disposition

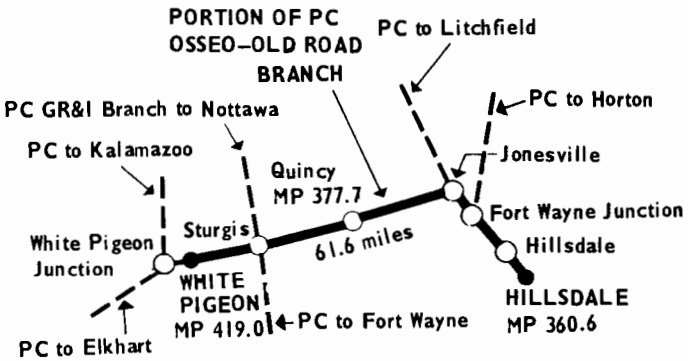
This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this report.

The portion of this line necessary to serve the traffic generated at Oxford shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 102 carloads or approximately 61 percent of the traffic generated on this line.

PORTION OF THE OSSEO–OLD ROAD BRANCH

USRA Line No. 692a/693a

Penn Central



This portion of the Osseo-Old Road Branch, formerly part of the New York Central RR, extends from *Hillsdale* (Milepost 360.6) to *White Pigeon Mich.* (Milepost 419.0), also Milepost 147.2 to Milepost 150.4 on the GR&I Branch *at Sturgis*, a total distance of *61.6 miles*, in St. Joseph, Branch and Hillsdale Counties, Mich. At Hillsdale this line connects with the PC line to Montgomery and continues to Osseo (see Line Nos. 402 and 396). At Jonesville, it connects with the PC branch to Litchfield (see Line No. 398). The line connects with the GR&I Branch at Sturgis (see Line Nos. 456/457/458). At White Pigeon Junction, it continues to Elkhart and meets the PC line running north to Kalamazoo.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsdale	6,101
Jonesville	30
Allen	37
Quincy	742
Coldwater	1,990
Batavia	19
Bronson	47
Burr Oak	44
Sturgis	1,537
Total carloads generated by the line	10,547

Average carloads per week	202.8
Average carloads per mile	172.1
Average carloads per train	35.2
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	15.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Michael Seward, Executive Director of the Hillsdale County Industrial Development Commission, and many others stated that the Plan did not include carload figures from the cities of Allen, Quincy, Sturgis or White Pigeon. The actual carloads for the line are 11,261 as opposed to 8,211 as reported by USRA. In the Commission's analysis, they found the average carloads per week were 216.6 as opposed to USRA's 157.9, the train crew size was four, not five as reported by USRA, and the net contribution per carload was $28.97 excluding bridge traffic while USRA reported a loss of $50 per carload. Mr. Seward added that Hillsdale County was classified as economically depressed by the Economic Development Administration in 1969. A program of industrial development was begun, and, as a result, 22 new industries either relocated or began operations in the County, two industrial parks were improved and construction of a third is in the planning stage. Of these new industries, eight are rail users and together they employ 930 persons, or 80 percent of the total new jobs and represent a payroll of $7,833,000. In 1973, these eight rail users shipped or received a total of 1,129 carloads. The EDA, Small Business Administration, Farmer's Home Administration and the State of Michigan have provided grants of assistance to the county. Current projections call for 16 new industries over the next 5 years which will employ at least 1,200 workers.

In the City of Hillsdale, there are currently 12 rail users employing 1,077 persons with a payroll of $8,418,898. The two largest employers, DCA Food Industries, Inc. and Sierra Permaneer Furniture Co. have indicated that they would leave Hillsdale if service were lost.

DCA testified that the city of Sturgis handled 1,473 cars which were credited to Line No. 456/457/458 should have been assigned to Line No. 692a/693a.

In Allen, the only rail user, Briskey Elevator with 185 carloads in 1973, indicated they would be forced to close if rail service were lost.

Quincy Milling Co. is the largest user in Quincy, shipping 502 cars in 1973. Loss of rail service would result in closing of the mill, valued at approximately $1 million, and the loss of 25 jobs.

Half of Sturgis' 4,400 industrial jobs will be lost if rail service is discontinued.

The Board of Public Utilities in Coldwater is dependent upon the use of rail to receive coal to provide electricity to 15,000 users in Coldwater and portions of three townships.

The City Manager of Coldwater cited 26 rail users in Branch County who reported 2,822 carloads in 1973 as opposed to 2,050 by USRA. A 550-acre industrial park is predicated on rail service availability.

Information for Line-Transfer Decision

Revenue received by PC		$2,905,760
Average revenue per carload	$276	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	840,856	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,138,469	
Total variable (avoidable) cost		2,979,325
Net contribution (loss): total		(73,565)
Average per carload	(7)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The line was reanalyzed to include Quincy, Allen, and all Sturgis traffic. Shippers between Mileposts 147.2 and 150.4 at Sturgis on Line No. 456/457/458 will continue to receive service from Line No. 692a/693a.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 377.7 to Milepost 419.0 and from Milepost 147.2 to Milepost 150.4 (serving shippers at Quincy, Coldwater, Batavia, Bronson, Burr Oak and Sturgis, who generated 4,379 carloads in 1973) would generate $1,473,798 in revenue and $1,464,859 in costs with a resulting contribution of $8,939.

Service to the remainder of the line (from Milepost 360.6 to Milepost 377.7 serving shippers at Hillsdale, Jonesville, and Allen who generated 6,168 carloads in 1973) would generate $1,431,635 in revenue and $1,655,597 in costs with a resulting loss of $223,635. Recovery of costs would require approximately a twofold increase in traffic or a 16-percent rate increase over the 1973 levels.

Disposition

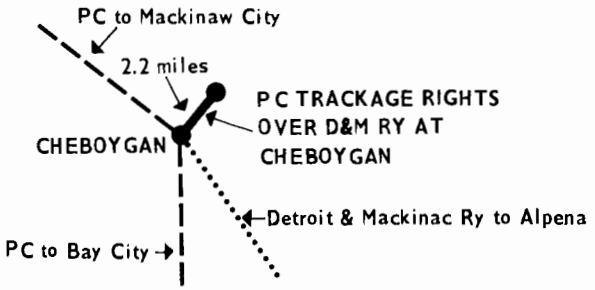
The portion of the Osseo-Old Road Branch from Milepost 377.7 to Milepost 419.0 and from Milepost 147.2 to Milepost 150.4 on the GR&I Branch shall be transferred to the Consolidated Rail Corp.

The portion of the Osseo-Old Road Branch from Milepost 360.6 to Milepost 377.7 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

D&M TRACKAGE RIGHTS

USRA Line No. 698

Penn Central



These PC trackage rights over the Detroit & Mackinac Railway are located *at Cheboygan*, in Cheboygan County, Mich.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

ConRail Trackage rights over this line are not required.

Disposition

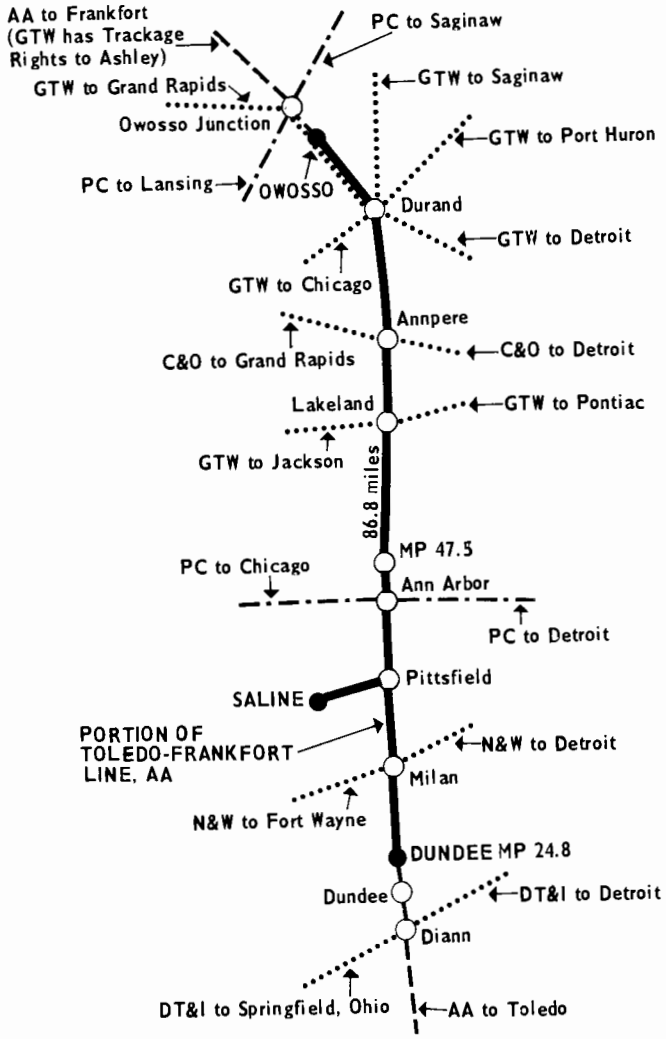
Trackage rights over this portion of the Detroit & Mackinac Railway are *not* designated for transfer to Consolidated Rail Corp.

PORTION OF TOLEDO-TO-FRANKFORT LINE

USRA Line No. 1300

Ann Arbor

This portion of the Toledo-Frankfort line extends from *Dundee* (Milepost 24.8), to *Owosso, Mich.* (Milepost 106.0) and from *Pittsfield* to *Saline, Mich.*, a distance of 5.6 miles, for a total distance of *86.8 miles*, in Monroe, Washtenaw, Livingston and Shiawassee Counties, Mich. (The line from Pittsfield to Saline is a PC line being operated by the Ann Arbor RR.) The line continues north from Owosso (see Line No. 1301) and south from Dundee. This segment connects with the Penn Central's Chicago-to-Detroit line at Ann Arbor and the Saginaw Branch at Owosso (see Line No. 455a). The Grand Trunk Western crosses at Owosso, Durand and Lakeland; the Norfolk & Western crosses at Milan, and the Chesapeake & Ohio crosses at Annpere.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Milan	116
Urania	1
Pittsfield	32
Saline	3,806
Ann Arbor	1,363
Whitmore Lake	1,227
Hamburg	2
Annpere	5
Howell	340

Oak Grove	16
Cohoctah	87
Byron	13
Durand	2
Vernon	218
Corunna	112
Total carloads generated by the line	7,340
Average carloads per week	141.1
Average carloads per mile	84.6
Average carloads per train	28.2
1973 operating information:	
Number of round trips per year	260
Estimated time per trip (hours)	12.0
Locomotive horsepower	2,500
Train crew size	3

Public Comments on Preliminary System Plan

On March 28, 1975, USRA announced that two subsegments of this line had been reevaluated and recommended for inclusion in ConRail. They are the portion from Dundee (Milepost 22.8) to the Dundee Cement Co. (Milepost 24.8) and the portion from Ann Arbor (Milepost 45.0) to Pittsfield (Milepost 40.5) which continues west for 5.6 miles on a Penn Central line to Saline.

The Dundee Cement Co. Plant, located 2 miles north of Dundee at Milepost 24.8, testified that they generated 10,200 carloads in 1973. None of their traffic was credited to this segment. They could have shipped an additional 1,365 if the cars had been available. Dundee forecasts continuing at the 1973 level for the next 5 years. In 1981, an expansion program should be completed which would increase traffic to 14,900 carloads per year. They stated that should rail service be abandoned they would be faced with relocation costs in excess of $3 million.

Ford Motor Co. and two of its major suppliers are located on this line. Ford's Saline Parts Plant generated 4,005 carloads in 1973; the Hoover Co. at Whitmore Lake generated 1,295; and the Globe Battery Plant at Owosso, 568. Rail traffic at Globe, Owosso, is expected to increase to over 700 carloads in 1975.

Globe predicts that without rail, they would lose their competitive position. Rail loss would mean a 65-percent reduction in business, a loss of 200 jobs and a payroll of $3 million.

These three companies, Ford, Globe and Hoover, generate in excess of $6 million annually in rail revenues, and contribute well over $40 million annually in wages.

Fingerle Lumber Co. reported 573 carloads in 1973, and testified that rail loss would force them to close.

Owosso Iron & Metal testified that loss of rail service would force it out of business. Reporting 200 carloads in 1973, this company employs 9 persons and contributes annual freight charges of $125,000.

Standard Lumber & Supply Co. with 44 carloads in 1973, has just completed expanding its physical plant twofold which should result in increased traffic.

Tri-State Hospital Supply has recently purchased a location in Howell based on the anticipation of rail service.

Lumber Distributors, Inc., reported its actual traffic as 64 carloads in 1973 and 1974.

Testimony believed that bridge traffic may not have been considered when the profitability of this line was determined.

The Ann Arbor Chamber of Commerce testified that this line has more bridge traffic than any other segment in the State.

Consumers Power Co. shipped 861,289 tons of coal in 1973, 1,149,961 in 1974, in 140 unit trains over the Ann Arbor from Toledo to Owosso.

Subject to further study and negotiation the GTW proposes to acquire and serve that portion of the line between Owosso and Durand.

The N&W is interested in acquiring 56.9 miles of the Toledo to Frankfort line from Toledo north to Whitmore Lake plus the 5.6 miles from Pittsfield to Saline.

The Chessie is interested in providing service from its Annpere connection over that section of the line from Howell to Saline.

Information for Line-Transfer Decision

Revenue received by AA		$921,400
Average revenue per carload	$126	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,180,407	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	429,500	
Total variable (avoidable) cost		1,559,907
Net contribution (loss): total		(638,507)
Average per carload	(87)	

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Dundee to allow service to all Dundee shippers. A subsegment analysis from Ann Arbor *south* to Saline from the PC proved viable. A second subsegment from Ann Arbor *north* to Whitmore Lake would require a 60-percent rate increase to become viable. *North* of Ann Arbor all through traffic will be rerouted. *South* of Ann Arbor, the line is required as a bypass around Detroit for certain ConRail traffic.

Service will continue to Milan and Urania as this portion will be used as a through route.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 40.5 to Milepost 47.5 and from Pittsfield to Saline (serving

shippers at Ann Arbor, Pittsfield, and Saline who generated 5,201 carloads in 1973) would generate $660,787 in revenue and $766,210 in costs with a resulting loss of $105,423 or $20 per car load. However, this portion of the line was reanalyzed using ConRail revenues, resulting in a contribution of $299,376.

Service to the remainder of the line (from Milepost 24.8 to 40.5 and from Milepost 47.5 to 106.0 serving shippers at Milan, Urania, Whitmore Lake, Hamburg, Annpere, Howell, Oak Grove, Cohoctah, Byron, Durand, Vernon, Corunna, who generated 2,139 carloads in 1973) would generate $260,801 in revenue and $1,017,109 in costs with a resulting loss of $756,389. Recovery of costs would require approximately an eightfold increase in traffic or a 290-percent rate increase over the 1973 levels.

Disposition

The portion of the Toledo-Frankfort line from Milepost 24.8 to Milepost 47.5 and from Pittsfield to Saline shall be transferred to the Consolidated Rail Corp.

If the GTW *does not* acquire Line Nos. 443, 446 and 447, and if ConRail cannot obtain trackage rights over another carrier in order to serve these three lines, the portion of this line from Milepost 47.5 to 106.0 shall be transferred to the Consolidated Rail Corp. If the GTW *does* acquire Line Nos. 443, 446 and 447, the portion of the Toledo-Frankfort line from Milepost 47.5 to 106.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

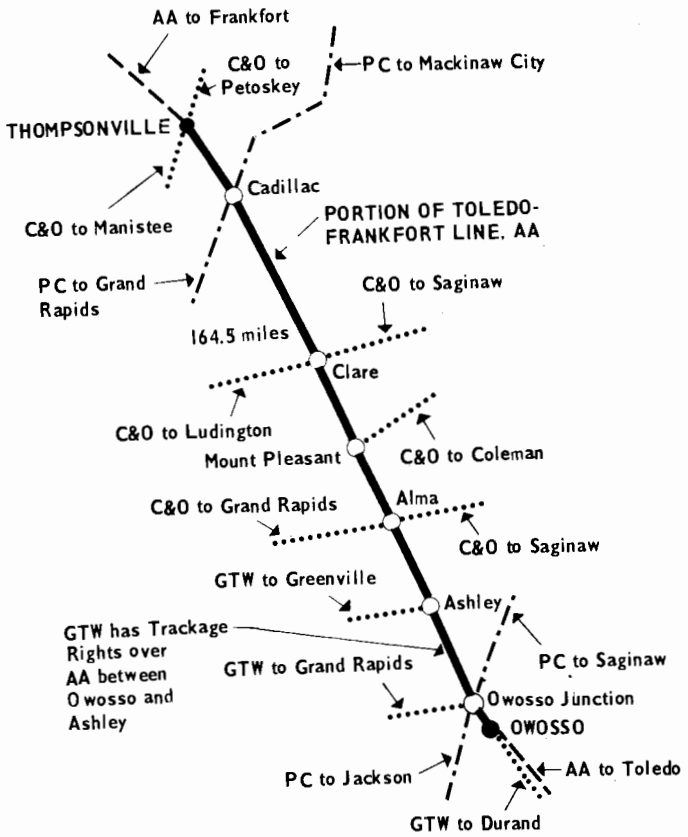
The portion of this line necessary to serve the traffic generated from Durand to Owosso shall be offered for sale to the Grand Trunk Western RR *only* if the GTW acquires Line Nos. 443, 446 and 447. This sale would preserve rail service to an estimated 332 carloads or approximately 16 percent of the traffic generated on this line.

PORTION OF TOLEDO-FRANKFORT LINE

USRA Line No. 1301

Ann Arbor

This portion of the Toledo-Frankfort line extends from *Owosso* (Milepost 106.0) to *Thompsonville, Mich.* (Milepost 270.3), a distance of *164.5 miles*, in Shiawassee, Clinton, Gratiot, Isabella, Clare, Missaukee, Wexford, Manistee and Benzie Counties, Mich. The line continues north to Frankfort and south to Toledo (see Line Nos. 1300 and 1302/1303). This line connects with two Penn Central lines, the Saginaw Branch at Owosso and



the GR&I Branch at Cadillac (see Line Nos. 455a, 454 and 454a). The Grand Trunk Western operates over the Ann Arbor between Owosso and Ashley where it regains its own trackage for movement to and from Greenville. The GTW utilizes its own trackage from Owosso to Durand. Connections are made with the Chesapeake & Ohio at Mount Pleasant (the branch to Coleman), Clare (the Saginaw-Ludington line) and Thompsonville (where the Petoskey-Grand Rapids line crosses). The C&O Grand Rapids-Saginaw line crosses the AA Toledo-Frankfort line at Alma.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Owosso	1,686
Carland	1
Elsie	16
Ashley	407
North Star	91
Ithaca	387
Alma	201
Shepherd	201
Mount Pleasant	195
Rosebush	59
Clare	60
Farwell	10
Marion	25
McBain	63
Cadillac	967
Yuma	1,338
Thompsonville	20
Total carloads generated by the line	5,727

Average carloads per week	110.1
Average carloads per mile	34.8
Average carloads per train	28.6
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	15.5
Locomotive horsepower	2,500
Train crew size	4

Public Comments on Preliminary System Plan

The Ford Motor Co. testified it plans to move 10,000 carloads of sand annually from the newly developed Sargeant Sand Co. at Yuma. Sargeant is reviewing plans to have 5,000–10,000 carloads of "used sand" returned annually to the northern Michigan area, generating in excess of $5 million annually in freight revenues. Haupt said that revenue and traffic for this segment in 1973 is grossly understated and that this line needs no rehabilitation.

Congressman Elford A. Cederberg testified that Line 1301 has 5,227 carloads a year. He stated that if one-half of Sargeant Sand Co.'s projections are accurate the line would be profitable.

The Mount Pleasant Area Chamber of Commerce testified the removal of rail service would force relocation of the agricultural industry in the area. It is not profitable for smaller agricultural organizations to transport goods via truck.

It was noted that the C&O from Coleman to Mount Pleasant has filed an application for abandonment, which would leave the Mount Pleasant area without any rail service.

Ithaca Roller Mills stated that approximately 700 carloads were not attributed to this line. The shipments were from Ithaca Elevator, Prima Donna Pullets and Paragon (which is no longer in business but did ship in 1973).

Alma Plastics testified that it could have provided the line with substantial traffic if cars had been available. If the line were abandoned they would be forced to relocate, resulting in a loss of $1,357,752 in payroll, and $19,000 in real estate and property taxes.

Cadillac Rubber & Plastics cites a current need for nine boxcars a month; Brooks & Perkins, Inc. three to six a month; and Western Concrete needs three boxcars a month.

Gratiot County Farm Bureau stated that if the AA were abandoned, the Grand Trunk would be forced to abandon its trackage in the county. Nearest rail would then be 29 miles away. Many of the shippers who would use this line are not located on all-weather roads.

The Department of the Interior designated this line as having potential as urban access to outdoor recreation.

The Chessie is interested in providing service only to customers at Chessie intersections, Alma and Clare. (*Note: The Chessie System has disaffirmed interest in these projects.*)

Subject to further study and negotiation the GTW proposes to acquire and serve that portion of the line between Owosso and Ashley.

Gregory Herbert testified that this line carries five unit trains of coal per week.

Infomation for Line-Transfer Decision

Revenue received by AA		$1,122,655
Average revenue per carload	$196	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	1,588,421	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	403,703	
Total variable (avoidable) cost		1,992,124
Net contribution (loss): total		(869,469)
Average per carload	(152)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Every attempt was made to reroute the sand traffic generated at Yuma. The 1974 traffic levels were used as well as analyses based on ConRail operations, costs and revenues. Yuma to Cadillac to Comstock Park would require a 51-percent rate increase. Yuma to Clare to the C&O would require a 24-percent rate increase. The C&O line through Thompsonville is the subject of an abandonment application.

Paragon traffic is billed at Ashley. Ithaca Elevator and Prima Donna Pullets are billed at Ithaca.

Service to this line generated a loss of $869,469 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 77-percent rate increase. The traffic projections provided by Sargeant Sand at Yuma are long range and depend on the level of automobile production.

Disposition

This portion of the Toledo-Frankfort line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated from Owosso to Ashley shall be offered for

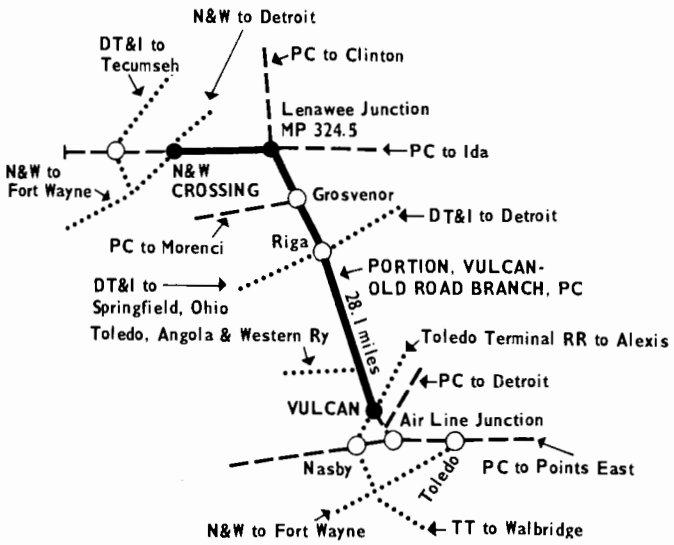
sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 2,110 carloads or approximately 37 percent of the traffic generated on this line.

INTERSTATE LINES

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 393

Penn Central



This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *Vulcan, Ohio* (Milepost 300.2), to *N&W Crossing east of Adrian, Mich.* (Milepost 328.3), a distance of *28.1 miles*, in Lucas County, Ohio, and Lenawee and Monroe Counties, Mich. This line continues west to Adrian (see Line No. 392a). The Norfolk & Western Ry's Detroit-St. Louis line crosses at the west end of this segment. The lines to Clinton (see Line No. 395/395a) and Ida (see Line No. 391) converge at Lenawee Junction and a third branch runs from Grosvenor to Morenci (see Line No. 394). At Riga the main line of the Detroit, Toledo & Ironton RR crosses and at Vulcan this line connects with the Toledo Terminal RR and the Toledo, Angola & Western RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Toledo[1]	1,797
Sylvania	109
Ottawa Lake	15
Riga	323
Blissfield	383
Palmyra	41
Adrian[1]	79
Total carloads generated by the line	2,747
Average carloads per week	52.8
Average carloads per mile	97.8
Average carloads per train	9.2
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

On March 28, 1975, the Association reevaluated the segment of this line from Vulcan, Ohio (MP 300.2) to Ottawa Lake (MP 310.0) and found it eligible for inclusion in ConRail.

The Michigan Elevator Exchange testified that 3,269 carloads shipped from their facilities at Ottawa Lake were incorrectly attributed to the Toledo Freight Station.

The Adrian Chamber of Commerce using the corrected figures of 3,957 carloads for the line which included those for the Michigan Elevator Exchange, found that the complete line generated a net contribution of $494 per carload as opposed to the USRA reported loss of $395 per carload.

The Smith-Douglas plant, located at Riga-Blissfield north of Ottawa Lake, moves large amounts of hazardous materials to Riga-Blissfield.

Using 1973 tonnage figures, the company estimates that they would require 1,250 truckloads moving over the local road, a two-lane highway, should the line be excluded. Due to the hazardous nature of these materials and the unsuitability of the highway to accommodate this increased traffic, Smith-Douglas would close its facility resulting in the secondary closings of other Borden facilities in Morenci, Tecumseh, Dundee, Mich., and Bryan, Ohio. This would cause the immediate loss of 73 jobs and an elimination of $1,333,080 which Borden contributes to the local economy in payroll and local expenditures.

Agrico Chemical Co., at Blissfield stated that there was no indication that their tonnage was included in the Blissfield station computation. They reported 125 carloads in 1974 and forcast 205 for 1975 and a similar amount for 1978–79.

Consolidated Mills indicated that loss of this line would result in a decrease of $100,000 in expenditures in the Blissfield area.

Kohlman's International, a dealer in farm equipment, has several shipments every year of large farm implements which cannot be trucked due to their size.

The Home Canning Co. stated that loss of rail would cause approximately 6 persons to be laid off and result in higher costs.

Several parties stressed that all traffic originating or terminating on lines 392, 394, and 395/395a must travel over 393. The bridge traffic over 393 in 1973 amounted to 2,921 carloads and using an average of $170 revenue per carload, amounted to an additional $496,570 in revenues.

Information for Line-Transfer Decision

Revenue received by PC		$1,105,137
Average revenue per carload	$402	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	405,955	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	79,329	
Cost incurred beyond the branch line	723,155	
Total variable (avoidable) cost		1,208,439
Net contribution (loss): total		(103,302)
Average per carload	(38)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 14,050 crossties (an average of 500 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 300.2 to Milepost 310.0 (serving shippers at Toledo, Sylvania, and Ottawa Lake who generated 1,921 carloads in 1973) would generate $877,960 in revenue and $669,187 in costs with a resulting contribution of $208,773.

Service to the remainder of the line (from Milepost 310.0 to Milepost 328.3 serving shippers at Riga, Blissfield, Palmyra, and Adrian who generated 826 carloads in 1973) would generate $260,177 in revenue and $467,557 in costs with a resulting loss of $207,380. Recovery of costs would require approximately a tenfold increase in traffic or an 80-percent rate increase over the 1973 levels.

The DT&I has proposed to acquire this line north of Riga and all of Line Nos. 392a and 395. *If the DT&I does not aquire the portion of this line from Riga to Lenawee Junction and the Clinton Branch*, the portion of this line from Ottawa Lake to Lenawee will be required by ConRail to serve Line No. 395.

Disposition

The portion of the Vulcan-Old Road Branch from Milepost 328.3 to Milepost 324.5 (N&W Crossing to Lenawee Junction) shall be offered for sale to the DT&I, a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 826 carloads or approximately 30 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Vulcan-Old Road Branch from Milepost 315.5 to Milepost 324.5 (Riga to Lenawee Junction) shall be offered for sale to the DT&I, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

If the DT&I *does not* acquire the portion of this line from Milepost 315.5 to Milepost 324.5, the portion of the Vulcan-Old Road Branch from Milepost 315.5 to Milepost 310.0 (Riga to Ottawa Lake) shall be transferred to the Consolidated Rail Corp.

If the DT&I *acquires* the portion of this line from Milepost 315.5 to Milepost 324.5, the portion of the Vulcan-Old Road Branch from Milepost 315.5 to Milepost 310.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Vulcan-Old Road Branch from Milepost 300.2 to Milepost 310.0 (Vulcan, Ohio to Ottawa Lake, Mich.) shall be transferred to the Consolidated Rail Corp.

TRACKAGE RIGHTS OVER C&O RAILWAY

USRA Line No. 437

Penn Central

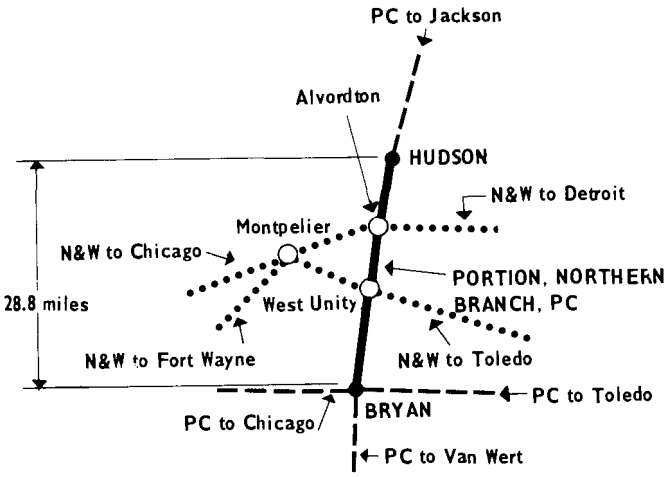
These trackage rights over the C&O Ry., extending from *Alexis, Ohio* (Milepost 90.9) to *Carleton, Mich.* (Milepost 116.4), a distance of *25.5 miles*, in Lucas County, Ohio and Monroe County, Mich., a line which was recommended for inclusion on page 569 of the

Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NORTHERN BRANCH

USRA Line No. 530

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Hudson, Mich.* (Milepost 29.9), to *Bryan, Ohio* (Milepost 58.7), a distance of *28.8 miles*, in Lenawee and Hillsdale Counties, Mich. and Williams County, Ohio. Continuations of this line run northward from Hudson and southward from Bryan (see Line Nos. 530a and 531/531a/532). Connections with other lines are: the PC Toledo-to-Chicago line at Bryan, the Norfolk & Western Montpelier-to-Toledo line at West Unity and Fort Wayne-to-Detroit line at Alvordton.

Traffic and Operating Information

Stations (with their 1973 carloads) served by the line:	
Alvordton	0
West Unity	39
Pulaski	28
Hudson	126
Prattville	9
Waldron	26
Total carloads generated by the line	228
Average carloads per week	4.4
Average carloads per mile	7.9
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	9.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Cousins Iron and Metal Co., Hudson, Michigan reported 40 carloads in 1974, and cited poor and undependable service from the Penn Central on that line. It stated that 50 percent of their customers will receive only by rail and that there are no truck line common carriers in Hudson with the equipment essential for hauling metal scrap. They currently receive service 1 week after they request it. Also, if Line No. 394 were abandoned, they would truck their shipments to their siding in Hudson which would increase their shipments 40 percent at this location.

The City of Hudson submitted a resolution calling on the ICC to dismiss the Penn Central petition for abandonment for this line.

The Williams County Farm Bureau Cooperative Association reported 56 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC		$93,990
Average revenue per carload	$412	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	214,388	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	29,065	
Cost incurred beyond the branch line	52,374	
Total variable (avoidable) cost		295,827
Net contribution (loss): total		(201,837)
Average per carload	(885)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,924 crossties (an average of 67 crossties per mile).

Service to this line generated a loss of $201,837 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 215-percent rate increase.

Disposition

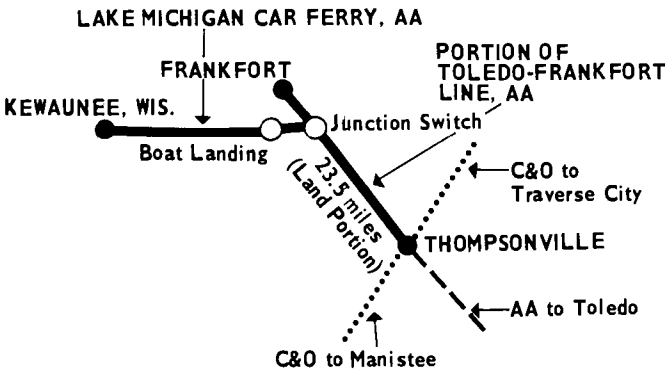
This portion of the Northern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF TOLEDO-FRANKFORT LINE AND THE CROSS LAKE FERRY

USRA Line No. 1302/1303

Ann Arbor Railroad

This portion of the Toledo-Frankfort Line and the Cross-Lake Car Ferry extend from *Thompsonville*



(Milepost 270.3) to *Frankfort, Mich.* (Milepost 292.3) and *at Frankfort* (Milepost 290.3 to Milepost 291.8), a distance of *23.5 miles*, plus the Cross-Lake Car Ferry from Frankfort, Mich., to Kewaunee, Wis., in Benzie County, Mich. and Kewaunee County, Wis. The C&O Traverse City-to-Manistee line crosses at Thompsonville. At Kewaunee the line connects with the Green Bay & Western RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Beulah	27
Elberta	26
Frankfort	137
Kewaunee	19,637
Manitowoc	7,487
Total carloads generated by the line	27,314
Average carloads per week	525.3
Average carloads per train	52.4
1973 operating information:	
Number of round trips per year	521*
Estimated time per round trip (hours)	3.0*
Locomotive horsepower	5,000*
Train crew size	4*

*For rail service only.

Public Comments on Preliminary System Plan

Testimony stated that the ferry should be viewed as part of a regional transportation system. Witnesses said that the delays, additional switching charges and the loss of a competitive market resulting from loss of rail service were given only superficial consideration.

Governor Lucey stated that USRA based its decision on cost/revenue factors only and failed to document these factors adequately.

Gerald W. Fauth, Jr., a cost and economic consultant specializing in transportation, testified that the A. T. Kearney Study "showed that the ferry route as it exists today makes a profit to the railroad system." He questioned many of the cost data factors used in the study. The criteria to be addressed, he stated, were the effect of abandonment on the GB&W, the supply of empty cars to northern Wisconsin, the time on the ferry route versus the Chicago route, and the effect of maintaining present competitive rates to and from Wisconsin. He said the Kearney study recommended retention of the car ferry. Many respondents agreed with the possible ill effects presented in these criteria.

Professor James Murray found that abandonment would result in substantial loss to the major industries and employers in the region.

The Wisconsin DOT stated that 35,000 industrial jobs were related to the car-ferry traffic between Frankfort and Kewaunee and Manitowoc.

The vice president of the GB&W testified that the line has been profitable only since their system was extended to Kewaunee and linked with the car ferries that cross Lake Michigan. Previously, the GB&W had gone bankrupt three times. In 1974, AA ferry traffic generated 18,694 carloads, representing 26 percent of total system revenue for the GB&W. This loss in revenue, he maintained, would not enable the GB&W to survive.

It was noted that the Burlington Northern application to obtain control of the GB&W is contingent upon the availability of ferry service.

Fort Howard Paper Co., reporting 2,100 carloads in 1974, testified that abandonment would close the direct gateway to the east and west route. In 1973, Fort Howard announced plans for an expansion in Green Bay, which would employ an additional 600. However, curtailment of rail service could force transfer of expansion to Oklahoma.

The Green Bay Chamber of Commerce stated that the majority of users were pleased with service by the ferry and the GB&W.

Frank Hamachek, manufacturer of food processing equipment, stated that his company would have to close with abandonment of the ferry. This would result in the job loss of 155 persons in Kewaunee.

Herbert J. Saunders, of Freeman Paper Co., testified that the ability of his firm to continue without use of the ferry would be questionable. The firm employs 33 persons with an annual payroll of $200,000.

Purvis Brothers stated they would be forced to close if the ferry were abandoned. This is the only mode of transporting their 55–60 foot lengths of steel.

The U.S. Fish and Wildlife Service testified that the ferry has provided service in stocking fish in Lake Michigan. Alternative means of stocking would result in excessive costs.

Pet, Inc., Frozen Foods Division, testified it would probably relocate if rail service were lost. The company

employs 140 persons at their Frankfort facility with an annual payroll of $1,195,000.

Several witnesses, including the Wisconsin DOT, indicated that the Preliminary System Plan treated ferry service from Manitowoc as abandoned rather than embargoed. The vessel serving this port went out of service in August 1973, and an embargo was placed on the Ann Arbor service. No analysis of this still-existing route was made.

Witnesses criticized USRA for failing to consider the passenger service on the Ann Arbor ferry.

The Department of the Interior designated this line as having potential as urban access to outdoor recreation.

Information for Line-Transfer Decision

Revenue received by AA		$5, 628, 818
Average revenue per carload	$206	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	659, 682	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost of float operation	2, 499, 000	
Cost incurred beyond the branch line (rail haul)	3, 802, 977	
Total variable (avoidable) cost		6, 961, 659
Net contribution (loss): total		(1, 332, 841)
Average per carload	(49)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $1,332,841 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 25-percent rate increase. A more detailed discussion of the ferry service is contained in chapter 9.

Disposition

This portion of the Toledo-Frankfort Line and the Cross-Lake Car Ferry is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

NEW JERSEY

Intrastate

USRA Line Number	Terminals	Page
	PC	
119	Monmouth Junction to Rocky Hill	205
121	Trenton to Lambertville	206
121a	Lambertville to Phillipsburg	207
121b	Phillipsburg to Martins Creek	209
121c	Martins Creek to Belvidere	209
123/124/124a	Farmingdale to Jamesburg	209
125/125a	Monmouth Junction to Jamesburg	210
126/126a	Hightstown to Jamesburg	210
127/128	Fort Dix to Shrewsbury Road	211
130	Mount Holly to Medford	211
131	Trenton to Bordentown	212
703	Princeton Junction to Princeton	212
	RDG	
900	Lawrenceville to East Trenton	213
901	East Trenton to Trenton	213
902	West Trenton to Trenton	213
	CNJ	
1100	Communipaw to Jersey Avenue Yard	213
1101	West Side Avenue to Communipaw	214
1102	Newark Bay Bridge	215
1103	Somerville to Royce	216
1104	Matawan to Morganville	216
1105	Asbury Park to Bay Head Junction	217
1106	Toms River to Pinewald	218
1107	High Bridge to Lake Junction	219
1108	Lakehurst to Bridgeton Junction	221
1109	High Bridge to Phillipsburg	222
1112	South of Three Bridges to Flemington	223
	EL	
1200	Newark to Orange	223
1201	Orange to Summit	223
1202	Summit to Morristown	224
1203	Denville Junction to Morristown	225
1204	Summit to Gladstone	225
1205	Newark (Roseville Avenue) to Montclair	226
1206	Bloomfield to West Orange	226
1207	Great Notch to Essex Fells	228
1208	Mountain View to Pompton Junction	228
1210	Chester Junction to Succasunna	229
1212	Washington to Phillipsburg	229
	PRSL	
1800	McKee City to Pleasantville	230
1801	Linwood to Pleasantville	231
1803	Vineland to Glassboro	232
1804	Bridgeton to Glassboro	233
1805	Glassboro to Woodbury	234
1806	Bellmawr to Glendora	236
1807	Haddonfield to Lucaston	236
1808	Ocean City to Palermo	237

Interstate

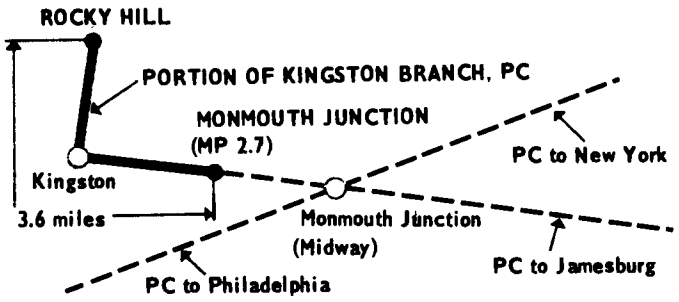
New Jersey to New York

USRA Line Number	Terminals	Page
	PC	
117	Greenville, N.J. to Long Island City, N.Y. (float)	238
709	Little Ferry, N.J. to Kingston, N.Y.	239
	EL	
1215	North Hackensack, N.J. to Nanuet Junction, N.Y.	239
	L&HR	
1701	Belvidere, N.J. to Warwick, N.Y.	239

PORTION OF THE KINGSTON BRANCH

USRA Line No. 119

Penn Central



This portion of the Kingston Branch, formerly part of the Pennsylvania RR, extends from *Monmouth Junction* (Milepost 2.7) to *Rocky Hill, N.J.* (Milepost 6.3), a distance of *3.6 miles*, in Middlesex and Somerset Counties, N.J. At Monmouth Junction,

this line connects with the PC line running from New York to Philadelphia, and also the PC Jamesburg Branch (see Line No. 125/125a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kingston	13
Total carloads generated by the line	13
Average carloads per week	0.3
Average carloads per mile	3.6
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	22
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,800
Train crew size	4

Public Comments on Preliminary System Plan

The Raritan Valley Chamber of Commerce reported primary employment loss of 154, and secondary employment loss of 190 if this line is abandoned. It reports the area would show a total income loss of $16 million, and a loss of $33,022 in property taxes.

The Rail Service Research Committee stated that loss of rail service would increase fuel consumption by 1,360 gallons a year. Atmospheric pollution would also increase. The Committee estimates that the line generated 519 carloads in 1973 and 648 in 1974.

Trap Rock Industries points out that its nonrevenue producing shipments of ballast were not included in USRA calculations. It expects that ConRail rehabilitation efforts will increase the demand for ballast.

TPCO has planned a facility expansion which would increase rail usage by 24 carloads per year. The company states that it would be forced to close without rail service.

Cities Service has planned to construct a new facility on the line.

Many shippers were confused by the designation of MP 2.7 as the segment starting point.

Representatives of Franklin Township felt that the increased use of motor carriers, resulting from cessation of rail service, would present a safety hazard for school children.

Information for Line-Transfer Decision

Revenue received by PC		$4,473
Average revenue per carload	$344	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,286	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,975	
Cost incurred beyond the branch line	1,676	
Total variable (avoidable) cost		35,937
Net contribution (loss): total		(31,464)
Average per carload		(2,420)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,685 crossties (an average of 468 crossties per mile).

Confusion existed about the shippers who would continue to receive service. Shippers between Mileposts 0.0 and 2.7 (U.S. 1) will continue to receive service.

According to the Facilities Planning Department at USRA, the quarry at Rocky Hill has limited capacity and the high cost of service does not warrant inclusion in ConRail.

Service to this line generated a loss of $31,464 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 703-percent rate increase.

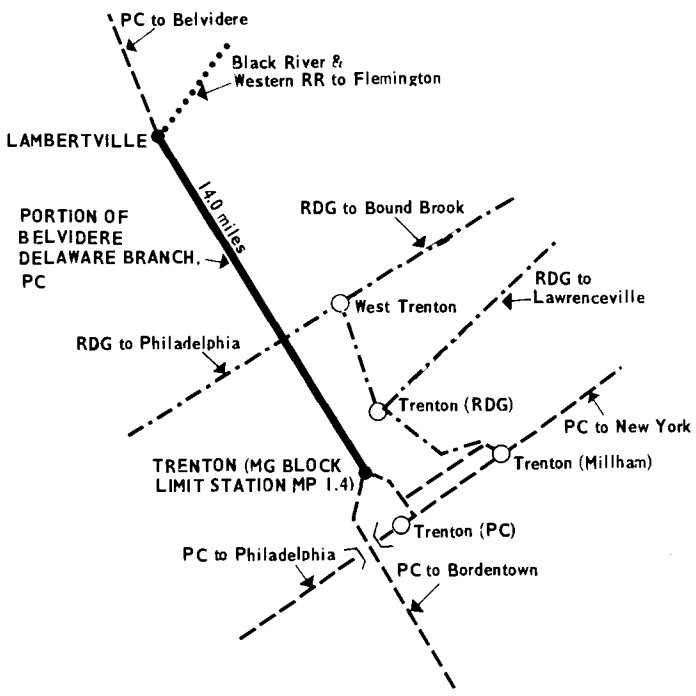
Disposition

This portion of the Kingston Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BELVIDERE DELAWARE BRANCH

USRA Line No. 121

Penn Central



This portion of the Belvidere Delaware Branch, formerly part of the Pennsylvania RR, extends from *Trenton* (Milepost 1.4) to *Lambertville, N.J.* (Milepost 15.4), a distance of *14.0 miles*, in Mercer and Hunterdon Counties, N.J. This line continues, at Lambertville, north to Belvidere (see Line No. 121a). At Trenton, this line connects with the PC line running from New York to Chicago, and the PC Bordentown Secondary Track (see Line No. 131). It also connects with the Black River & Western RR at Lambertville.

Public Comments on Preliminary System Plan

Testimony indicated that the Delaware Valley Cooperative ships poultry and dairy feed from this line.

The New Jersey DOT reports that elimination of this line, or Line No. 121a, would necessitate rerouting extensive overhead traffic. Past experience shows that rerouting would entail a 240-mile detour and a 2-day delay in shipments.

The New Jersey DOT contends that routing plans by USRA would require the use of the Belvidere Delaware Branch.

The Railway Industrial Clearance Association presented information showing this line to be part of a through clearance route. As such, it extends from the Trenton PC corridor to connections with the L&HR at Phillipsburg. It guarantees through freight movement to New England and Canada. When operable this route can serve as a relief route for the Metroliner.

Hunterdon County Freeholder Benjamin Kirkland stated that there are 1,575 through trips per year on the Belvidere Delaware Branch, carrying 114,125 cars.

During 1973, Pennsylvania Power and Light shipped 9,055 coal cars over the branch. Additions to its Martin's Creek operation required 6,750 cars in 1974, and are expected to require 13,740 in 1975.

Elimination of this line would force the Black River and Western Railroad out of business. The line reports that it handled 730 carloads in 1973 and 1,395 in 1974. The 659 carloads of traffic from Flemington would be lost.

Information for Line-Transfer Decision

This line does not directly serve any shippers. It is used to provide access to the shippers located on Line No. 121a, which will not be transferred to the Consolidated Rail Corp.

Testimony provided at the RSPO hearings indicated that the Black River & Western's only interchange point is at Lambertville. This situation will be corrected when a new connection is built with the LV at Three Bridges, N.J. Delaware Valley Coop., who testified, is actually on the BR&W.

This line now is used to move substantial volumes of overhead traffic and *may* be required for through freight service.

Disposition

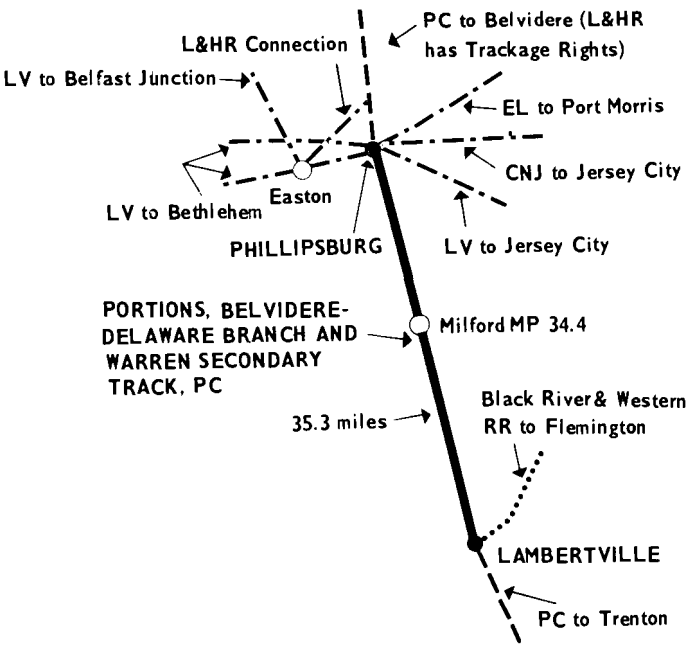
If alternative arrangements for the rerouting of the overhead traffic now using this line *cannot* be made, this portion of the Belvidere Delaware Branch shall be transferred to Consolidated Rail Corp.

If alternative arrangements for the rerouting of the overhead traffic now using this line *can* be made, this portion of the Belvidere Delaware Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTIONS OF BELVIDERE DELAWARE BRANCH AND WARREN SECONDARY TRACK

USRA Line No. 121a

Penn Central



These portions of the Belvidere Delaware Branch and Warren Secondary Track, formerly part of the Pennsylvania RR, extend from *Lambertville* (Milepost 15.4) to *Phillipsburg, N.J.* (Milepost 50.7), a distance of *35.3 miles*, in Hunterdon and Warren Counties, N.J. At Lambertville the line continues south to Trenton, and at Phillipsburg north to Belvidere (see Line Nos. 121 and 121c). At Lambertville it also connects with the

Black River & Western RR. At Phillipsburg the line also connects with the Lehigh Valley, CNJ (see Line No. 1109) and EL (see Line No. 1212).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Phillipsburg[1]	16
Riegelsville	382
Holland	1,347
Milford	1,020
Frenchtown	61
Stockton	15
Lambertville	73
Total carloads generated by the line	2,914
Average carloads per week	56.0
Average carloads per mile	82.6
Average carloads per train	29.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Hunterdon County Board of Chosen Freeholders estimates that loss of rail service between Milford and Phillipsburg would result in unemployment of 900–1,000.

Riegal Products estimates that the 15.5 mile segment of track from Milford to Phillipsburg could generate a $69,167 profit.

Highways in the northern part of the county would not be able to bear the volume of motor traffic that would be required as an alternative to rail service.

Joseph Shanahan of the South Hunterdon Taxpayers Association points out that the loss of rail service would have disastrous effects on small communities and small businesses.

Hoffman LaRoche, Inc., states that it generates 298 carloads annually.

According to the NJ DOT, restrictions have been placed on the utilization of alternative modes used in transporting #2 fuel oils.

If the Jersey Central Power and Light Co. facility at Martin's Creek were to convert to coal use, a significant increase in rail traffic would be registered.

See comments under Line 121.

According to information available the good ties already on the line exceed the FRA Class I standard of 640 good ties per mile by 120 percent.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: no upgrading costs are included in this cost analysis—nor in the PSP cost analysis.)

Information for Line-Transfer Decision

Revenue received by PC		$922,345
Average revenue per carload	$318	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	385,417	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	661,469	
Total variable (avoidable) cost		1,046,886
Net contribution (loss): total		(124,541)
Average per carload	(43)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 34.4 to Milepost 50.7 (serving shippers at Phillipsburg, Riegelsville, Holland, and Milford who generated 2,765 carloads in 1973) would generate $861,688 in revenue and $847,302 in costs with a resulting contribution of $14,386. Traffic to this portion of the line will be routed through Allentown.

Service to the remainder of the line (from Milepost 15.4 to Milepost 34.4 serving shippers at Frenchtown, Stockton, and Lambertville who generated 149 carloads in 1973) would generate $64,108 in revenue and $205,910 in costs with a resulting loss of $141,802. Recovery of costs would require approximately an eightfold increase in traffic or a 221-percent rate increase over the 1973 levels.

This line now is used to move substantial volumes of overhead traffic and *may* be required for through freight service.

Disposition

The portion of the Belvidere Delaware Branch from Milepost 34.4 to Milepost 50.7 shall be transferred to the Consolidated Rail Corp.

If alternative arrangements for the rerouting of the overhead traffic now using this line *cannot* be made, the portion of the Belvidere Delaware Branch from Milepost 15.4 to Milepost 34.4 shall be transferred to Consolidated Rail Corp.

If alternative arrangements for the rerouting of the overhead traffic now using this line *can* be made, the portion of the Belvidere Delaware Branch from Milepost 15.4 to Milepost 34.4 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used

for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121b

Penn Central

This portion of the Warren Secondary Track, extending from *Phillipsburg* (Milepost 50.7) to *Martin's Creek, N.J.* (Milepost 57.6), a distance of *6.9 miles*, in Warren County, N.J., a line which was recommended for inclusion on page 573 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121c

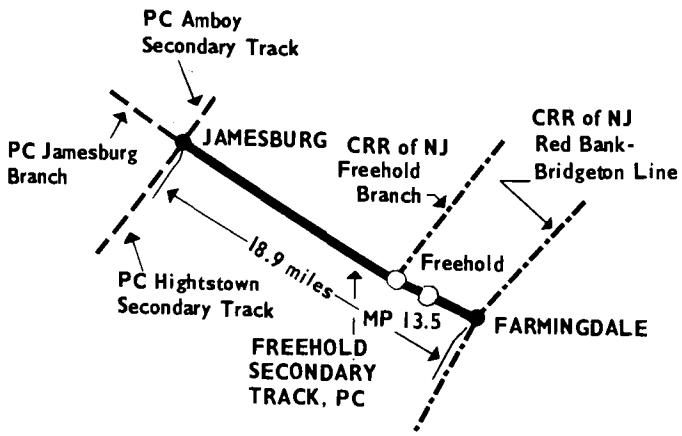
Penn Central

This portion of the Warren Secondary Track, extending from *Martin's Creek* (Milepost 57.6) to *Belvidere, N.J.* (Milepost 64.3), a distance of *6.7 miles*, in Warren County, N.J., a line which was recommended for inclusion on page 574 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central



The Freehold Secondary Track, formerly part of the Pennsylvania RR, extends from *Farmingdale* (Milepost 8.3) to *Jamesburg, N.J.* (Milepost 27.2), a distance of *18.9 miles*, in Middlesex and Monmouth Counties, N.J. At Jamesburg this line connects with the Jamesburg Branch (see Line No. 125/125a), the Amboy Secondary Track and Hightstown Secondary Track (see Line No. 126/126a) of the PC. It also connects with the Central RR of New Jersey at Freehold (see Line No. 1113) and Farmingdale.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Englishtown	142
Tennent	153
Freehold	1,733
Howell	8
Farmingdale	70
Total carloads generated by the line	2,106
Average carloads per week	40.5
Average carloads per mile	111.4
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	5
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

This line passes all of the USRA viability tests.

The Monmouth County Transportation Coordination Committee estimates 2,000 additional unemployed if this segment is closed.

Witnesses testified that this segment provides a good clearance route connection between the CNJ Southern Division and the Penn Central Jamesburg to Freehold Branch, both of which are to be part of ConRail. Additionally, without this line all of Monmouth County's rail service would depend on the Raritan River Bridge betwen Perth and South Amboy. This bridge has been out of service for extended periods due to marine accidents in the past.

Assemblyman Kozloski of Freehold calls for increased commuter service over this line. He states that 8,500 residents of Monmouth County now commute.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The 3M Co. states that it owns property just beyond the 13.9 milepost for which any future plans would be enhanced by it having rail service.

The New Jersey Farm Bureau identifies this line as critical to local agriculture. Clifford Case points out that this line is utilized by the Earle Naval Ammunition Depot.

The Monmouth County Transportation Coordination Committee finds 2,986 carloads generated on the entire 18.9 mile line in 1973 and states that it is profitable.

The New Jersey Department of Transportation states that the 391 carloads generated by Knappe-Smith on the excluded 5-mile segment in 1973 should justify its inclusion in ConRail.

Reported traffic:

Company and location	Carloads 1973	1974	Projected
The Nestle Company, Inc.		1,200	
Brockway Glass Co.		1,000	
Minnesota Mining & Mfg.		16	
Charms Candy Co.			420
Cherwell-Ralli			200
Truss Systems, Inc.		6	
Knappe Smith Mfg. Co.	391	42	
Rokeach & Son, Inc. of N.J.		14	
Crosslins Ceilings System.		24	
Foster Canning Co., Inc.		50	

These firms employ a total of 1,949 persons.

Charms Candy indicated that the PSP recommendations erroneously excluded service to its facility in Freehold.

Information for Line-Transfer Decision

Revenue received by PC		$973,940
Average revenue per carload	$462	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	256,244	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,726	
Cost incurred beyond the branch line	617,015	
Total variable (avoidable) cost		917,985
Net contribution (loss): total		55,955
Average per carload	27	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,900 crossties (an average of 471 crossties per mile).

A review of the recommendation in the Preliminary System Plan indicated that the milepost limits at Freehold erroneously excluded traffic identified for continued service. The Disposition (below) corrects this situation.

The Association could verify only 21 cars for Knappe-Smith in 1973. A conversation with their traffic manager indicated one to two cars per month, in season, were received.

Although service to the entire line generates a net contribution, service to that portion of the line from Milepost 13.5 to Milepost 27.2 (serving shippers at Englishtown, Tennent and Freehold who generated 2,028 carloads in 1973) would generate $942,931 in revenue and $848,455 in costs with a resulting contribution of $94,476.

Service to the remainder of the line (from Milepost 8.3 to Milepost 13.5 serving shippers at Howell and Farmingdale who generated 78 carloads in 1973) would generate $31,009 in revenue and $82,346 in costs with a resulting loss of $51,337. Recovery of costs would require approximately a fivefold increase in traffic or a 166-percent rate increase over the 1973 levels. Although shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The portion of the Freehold Secondary Track from Milepost 13.5 to Milepost 27.2 shall be transferred to the Consolidated Rail Corp.

The portion of the Freehold Secondary Track from Milepost 8.3 to Milepost 13.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

JAMESBURG BRANCH

USRA Line No. 125/125a

Penn Central

The Jamesburg Branch, extending from *Monmouth, Junction* (Milepost 0.0) to *Jamesburg, N.J.* (Milepost 5.0), a distance of *5.0 miles*, in Middlesex County, N.J., a line which was recommended for inclusion on page 575 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

HIGHTSTOWN SECONDARY TRACK

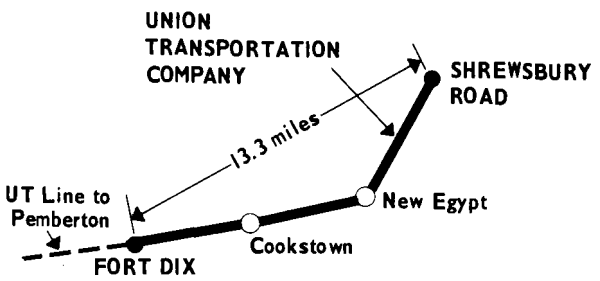
USRA Line No. 126/126a

Penn Central

The Hightstown Secondary Track, extending from *Jamesburg* (Milepost 13.6) to *Hightstown, N.J.* (Milepost 21.7), a distance of *8.1 miles*, in Middlesex and Mercer Counties, N.J., a line which was recommended for inclusion on page 577 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128



The portion of the Union Transportation Company extends from *Fort Dix* (Milepost 5.6), to *Shrewsbury Road, N.J.* (Milepost 18.9), a distance of *13.3 miles*, in Monmouth and Burlington Counties, N.J. At Fort Dix this line continues to Pemberton.

Public Comments on Preliminary System Plan

The Union Transportation Company reports that the line generates 325 carloads per year.

The Burlington County Rail Research Committee estimates an employment loss of nine if service on this branch is terminated; personal income loss would be $81,000, and property tax loss of $6,618.

Agrico states that it generated 60 carloads on this line in 1974.

TAPC, Ltd. estimates that it would use 55 to 65 carloads per year, up significantly from 35 in 1974, if service were improved.

Agway Corporation, 12–14 cars per year, expects a 100-percent traffic increase when a new customer moves on the line in 1975.

McGuire Air Force Base is considering converting two of its central heating boilers to coal. The Union Transportation Company estimates that this could result in an increase in coal traffic of 200 cars per year.

The New Jersey Farm Bureau testified that much of the state's fertilizer production occurs in this area. Rail service is vital in transporting this commodity.

Information for Line-Transfer Decision

This line is leased from the PC and operated by the Union Transportation Company. Therefore, it has not been subjected to detailed analysis. Current operations can be continued by Union Transportation Company.

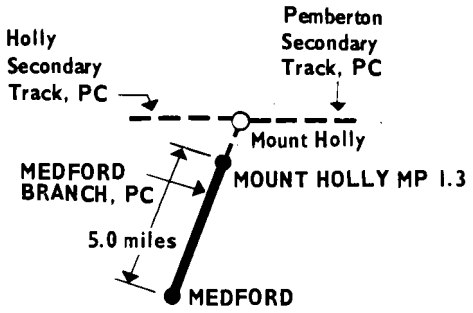
Disposition

This portion of the Union Transportation Company is *not* designated for transfer to Consolidated Rail Corp.

MEDFORD BRANCH

USRA Line No. 130

Penn Central



The Medford Branch, formerly part of the Pennsylvania RR, extends from *Mount Holly* (Milepost 1.3), to *Medford, N.J.* (Milepost 6.3), a distance of *5.0 miles*, in Burlington County, N.J. At Mount Holly, the line connects with the PC Holly Secondary Track and the PC Pemberton Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Medford	130
Total carloads generated by the line	130
Average carloads per week	2.5
Average carloads per mile	26.0
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2
Locomotive horsepower	2,250
Train crew size	4

Public Comments on Preliminary System Plan

The Brotherhood of Locomotive Engineers said the actual number of round trips on this line is 40.

The New Jersey Farm Bureau stated that the elimination of this line would cause a severe economic loss to the agricultural community.

The New Jersey DOT identified 22 shippers on this line. Seven of these generated 121 carloads in 1973. The other companies stated that their rail usage has ceased due to poor service and unavailability of cars.

Bermico, Inc., located on the 1.5 mile segment to be included in ConRail is currently receiving service twice a week. However, they stated that Medford did not receive services as often.

The New Jersey DOT stated that much of the lost rail usage on this line can be recovered with improved service. It feels that the branch could be profitable.

The Mt. Holly-Medford Rail Research Committee stated that the elimination of this line would result in

the loss of 105 jobs. The total income lost would be $850,000, and $10,000 lost in property taxes.

The Committee estimated that use of motor carrier would mean a 500 percent increase in fuel consumption. Ten bridges in the area would require $1 million rehabilitation.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$52,848
Average revenue per carload	$407	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	46,139	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,766	
Cost incurred beyond the branch line	42,413	
Total variable (avoidable) cost		102,318
Net contribution: total		(49,470)
Average per carload	(381)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,600 crossties (an average of 520 crossties per mile).

Service to this line generated a loss of $49,470 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 94-percent rate increase.

A reduction in service frequency to 40 trips per year would reduce this loss to approximately $48,300.

Disposition

The Medford Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BORDENTOWN SECONDARY TRACK

USRA Line No. 131

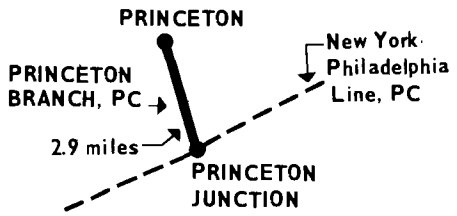
Penn Central

This portion of the Bordentown Secondary Track, extending from *Trenton* (Milepost 0.0) to *Bordentown, N.J.* (Milepost 6.0), a distance of *6.0 miles*, in Burlington and Mercer Counties, N.J., a line which was recommended for inclusion on page 578 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PRINCETON BRANCH

USRA Line No. 703

Penn Central



The Princeton Branch, formerly part of the Pennsylvania RR, extends from *Princeton Junction* (Milepost 0.0) to *Princeton, N.J.* (Milepost 2.9), a distance of *2.9 miles*, in Mercer County, New Jersey. At Princeton Junction the line connects with the PC line between New York and Philadelphia.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Princeton	56
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	19.3
Average carloads per train	1.9
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,800
Train crew size	4

Public Comments on Preliminary System Plan

The major concern of testimony received on this line focused on passenger service. A spokesman for Princeton University noted that the Princeton "Dinky" is the only public transportation which provides access to the Penn Central main line for the 4,400 employees and 5,800 students at the university.

Prior to 1970 the university utilized 14 carloads of coal per week. It is hopeful that the line will remain intact in case the university has to revert to coal.

The Princeton Forrestal Center is planned for the area. It would require rail service.

Testimony was presented citing the adverse effects abolition of rail passenger service would have on the environment. The line carries approximately 800 passengers a day.

The New Jersey Department of Transportation, based on its analysis of Penn Central abstract data, credits the line with 56 carloads.

Information for Line-Transfer Decision

Revenue received by PC		$16,393
Average revenue per carload		$293
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,340	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	13,583	
Total variable (avoidable) cost		39,923
Net contribution (loss): total		(23,530)
Average per carload		(420)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using all of the cars generated at Princeton.

Service to this line generated a loss of $23,530 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 144-percent rate increase. The assumption of ownership and maintenance costs by a public body in order to continue passenger service would reduce this loss to approximately $6,000.

Disposition

The Princeton Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act.

Continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

TRENTON-PRINCETON TRACTION COMPANY INDUSTRIAL TRACK

USRA Line No. 900

Reading

The Trenton-Princeton Traction Co. Industrial Track, extending from the *East Trenton Branch* (Milepost 1.1) to *Lawrenceville, N.J.* (Milepost 3.4), a distance of *2.3 miles*, in Mercer County, N.J., a line which was recommended for inclusion on page 588 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

EAST TRENTON INDUSTRIAL TRACK

USRA Line No. 901

Reading

The East Trenton Industrial Track, extending from *East Trenton* (Milepost 35.6) to *Trenton, N.J.* (Milepost 38.7), a distance of *3.1 miles*, in Mercer County, N.J., a line which was recommended for inclusion on page 589 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

TRENTON BRANCH

USRA Line No. 902

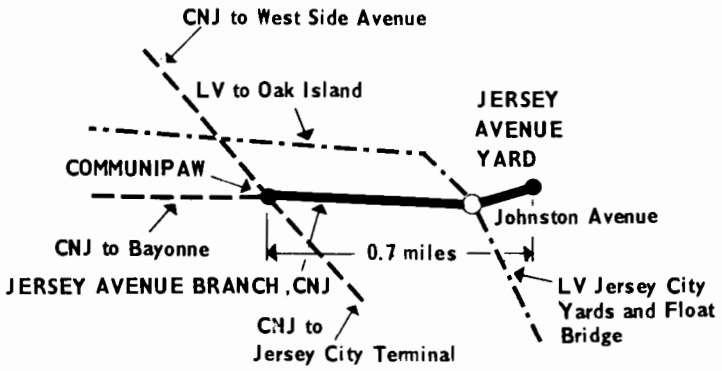
Reading

The Trenton Branch, extending from *West Trenton* (Milepost 32.8) to *Trenton, N.J.* (Milepost 36.2), a distance of *3.4 miles*, in Mercer County, N.J., a line which was recommended for inclusion on page 590 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, this line shall be transferred to the Consolidated Rail Corp.

JERSEY AVENUE BRANCH

USRA Line No. 1100

Central Railroad of New Jersey



The Jersey Avenue Branch extends from *Communipaw* to *Jersey Avenue Yard, N.J., 0.7 mile, at Jersey City*, Hudson County, N.J. This line connects at Communipaw with the CNJ line to Bayonne and with the West Side Branch (see Line No. 1101). It connects at

Johnston Avenue with the LV lines to Oak Island and to the Jersey City yards and float bridge.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jersey City	365
Total carloads generated by the line	365
Average carloads per week	7.0
Average carloads per mile	521.4
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.3
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

A rail user survey identified six shippers on this line, generating 294 cars in 1974.

Testimony predicts the loss of at least 38 jobs if the line is eliminated.

Lignum Products estimates a 20-percent annual growth over its 1973 traffic. They would cease operations without rail service.

According to the New Jersey DOT, requests for rail service to the new facility constructed by Schiavone Bonomo have been ignored by the CNJ.

Mr. Allen of the CNJ reported that this line needs considerable rehabilitation.

The Jersey City Development Council of the Chamber of Commerce reports the following shippers on the line:

	Carloads		
Company	*1973*	*1974*	*Number of employees*
Colwell Corp	40	40	13
Lignum Products		25	25
Schiavone-Bonomo	146	204	190
U.S. Gypsum Co		25	250
Total	186	294	478

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: No upgrading costs were included in the analysis of this line in the PSP.*)

Information for Line-Transfer Decision

Revenue received by the CNJ		$56,539
Average revenue per carload	$155	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	23,086	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,847	
Cost incurred beyond the branch line	41,928	
Total variable (avoidable) cost		68,861
Net contribution (loss): total		(12,322)
Average per carload	(34)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would require the replacement of a total of 1,000 crossties.

Although service to this line generated a loss amounting to $12,322 based on 1973 CNJ operations, analysis based on ConRail (merged) operations revenues and costs resulted in a contribution of $6,870.

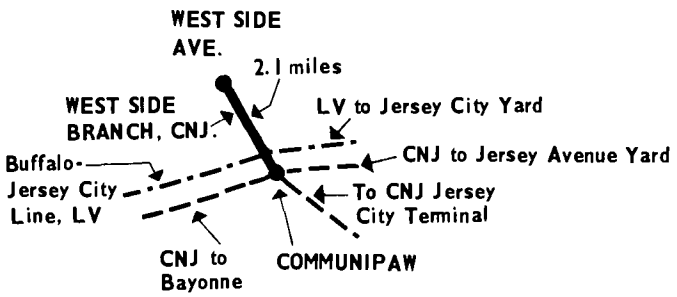
Disposition

The Jersey Avenue Branch shall be transferred to the Consolidated Rail Corp.

WEST SIDE BRANCH

USRA Line No. 1101

Central RR of New Jersey



The CNJ West Side Branch (and extension) runs from *Communipaw* (Milepost 1.0) to *West Side Avenue* (Milepost 3.1), a distance of *2.1 miles in Jersey City*, Hudson County, N.J. At Communipaw, this line connects with the Central Railroad of New Jersey line running from the Jersey City Terminal to Bayonne and beyond, and with the Jersey Avenue Branch (see Line No. 1100). At Communipaw, this line does not connect but it crosses under a branch of the Jersey City-Buffalo line of the Lehigh Valley.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jersey City	1,939
Total carloads generated by the line	1,939
Average carloads per week	37.3
Average carloads per mile	923.3
Average carload per train	7.6
1973 operating information:	
Number of round trips per year	255
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

A rail user survey identified 11 shippers generating 2,069 carloads in 1974. Termination of rail service would result in the loss of at least 600 jobs. All planned growth and expansion of these firms would cease if rail service were eliminated.

The New Jersey DOT's survey indicated 510 carloads generated by 5 shippers on this line in 1973.

Metro Containers estimates that alternate transportation costs would be $293,796. It has a $3 million expansion planned for 1976.

Armin Polyethylene Film estimates a 15-percent annual growth. However, they would close without rail service.

Malinckrodt Chemicals plans a 50-percent expansion of their operations.

The Jersey City Chamber of Commerce reports the following companies located on this line:

Company Name	*1974 Carloads*	*Number of employees*
Metro Container Corp	1,500	500+
Armin Polyethylene Film	75	100
Baldwin Steel Co	N.A.	60
Foods, Inc	55	8
Malinckrodt Chemicals	61	160
M. Pashelinsky & Sons	45	24
Robart Wood and Wire	(1)	38
J. T. Ryerson & Sons	55	150
Shoe-Taylor Inc	43	21
Stagg Lumber Co	25	15
Y. & T. Trucking	210	60
Branch total	2,069	1,136

[1] Siding needs repair.

Information for Line-Transfer Decision

Revenue received by CNJ		$300,351
Average revenue per carload	$155	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	87,567	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,520	
Cost incurred beyond the branch line	222,152	
Total variable (avoidable) cost		314,239
Net contribution (loss): total		(13,888)
Average per carload	(7)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 238 crossties per mile).

Service to this line generated a loss of $13,888 in 1973. Recovery of this loss would require approximately an 18-percent increase in traffic or a 5-percent rate increase.

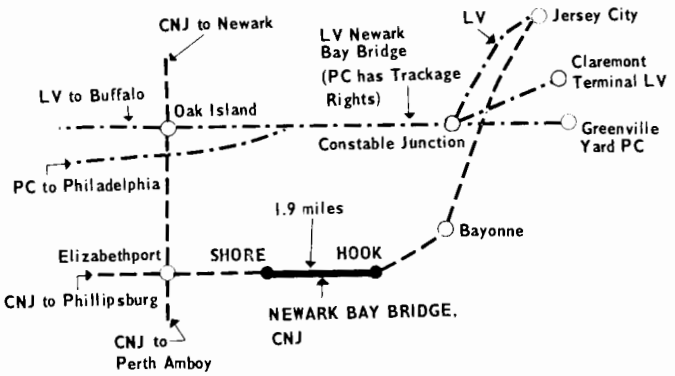
Disposition

The West Side Branch shall be transferred to the Consolidated Rail Corp.

NEWARK BAY BRIDGE

USRA Line No. 1102

Central Railroad of New Jersey



The Newark Bay Bridge extends from *Hook* (*Bayonne*) (Milepost 7.0) to *Shore* (*Elizabethport*), *N.J.* (Milepost 8.9), a distance of *1.9 miles*, in Hudson and Union Counties, N.J. At Hook and Shore the line continues east to Jersey City and west to Elizabethport.

Public Comments on Preliminary System Plan

The New Jersey DOT finds no shippers affected by cessation of service over this bridge as long as service is continued over the Lehigh Valley bridge 3 miles north.

The City of Bayonne opposes the elimination of rail passenger service via this bridge.

Information for Line-Transfer Decision

Bayonne shippers will continue to be served by Con-Rail via the existing Lehigh Valley bridge which is located 3 miles to the north of the CNJ bridge. Subsequent dismantling of the CNJ bridge will remove a serious navigational hazard for ocean shipping moving between Newark Bay and New York Harbor. Elimination of the bridge will, however, sever a lightly patronized suburban passenger service. (The State of New Jersey has expressed some interest in rerouting this service.)

Disposition

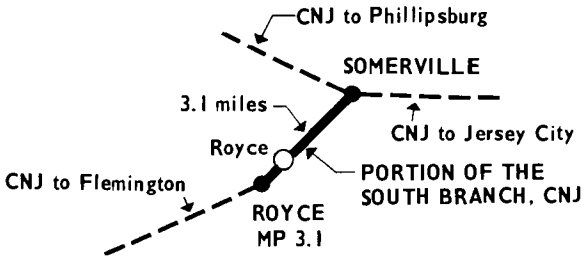
The Newark Bay Bridge is *not* designated for transfer to Consolidated Rail Corp.

Continuation of passenger services using this bridge is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

PORTION OF THE SOUTH BRANCH

USRA Line No. 1103

Central Railroad of New Jersey



This portion of the South Branch extends from *Somerville* (Milepost 0.0) to *Royce, N.J.* (Milepost 3.1), a distance of *3.1 miles*, in Somerset County, N.J. A continuation of this line extends westward from Royce (see Line No. 1111). At Somerville, this line connects with the Central RR of New Jersey's Jersey City-to-Phillipsburg Line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Royce	101
Total carloads generated by the line	101
Average carloads per week	1.9
Average carloads per mile	32.6
Average carloads per train	1.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The New Jersey DOT identifies the two main users of this line as the US Postal Service Eastern Area Supply Center, and the Veterans Administration Supply Depot.

The New Jersey DOT feels that on-branch cost estimates by USRA are overstated.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 101 cars on this line generated a total revenue of $111,368; however, only $11,721 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ		$11,721
Average revenue per carload	$116	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	32,351	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,262	
Cost incurred beyond the branch line	7,238	
Total variable (avoidable) cost		43,851
Net contribution (loss): total		(32,130)
Average per carload		(318)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 720 crossties (an average of 232 crossties per mile).

Service to this line generated a loss of $32,130 in 1973. Recovery of this loss would require approximately a sevenfold increase in traffic or a 274-percent rate increase. This loss was not significantly reduced in the analysis of this line based on ConRail (merged) operations.

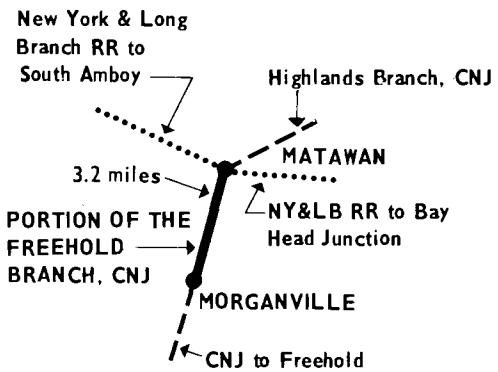
Disposition

This portion of the South Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central RR of New Jersey



This portion of the Freehold Branch extends from *Matawan* (Milepost 10.9) to *Morganville, N.J.* (Milepost 14.1), a distance of *3.2 miles*, in Monmouth County, N.J. At Matawan, this line connects with the New York & Long Branch RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Freneau	12
Morganville	67
Total carloads generated by the line	79
Average carloads per week	1.5
Average carloads per mile	24.7
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

This line segment is in the northern portion of the former Matawan-to-Freehold CNJ branch. The portion of the line south of Morganville is out of service due to a bridge failure.

CNJ trustees have placed rehabilitation costs of this line at $200,000.

Representative James J. Howard states that the Imperial Oil Co. of Morganville would close if rail service over this line is eliminated.

New Jersey DOT states that from CNJ abstract data it found 44 carloads terminating in Freehold in 1973. However, no CNJ service was provided to customers in Freehold in 1973. The possibility that these carloads were destined to customers located along the branch line should be investigated.

New Jersey DOT states that on branch costs incurred in the USRA figures seem excessive since the service is rendered by a crew assignment that serves other Matawan area industries and will doubtless continue to work the area in the future.

The Monmouth County Transportation Coordinating Committee recommended that service be maintained over Line No. 1104 with the remaining portions of the branch placed in a land bank.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 83 cars on this line generated a total revenue of $46,460; however, only $13,593 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ		$12,955
Average revenue per carload	$164	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	30,013	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	7,687	
Cost incurred beyond the branch line	5,158	
Total variable (avoidable) cost		42,858
Net contribution (loss): total		(29,903)
Average per carload	(379)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 780 crossties (an average of 244 crossties per mile).

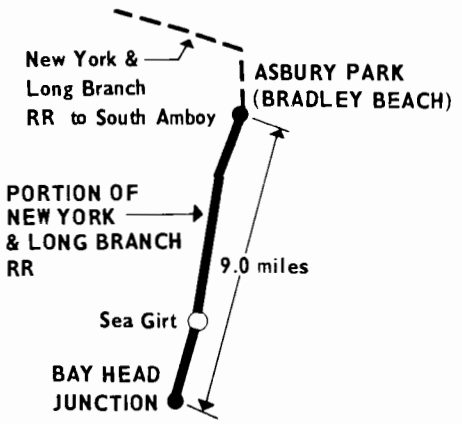
Service to this line generated a loss of $29,903 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 231-percent rate increase. The existence of an additional 44 carloads on this line in 1973, as suggested by the New Jersey DOT, would reduce the above loss to $25,560. Similarly, analysis of this line based on ConRail (merged) operations did not significantly reduce the above loss.

Disposition

This portion of the Freehold Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, NEW YORK & LONG BRANCH RR

USRA Line No. 1105



This portion of the New York & Long Branch RR extends from *Asbury Park* (*Bradley Beach*) (Milepost 29.0) to *Bay Head Junction, N.J.* (Milepost 38.0), a distance of *9.0 miles*, in Monmouth and Ocean Counties, N.J. At Asbury Park, this line continues to South Amboy.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belmar (CNJ)	8
Spring Lake (CNJ)	19
Point Pleasant Beach (CNJ)	255
Bay Head Junction (PC)	11
Manasquan (PC)	8
Sea Girt (PC)	4
Spring Lake (PC)	35
Belmar (PC)	5
Avon (PC)	4
Bradley Beach (PC)	23
Point Pleasant (PC)	93
Total carloads generated by the line	465
Average carloads per week	8.9
Average carloads per mile	51.7
Average carloads per train	4.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

New Jersey DOT states that this line is jointly owned by PC and CNJ. There were 175 carloads handled by PC on the line that were not included by USRA. These generated an additional $67,392 in revenues for the line.

New Jersey DOT identified 16 shippers on this line.

CNJ reports that its carloads increased 25 percent in 1974 to 351. The Monmouth County Transportation Coordinating Committee reports 398 carloads in 1974. Revenue per car is also increasing according to Point Pleasant Distributors which received 170 cars at $824 per car in 1973 but paid $993 per car for 203 carloads in 1974. It expects to receive 240 in 1975. Using 1974 carload figures and applying the 20.5-percent rate increase it has experienced, the company finds a $59 per carload profit for the line.

CNJ contends that USRA has also overstated the on-branch operations and rehabilitation costs and challenges the figure of 8 hours for round trip crew time, stating that only 3 hours of the crew's time is attributable to this segment.

$4 million has been invested in maintenance for this line by the state of New Jersey in the past 4 years.

This line is an essential commuter route, serving more than 20,000 commuters in Monmouth and Ocean Counties going to the Newark/New York City area.

Reported that $38 million has been appropriated by the state of New Jersey for electrification of the entire line from South Amboy to Bay Head Junction.

According to the Monmouth County Transportation Coordinating Committee the Asbury Park freight yard is in this segment.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in ConRail. In 1973 the 282 cars shown by USRA generated a total revenue of $301,116, however, only $77,893 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ-PC		$214,424
Average revenue per carload	$461	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line (excludes maintenance)	108,156	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	217,163	
Total variable (avoidable) cost		325,319
Net contribution (loss): total		(110,895)
Average per carload	(238)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using combined PC and CNJ traffic based on ConRail (merged) operations costs and revenues. The number of trips remained unchanged, but the hours per trip were reduced to 3. The mileposts were adjusted at Asbury Park to keep that yard in ConRail.

Service to this line generated a loss of $110,895 in 1973. Recovery of this loss would require both a traffic and a rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

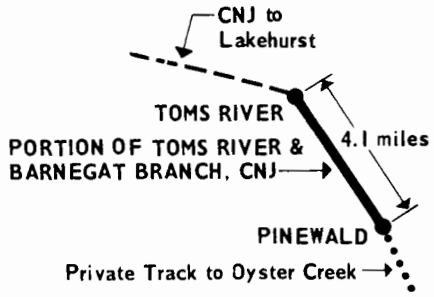
This portion of the New York & Long Branch RR is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *The continuation of passenger service on this line is dependent on the purchase, lease, or other transfer of necessary facilities to a public body.*

PORTION OF TOMS RIVER & BARNEGAT BRANCH

USRA Line No. 1106

Central Railroad of New Jersey

This portion of the Toms River & Barnegat Branch extends from *Toms River* (Milepost 47.4) to *Pinewald, N.J.* (Milepost 51.5), a distance of *4.1 miles*, in Ocean County, N.J. At Toms River, this line continues to Lakehurst.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinewald	52
Waretown	4
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	13.7
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The portion of the branch from Pinewald to Oyster Creek is presently operated under a contractual agreement between the Jersey Central Power & Light Co. and CNJ. JCP&L pays CNJ $14,000 per year under this agreement, which runs until 1981. JCP&L estimates the following rail usage:

	Cars	*Tons*
1975	33	225
1976	17	730
1977	482	18,120
1978	320	13,300

The company has invested $460,000 in a rail spur to serve the planned Forked River Nuclear Station, adjacent to the Oyster Creek Nuclear Generating Station. Rail service is mandatory for the construction of this facility and for the replacement of any oversize components.

CNJ states that the USRA figure of 4 hours for a round trip on this 4.1 mile segment is incorrect; a 1-hour time is more realistic. Additionally, the cost incurred on branch is listed as $87,945 but when compared to the costs incurred on Line No. 1105, the cost shown is three times greater for the Toms River Branch on a per-mile basis.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 56 cars on this line generated a total revenue of $29,599; however, only $9,221 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ		$9,221
Average revenue per carload	$165	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	49,893	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	5,552	
Total variable (avoidable) cost		55,445
Net contribution (loss): total		(46,224)
Average per carload	(825)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The CNJ stated in RSPO testimony that they had inadvertently supplied the Association with incorrect information concerning this line. As a result, the time spent serving the branch was reduced to 1 hour.

The rail service needs of JCP&L will not materialize until 1977. It is recommended that this line be acquired by JCP&L.

Service to this line generated a loss of $46,224 in 1973. Recovery of this loss would require approximately a thirteenfold increase in traffic or a 501-percent rate increase. Reanalysis based on ConRail operations, revenues and costs did not reduce this loss significantly.

Disposition

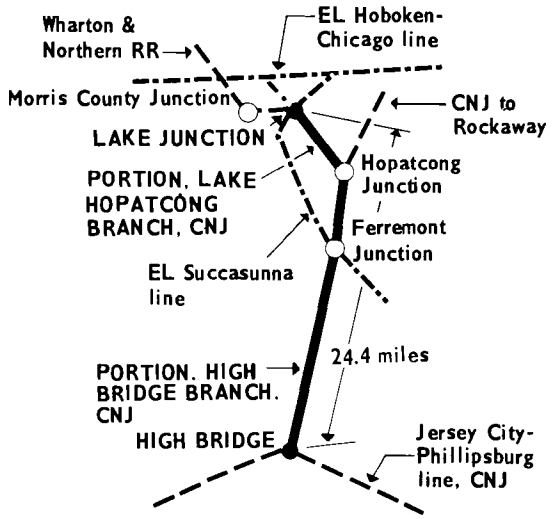
This portion of the Toms River & Barnegat Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTIONS OF HIGH BRIDGE BRANCH AND LAKE HOPATCONG BRANCH

USRA Line No. 1107

Central Railroad of New Jersey

These portions of the High Bridge Branch and the Lake Hopatcong Branch extend from *High Bridge* (Milepost 0.0), to *Lake Junction, N.J.* (Milepost 0.6), an actual distance of *24.4 miles*, in Hunterdon and Morris Counties, N.J. At High Bridge, this line connects with the Central Railroad of New Jersey line running from Phillipsburg to Elizabethport (see Line No. 1109). It connects with the Erie Lackawanna line



running from Hoboken to Chicago and the EL Chester Branch (see Line No. 1210) at Lake Junction. The Lake Hopatcong Branch of the CNJ continues north at Lake Junction to Morris County Junction. The High Bridge Branch of the CNJ continues north at Hopatcong Junction to Rockaway.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
High Bridge	28
Califon	9
Long Valley	1
Flanders	72
Kenvil	67
Total carloads generated by the line	177
Average carloads per week	3.4
Average carloads per mile	7.3
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Board of Public Transportation of Morris County testified that 240 carloads were generated on this line in 1973. There is a large concentration of shippers in Wharton, N.J., east of Hopatcong Junction, many of which rely on this line. Morris County stated that if their traffic is included, 1973 usage was 3,523 carloads and 1974 was 3,430.

Thatcher Glass of Wharton was concerned about the circuitous routing its sand shipments would be forced to use without this line.

The Halecrest quarry, located on the Mount Hope Mineral RR which connects with the CNJ near Wharton, went into operation in November, 1974 and had shipped 125 carloads over the High Bridge line by March 1975. It projects 2,000 carloads for 1975, and over 5,000 per year for 1977–1979.

CNJ testified that 40,000 carloads a year of bridge traffic are handled over this line.

Sears Roebuck & Co. is planning a new distribution center which would generate 2,500–3,000 piggyback loads and 500–750 carloads per year. Without rail service Sears states that the facility would be built elsewhere.

Keuffel and Esser projects 150 carloads per year.

Elimination of this line could cut off access to the Mount Hope Mineral RR.

The CNJ testified that USRA rehabilitation and operating costs for this line should be reduced. The company has expended $350,000 on rehabilitation since 1973; 15,000 rail ties have been replaced and 10,000 are scheduled to be replaced in the summer of 1975. 11½ miles of the track have been reballasted since 1973 and additional ballasting and surfacing are scheduled.

The South Branch Watershed Association supports discontinuance of service over the High Bridge branch because six derailments and cargo spills in the past 2 years have resulted in tons of material falling into the South Branch of the Raritan River, a primary potable water source for central and northeastern New Jersey, and the bulk of this line runs through residential zones.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 117 cars on this line generated a total revenue of $198,406; however, only $33,586 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ		$33,586
Average revenue per carload	$190	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	191,948	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,870	
Cost incurred beyond the branch line	11,896	
Total variable (avoidable) cost		225,714
Net contribution (loss): total		(192,128)
Average per carload		(1,085)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 61 crossties per mile).

Service to this line generated a loss of $192,128 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 572-percent rate increase. The existence of an additional 63 carloads on this line in 1973, as indicated by the Board of Public

Transportation of Morris County, would reduce this loss to approximately $184,000.

Overhead traffic currently using this line will be routed by alternate lines. Shippers at Wharton, Dover, Rockaway, and the Mount Hope Mineral RR will be served from the EL at Lake Junction and Wharton via existing connections.

The Sears Distribution Center at Bartley is projecting 2,500–3,000 trailers per year. While the plans for this facility have been prepared, no construction has been undertaken. It is recommended that Sears discuss the future of rail service to this proposed facility with the Chessie system.

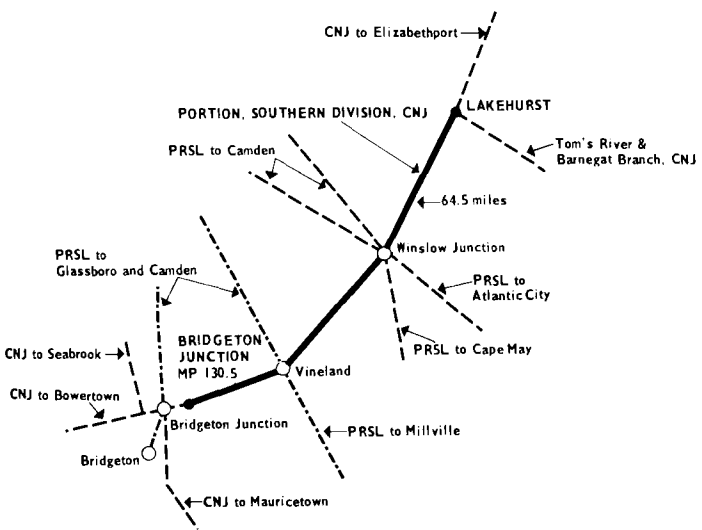
Disposition

These portions of the High Bridge Branch and the Lake Hopatcong Branch are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SOUTHERN DIVISION

USRA Line No. 1108

Central Railroad of New Jersey



This portion of the Southern Division extends from *Lakehurst* (Milepost 66.0) to *Bridgeton Junction, N.J.* (Milepost 130.5), a distance of *64.5 miles*, in Ocean, Burlington, Camden, Gloucester, Atlantic and Cumberland Counties, N.J. This line continues north from Lakehurst to Red Bank and south from Bridgeton Junction to Bridgeton. At Lakehurst it connects also with the Toms River & Barnegat Branch of the CNJ. At Bridgeton Junction it also intersects the PRSL Bridgeton Branch to Glassboro (see Line No. 1804), the CNJ Deerfield Branch to Seabrook and the CNJ C&MR Branch to Mauricetown. Vineland (Milepost 120.1) is also served by PRSL lines to Glassboro and Dorchester (see Line No. 1803). At Winslow Junction (Milepost 104.2), the line intersects PRSL lines to Haddonfield, Camden (via Clementon), Atlantic City and Cape May.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lakehurst	81
Chatsworth	3,684
Winslow	397
Cedar Lake	185
Landisville	295
Vineland	2,226
Norma	116
Rosenhayn	32
Total carloads generated by the line	7,016
Average carloads per week	134.9
Average carloads per mile	108.3
Average carloads per train	20.0
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	8.0
Locomotive horsepower	5,000
Train crew size	4

Public Comments on Preliminary System Plan

Monmouth County New Jersey Transportation Coordinating Committee stated this is the only North-South rail line in the eastern and southern part of the state.

The Public Service Electric & Gas Co. stated they need this line for trap rock to offshore generating plant. But statement was also make that when construction is completed, shipments will terminate.

The counsel for CNJ Lifeline Committee stated that 3,500 carloads of sand were generated on this line and that 5,000 could be generated if rail was upgraded.

Information for Line-Transfer Decision

Revenue received by CNJ		$1,052,533
Average revenue per carload	150	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	770,729	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	74,785	
Cost incurred beyond the branch line	524,817	
Total variable (avoidable) cost		1,370,331
Net contribution (loss): total		(317,798)
Average per carload	(45)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,400 crossties (an average of 99 crossties per mile).

This line, which was recommended for continued rail service in the PSP, was reanalyzed to reflect the rerouting of the southern New Jersey sand via the PRSL which does not need rehabilitation. This line has been analyzed in four parts: Lakehurst to Chatsworth, Chatsworth to Winslow Junction, Winslow Junction to Norma, and Norma to Bridgeton Junction.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 66.0 to 84.3 and from Milepost 104.2 to 123.9 (serving shippers at Lakehurst, Chatsworth, Winslow, Cedar Lake, Landisville, Vineland, and Norma who generated 6,984 carloads in 1973) was reanalyzed based on ConRail (merged) operations, revenues and costs. This portion of the line would generate $1,892,950 in revenue and $1,841,940 in costs with a resulting contribution of $51,008.

Service to the portion of this line from Milepost 123.9 to Milepost 130.5 serving shippers at Rosenhayn who generated 32 carloads in 1973 would generate $6,235 in revenue and $86,004 in costs with a resulting loss of $79,769. Recovery of costs would require approximately a thirty-onefold increase in traffic or a 1,279-percent rate increase over the 1973 levels. The affected shipper is a team track patron. There are alternate team track facilities in the immediate area. The portion of the line between Chatsworth (Milepost 84.3) and Winslow Junction (Milepost 104.2) does not directly serve any shippers.

Bridgeton traffic will be routed via Line No. 1804.

Disposition

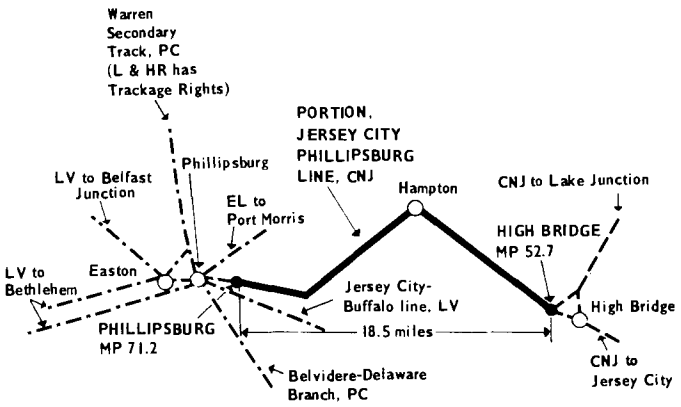
Service to the portion of this line from Milepost 66.0 to Milepost 84.3 and from Milepost 104.2 to Milepost 123.9 shall be transferred to the Consolidated Rail Corp.

The portion of the Southern Division from Milepost 84.3 to Milepost 104.2 and from Milepost 123.9 to Milepost 130.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE JERSEY CITY-TO-PHILLIPSBURG LINE

USRA Line No. 1109

Central Railroad of New Jersey



This portion of the Jersey City-Phillipsburg Line extends from *High Bridge* (Milepost 52.7), to *Phillipsburg, N.J.* (Milepost 71.2), a distance of *18.5 miles*, in Hunterdon and Warren Counties, N.J. At High Bridge, the line continues east to Elizabethport. At Phillipsburg, the line connects with the Lehigh Valley RR line between Jersey City and Buffalo. The line connects with the High Bridge Branch of the CNJ at High Bridge (see Line No. 1107). Limited suburban passenger service was recently inaugurated between Hampton and Phillipsburg.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hampton	38
Ludlow-Asbury	150
Bloomsbury	41
Total carloads generated by the line	229
Average carloads per week	4.4
Average carloads per mile	12.4
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Wedco, Inc., West Portal, and Asbury Graphite Mills, Inc., Hampton, state that they would both be forced out of business without rail service. Wedco estimates 35 to 40 job losses and a local tax loss of $19,000. In 1973 the company received 51 carloads, in 1974, 61, and it projects future usage of 151 with a planned expansion.

Asbury, located at milepost 60 received 167 in 1973 and 134 in 1974.

Grief Bros. reports overhead traffic on the line amounting to 60 cars per day.

Representative Helen Meyner reports that the elimination of service on Line 1109 would jeopardize the planned expansion of CanRon Co. Management estimates a cutback of approximately 100 employees without rail service.

The CNJ testified that the possibility of this line being retained as an auxiliary freight route between Allentown Pa., and Newark, N.J., should be considered. The New Jersey DOT concurs.

Information for Line-Transfer Decision

Revenue received by CNJ		$41,253
Average revenue per carload	$180	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	152,748	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	14,346	
Total variable (avoidable) cost		167,094
Net contribution (loss): total		(125,841)
Average per carload	(550)	

This line was reanalyzed to allow Phillipsburg shippers to receive service by ConRail. Also, as there are no shippers between Hampton and High Bridge, the mileposts were extended to a point just west of High Bridge.

This line is required for the movement of through trains.

Disposition

This portion of the Jersey City-to-Phillipsburg line shall be transferred to the Consolidated Rail Corp.

PORTION OF SOUTH BRANCH

USRA Line No. 1112

Central Railroad of New Jersey

This portion of the South Branch, extending from *south of Three Bridges* (Milepost 13.7) to *Flemington, N.J.* (Milepost 15.7), a distance of *2.0 miles*, in Hunterdon County, N.J., a line which was recommended for inclusion on page 587 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1200

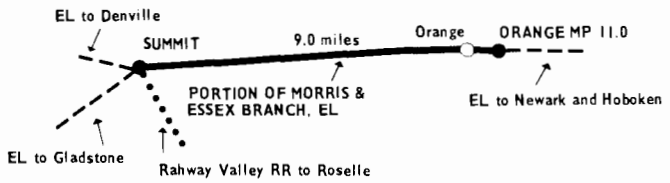
Erie Lackawanna

This portion of the Morris & Essex Branch, extending from *Newark* (*Roseville Avenue*) (Milepost 9.0) to *Orange, N.J.* (Milepost 11.0), a distance of *2.0 miles*, in Essex County, N.J., a line which was recommended for inclusion on page 11 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service (see coordination project USRA–1).

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1201

Erie Lackawanna



This portion of the Morris & Essex Branch extends from *Orange* (Milepost 11.0) to *Summit, N.J.* (Milepost 20.0), a distance of *9.0 miles*, in Essex and Union Counties, N.J. This line continues eastward from Orange to Newark and northwestward from Summit to Denville (see Line Nos. 1200 and 1202). The EL Gladstone Branch diverges at Summit (see Line No. 1204). The Rahway Valley RR connects at Summit.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Highland Avenue	0
Mountain Station	0
South Orange	19
Maplewood	30
Millburn	1
Short Hills	0
Summit	1
Total carloads generated by the line	51
Average carloads per week	1.0
Average carloads per mile	5.7
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of U.S. Railway Association's Preliminary System Plan–Supplemental Report."

Information for Line-Transfer Decision

Revenue received by EL		$18,618
Average revenue per carload	$365	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	56,373	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	13,770	
Total variable (avoidable) cost		70,143
Net contribution (loss) total		(51,525)
Average per carload		(1,010)

[1] Excludes ownership costs due to the use of the line for commuter services.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The above analysis reflects the inclusion of maintenance costs which were excluded from the original analysis due to the use of the line for commuter service. The carrier receives reimbursement only for those expenses incurred as a consequence of passenger service.

Disposition

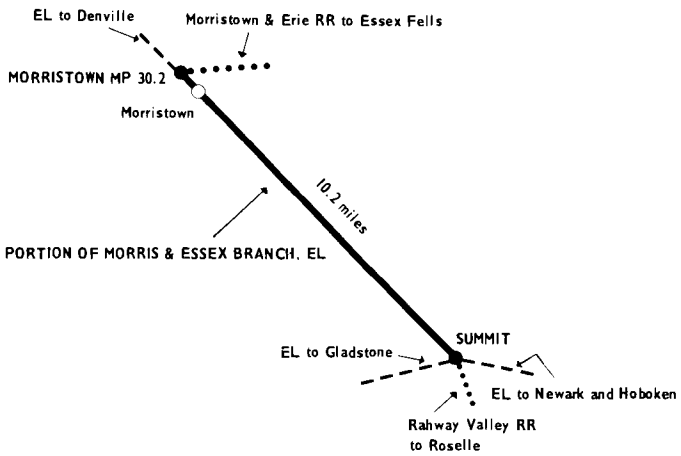
This portion of the Morris & Essex Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1202

Erie Lackawanna

This portion of the Morris & Essex Branch extends from *Summit* (Milepost 20.0) to *Morristown, N.J.* (Milepost 30.2), a distance of *10.2 miles*, in Union and Morris Counties, N.J. This line continues eastward from Summit to Newark and northward from Morristown to Denville. The EL Gladstone Branch diverges at Summit (see Line Nos. 1201, 1203 and 1204). At Summit the Rahway Valley RR connects, as does the Morristown & Erie RR at Morristown.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Chatham	416
Madison	7
Convent	0
Total carloads generated by the line	423
Average carloads per week	8.1
Average carloads per mile	41.5
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.7
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan–Supplemental Report."

Information for Line-Transfer Decision

Revenue received by EL		$99,787
Average revenue per carload	$236	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	63,808	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	80,174	
Total variable (avoidable) cost		143,982
Net contribution (loss): total		(44,195)
Average per carload		(104)

[1] Excludes ownership costs due to the use of the line for commuter services.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line initially was analyzed excluding all ownership and maintenance costs because it is used for commuter service. However, the passenger service subsidy only reimburses the carrier for the portion of the costs associated with that service. The above analysis reflects the costs associated with providing freight service.

This line generates a loss amounting to $44,195 or $104 per carload. A threefold increase in traffic or a 44-percent increase in rates over the 1973 levels would enable financial self-sufficiency. This line is required to serve a portion of Line No. 1204 which generated a contribution of $31,516.

Disposition

This portion of the Morris & Essex Branch shall be transferred to Consolidated Rail Corp. The Chessie System wil provide the local freight service (see coordination project USRA–1).

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1203

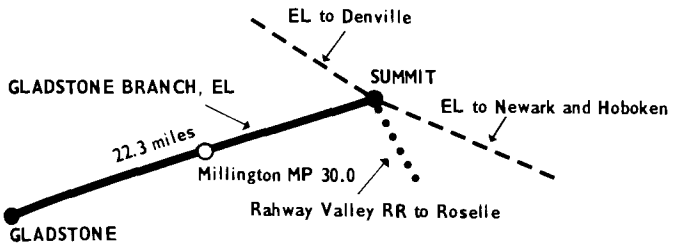
Erie Lackawanna

This portion of the Morris & Essex Branch, extending from *Morristown* (Milepost 30.2) to *Denville Junction, N.J.* (Milepost 36.4), a distance of *6.2 miles*, in Morris County, N.J., a line which was recommended for inclusion on page 13 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide local freight service (see coordination project USRA–1).

GLADSTONE BRANCH

USRA Line No. 1204

Erie Lackawanna



The Gladstone Branch extends from *Summit* (Milepost 20.0) to *Gladstone, N.J.* (Milepost 42.3), a distance of *22.3 miles*, in Union, Morris and Somerset Counties, N.J. This line connects with the EL Morris & Essex Branch at Summit (see Line Nos. 1201 and 1202), and with the Rahway Valley RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Providence	3
Murray Hill	41
Berkeley Heights	323
Stirling	13
Millington	394
Lyons	0
Bernardsville	25
Mine Brook	0
Far Hills-Bedminster	6
Peapack	30
Gladstone	47
Total carloads generated by the line	882
Average carloads per week	17.0
Average carloads per mile	39.6
Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

NJ DOT found no significant discrepancies in USRA's attribution of 108 carloads to the portion of this branch south of Millington.

The NJ DOT recommended that the Association review its subsegment analysis on this segment: "The per mile cost for operating beyond Millington is highly questionable. The cost of operating on the nonviable segment should be the actual cost for operation between Millington and Gladstone and not based on a prorated basis for the entire segment."

The NJ DOT also questioned the subsegment analysis procedure: "The data utilized by USRA for this procedure does not appear to be accurate enough to predict conclusively the loss of approximately $5,000 in revenue."

The NJ DOT questioned the USRA assumption that once a train crew has reached Millington, per mile costs for operational expenses remain constant for the continued trip to Gladstone. On the contrary, no savings would occur in turning the crew back at Millington, and $38,900.00 in revenue would be lost.

Komline-Sanderson Engineering Corp. generated 30 carloads in 1973, 20 in 1974 and projects 20 for 1975 on the excised subsegment. The company reported that due to the size of its products, there is no viable alternative to rail shipping. The company cited poor service as

the reason for its lessened usage of rail but stated that 20 carloads per year is its absolute minimum usage.

Several witnesses expressed concern regarding present state-subsidized commuter service on this segment.

The New Jersey State Chamber of Commerce noted two producers of crushed stone on line 1204: Houdaille Industries and Anthony Ferrante & Sons. The Chamber believes that the EL has used the Houdaille facility as a major source of track ballast. The Chamber listed the following shippers between Millington and Gladstone:

National Gypsum Co., Millington
All Weather Crete Co., Millington
Houdaille Millington Quarry, Millington
Anthony Ferrante & Sons, Bernardsville
Somerset Grain, Feed & Supply Co., Bernardsville
L. V. Ludlow, Far Hills
Komline-Sanderson Engineering Co., Peapack
G. F. Hill & Co., Gladstone

The Chamber stated that the entire length of the Gladstone branch is used for electrified commuter service to Newark and Hoboken, therefore the line can be expected to continue operating west of Milepost 30 for passenger service. Thus the expense to ConRail or to MARC–EL for continuing to serve the needs of the above-mentioned companies would be little more than crew-time and equipment mileage. The selection of Milepost 30, rather than Milepost 42.3 (Gladstone) as a cut-off point for freight service thus seems almost capricious to the Chamber.

Information for Line-Transfer Decision

Revenue received by EL	$332,221
Average revenue per carload	$377
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line[1]	143,966
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	209,879
Total variable (avoidable) cost	353,845
Net contribution: total	(21,624)
Average per carload	(25)

[1] Excludes ownership costs due to use of the line for commuter service.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

Although service to the entire line generates a loss, service to that portion of the line from Milepost 20.0 to Milepost 30.0 (serving shippers at New Providence, Murray Hill, Berkeley Heights, Stirling, and Millington who generated 774 carloads in 1973) would generate $293,286 in revenue and $261,770 in costs with a resulting contribution of $31,516.

Service to the remainder of the line from Milepost 30.0 to Milepost 42.3 (serving shippers at Lyons, Bernardsville, Mine Brook, Far Hills-Bedminster, Peapack, and Gladstone who generated 108 carloads in 1973) would generate $38,935 in revenue and $286,262 in costs with a resulting loss of $247,327. Recovery of costs would require both a traffic and a rate increase over the 1973 levels. These costs reflect only the service level required on this portion of the line and exclude ownership costs associated with the passenger operation.

Disposition

The portion of the Gladstone Branch from Milepost 20.0 to Milepost 30.0 shall be transferred to the Consolidated Rail Corp. The local freight service will be provided by the Chessie System (see coordination project USRA–1).

The portion of the Gladstone Branch from Milepost 30.0 to Milepost 42.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

MONTCLAIR BRANCH

USRA Line No. 1205

Erie Lackawanna

The Montclair Branch, extending from *Newark (Roseville Avenue)* (Milepost 9.0) to *Montclair, N.J.* (Milepost 13.2), a distance of *4.2 miles*, in Essex County, N.J., a line which was recommended for inclusion on page 15 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

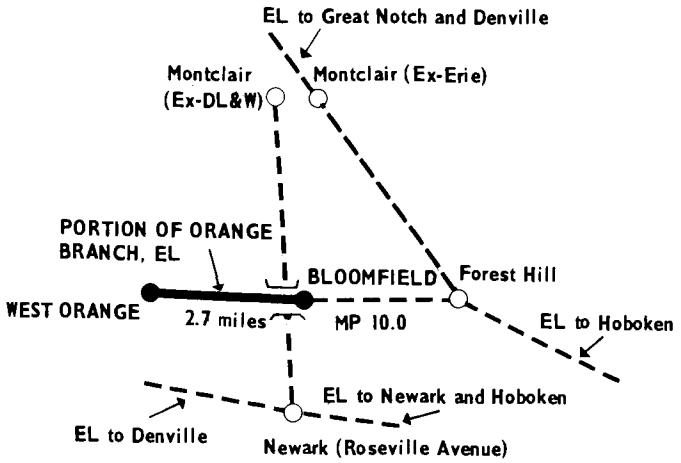
PORTION OF ORANGE BRANCH

USRA Line No. 1206

Erie Lackawanna

This portion of the Orange Branch extends from *Bloomfield* (Milepost 10.0) to *West Orange, N.J.* (Milepost 12.7), a distance of *2.7 miles*, in Essex County, N.J.

This line continues eastward from Bloomfield to Forest Hill. At Bloomfield it passes over the EL's Montclair Branch (see Line No. 1205).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Orange	155
West Orange	118
Total carloads generated by the line	273
Average carloads per week	5.2
Average carloads per mile	101.1
Average carloads per train	2.6
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

NJ DOT stated that it found no significant discrepancies in the carload figures for the East Orange and West Orange stations. But NJ DOT stated that in the conduct of its investigation of this branch, it located the Orange Station (FSAC 130 and SPLC 191765) at Milepost 11.6. In the Freight Station Accounting Code Directory, published by AAR, there is only one listing for the Orange Station. A shipper survey conducted by NJ DOT identified the following firms along this branch:

Company	*Location*
Adler Coal Co	Orange.
Bailey Whalen Co	West Orange.
Canada Dry	Orange.
Congdon Lumber, Inc	West Orange.
Hasco Industries, Inc	West Orange.
CR Hutcheon	West Orange.
Jersey Public Warehouse	East Orange.
Multiplpex Concrete	East Orange.
Miracle Adhesives	West Orange.
Orange Garden Supply	Orange.
Orange Warehouse Corp	Orange.
Rheingold Breweries, Inc	Orange.
Carl Schaedel & Co., Inc	West Orange.
Selecto-Flash, Inc	Orange.
Wraps, Inc	East Orange.

NJ DOT recommended further investigation of the traffic on this branch. It noted that Erie Lackawanna Railway System abstract data tapes, purchased from USRA, attributed a total of 470 carloads, generating a revenue of $264,647, to Orange Station. By adding the traffic generated by Orange Station, a 172% increase in traffic is realized which surpasses the requirement for a 100% increase in traffic advocated by USRA in the Supplement to the Preliminary System Plan.

The New Jersey State Chamber of Commerce pointed out that the difference between waybilling stations and points of car service may still not be entirely clear to the USRA staff, citing this segment as an example.

E. L. Congdon and Sons Lumber Company stated that it received 65 cars from the Pacific Northwest in 1973 and 50 cars in 1974 on this segment.

The Bailey Whalen Company receives 25–35 carloads per year. The company stated that there is no feasible alternative to rail for shipment of the wood millwork it receives from the West and Midwest. The company would close without rail service, resulting in the unemployment of 35 workers.

The Apartment House Supply Company stated that it generated 85 cars in 1973 and 184 cars in 1974.

Information for Line-Transfer Decision

Revenue received by EL		$91,118
Average revenue per carload	$334	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	37,145	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	72,570	
Total variable (avoidable) cost		109,715
Net contribution (loss): total		(18,597)
Average per carload	(68)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line has only two stations, East Orange and West Orange. The Orange station is on the ex-DL&W line. All but two of the shippers listed at Orange in the RSPO testimony are located on the line, but generate no traffic. Adler Coal Co. does not exist under that name, and Rheingold Brewers is on the ex-DL&W line.

Service to this line generated a loss of $18,597 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 20-percent rate increase.

Bloomfield traffic will continue to receive service.

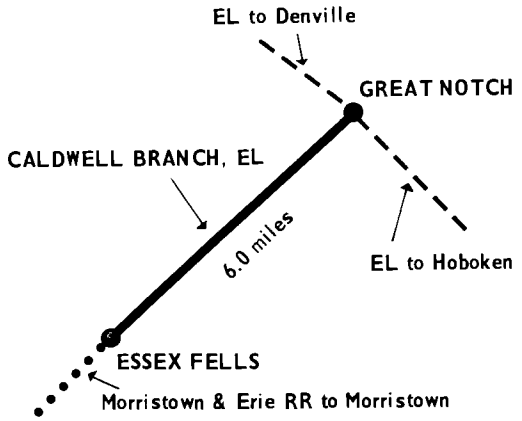
Disposition

This portion of the Orange Branch is *not* designated for transfer to the Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CALDWELL BRANCH

USRA Line No. 1207

Erie Lackawanna



The Caldwell Branch extends from *Great Notch* (Milepost 16.5) to *Essex Fells, N.J.* (Milepost 22.5), a distance of *6.0 miles*, in Passaic and Essex Counties, N.J. This line connects with the EL's Boonton Line at Great Notch and with the Morristown & Erie RR at Essex Fells.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cedar Grove	12
Overbrook	2
Verona	35
Caldwell	37
Essex Fells[1]	1
Total carloads generated by the line	87
Average carloads per week	1.7
Average carloads per mile	14.5
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	24
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,000
Train crew size	4

[1] Excludes traffic interchanged with the Morristown & Erie RR.

Public Comment on Preliminary System Plan

The NJ DOT determined from the EL abstract data tapes that 12 carloads were generated by the Cedar Grove Station of the Caldwell Branch, generating $6,400.00 in revenue. These figures were omitted in the USRA analysis. NJ DOT called for further analysis of the branch, taking into account the total traffic on the segment, prior to any final decision. (*Note: Cedar Grove traffic has been added.*)

Information for Line-Transfer Decision

Revenue received by EL		$33,889
Average revenue per carload	$390	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	45,605	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	24,231	
Total variable (avoidable) cost		69,836
Net contribution (loss): total		(35,947)
Average per carload	(413)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Traffic now interchanged with the Morristown & Erie RR at Essex Fells will be handled at Morristown (see Line No. 1203).

Service to this line generated a loss of $35,947 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 106-percent rate increase.

Disposition

The Caldwell Branch is *not* designated for transfer to the Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

GREENWOOD LAKE SPUR

USRA Line No. 1208

Erie Lackawanna

The Greenwood Lake Spur, extending from *Mountain View* (Milepost 21.4) to *Pompton Junction, N.J.* (Milepost 28.1), a distance of *6.7 miles*, in Passaic and Morris Counties, N.J., a line which was recommended for inclusion on page 17 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If

this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

CHESTER BRANCH

USRA Line No. 1210

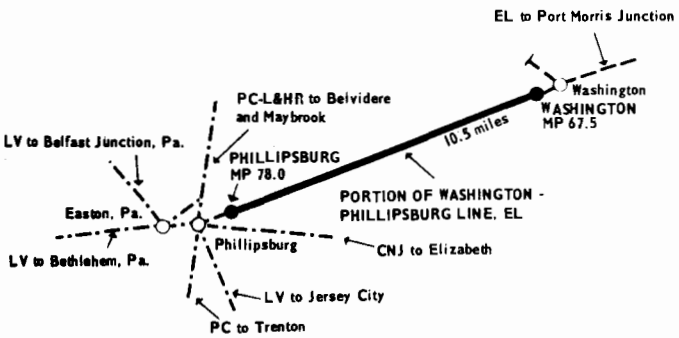
Erie Lackawanna

The Chester Branch, extending from *Chester Junction* (Milepost 41.3) to *Succasunna, N.J.* (Milepost 45.0), a distance of *3.7 miles*, in Morris County, N.J., a line which was recommended for inclusion on page 18 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

PORTION OF WASHINGTON–PHILLIPSBURG LINE

USRA Line No. 1212

Erie Lackawanna



This portion of the Washington-to-Phillipsburg line extends from *Washington* (Milepost 67.5) to *Phillipsburg, N.J.* (Milepost 78.0), a distance of *10.5 miles*, in Warren County, N.J. This line continues eastward to Port Morris Junction from Washington. At Phillipsburg, it connects with the PC Belvidere-Delaware Branch, the Lehigh & Hudson River Ry and the Central RR of New Jersey (see Line Nos. 121a, 121b and 1109) and with the Lehigh Valley RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Broadway	0
New Village	2
Stewartsville	9
Total carloads generated by the line	11
Average carloads per week	0.2
Average carloads per mile	1.0
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	22
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

N.J. DOT found no significant discrepancies in the USRA attribution of 11 carloads to the segment.

N.J. DOT listed the following firms as located along the line segment: Apex Galvanizing Corp., Franklin Steel, Inc., Shillinger's Mill, and Wickes Lumber Co.

The New Jersey State Chamber of Commerce suggested an alternative to the USRA plan to abandon this segment. It pointed out that all of the present rail freight users on the line would retain service if the line were retained from Phillipsburg to Hackettstown. The Chamber found only two companies located on the segment beyond Hackettstown, Saxton Falls Sand and Gravel Co. and Certified Aggregates, Inc., whose rail usage should be evaluated. The Chamber contended that operating Phillipsburg to Hackettstown, rather than Netcong to Washington with a stub in Phillipstown, would be more economical and serve all present rail users.

BASF Wyandotte operates a plant 500 feet west of the 66.5 milepost on this segment. In 1973, the company generated 306 carloads and in 1974, 312. The company forecasts 1,078, 1,186, and 1,241 carloads for the years 1977, 1978, and 1979, respectively. Without reliable rail service this facility would close down leaving the employment of 100 workers in jeopardy. Extension of the line 500 feet to its siding would provide the company continued service.

Apex Galvanizing Corp. stated that its future expansion plans incorporate the use of rail service.

The Ad Hoc Citizens Committee of Washington, N.J. pointed out that large quantities of propylene oxide and ethylene oxide are transported over this line, both of which are extremely dangerous. The committee insisted in the interest of public safety that either this line be abandoned or upgraded to a safe condition.

The Ingersoll Rand Co. stated that if the CNJ Hampton-Phillipsburg line (Line No. 1109) and the Washington-Phillipsburg segment are abandoned as recommended in the PSP, the company's Phillipsburg plant will be without rail service. This would result in a loss of more than 300 jobs. Ingersoll Rand manufactures extremely large condensors used in power generation.

The Wickes Corp. stated that it has a lumber and building supply center located at milepost 77.74, 2.56 miles from the end of the line in Phillipsburg. The company projects a minimum of 80 carloads will be generated at this location in 1976.

Information for Line-Transfer Decision

Revenue received by EL		$2,310
Average revenue per carload	$210	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	79,064	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,726	
Total variable (avoidable) cost		80,790
Net contribution (loss): total		(78,480)
Average per carload	(7,135)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Traffic generated at Washington and Phillipsburg will continue to receive service and the milepost limits of this line have been adjusted accordingly.

This line is required by the Chessie System as a through freight route.

Disposition

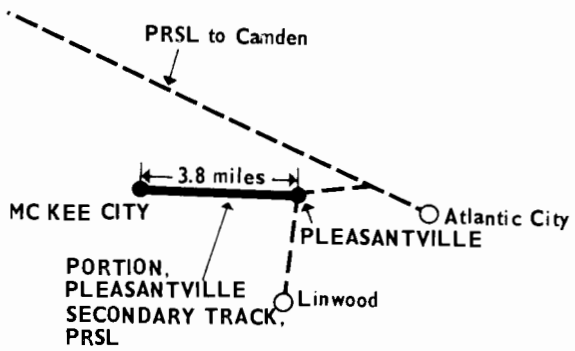
This portion of the Washington-to-Phillipsburg line shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to 11 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PLEASANTVILLE SECONDARY TRACK

USRA Line No. 1800

Pennsylvania-Reading Seashore Lines

This portion of the Pleasantville Secondary Track extends from *McKee City* (Milepost 53.1) to *Pleasantville, N.J.* (Milepost 56.9), a distance of *3.8 miles* in Atlantic County, N.J. At Pleasantville, this line connects with the Linwood Secondary Track of the Pennsylvania-Reading Seashore Lines (see Line No. 1801), and it also continues to Atlantic City.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McKee City	81
Total carloads generated by the line	81
Average carloads per week	1.6
Average carloads per mile	21.3
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.3
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

New Jersey DOT states that the USRA used PC cost factors in evaluating all of the PRSL lines and points out that using ConRail figures instead might favorably influence inclusion of some of the lines.

Also, NJ DOT notes that the revenues attributed to the traffic on these lines are only those revenues east of Camden that now accrue to PRSL. A more realistic picture can be obtained if total revenue that would accrue to ConRail are considered. It notes that the cars for the Northfield station were credited to this line while the stations is actually located on Line No. 1801.

The Plesantville-McKee City Rail Research Committee states that this line generated 512 carloads in 1973 and 551 in 1974. They estimate employment loss at 252 jobs and alteration of facility costs to rail users at $120,250. (*Note: This traffic is generated at Pleasantville and will continue to receive service.*)

Lumber Distributors, Inc., at Pleasantville reports 90 carloads per year in 1973, 100 in 1974, and expects 105 in 1975. It states that its facility is so close to the included segment that if service were extended just to the lumber company that portion of the segment would be profitable.

Atlantic Plastic Containers, Inc., would halt plans to operate its plant 24 hours a day which would have increased employment by 55 and traffic by 90 cars per year.

SICO Steel Corp., would cancel further plans to develop an industrial park.

Sears, Roebuck and Co. of Pleasantville recently began receiving rail shipments at the McKee City team track, because of frequent pilferage and vandalism at the Pleasantville team track. Sears expects to receive approximately 60 carloads per year at this location.

Atlantic City Electric Co. receives transformers at McKee City whose height and weight characteristics necessitate continued rail service.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: No upgrading costs were included in the analysis of this line.*)

Consideration must be given to total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 81 cars on the line generated a total revenue of $113,040 of which only $15,936 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$13,903
Average revenue per carload	$172	
Variable (avoidable) cost of continued service:		
Cost incurred beyond branch line	31,522	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,830	
Total variable (avoidable) cost		36,352
Net contribution (loss): total		(22,449)
Average per carload	(277)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Northfield was incorrectly assigned to this line in the original analysis. The time spent on the branch was reduced to 1.3 hours. Shippers in Pleasantville will continue to receive service.

Service to this line generated a loss of $22,449 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 161-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. Reanalysis based on ConRail operations, costs and revenues did not reduce the above loss significantly.

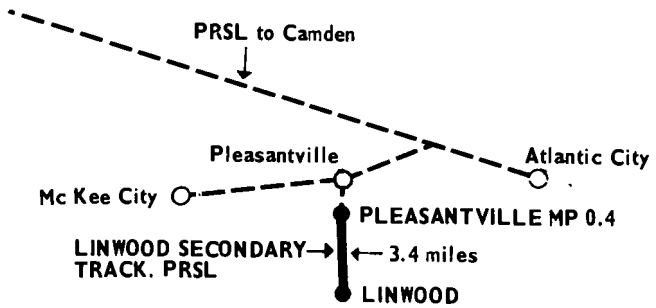
Disposition

This portion of the Pleasantville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

LINWOOD SECONDARY TRACK

USRA Line No. 1801

Pennsylvania-Reading Seashore Lines



The Linwood Secondary Track extends from *Pleasantville* (Milepost 0.4) to *Linwood, N.J.* (Milepost 3.8), a distance of *3.4 miles*, in Atlantic County, N.J. At Pleasantville, this line connects with the Pleasantville Secondary Track of the Pennsylvania-Reading Seashore Lines (see Line No. 1800).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Linwood	254
Northfield	26
Total carloads generated by the line	280
Average carloads per week	5.4
Average carloads per mile	82.4
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

New Jersey DOT reports that results from their rail service survey indicate at least 274 carloads were generated on this line in 1973.

Dee Wood Industries shipped 250 carloads in 1973 and states that it might have to cease operations without rail service. The company contends that the figure

stated by USRA for maintenance is too high. New Jersey DOT also states that according to PRSL timetable and track chart, the 26 carloads at Northfield station attributed to Line No. 1800 is incorrect as the station is really located on Line No. 1801.

Consideration could be given to reducing the round trips per year. Reducing from twice to once a week service would result in substantial on-branch cost reductions.

The estimated time per round trip appears to be high considering the volume of traffic and the length of the line.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 254 cars on this line generated a total revenue of $388,236; however, only $54,037 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$56,070
Average revenue per carload	$200	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	41,607	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	19,417	
Cost incurred beyond the branch line	16,494	
Total variable (avoidable) cost		77,518
Net contribution (loss): total		(21,448)
Average per carload	(77)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 368 crossties per mile).

Reevaluation of the time required to serve the line resulted in a reduction from 3.5 to 2.0 hours. The upgrading costs were verified. The original analysis of this line erroneously excluded traffic generated at Northfield.

Although service to this line generated a loss amounting to $21,448 based on 1973 PRSL operations, analysis based on ConRail (merged) operations resulted in a contribution of $27,064.

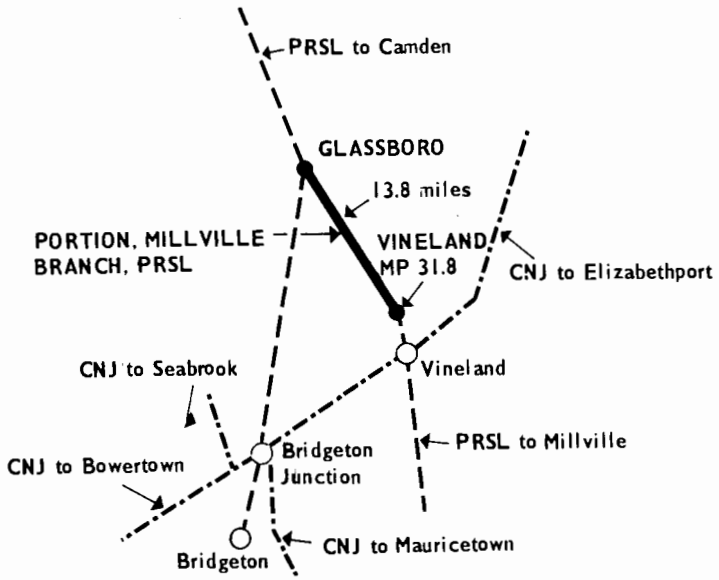
Disposition

The Linwood Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1803

Pennsylvania-Reading Seashore Lines



This portion of the Millville Branch extends from *Glassboro* (Milepost 18.0) to *Vineland, N.J.* (Milepost 31.8), a distance of *13.8 miles*, in Gloucester and Cumberland Counties, N.J. At Glassboro, this line continues through Woodbury to Camden, and it also connects with the Bridgeton Branch of the Pennsylvania-Reading Seashore Lines. Vineland is also served by the Central RR of New Jersey's Southern Line running from Red Bank to Bridgeton (see Line Nos. 1805, 1804 and 1108). At Vineland the line continues to Dorchester.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clayton	143
Franklinville	3
Newfield	105
Total carloads generated by the line	251
Average carloads per week	4.8
Average carloads per mile	18.2
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

There was much testimony opposing abandonment of the PRSL Line Nos. 1803, 1804, and 1805 while retaining CNJ Line No. 1108 running from Vineland to Lakehurst, with a connection in Winslow Junction for

east-west service. Respondent stated that the PRSL line is in better condition and is a better clearance route.

Mr. Wayne Rodan stated that the PRSL line is a shorter route, handling more carloads (785 versus 470).

Owens Illinois said that the PRSL line from Vineland south to Millville and beyond, included in ConRail, will terminate at Vineland if Line No. 1803 is eliminated as there is no physical connection between this Millville branch and the CNJ. Owens Illinois shipped 1,025 carloads in 1974.

The city of Vineland stated that it understands switching facilities are planned in the vicinity of the Boulevards and Pear Street where the CNJ crosses the PRSL in downtown Vineland. This is an unaccepable plan to the city and 16,000 cars would have to be interchanged in a downtown shopping area. The city also stated that the interchange facilities at Winslow Junction are inadequate. The Vineland Safety Director is concerned about resultant traffic congestion and hindrance to the movement of emergency vehicles.

The Railway Industrial Clearance Association states that the line is part of a through clearance route connecting with CNJ at Bridgeton Junction. It is vital for the movement of excessive-dimension machinery to industries in southern New Jersey.

This route is an overhead route for 10,000–12,000 carloads of sand per year from sand pits south of Vineland to glass plants in Camden and other points.

Many witnesses called for consideration of Line Segments 1803 and 1805 as one branch.

T & T Freezers testified that its traffic was not included because it was billed at Vineland. The company stated that its $500,000 contribution to the area's economy as well as its plant investment would be lost without rail service.

Reported traffic:

Company and location	Carloads 1973	1974	Projected
FMC, Newfield		6	1976–30 1980–40
Seabrook Farms, Seabrook		87	
Shieldalloy, Newfield	61	92	100–125
T & T Freezer, Milepost 39.8	39	90	
Carmen Paladino, Newfield	18	19	
Lawrence Pepper		[1] 10,000	
Imasco Foods, Vineland	225	247	1976–525
ECKO	167	138	

[1] Sand.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 251 cars on this line generated a total revenue of $300,098; however, only $42,309 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$42, 309
Average revenue per carload		$169
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	117, 340	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	15, 531	
Total variable (avoidable) cost		132, 871
Net contribution (loss): total		(90, 562)
Average per carload		(361)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Vineland because that traffic should not have been located on this line. Reevaluation of the line based on ConRail operations, costs and revenues did not alter the above loss to a significant degree.

This line is required for the movement of sand generated in southern New Jersey.

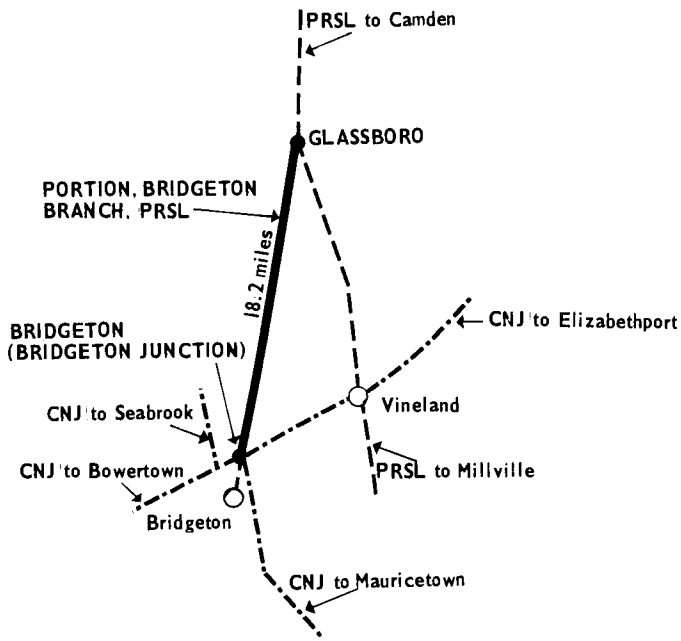
Disposition

This portion of the Millville Branch shall be transferred to the Consolidated Rail Corp.

BRIDGETON BRANCH

USRA Line No. 1804

Pennsylvania-Reading Seashore Lines



The Bridgeton Branch extends from *Glassboro* (Milepost 17.8) to *Bridgeton, N.J.* (Milepost 36.0), a distance of *18.2 miles*, in Gloucester, Salem and Cumberland

Counties, N.J. At Glassboro, this line connects with the Millville Branch of the PRSL. At Bridgeton Junction, it connects with the Red Bank-to-Bridgeton line of the CNJ (see Line Nos. 1803, 1805 and 1108) and the CNJ C&MR Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glassboro	452
Elmer	223
Husted	4
Bridgeton	1,215
Total carloads generated by the line	1,894
Average carloads per week	36.4
Average carloads per mile	104.1
Average carloads per train	7.6
1973 operating information:	
Number of round trips per year	250
Established time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The New Jersey Farm Bureau states that elimination of this line would be very detrimental to the agricultural industry in the area.

Schalick Mills, of Elmer, received 158 carloads of grain in 1973. This would increase by as much as 50 cars in the event of reduced Midwest agricultural output, such as occurred in 1974. Loss of service over this line would cause the mill to close since the extra cost for utilizing motor freight and construction of new unloading and storage facilities would be prohibitive. Closing would create a hardship for farmers in the area since Schalick is one of only two suppliers for certain feed products.

Schalick Mills also states that 61 other carloads were received by customers of the PRSL in Elmer.

Hunt Wesson has a new plant on this line which expects to ship 335 carloads in the year beginning April 11, 1975. It estimates a $2 million annual additional expense if forced to use motor freight.

Seabrook Agricity, a several thousand acre unit development, is in advanced planning stages at this time. Upon completion, it projects a 40,000 population and expects to generate considerable rail traffic,

The Railway Industrial Clearance Association states that this line is part of a through clearance route to southern New Jersey, connecting with the CNJ at Bridgeton. This segment is vital to the movement of outsize machinery to industries in southern New Jersey since alternative routes via CNJ or other PRSL lines have restrictive clearances.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: no upgrading costs were included in the analysis of this Line.*)

Consideration must be given to the total revenue that that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 1,894 cars on this line generated a total revenue of $1,368,094; however, only $192,900 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$192,900
Average revenue per carload	$102	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	278,379	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	130,650	
Total variable (avoidable) cost		409,029
Net contribution (loss): total		(216,129)
Average per carload	(114)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Information received by the USRA staff indicates that a large industrial development is being located on this line. This complex is known as the Seabrook Development and is near Bridgeton. 4,000 to 5,000 acres of industrial property should be developed over the next several years.

Although service to this line generated a loss amounting to $216,129 based on 1973 PRSL operations, analysis based on ConRail (merged) operations resulted in a contribution of $30,751.

Disposition

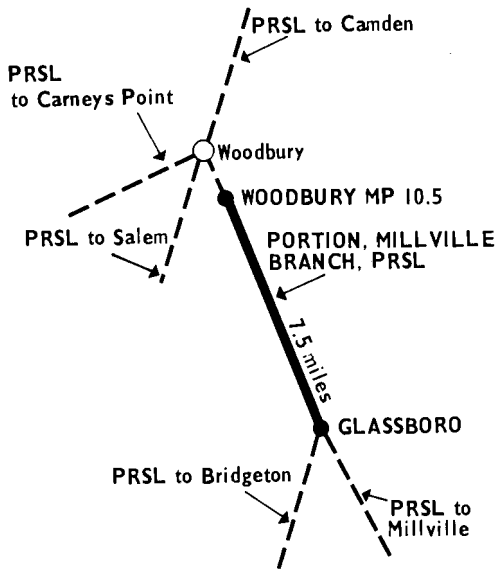
The Bridgeton Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1805

Pennsylvania-Reading Seashore Lines

This portion of the Millville Branch extends from *Woodbury* (Milepost 10.5) to *Glassboro, N.J.* (Milepost 18.0), a distance of *7.5 miles*, in Gloucester County, N.J. At Woodbury, this line continues to Camden. At Glassboro, it connects with the Bridgeton Branch of the PRSL, and the line also continues to Vineland (see Line Nos. 1804 and 1803). At Woodbury, this line also intersects the Penns Grove Branch and the Salem Branch, both PRSL.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sewell	159
Pitman	31
Total carloads generated by the line	190
Average carloads per week	3.7
Average carloads per mile	25.3
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

This line would require no upgrading according to Amstar Corp. This is in contrast to Line 1108, the CNJ line to be included in ConRail, which will require substantial rehabilitation and cannot handle the clearance loads that this line can. The Railway Industrial Clearance Association calls for the retention of this line as a through clearance route to southern New Jersey.

Amstar Corp. reported 621 carloads generated on this line in 1973 as follows:

Company:	*Carloads 1973*
Amstar Corp	105
Crown Zellerbach	46
Owens Illinois Glass	245
Pier 1 Imports	68
Sealsweet Packers	58
Glassboro Cold Storage Co	10
South Jersey Gas Co	22
Pitman Cold Storage Co	27
Hungerford & Terry	
Zeolite Chemical Co	40
Inversand Co	
Total	621

Middle Atlantic Millwork Co., at Milepost 10.2, received 305 carloads in 1973.

C. M. Kandle Co. of Pitman reported to New Jersey DOT that it received 11 carloads in 1973.

Amstar Corp. projects a 34-percent increase in traffic through 1980 (36 cars), that it will be required to install $70,000 worth of unloading equipment, and will incur an additional $38,400 per year for truck deliveries, if rail service is discontinued.

Owens Illinois projects future usage of 800 carloads per year.

New Jersey DOT reports "USRA Line 1805 was, apparently, analyzed primarily on the basis of its local service. However, little weight was given to its value as a bridge route for traffic generated beyond Glassboro. Overhead traffic, alone, accounted for 10 to 12 thousand carloads of sand per year from the sand pits below Vineland, in addition to industrial traffic from both the Bridgeton Branch and the Millville Branch below Glassboro. Also, this line is vital as a through clearance route for oversize freight. These factors must be taken into consideration by the USRA analysis of this portion of the Millville Branch."

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 190 cars on this line generated a total revenue of $113,740; however, only $16,034 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$16,034
Average revenue per carload	$84	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	64,009	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	16,108	
Total variable (avoidable) cost		80,117
Net contribution (loss): total		(64,083)
Average per carload		(337)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The traffic identified in the testimony as being generated on this line is located at Woodbury which is on a line not identified for study. Reanalysis based on ConRail operations, revenues and costs did not alter the above result significantly.

This line is required as a through route for sand traffic generated in southern New Jersey.

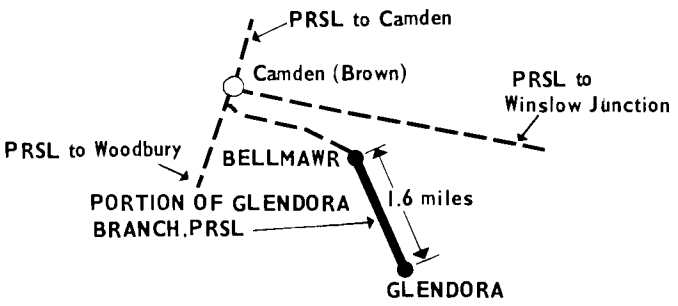
Disposition

This portion of the Millville Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF GLENDORA BRANCH

USRA Line No. 1806

Pennsylvania-Reading Seashore Lines



This portion of the Glendora Branch extends from *Bellmawr* (Milepost 7.9) to *Glendora, N.J.* (Milepost 9.5), a distance of *1.6 miles*, in Camden County, N.J. At Bellmawr, this line continues to Gloucester.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Runnemede	72
Glendora	46
Total carloads generated by the line	118
Average carloads per week	2.3
Average carloads per mile	73.8
Average carloads per train	2.4
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.7
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Consideration should be given to the total revenue that would be lost to ConRail without this segment. The 118 cars on the line generate $93,419 of which only $13,171 is attributed to the branch.

The estimated time per round trip appears to be high considering the traffic, and the length and condition of the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$54,852
Average revenue per carload		$465
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	21,995	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	29,828	
Total variable (avoidable) cost		51,823
Net contribution (loss): total		3,029
Average per carload	26	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to this line generated a loss amounting to $15,989 based on 1973 PRSL operations, analysis based on ConRail (merged) operations resulted in a contribution of $3,030.

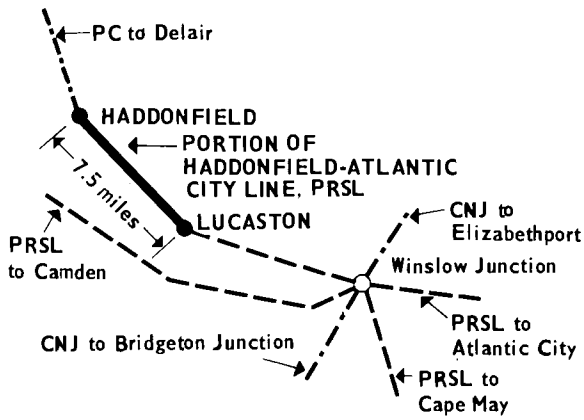
Disposition

This portion of the Glendora Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF CAMDEN-TO-ATLANTIC CITY LINE

USRA Line No. 1807

Pennsylvania-Reading Seashore Lines



This portion of the Camden-to-Atlantic City line extends from *Haddonfield* (Milepost 6.1) to *Lucaston, N.J.*, (Milepost 13.6), a distance of *7.5 miles*, in Camden County, N.J. At Haddonfield, this line connects with the PC line running to Delair. At Lucaston, this line continues to Atlantic City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Woodcrest	25
Kirkwood	4
Total carloads generated by the line	29
Average carloads per week	0.6

Average carloads per mile	3.9
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	1.8
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Several commuters report this line is utilized by 100 commuters per day and has potential for greater use. The State of New Jersey subsidizes passenger service on the line.

The Chamber of Commerce states that the line is being considered for an extension of PATCO (mass transit system).

The New Jersey DOT states:

"At this time, local freight service on the line between Haddonfield and Winslow Junction is provided by an assignment operating out of Pavonia Yard, Camden, and operating on the Clementon Branch to Winslow Junction and then back westward to Haddonfield. This arrangement involves considerable circuity because of Penn Central ownership of the line between Haddonfield and Pavonia Yard. Once ConRail is in existence, the use of the Penn Central from Pavonia to Merchantville then to Haddonfield-Lucaston might be the more desirable method of operating the local freight providing service on the line between Haddonfield and Winslow Junction. The exclusion of this line at this time would foreclose an option of ConRail that could result in considerable operating efficiencies and economics, both goals of the Act.

"On this basis, the line should be recommended for inclusion in the final system."

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 29 cars on this line generated a total revenue of $35,000; however, only $4,941 was attributed to this line.

Information for Line-Transfer Decision

Revenue received by PRSL		$4,941
Average revenue per carload	$170	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	59,030	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	2,033	
Total variable (avoidable) costs		61,063
Net contribution (loss): total		(56,122)
Average per carload		(1,935)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A reevaluation of the potential of this line as a through route indicated that it is not needed. Analysis of the line based on ConRail operations, revenues and costs did not alter the above loss to a significant degree.

Service to this line generated a loss of $56,122 in 1973. Recovery of this loss would require approximately a twentyfold increase in traffic or a 1,136-percent rate increase.

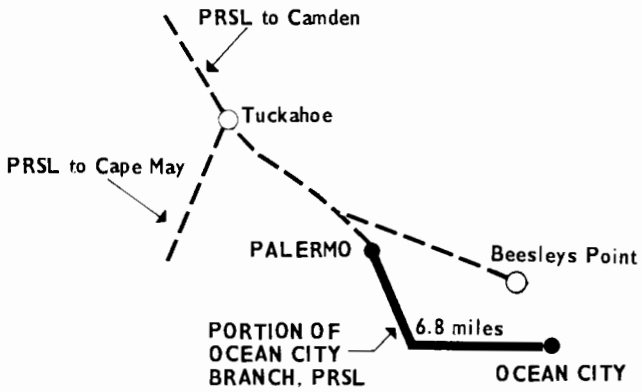
Disposition

This portion of the Camden-to-Atlantic City line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.*

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



This portion of the Ocean City Branch extends from *Palermo* (Milepost 59.6) to *Ocean City, N.J.* (Milepost 66.4), a distance of *6.8 miles*, in Cape May County, N.J. At Palermo this line continues until it reaches the PRSL Cape May line at Tuckahoe.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ocean City	116
Total carloads generated by the line	116
Average carloads per week	2.2
Average carloads per mile	17.1
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

The Mayor of Ocean City and others expressed concern for the retention of passenger service on this line between Palermo and Ocean City.

New Jersey DOT supports the statement of the USRA in its preliminary recommendation that "The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can 'long haul' the traffic. The present carloads per mile indicate that the line may be viable under this circumstance."

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 116 cars on this line generated a total revenue of $82,066; however, only $11,572 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL		$23,792
Average revenue per carload	$205	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	58,630	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	9,120	
Total variable (avoidable) cost		67,750
Net contribution (loss): total		(43,958)
Average per carload	(379)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The above cost and revenue data is based on assumed ConRail (merged) operations.

Service to this line generated a loss of $43,958 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 185-percent rate increase. The assumption of the maintenance and ownership costs of this line by a public body in order to continue passenger service would change the above loss to a contribution of $2,000. The acquisition of this line by a public body and the negotiation of an appropriate user fee for freight services would enable the continuation of freight services over this line.

Disposition

This portion of the Ocean City Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act.

Continuation of passenger services on this segment is dependent on the purchase, lease, or other transfer of the necessary facilities to a public body. Should such negotiations be successful and the costs of owning and maintaining the line be removed from the freight service, freight service would be provided by ConRail.

INTERSTATE LINES

LONG ISLAND CITY CAR FLOAT

USRA Line No. 117

Penn Central

The Long Island City Car Float, extending from *Greenville, N.J.* to *Long Island City, N.Y.* in Hudson County, N.J. and Queens County, N.Y., a line which was recommended for inclusion on page 596 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. This transfer, however, is not a guarante of service beyond the 2-year statutory requirement in the Act. Affirmative state, local and carrier action is required to assure the long-term viability of this service.

The present car-float services in the New York metropolitan area are characterized by a large amount of duplication, old and deteriorated facilities and equipment, and resulting high operating costs. In USRA's judgment, the revenues derived from the services do not cover the present cost levels (see chapter 9). It therefore is essential that ConRail, Chessie System, and the present independent dock carriers (New York Dock, Brooklyn Eastern District Terminal) in cooperation with public bodies (New York and New Jersey Port Authority, state of New York, city of New York) undertake a program with the following objectives:

(a) Consolidation of facilities and services so as to eliminate the present duplication.

(b) Undertake a capital modernization program in conjunction with a program designed to rationalize facilities and floating equipment so as to improve the operating efficiency.

(c) Investigate the possibility of a single management control for the entire float operations.

In addition, exploration of the possibility for a greater reliance for all rail routes in New York should be undertaken with the understanding that this may not prove cost effective because of circuity and the resulting reduction in the base traffic load needed for efficient float operations.

If these measures are not successful in totally eliminating the deficits, then the carriers involved should explore revenue increases as required.

PORTION OF THE RIVER LINE

USRA Line No. 709

Penn Central

This portion of the River Line, extending from *Little Ferry, N.J.* (Milepost 5.9) to *Kingston, N.Y.* (Milepost 87.0), a distance of *81.1 miles*, in Bergen County, N.J. and Rockland, Orange and Ulster Counties, N.Y., a line which was recommended for inclusion on page 597 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NEW JERSEY & NEW YORK RAILROAD

USRA Line No. 1215

Erie Lackawanna

This portion of the New Jersey & New York Railroad, extending from *North Hackensack, N.J.* (Milepost 16.0) to *Nanuet Junction, N.Y.* (Milepost 28.2), a distance of *12.2 miles*, in Bergen County, N.J. and Rockland County, N.Y., a line which was recommended for inclusion on page 20 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie will provide the local freight service (see coordination project USRA–1).

PORTION OF MAYBROOK-PHILLIPSBURG LINE

USRA Line No. 1701

Lehigh & Hudson River

This portion of the Maybrook-to-Phillipsburg line, extending from *Warwick, N.Y.* (Milepost 21.0) to *Belvidere, N.J.* (Milepost 72.0), a distance of *51.0 miles*, in Orange County, N.Y. and Sussex and Warren Counties, N.J., a line which was recommended for inclusion on page 597 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

NEW YORK

Intrastate

USRA Line Number	Terminals	Page
	PC	
66	Mount Kisco to Brewster	242
66a	Brewster to Dover Plains	243
66b	Dover Plains to Wassaic	243
66c	Wassaic to Millerton	243
67	Millerton to Ghent	244
68	Bay Ridge to Parkville	245
70	Hudson to Claverack	246
72	Schenectady to Aqueduct	246
76	Selkirk to Port of Albany	246
79	Boonville to Lyons Falls	247
80	Camden to McConnellsville	247
81	Rotterdam Junction to South Fort Plain	248
83a	East New York Mills to near New York Mills	249
84	West Shore Secondary Track at New York Mills	250
85	Oneida Castle to Vernon	251
86	East Syracuse to Fayetteville	252
87	Malone to Canadian Border	253
89a	DeKalb Junction to Ogdensburg	254
90	Emeryville to Edwards	255
92/93	Watertown to Limerick	256
95	Cayuga to Auburn	257
96	Brighton to Pittsford	258
98	Canandaigua to Victor	258
100/101	Akron Junction to Transit	259
102	Williamson to Oswego	260
102a	Oswego to Scriba	261
103/104	Williamson to Windsor Beach	262
105/107	Charlotte to Riverview	263
106	Suspension Bridge to Riverview	265
108	Newark to Sodus Point	265
109/110	Newark to Marion	266
111	Windsor Beach to Rochester (State Street)	267
112	Batavia to Caledonia	268
114a	Rochester to Scottsville Yard	269
136	Montgomery to Kingston	270
137	Kingston to Bloomville	270
230a	Southport to Elmira (Southport Junction)	271
231	Horseheads to Montour Falls	272
231a	Elmira (Southport Junction) to Horseheads	273
231b	Montour Falls to Starkey	273
233/234	Seneca Castle to Penn Yan	274
238	Canandaigua Track at Stanley	276
246	16th Street Track at Olean	276
248	Brocton to Mayville	277
258	Fredonia to Dunkirk	278
666	Rensselaer to Troy	278
666a	Green Island to Crescent	278
667	Campbell Hall to Highland	279
668	Poughkeepsie to Highland	279
669	Utica to Boonville	279
670	Rome to McConnellsville	279
671	Geneva to Cayuga	280
681	30th Street Branch (NY)	281
686	Oneida Castle to Canastota	281
687	Carthage to Lowville	281
708	Poughkeepsie to Hopewell Junction	282
	LV	
1000	Rochester to Lima	282
1002	East Ithaca to Cortland	283
1003	Owego to Mead	284
1017	Van Etten Junction to Ludlowville	285
1020	Van Etten Junction to Geneva Junction	286
1021	Geneva Junction to Geneva	287
1022	Geneva to Rochester Junction	288
1023	Batavia to P & L Junction	289
1024	Niagara Junction to Batavia	290
1025	Caledonia to Rochester Junction	291
	EL	
1213	Nanuet Junction to Spring Valley	292
1214	Spring Valley to Tallmans	292
1217	Greycourt to Newburgh	292
1219	Campbell Hall Junction to Montgomery	293
1220	Middletown to Fair Oaks	294
1221	Crawford Junction to Pine Bush	294
1233	Fulton to Oswego	295
1239	Bath to Wayland	297
1240	North Alexander to Avon	298
1241	Avon to Rochester	299
1242	Depew Junction to Lancaster	300
1243	Lockport to Lowertown	301
1244	River Junction to Cuba Junction	302
1246	Buffalo (BC Junction) to Dayton	302
1247	Dayton to Dunkirk	304
1248	Dayton to Waterboro	305
1250	Salamanca to Cattaraugus	306

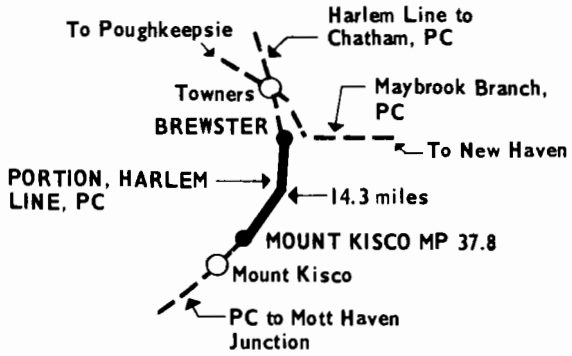
USRA Line Number	Terminals	Page
	L&HR	
1700	Warwick to Maybrook	307
	International	
	PC	
	New York to Canada (this line is discussed under Canada)	
101a	Black Rock, N.Y. to Welland, Ont.	
	Interstate	
	New York to New Jersey (these lines are discussed under New Jersey)	
	PC	
117	Long Island City, N.Y. to Greenville, N.J (float)	
709	Kingston, N.Y. to Little Ferry, N.J.	
	EL	
1215	Nanuet Junction, N.Y. to North Hackensack, N.J.	
	L&HR	
1701	Warwick, N.Y. to Belvidere, N.J.	
	New York to Pennsylvania	
	PC	
249	Mayville, N.Y. to Corry, Pa.	307
260	Falconer, N.Y. to North Warren, Pa.	308
	LV	
1015	Owego, N.Y. to Sayre, Pa.	309
1016	Van Etten Junction, N.Y. to Sayre, Pa.	310
	EL	
1251	Carrollton, N.Y. to Lewis Run, Pa.	311
1255	Niobe Junction, N.Y. to Corry (CM Junction), Pa. (via Bear Lake)	311

PORTION OF HARLEM LINE

USRA Line No. 66

Penn Central

This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Mount Kisco* (Milepost 37.8) to *Brewster, N.Y.* (Milepost 52.1), a distance of *14.3 miles*, in Westchester and Putnam Counties, N.Y. A continuation of this line extends northward from Brewster to Chatham (see Line No. 66a). A southerly continuation of this line runs from Mt. Kisco to Mott Haven Junction. Brewster is also served by the Maybrook Branch of the PC.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bedford Hills	4
Katonah	0
Golden's Bridge	20
Purdy's	0
Croton Falls	1
Total carloads generated by the line	25
Average carloads per week	0.5
Average carloads per mile	1.7
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	8

Public Comments on Preliminary System Plan

Consolidated Edison Corp. states that this line is necessary for the shipment of overdimensional electrical and mechanical equipment to its substations in the area. The company noted that if a major piece of transformer equipment fails while in service, it must be returned to the factory for repair.

New York State Electric and Gas Corporation received two 50-ton transformers at Golden's Bridge team track in 1974. No further shipments are planned. The company stated that rail service is essential. It is the only means of transportation which could carry the transformers to the manufacturer for repair.

General Electric Company reported that it ships large transformers over this line.

Grand Union stated that it needs the Harlem Line for shipment of Plate C cars.

Alternate routes to this line have clearance problems. The Hudson Division has a third rail below Croto-Harmon. Plate C cars can neither move under low

bridges in the Bronx and southern Westchester County, nor next to other moving equipment on the Hudson Division.

Several witnesses noted that there is no connection between the Harlem Line and the PC Maybrook Branch at Brewster. It was estimated that a connection could be built for $100,000.

The County Executive of Westchester County stated that, according to USRA's statistics, this segment produces more revenue than Line 66a which was included in the system.

The Westchester Planning Board reported that it has adopted land-use planning concepts. These recommend that the most intensive land uses be clustered in centers along transportation corridors. The Northern Saw Mill River Valley and the Harlem Division are the most essential of such corridors in northern Westchester County.

Much of the testimony was concerned with preserving the entire Harlem Valley Line. See other comments under USRA Lines 66c and 67.

The estimated time per round trip appears very high. Even though the line meets FRA Class I track standards, the estimated time per round trip is 12 hours, even though the distance involved is only 15.5 miles. (*Note: The time required to serve the line includes the time spent in sidings holding for passenger trains.*)

Information for Line-Transfer Decision

Revenue received by PC		$12,801
Average revenue per carload	$512	
Variable (avoidable) cost to continued service:		
Cost incurred on the branch line[1]	8,187	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	10,391	
Total variable (avoidable) cost		18,578
Net contribution (loss): total		(5,777)
Average per carload	(231)	

[1] Excludes maintenance and ownership costs due to commuter operation of MTA.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony was received citing the need to keep this line for oversized shipments to Mount Kisco. A connection will be built at Brewster and ConRail will use this line (66) *only* for the movement of oversized loads when required, providing the required agreement can be reached with MTA.

Freight service to this line generated a loss of $5,777 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 45-percent rate increase.

Disposition

Trackage rights over this portion of the Harlem Line shall be transferred to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. MTA leases this line for commuter service; these passenger services will be continued.

PORTION OF THE HARLEM LINE

USRA Line No. 66a

Penn Central

This portion of the Harlem Line, extending from *Brewster* (Milepost 52.1) to *Dover Plains, N.Y.* (Milepost 76.6), a distance of *24.5 miles*, in Putnam and Dutchess Counties, N.Y., a line which was recommended for inclusion on page 602 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE HARLEM LINE

USRA Line No. 66b

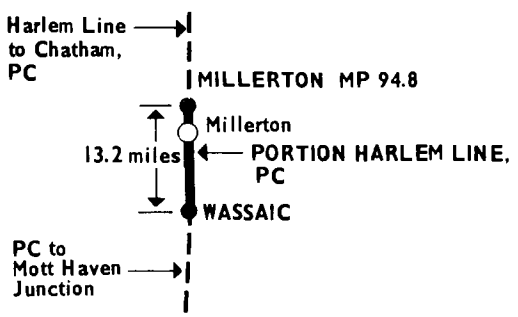
Penn Central

This portion of the Harlem Line, extending from *Dover Plains* (Milepost 76.6) to *Wassaic, N.Y.* (Milepost 81.6), a distance of *5.0 miles*, in Dutchess County, N.Y., a line which was recommended for inclusion on page 602 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF HARLEM LINE

USRA Line No. 66c

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Wassaic* (Milepost 81.6) to *Millerton, N.Y.* (Milepost 94.8), a distance of *13.2 miles*, in Dutchess County, N.Y. This line extends northward to Chatham from Millerton (see Line No. 67). A southerly continuation of this line extends from Wassaic to Mott Haven Junction (see Line Nos. 66b, 66a and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amenia	214
Sharon Station	252
Millerton	304
Total carloads generated by the line	770
Average carloads per week	14.8
Average carloads per mile	58.3
Average carloads per train	6.2
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	4.6
Locomotive horsepower	1,750
Train crew size	3

Public Comments on Preliminary System Plan

Agway reported that at Sharon Station it shipped 248 carloads in 1973 (New York DOT pointed out these carloads were overlooked in USRA's calculations) and 275 carloads in 1974. Agway stated that corrected carload data would result in a revised average of 57.9 carloads per mile. With effective service, Agway predicted total shipments could reach 69.8 carloads per mile. The Agway facility projects 450 carloads per year.

At Millerton, Agway received 78 carloads in 1973.

Kerr-McGee Chemical Corp., in Amenia, shipped 80 carloads in 1974, and expects to ship 84 carloads in 1975 and 90 carloads in 1976. The company reported that its plant is operating at only 66 percent of capacity.

According to the town of Northeast, the New York DOT Rail Transportation Program planned for the rehabilitation of this line from Millerton, Milepost 94.8, to Dover Plains, Milepost 76.6. This was planned to restore passenger service from Millerton to New York City. The town pointed out that a passenger service contract would reduce the branch costs of ownership and maintenance.

Information for Line-Transfer Decision

Revenue received by PC	$212,067
Average revenue per carload	$276
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	129,738
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,735
Cost incurred beyond the branch line	208,068
Total variable (avoidable) cost	353,541
Net contribution (loss): total	(141,474)
Average per carload	(184)

This line would require upgrading to meet the requirements of the Federal Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,179 crossties (an average of 89 crossties per mile).

According to RSPO testimony, Agway at Sharon Station, N.Y. shipped 248 cars in 1973. These cars were transited at Bordentown, N.J.

This line was reanalyzed including the cars generated by Agway.

Service to this line generated a loss of $141,474 in 1973. Recovery of this loss would require approximately a thirty-fivefold increase in traffic or a 67-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

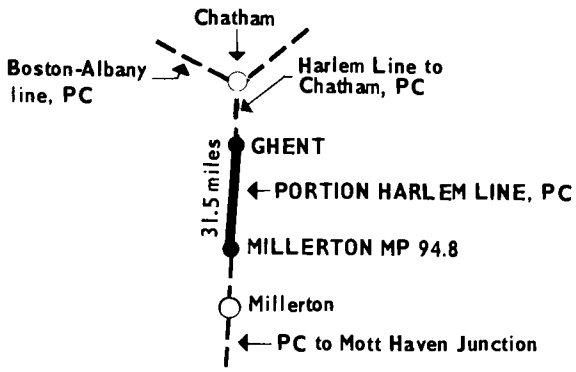
Disposition

This portion of the Harlem Line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF HARLEM LINE

USRA Line No. 67

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Millerton* (Milepost 94.8) to *Ghent, N.Y.* (Milepost 126.3), a distance of *31.5 miles*, in Dutchess and Columbia Counties, N.Y. A northerly continuation of this line extends from Ghent to Chatham, where it connects with the Boston-Albany Line, PC. A southerly continuation extends from Millerton to Mott Haven Junction (see Line Nos. 66c, 66b, 66a and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Copake Falls	16
Hillsdale	31
Philmont	28
Total carloads generated by the line	75
Average carloads per week	1.4
Average carloads per mile	2.4
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,750
Train crew size	3

Public Comments on Preliminary System Plan

According to the Columbia County Pomona Grange, this segment serves a high-impact agricultural area with 550 commercial farms. They are operated on 135,000 acres with the annual gross income of $30 million.

Consolidated Edison Corp. reported that this segment is necessary for shipment of overdimensional electric equipment. It noted that reduced maintenance on this line has already made it inaccessible to the company's shipments.

The Harlem Valley Transportation Association introduced numerous letters from area private schools and environmental organizations which favored resumption of passenger service from Pittsfield, Mass. to New York City over this line.

Donald Walsh reported that the following companies use rail service at Millerton: Suburban Propane, Wayne Feeds, Bloch's Furniture, Inc., and Samuel Deull Lumber Co.

Information for Line-Transfer Decision

Revenue received by PC		$28,539
Average revenue per carload	$381	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	213,182	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	32,132	
Cost incurred beyond the branch line	21,496	
Total variable (avoidable) cost		266,810
Net contribution (loss): total		(238,271)
Average per carload		(3,177)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,426 crossties (an average of 235 crossties per mile).

RSPO testimony pointed out the necessity to keep this line as a clearance route. A connection will be built at Brewster which would be less expensive than rebuilding and operating this line.

Service to this line generated a loss of $238,271 in 1973. Recovery of this loss would require approximately a thirty-fourfold increase in traffic or an 835-percent rato increase.

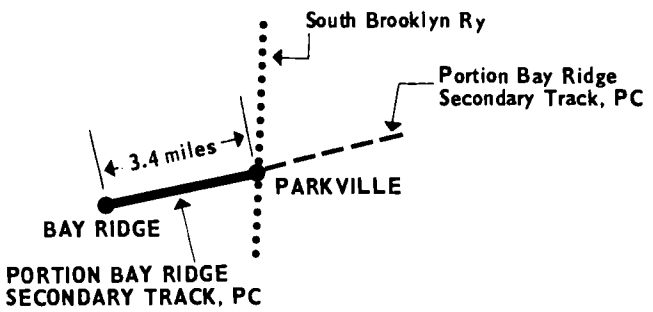
Disposition

This portion of the Harlem Line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE BAY RIDGE SECONDARY TRACK

USRA Line No. 68

Penn Central



This portion of the Bay Ridge Secondary Track, formerly part of the Pennsylvania RR, extends from *Bay Ridge* (Milepost 0.0) to *Parkville, N.Y.* (Milepost 3.4), a distance of *3.4 miles*, in Kings County, N.Y. A continuation of this line runs in a northeasterly direction from Parkville to Fremont. At Parkville this line connects with the South Brooklyn Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bay Ridge	45
Parkville[1]	142
Total carloads generated by the line	187
Average carloads per week	3.6
Average carloads per mile	55.0
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	0.8
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

According to the New York DOT, G&R Packing Co., the only shipper on this line, generates 187 carloads annually. USRA attributed only 76 carloads to G&R in 1973.

The following companies testified that continued service by the New York Dock Railway is essential to their operation: Prudential Lines, Inc.; Supreme Equipment and System Corp.; Guide Systems Supply; Hellenic Lines; Moore-McCormack; American Export Lines; Universal Maritime Services and Warshaw Manufacturing Co.

Several witnesses pointed out that discontinuing service on this line, coupled with the surcharge on float operations in New York Harbor, could ruin New York as a port city.

Northeast Marine Terminal reported that it handled 568 cars in 1974. When fully developed, the terminal will cover 280 acres and have facilities for 20 ships at once.

Information for Line-Transfer Decision

Revenue received by PC		$134,536
Average revenue per carload	$719	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	29,613	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	1,841	
Cost incurred beyond the branch line	83,075	
Total variable (avoidable) cost		114,529
Net contribution: total		20,007
Average per carload	107	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.) Based on available information, this upgrading would include the replacement of a total of 460 crossties (an average of 135 crossties per mile).

Most of the traffic on the Bay Ridge Secondary Track is handled on the eastern portion (East of Parkville) of the track. The G&R Packing Company, located in Bay Ridge, is the only shipper using this segment. Its product is foodstuffs, usually government contracted.

The above reanalysis indicates that the line is viable based on 1973 traffic. However, it also has been shown that the port development activities will result in immediately increasing revenues.

Disposition

This portion of the Bay Ridge Secondary Track shall be transferred to the Consolidated Rail Corp.

CLAVERACK SECONDARY TRACK

USRA Line No. 70

Penn Central

The Claverack Secondary Track, extending from *Hudson* (Milepost 0.0) to *Claverack, N.Y.* (Milepost 4.2), a distance of *4.2 miles*, in Columbia County, N.Y., a line which was recommended for inclusion on page 606 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

AQUEDUCT BRANCH

USRA Line No. 72

Penn Central

The Aqueduct Branch, extending from *Schenectady* (Milepost 0.0) to *Aqueduct, N.Y.* (Milepost 4.1), a distance of *4.1 miles*, in Schenectady County, N.Y., a line which was recommended for inclusion on page 606 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

ALBANY SECONDARY TRACK

USRA Line No. 76

Penn Central

The Albany Secondary Track, extending from *Selkirk* (Milepost 3.7) to *Port of Albany*, N.Y. (Milepost 10.8), a distance of *7.1 miles*, in Albany County, N.Y., a line which was recommended for inclusion on page 607 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 79

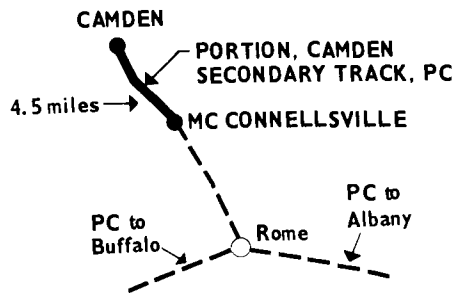
Penn Central

This portion of the Lyons Falls Branch, extending from *Boonville* (Milepost 35.0) to *Lyons Falls, N.Y.* (Milepost 45.0), a distance of *10.0 miles*, in Oneida and Lewis Counties, N.Y., a line which was recommended for inclusion on page 608 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 80

Penn Central



This portion of the Camden Secondary Track, formerly part of the New York Central RR, extends from *Camden* (Milepost 22.9) to *McConnellsville, N.Y.* (Milepost 27.4), a distance of *4.5 miles*, in Oneida County, N.Y. A continuation of the line runs to Rome where it connects with the Buffalo-Albany Line of the PC (see Line No. 670).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Camden	176
Total carloads generated by the line	176
Average carloads per week	3.4
Average carloads per mile	39.1
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

Testimony pointed out that elimination of this line would end all intermodal competition. There are no air, water, or other rail facilities in the area.

Agway noted that its data submitted at RSPO hearings in 1974 was not considered by USRA.

Agway reported that it received 85 carloads at Camden in 1973. They suggested that if shippers on the McConnellsville to Rome segment of the line (USRA Line No. 670) could adjust to the frequency of service on the McConnellsville to Camden segment—60 round-trips per year—the cost of providing service would be reduced. Average carloads per mile for the entire line would be 48.6. Average carloads per train would be 13.8. (*Note: Only 52 trips were made in 1973.*)

Mohawk Valley Wholesale Grocers, Inc., shipped 25 carloads in 1974. The firm requests that line 80 and line 670 be considered as one segment.

Rochester Shoe Tree Co. received 14 carloads in 1974. The company anticipates its inbound shipments of lumber to increase at the rate of 10 to 15 percent per year for the next 5 years. If the company were to lose rail service, it would either greatly curtail or close its operation.

The Rome Industrial Development Corp. reported that Camden Agway shipped 68 carloads over this line in 1974. It expects to ship 70 carloads in 1975. The corporation also reported that Rowell Feed shipped 12 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC		$63,145
Average revenue per carload	$359	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	43,622	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,349	
Cost incurred beyond the branch line	50,560	
Total variable (avoidable) cost		101,531
Net contribution (loss): total		(38,386)
Average per carload	(218)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 178 crossties per mile).

RSPO testimony suggested that this line be combined with Line No. 670 and analyzed as one line. This action would involve cross-subsidization, and therefore was not undertaken.

Service to this line generated a loss of $38,385 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 61-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the pro-

jected traffic level is significantly less than that required for viability.

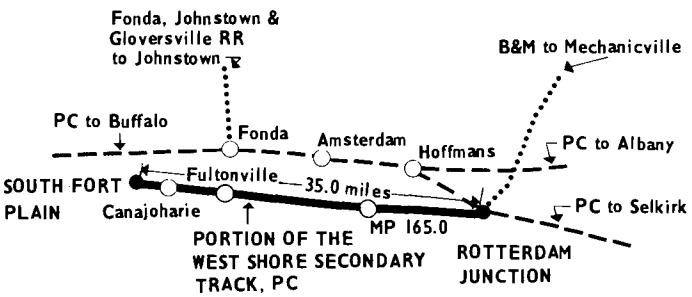
Disposition

This portion of the Camden Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WEST SHORE SECONDARY TRACK

USRA Line No. 81

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR., extends from *Rotterdam Junction* (Milepost 159.5) to *South Fort Plain, N.Y.* (Milepost 194.5), a distance of *35.0 miles*, in Schenectady and Montgomery Counties, N.Y. This line connects at Rotterdam Junction with the Hoffmans Branch and the West Shore Branch of the PC, and with the Boston & Maine RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Amsterdam	145
Fultonville	29
Canajoharie	1,065
South Fort Plain	368
Total carloads generated by the line	1,607
Average carloads per week	30.9
Average carloads per mile	45.9
Average carloads per train	10.7
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Both Baker-Beechnut Corp. and Life Savers, Inc. have major operations at Canajoharie which rely on rail service.

Baker-Beechnut generates over 900 carloads annually. The company is a leader in the highly competitive baby food industry and could not absorb the increased cost of trucking.

Wherever possible, Baker-Beechnut is transferring its customers from truck to rail. As a result it now predicts that it will generate an additional 422 carloads in 1975.

Life Savers is considering expanding its confection products line by adding manufacturing facilities at Canajoharie before mid-1976.

Life Savers projects that it will receive 444 carloads in 1976 and 572 in 1977. If the company's planned expansion takes place, it would generate an additional 2,400 tons outbound in 1976 and an additional 10,000 tons outbound in 1977.

It was reported that Baker-Beechnut and Life Savers together employ over 1,700 people. There is no other industry in the Mohawk Valley that could absorb these employees should the two firms restrict or discontinue their operations.

A shift from rail service to truck would cost Baker-Beechnut $1,797,000 per year. Additional costs to Life Savers would amount to $200,000.

Agway reported that it has made a down payment on land, track, and an old freight house in South Amsterdam which it intends to use for the storage of bag fertilizer. A nitrogen storage tank would also be erected on the premises. This facility would need rail service.

Agway has a new fertilizer plant in Fultonville which received 6 carloads in 1973 and 26 in 1974. The facility is expected to receive 84 carloads in 1975. Agway noted that 30 percent of the cars received in Fultonville in 1973 and 1974 were tank or covered hopper cars owned by Agway. This means that on-branch car-days and car costs used by USRA for 1973 are overstated.

Texgas, a division of Allied Chemical, reported that it has a distribution center for handling propane gas at South Fort Plain. The facility received 24 privately owned 30,000 gallon tank cars of propane gas in 1974.

Nathan's Waste and Paperstock Co., Inc. shipped approximately 16 carloads over the line in 1974. The company, which is in the recycling business, intends to triple its use of rail service in the next few years.

New York DOT reported that the Penn Central purchased 1,600 carloads of crushed stone from the Cushing Crushed Stone Co. in South Amsterdam. These carloads were carried over Line 81 but were not included in USRA's analysis of the line.

Shaul Farms stated that, if it lost rail service, it

would discontinue growing a large part of its vegetable crop. Consequently, it would lose over $100,000 per year in sales.

The Montgomery County Farm Bureau reported that county farmers generated 320 carloads over the line in 1974.

Information for Line-Transfer Decision

Revenue received by PC		$606,352
Average revenue per carload	$377	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	372,092	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	26,213	
Cost incurred beyond the branch line	462,531	
Total variable (avoidable) cost		860,836
Net contribution (loss): total		(254,484)
Average per carload	(158)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 85 crossties per mile).

The USRA Office of Facilities Evaluation has determined that the crushed stone at South Amsterdam is required as a source of ballast for ConRail. Company material is not reflected in the traffic tapes, thus is not reported in the above carload figures and was not used in costing the line. In 1974, this line generated 1,222 carloads of trap rock.

Service to the remainder of the line (from Milepost 165.0 to Milepost 194.5) (serving shippers at South Amsterdam, Fultonville, Canajoharie and South Fort Plain who generated 1,600 carloads in 1973) would generate $605,238 in revenue and $811,546 in costs with a resulting loss of $206,308. Recovery of costs would require approximately a twofold increase in traffic or a 34-percent rate increase over the 1973 levels. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

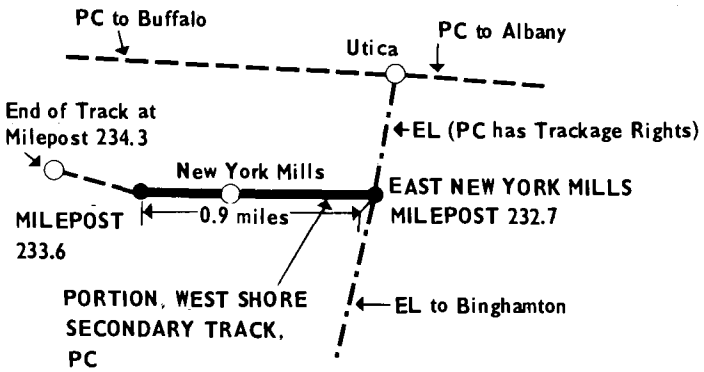
The portion of the West Shore Secondary Track from Milepost 159.5 to Milepost 165.0 shall be offered for sale to the Boston & Maine RR., a profitable railroad operating in the Region. ConRail will retain trackage rights. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the West Shore Secondary Track from Milepost 165.0 to Milepost 194.5 *shall be offered for sale* to the Boston & Maine RR. This sale would preserve rail service to 1,607 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WEST SHORE SECONDARY TRACK

USRA Line No. 83a

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR, extends from *East New York Mills* (Milepost 232.7) to *near New York Mills, N.Y.* (Milepost 233.6) a distance of *0.9 miles*, in Oneida County, N.Y. The continuation of this line runs westward from Milepost 233.6 (see line No. 84). The line connects at East New York Mills with the Erie Lackawanna Ry. over which the PC has trackage rights to Utica.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New York Mills	200
Total carloads generated by the line	200
Average carloads per week	3.8
Average carloads per mile	222.2
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	1.0
Locomotive horsepower	600
Train crew size	4

Public Comments on Preliminary System Plan

It was reported that the following companies are users of this line: Vicks Lithograph and Printing

Corp.; Westinghouse Electric Corp.; O. W. Hubbell & Sons; S.C.I. Plywood Co.; Rich Plan of Utica; Bonide Chemical Co.; Alling and Cory; H. Waterbury & Sons; and General Electric Co. (AED).

Alling and Cory reported that these shippers have an annual business volume of over $31 million and employ over 540 people. The firm disputed USRA's figures, contending that the viability analysis showed 1973 carloads as 199, not 176 as USRA reported. The same analysis showed revenues for the line of $65,692, which is $9,048 more than indicated by USRA.

Alling and Cory, a paper distribution firm, constructed a new warehouse on the line in 1972 at a cost of $1 million. The location was chosen because of its rail service. Many of the firm's suppliers, such as Scott Paper Co. of Chester, Pa., are oriented for rail shipment only.

S. C. I. Plywood of New York Mills receives from 50 to 80 carloads of lumber per year from the West Coast. If the firm lost rail service, it would be forced to close or relocate, at an estimated cost of $300,000.

General Electric reported that a major portion of its business is with the Department of Defense which requires a secure means of transportaion.

D. W. Hubbell & Sons, Inc., guard railing contractors, would ship more by rail if service were improved. The company anticipates receiving increased shipments of steel from Chicago. This could amount to 125 carloads per year.

The Rich Plan of Utica uses the line to receive household freezers.

Bonide Chemical of Yorkville needs rail service to expand its business. Its current location was chosen because of rail availability. Bonide currently receives raw materials by other means which could account for 23 to 25 carloads per year.

The De Lia Industrial site, located on this segment, is a potential generator of new rail traffic.

H. Waterbury & Sons Co., a manufacturer of wet felts for the paper making industry, has a warehouse at New York Mills with a 144-foot dock for rail loading.

Vicks Lithograph and Printing Corp., of Yorkville stated that over 80 percent of its printing paper is shipped by rail. The firm's development was not complete in 1973.

Several witnesses disputed USRA's allocation of costs to this line. State Senator Donovan stated "Does anyone believe that USRA would save $45,744 by eliminating this less than a mile of track?"

Information for Line-Transfer Decision

Revenue received by PC		$65,839
Average revenue per carload		$329
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	18,923	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,814	
Cost incurred beyond the branch line	52,218	
Total variable (avoidable) cost		72,955
Net contribution (loss): total		(7,116)
Average per carload		(36)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 200 crossties (an average of 222 crossties per mile).

All of the shippers who testified are on this line and their traffic is reflected in the above data.

Service to this line generated a loss of $7,117 in 1973. Recovery of this loss would require approximately a 52-percent increase in traffic or a 10-percent rate increase.

This line currently is served by PC via trackage rights over EL. The line will be served directly from local service now provided to the EL line.

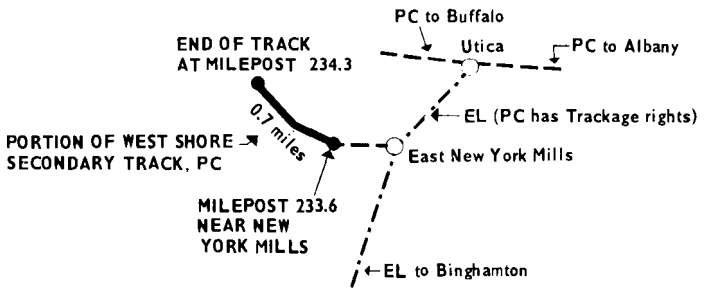
Disposition

This portion of the West Shore Secondary Track shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie System provide local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will provide local service via trackage rights over the Chessie System (EL tracks).

PORTION OF WEST SHORE SECONDARY TRACK

USRA Line No. 84

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR, extends from *Milepost 233.6 near New York Mills, N.Y.*, to *End of track* at Milepost 234.3, a distance of *0.7 miles*, in Oneida County, N.Y. A continuation of this line runs eastward (see Line No. 83a).

Public Comments on Preliminary System Plan

The Delaware Otsego Corp. which operates the Central New York Shortline Railroad, advised USRA that it is willing to acquire the entire EL line, including the Penn Central branch to New York Mills in order to protect its investment in the Central New York.

Information for Line-Transfer Decision

Highway construction now being undertaken by the State of New York would necessitate substantial investment on the bridge on this line. The state is prepared to construct a siding between Niagara Mohawk Power Co. (the only shipper on this line) and the Erie Lackawanna in order to avoid interference with the highway construction.

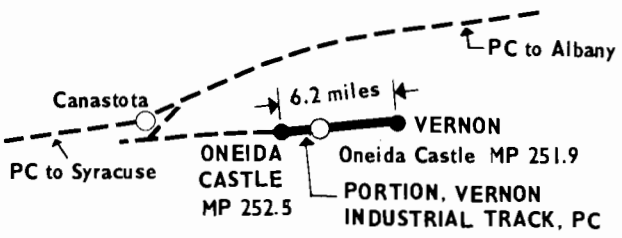
Disposition

This portion of the West Shore Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for acquisition by the shipper, or for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF VERNON INDUSTRIAL TRACK

USRA Line No. 85

Penn Central



This portion of the Vernon Industrial Track, formerly part of the New York Central RR, extends from *Vernon* (Milepost 246.3), to *Oneida Castle, N.Y.* (Milepost 252.5), a distance of *6.2 miles*, in Oneida County, N.Y. A continuation of this line extends westward from Oneida Castle (see Line No. 686).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vernon	270
Oneida Castle [1]	95
Total carloads generated by the line	365
Average carloads per week	7.0
Average carloads per mile	58.9
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Pohl's Agway ships grain mill products and special machinery over the line. Pohl's generated 219 carloads in 1973 and 185 in 1974 and expects to ship 200 carloads per year in the future. Loss of service would mean Pohl's would have to truck from a siding in Oneida or Canastota at an additional cost of $46,000 which would have to be passed along to farmers.

Vernon Milling Co. received 100 carloads in 1973 and 105 carloads in 1974. The firm expects this volume to continue. It would go out of business if it lost rail service.

Oneida, Ltd., the largest manufacturer of flatware in the world, reported that it received 240 carloads of coal per year until 1972. In that year Oneida changed to oil and natural gas to meet environmental standards. The firm noted that rising costs or new environmental standards could force a reversion to coal, in which case its need for rail service would be renewed.

Oneida Container Corp. chose its present location because of its rail service. The company shipped four carloads in 1973 and four in 1974. It expects its shipments to increase dramatically after 1976. Expansion plans include use of craft linerboards which must be shipped from the South.

Dairylea Corp. had a large volume of railshipments over the line in the past. It has discontinued use of the line because of poor service and damage to its shipments.

Grant's Building Supply ships five carloads of lumber and dimension stock hardware per year.

Vernon Telephone Co. plans to expand its operation and will need rail service in the future for shipment of telephone poles.

Eastern Crown, Inc. shipped 36 carloads in 1973.

Information for Line-Transfer Decision

Revenue received by PC	$146,797
Average revenue per carload	$402

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	63,937	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,239	
Cost incurred beyond the branch line	98,910	
Total variable (avoidable) cost		169,086
Net contribution (loss): total		(22,289)
Average per carload		(61)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 145 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 251.9 to Milepost 252.5 (serving shippers at Oneida Castle who generated 95 carloads in 1973) would generate $45,231 in revenue and $45,274 in costs with a resulting loss of $43.

Service to the remainder of the line (from Milepost 246.3 to Milepost 251.9 serving shippers at Vernon who generated 270 carloads in 1973) would generate $101,566 in revenue and $131,673 in costs with a resulting loss of $30,107. Recovery of costs would require approximately a 100-percent increase in traffic or a 30-percent rate increase over the 1973 levels. The existence of an additional 35 cars on this line in 1973, as reported by the N.Y. DOT, would reduce this loss to approximately $18,000.

Disposition

The portion of the Vernon Industrial Track from Milepost 251.9 to Milepost 252.5 shall be transferred to the Consolidated Rail Corp.

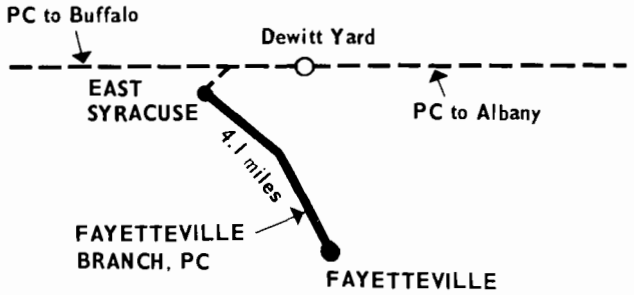
The portion of the Vernon Industrial Track from Milepost 246.3 to Milepost 251.9 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FAYETTEVILLE BRANCH

USRA Line No. 86

Penn Central

The Fayetteville Branch, formerly part of the New York Central RR, extends from *East Syracuse* (Milepost 5.8), to *Fayetteville, N.Y.* (Milepost 9.9), a



distance of *4.1 miles*, in Onondaga County, N.Y. At East Syracuse, this line connects with the Albany-Buffalo line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fayetteville	117
Total carloads generated by the line	117
Average carloads per week	2.3
Average carloads per mile	28.5
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

The New York DOT reported that Penn Central's DICCS Report shows 215 carloads for Fayetteville in 1973, not 111 as reported by USRA. USRA stated that recovery of costs would require approximately a two-fold increase in traffic. Because USRA understated traffic on the line by more than half, the line currently carries sufficient traffic and should be included in the system.

Figures submitted to RSPO indicated that the following 10 users of the line generated 935 carloads: 84 Lumber Co., Inc., 67 carloads; Sears, Roebuck & Co., 656 carloads; McIntosh Box & Pallet Company, 35 carloads; Ceco, Inc., 9 carloads; Wallgene Construction Co., 30 carloads; Energy Gases Co., 2 carloads; Dow Lumber Co., 34 carloads; Precision Castings Co., 23 carloads; McIntyre Brothers Paper Co., 33 carloads; and B. H. Tracy & Sons, Inc. 46 carloads. Lyndon Lawns Furniture Co. and Branch Nursery Co. also received carloads in 1973 at the Fayetteville team track.

McIntyre Brothers Paper Co., Inc., manufactures lightweight, chemically neutral kraft tissue, The product is manufactured from selected grades of sulfate secondary fibers which are received on the team track of the Fayetteville branch. The product cannot be shipped by truck, and the company cannot relocate because the specialization of its product is directly related to the quality and characteristics of the water available from Limestone Creek.

The Town Board of Manlius states its concern that loss of service over the line would adversely affect the ability of its businesses to receive supplies.

B. H. Tracy & Sons would eventually have to close its operation if it lost rail service.

The Daer Road Industrial Park, McIntosh Box and Pallet Co. and Precision Castings would be severely affected by loss of service over the line.

According to the Central New York Regional Transportation Authority, Champion International Corporation has a plant on the branch within the Syracuse switching district.

Lumber Distributors, Inc., generated 50 carloads over the line in 1973 and 80 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC		$43,386
Average revenue per carload	$371	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	35,475	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,993	
Cost incurred beyond the branch line	28,337	
Total variable (avoidable) cost		70,805
Net contribution (loss): total		(27,419)
Average per carload	(234)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 292 crossties per mile).

Testimony presented at the RSPO hearings indicated confusion over the limits of this line. Most of the shippers who testified are within 5.8 miles of E. Syracuse and would not be affected by the elimination of service on this line.

It was also stated that the Penn Central DICCS report showed 215 cars in 1973. The DICCS report is *not* an accurate record for use in waybill accounting.

Service to this line generated a loss of $27,419 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 63-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

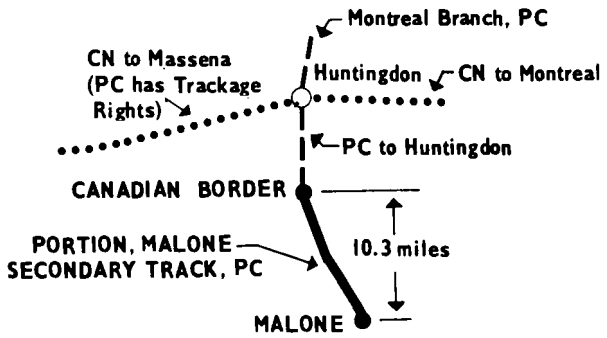
Disposition

The Fayetteville Branch is *not* designated for transfer to consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE MALONE SECONDARY TRACK

USRA Line No. 87

Penn Central



This portion of the Malone Secondary Track, formerly part of the New York Central RR, extends from *Malone, N.Y.* (Milepost 0.0) to the *Canadian Border* (Milepost 10.3), a distance of *10.3 miles*, in Franklin County, N.Y. A continuation of this line extends northward across the Canadian Border to Huntingdon, Que. where it connects with the Canadian National Railways and the Montreal Branch of the PC. The PC also operates over the CN–GT from Huntingdon to Massena, N.Y.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:		
Malone		482
Total carloads generated by the line:		482
Average carloads per week		9.3
Average carloads per mile		46.8
Average carloads per train		9.6
1973 operating information:		
Number of round trips per year		50
Estimated time per round trip (hours)		4.0
Locomotive horsepower		2,000
Train crew size		4

Public Comments on Preliminary System Plan

Over 300 carloads of feed were shipped over this line in 1973. Without rail service, this feed would have to be trucked from the nearest rail terminal, a distance of 17.5 miles, at greatly increased cost.

Franklin County has the highest unemployment rate—16 percent—in the state of New York.

Malone Feed and Farm Supply, Inc. received 163 carloads in 1973.

Clarence Collins & Son (dairy feeds), stated that trucking would be too expensive and that roads in the area were inadequate. The firm submitted over 225 letters from its customers stating the need of area farmers for continuing rail service.

Several witnesses disputed USRA's figures, especially the 12 hours stated as the estimated time on the line per round trip.

The Town Attorney for the Town of Malone reported that train crews on the Malone run are taxied from Massena, N.Y. to Huntingdon, Que. Another crew is taxied several times a week from Malone to Beauharnois, Que. for switching.

It is noted that, although viability analysis was based on 12 hours per trip, the USRA questionnaire showed only 3 hours per round trip. If the latter figure is valid, the crew and locomotive costs would be only 25 percent of the amounts stated by USRA. It was also noted that upgrading costs were assessed even though the questionnaire reflected that 50 percent of the line's ties are good. The good ties already on the line plus the 500 new ties recommended by USRA would result in 1,408 good ties per mile, a figure substantially in excess of the 640 good ties per mile required by FRA for Class I track.

Information for Line-Transfer Decision

Revenue received by PC		$211,275
Average revenue per carload	$438	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	99,597	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,514	
Cost incurred beyond the branch line	168,682	
Total variable (avoidable) cost		275,793
Net contribution (loss): total		(64,518)
Average per carload	(134)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 48 crossties per mile).

Testimony suggested that 12 hours was far higher than that necessary to serve this branch. The time was reduced to 4 hours per trip. The figure of 640 ties per mile is a *minimum* tie requirement, thus the Association's tie replacement figure is not in conflict with FRA specifications.

Service to this line generated a loss of $64,518 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 31-percent rate increase.

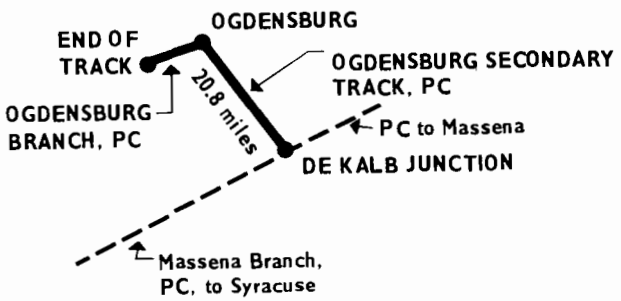
Disposition

This portion of the Malone Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

OGDENSBURG SECONDARY TRACK AND OGDENSBURG BRANCH

USRA Line No. 89a

Penn Central



The Ogdensburg Secondary Track, formerly part of the New York Central RR, extends from *DeKalb Junction* (Milepost 0.0), to *Ogdensburg, N.Y.* (Milepost 19.0), and the Ogdensburg Branch, also formerly part of the New York Central RR, extends from *end-of-track near Ogdensburg* (Milepost 132.5) to *Ogdensburg* (Milepost 134.3), for a combined distance of *20.8 miles*, in St. Lawrence County, N.Y. At DeKalb Junction this line connects with the Massena Branch of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ogdensburg	2,070
DeKalb Junction	0
Heuvelton	252
Total carloads generated by the line	2,322
Average carloads per week	44.7
Average carloads per mile	111.6
Average carloads per train	9.3
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	3

Public Comments on Preliminary System Plan

The St. Lawrence County Board of Legislators reported that abandonment of this line would force the

closing of two manufacturing firms and would jeopardize the employment of 1,238 people. Diamond International Corporation, one of the two at Ogdensburg, employs 374 and has an annual payroll of $6,672,486. The company shipped 1,732 carloads in 1973 and 2,065 carloads in 1974. It would cost Diamond International $634,000 more per year to ship by truck.

The Standard Shade Division of Joanna Western Mills Co., in Ogdensburg, has an outbound average of 106 plus carloads per year and an inbound average of 48 to 50 carloads per year.

Cooperative Marketing Agency (CMA) (Dairy Lea) in Ogdensburg, estimated that between 800 and 1,200 primary and secondary jobs would be lost if the line were abandoned. Direct economic loss in the area would be between $7.2 million and $10.8 million. CMA stated that the cost of transporting milk powder from Ogdensburg to New York City is 68 cents per cwt by rail and $1 per cwt by truck.

The Northeast Dairy Cooperative Federation, Inc. supported CMA's plea for continued service.

SKF Mills, Inc. in Heuvelton stated that if it had a siding constructed it would ship three to five carloads of wood chips per week and on the average of two cars of lumber per week.

Ogdensburg Bridge and Port Authority noted that St. Lawrence County ranks 61st among New York's 62 counties with per capita income of $3,362. The only road service to the area is two-lane, and it would be very hard to attract new industry without rail service.

Sperling's, Inc., with retail furniture stores in Ogdensburg, Massena, and Potsdam, has a new warehouse and distribution center in the urban renewal area of Ogdensburg. The warehouse was built in November, 1974. The company receives much of its furniture, most of its bedding, and some of its electrical appliances by rail.

The United Paperworkers International Union submitted copies of a petition containing approximately 4,000 signatures. The petition requested Senators Javits and Buckley and Representative McEwen to take every available step to include the Ogdensburg-DeKalb Junction line in ConRail.

Other users of the line included Heuvelton Agway, which generated 60 carloads in 1973; McAdam Cheese Co., Inc. with 43 carloads in 1973; and Heuvelton Lumber Co., Inc. which generates approximately 10 to 15 carloads per year.

Information for Line-Transfer Decision

Revenue received by PC		$750,865
Average revenue per carload	$323	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	250,857	
Cost of upgrading branch line to FRA Class I. (1/10 of total upgrading cost)	23,654	
Cost incurred beyond the branch line	634,939	
Total variable (avoidable) cost		909,450
Net contribution (loss): total		(158,585)
Average per carload	(68)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 96 crossties per mile).

The time spent on the line allows 4 hours running time (42 miles at 10 m.p.h.) plus 1 hour to switch the cars.

Reanalysis of this line based on 1974 traffic resulted in a deficit and would require an 18-percent rate increase for viability.

Service to this line generated a loss of $158,584 in 1973. Recovery of this loss would require approximately a 68-percent increase in traffic or a 21-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

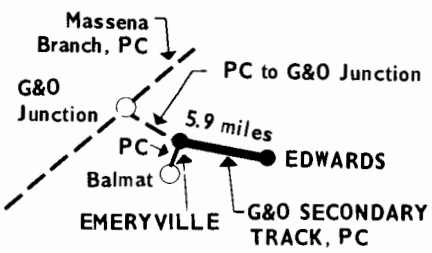
Disposition

The Ogdensburg Secondary Track and Ogdensburg Branch are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE G&O SECONDARY TRACK

USRA Line No. 90

Penn Central



This portion of the G&O Secondary Track, formerly part of the New York Central RR, extends from *Emeryville* (Milepost 8.0) to *Edwards, N.Y.* (Milepost 13.9), a distance of *5.9 miles*, in St. Lawrence County, N.Y.

A continuation of this line runs from Emeryville to G&O Junction, near Gouverneur, N.Y. At Emeryville an industrial spur diverges.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Edwards	351
Total carloads generated by the line	351
Average carloads per week	6.8
Average carloads per mile	50.9
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The St. Lawrence County Board and County Chamber of Commerce reported closing of the line would jeopardize employment of 220 people of the St. Joe Minerals Corp.'s Edwards mining operation characterized as a marginal operation by the company.

St. Joe stated that car costs attributed to the line by USRA should be reduced since 61 percent of the cars it used in 1973 were privately owned and maintained.

St. Joe Minerals also contended that crew costs should be reduced since there would not be any saving from eliminating the branch because the crew would still be needed to serve the Gouverneur-to-Balmat segment. The company suggested that frequency of service on the line could be reduced from 3 to 2 trips per week.

The town of Edwards reported that loss of service would affect more than 50 basic and secondary jobs. Per capita income was reported to be $2,226. Loss of rail service would lead eventually to a tax increase from $164.96 to $217.44 per $1,000 of assessment.

Niagara Mohawk Power Corp. has two power generating stations at Edwards and land holdings on the Oswegatchie River that had been considered for development.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC	$133,692
Average revenue per carload	$381
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	61,742
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,353
Cost incurred beyond the branch line	96,743
Total variable (avoidable) cost	159,402
Net contribution (loss): total	(25,711)
Average per carload	(73)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of 250 crossties (an average of 36 crossties per mile).

St. Joe Minerals suggested that the service frequency be reduced from three to two times a week. In addition, because St. Joe owns its own equipment, freight car costs were reduced. These changes are reflected in the above data.

Service to this line generated a loss of $25,711 in 1973. Recovery of this loss would require approximately a 70-percent increase in traffic or a 19-percent rate increase.

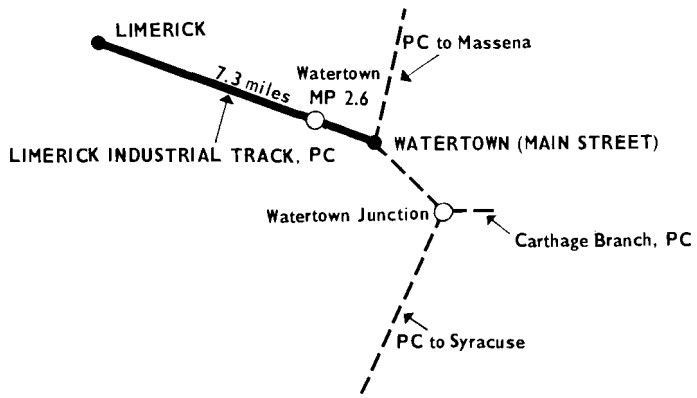
Disposition

This portion of the G&O Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

LIMERICK INDUSTRIAL TRACK

USRA Line No. 92/93

Penn Central



The Limerick Industrial Track, formerly part of the New York Central RR, extends from *Watertown* (Milepost 1.5) to *Limerick, N.Y.* (Milepost 8.8), a distance of *7.3 miles* in Jefferson County, N.Y. At Watertown, this line connects with the Massena Secondary Track of the Penn Central.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brownville	240
Limerick	124
Watertown[1]	71
Total carloads generated by the line	435
Average carloads per week	8.4
Average carloads per mile	59.6
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Pargas reported that it shipped 71 carloads over this line in 1973 and 80 carloads in 1974. USRA only attributed 57 carloads to Pargas.

The New York DOT contended that this line should be evaluated as a 1.1-mile branch instead of a 7.3-mile branch. Pargas, the only rail user on the branch, is located 1.1 miles from the main line and generates sufficient traffic to warrant continued service.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$178,578
Average revenue per carload	$411	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	82,451	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,063	
Cost incurred beyond the branch line	113,939	
Total variable (avoidable) cost		203,453
Net contribution (loss): total		(24,875)
Average per carload	(57)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 125 crossties (an average of 17 crossties per mile).

As a result of RSPO testimony from NY DOT and consultation with Penn Central, it was concluded that all of the 1973 traffic at Brownville and Limerick is now being handled at Watertown. The line beyond Milepost 2.6 is now out of service.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 1.5 to Milepost 2.6 (serving shippers at Watertown who generated 71 carloads in 1973) would generate $32,467 in revenue and $26,992 in costs with a resulting contribution of $5,475.

The remainder of the line (from Milepost 2.6 to Milepost 8.8 serving shippers at Brownville and Limerick) is now out of service and the traffic is being handled at Watertown.

Disposition

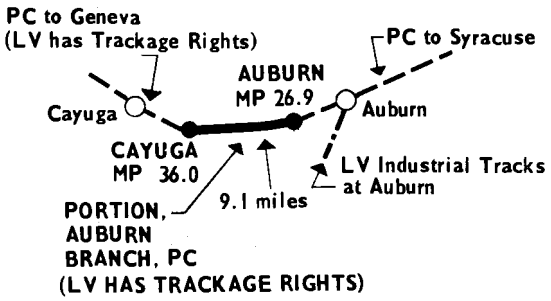
The portion of the Limerick Industrial Track from Milepost 1.5 to Milepost 2.6 shall be transferred to the Consolidated Rail Corp.

The portion of the Limerick Industrial Track from Milepost 2.6 to Milepost 8.8 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF AUBURN BRANCH

USRA Line No. 95

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Auburn* (Milepost 26.9) to *Cayuga, N.Y.* (Milepost 36.0), a distance of *9.1 miles*, in Cayuga County, N.Y. Continuations of this line extend eastward to Syracuse and westward to Geneva (see Line No. 671). The Lehigh Valley RR also uses these tracks to reach industrial trackage at Auburn.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Relius	34
Auburn (LV)	799
Total carloads generated by the line	833
Average carloads per week	16.0
Average carloads per mile	90.5
Average carloads per train	5.3

1973 operating information:

Number of round trips per year	156
Estimated time per round trip (hours)	3.5
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Several witnesses pointed out that the USRA did not address the issue of the Lehigh Valley sidings at Auburn which Lehigh Valley serves via trackage rights over Line 95.

New York DOT pointed out that, while Auburn will continue to receive service from the east, the Auburn sidings are not strong enough to support the larger Penn Central locomotives.

New York DOT stressed that USRA should credit the Lehigh Valley traffic as "overhead" to Line 95 or should state specifically that ConRail service will be provided to all customers at Auburn.

Columbia Rope Co. reported that the Lehigh Valley handled 734 carloads over the line in 1974. Although the Preliminary System Plan would provide service to Auburn from Syracuse, there is a 10 mile per hour limit on that segment of track.

Columbia Rope stated that one half of Line 95 has been completely renovated with New York DOT funds at a cost of almost $500,000.

According to the Cayuga County Planning Board the line is in good condition and requires no upgrading.

Rose State Custom Service, Inc. reported that it shipped 32 carloads in 1973 from the Relius siding. O'Hara Machinery, also at Relius, shipped 2 carloads that year.

The Lehigh Valley handled the following cars between Cayuga and Auburn in 1974: Agway Feed, 253 carloads; Agway Soil, 36 carloads; P&R, 56 carloads; Finger Lakes Bottling, 41 carloads; New York State Electric and Gas Corp., 5 carloads; Lyod Eldren, 4 carloads; Bero Construction, 14 carloads; Alco Products, 42 carloads; Hemingway, 3 carloads; Auburn Prison, 2 carloads; Kruger Feed, 2 carloads; Consolidated Scrap, 26 carloads; Owasco Co. Club, 1 carload; and Columbia Rope Co., 249 carloads.

Information for Line-Transfer Decision

Revenue received by PC		$195,183
Average revenue per carload	$234	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	101,040	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	123,554	
Total variable (avoidable) cost		224,594
Net contribution (loss): total		(29,411)
Average per carload	(35)	

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using PC traffic at Relius and LV traffic at Auburn, and ConRail (merged) operations, revenues, and cost. The result was a net contribution of $9,071.

Disposition

This portion of the Auburn Branch shall be transferred to the Consolidated Rail Corp.

PITTSFORD RUNNING TRACK

USRA Line No. 96

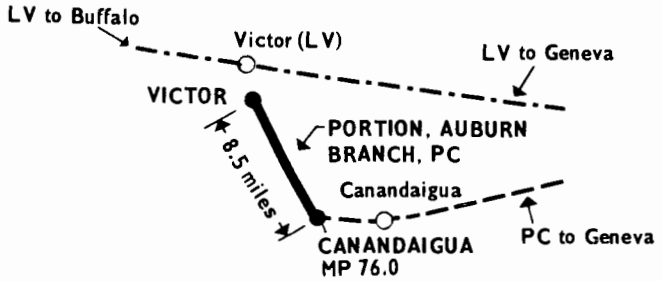
Penn Central

The Pittsford Running Track, extending from *Pittsford* (Milepost 93.9) to *Brighton, N.Y.* (Milepost 98.6), a distance of *4.7 miles*, in Monroe County, N.Y., a line which was recommended for inclusion on page 616 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE AUBURN BRANCH

USRA Line No. 98

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Canandaigua* (Milepost 76.0), to *Victor, N.Y.* (Milepost 84.5), a distance of *8.5 miles*, in Ontario County, N.Y. A continuation of this line runs from Canandaigua to Syracuse.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Victor	241
Total carloads generated by the line	241
Average carloads per week	4.6
Average carloads per mile	28.4
Average carloads per train	4.8

1973 operating information:

Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Victor Insulators Division of ITE Imperial Corp. (ITE) reported that its records show revenues for this line in 1973 of $167,400.20 and in 1974 of $275,625.

ITE also pointed out that traffic over the line could be increased by the construction of a short connecting track to USRA Line No. 1022 at Victor, allowing all shippers in Victor and Farmington to retain service.

ITE estimated that the new line would move 103,430 tons per year and produce revenues of $2,797,870. No upgrading would be required. The four shippers on Line 1022 that could be served by Line 98 and their carloads per year are as follows: Agway, 31 carloads; Iron City, 44 carloads; Victor Farm Home Center, 50 carloads; and Ryan Homes, 215 carloads. A potential shipper on the Line No. 1022 segment would be Hartman Engineering, which could generate an additional 35 carloads per year.

ITE reported that it ships 239 carloads per year over Line 98.

Georgia-Pacific Corp. recently purchased 17 acres of property in Victor for the construction of a 100,000-square foot building products distribution center. The company reported that the current recession has delayed its construction plans but the facility should be completed in 1977. When operational, the facility will generate between 900 and 1,100 carloads per year.

ITE noted that it also ships 130 piggyback carloads out of Rochester. If the ITE Victor plant loses rail service, it will have to close and these piggyback shipments will be lost to the rail system.

The United Transportation Union noted that the line is 10.5 miles long, not 8.5 as stated by USRA.

Information for Line-Transfer Decision

Revenue received by PC		$86,190
Average revenue per carload	$358	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	67,969	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	71,156	
Total variable (avoidable) cost		139,125
Net contribution class: total		(52,935)
Average per carload	(220)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line is 8.5 miles long as was indicated in the RSPO testimony.

It was suggested that the LV traffic at Victor be added to this line. There is no physical connection now and the construction of such a connection can be handled under Title IV of the Act.

Georgia-Pacific has purchased property at Victor, but construction has *not* begun, and there is no firm indication of when construction actually will be started.

Testimony concerning the status of shippers at Canandaigua was received. These shippers will continue to receive service from ConRail.

Service to this line generated a loss of $52,934 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 61-percent rate increase.

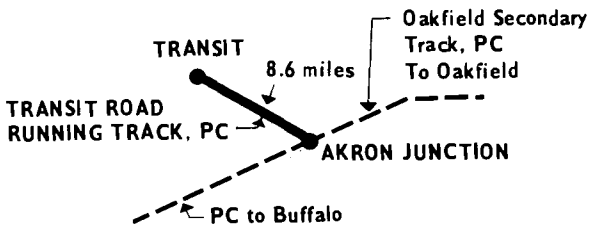
Disposition

This portion of the Auburn Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRANSIT ROAD RUNNING TRACK

USRA Line No. 100/101

Penn Central



The Transit Road Running Track, formerly part of the New York Central RR, extends from *Akron Junction* (Milepost 17.9) to *Transit, N.Y.* (Milepost 26.5), a distance of *8.6 miles*, in Erie County, N.Y. This line connects at Akron Junction with the Oakfield Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Clarence Center	294
Transit	19
Total carloads generated by the line	313

Average carloads per week	6.0
Average carloads per mile	36.4
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

The Niagara Frontier Transportation Committee noted that the New York DOT's figures for this line indicate that financial viability is possible. The line could be profitable if the cost of rebuilding were assumed by others.

Jurek Lumber Corp. identified the following users of this line: Gold Bond Building Products and R. B. Fogelsonger, Inc. at Clarence Center; Gary Pool Sales and Service, Fanta-Sea Swim Center, Inc., and Yoder Brothers, Inc. at Clarence; and Fence City, Inc., at East Amherst.

Consideration could be given to reducing the frequency of service and thereby reducing on-branch costs.

Information for Line-Transfer Decision

Revenue received by PC		$152,211
Average revenue per carload	$500	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	85,117	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,565	
Cost incurred beyond the branch line	77,152	
Total variable (avoidable) cost		185,834
Net contribution (loss): total		(33,623)
Average per carload	(107)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,300 crossties (an average of 500 crossties per mile).

It was suggested that the number of trips be reduced to lower on-branch costs. The line was reanalyzed using 104 trips per year. Even with the lower service level, service to this line generated a loss of $33,623 in 1973. Recovery of this loss would require approximately a 45-percent increase in traffic or a 22-percent rate increase. The assumption of the involved upgrading cost by the shippers or a public body would reduce this loss to approximately $10,000 and as a consequence, the line would be viable with a 7% rate increase.

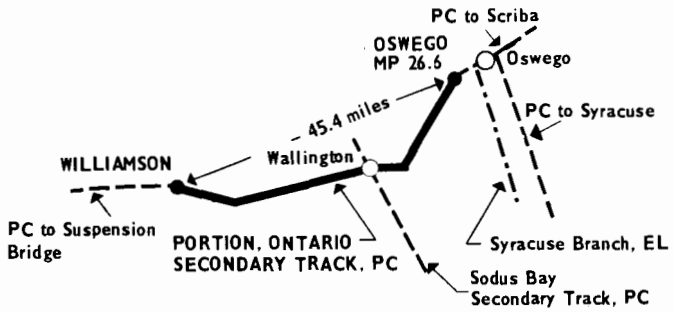
Disposition

The Transit Road Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 102

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Oswego* (Milepost 26.6) to *Williamson, N.Y.* (Milepost 72.0), a distance of *45.4 miles*, in Oswego, Cayuga and Wayne Counties, N.Y. A continuation of this line runs from Oswego to Scriba (see Line No. 102a). At Oswego, this line connects with the Phoenix Branch of the PC. The Sodus Bay Secondary Track of the PC intersects at Wallington (see Line No. 108). A westerly continuation of this line runs from Williamson to Suspension Bridge (see Line No. 103/104). The Syracuse Branch of the EL also serves Oswego (see Line No. 1233).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Furniss	4
Hannibal	103
Crocketts	30
Red Creek	223
Wolcott	330
North Rose	50
Alton	41
Sodus	59
East Williamson	72
Williamson	548
Total carloads generated by the line	1,460
Average carloads per week	28.1
Average carloads per mile	32.2
Average carloads per train	6.6

1973 operating information:

Number of round trips per year	220
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

This line is a segment of the PC "Hojack Line" which consists of USRA Lines Nos. 102, 102a, 103/104, 105/107 and 106. Considerable testimony was received recommending that all of these segments be evaluated as one line.

The Rochester-Genesee Regional Transportation Authority recommends that an independent regional railroad should be set up to operate the entire Hojack Line and six connecting branches.

Rochester Gas and Electric stated that this line and Line No. 108 are crucial for the supplying of plant components, equipment, aggregate and fuel to the company's planned generating site at Sterling. Plans are already far advanced for locating over 1,200 megawatts of electrical generating capability on the site. It will include both coal-burning and nuclear facilities, with construction to begin in 1976.

Public testimony indicated that 11 shippers now use Line No. 102.

Comstock Foods reported that shipments from its Red Creek facility were low in 1973 because of storm damage. Comstock's seasonal packing facility shipped 157 carloads in 1972, 128 in 1973, and 146 in 1974. Alternate loading facilities are not available.

Curtice-Burns, Inc. has a food processing plant and warehouse at Alton. The company stated that the nearest piggy-back loading facility is 35 miles away. Curtice-Burns shipped 26 carloads in 1974.

Webster Lumber Co. received 12 carloads in 1973 and 11 in 1974. If it could have gotten better service, the company would have received 27 additional carloads in 1973 and shipped 15 carloads.

Duffy-Mott Co. at Williamson shipped 369 carloads in 1973 and 287 carloads in 1974.

According to the Central New York Regional Transportation Authority, the Hammermill Papers Group, located at Oswego shipped 1,460 carloads over the Hojack Line in 1973. If the line were abandoned, Hammermill would incur an additional $1.5 million per year in transportation costs and would have to spend $5 million for new facilities. If Hammermill moved, the loss to the community of Oswego would be $115,000 in taxes and $2.3 million in payroll.

Information for Line-Transfer Decision

Revenue received by PC		$646,576
Average revenue per carload	$443	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	473,328	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	104,634	
Cost incurred beyond the branch line	451,676	
Total variable (avoidable) cost		1,029,638
Net contribution (loss): total		(383,062)
Average per carload	(262)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 22,700 crossties (an average of 500 crossties per mile).

Oswego shippers will continue to receive service.

Rochester Gas and Electric indicated plans to build a nuclear power plant at Sterling, with construction beginning in 1976. It is recommended that, if service to Sterling is required over this line, it should be acquired by the utility company. Carloadings in 1974 totaled 1,517 which were not enough to make this line viable.

Service to this line generated a loss of $383,061 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 59-percent rate increase.

Disposition

This portion of the Ontario Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 102a

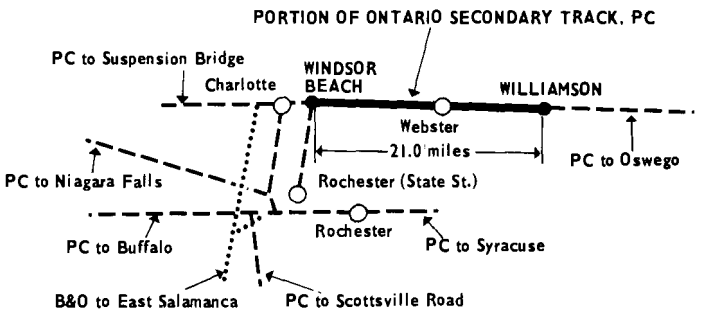
Penn Central

This portion of the Ontario Secondary Track, extending from *Scriba* (Milepost 22.2) to *Oswego, N.Y.* (Milepost 24.3), a distance of *2.1 miles*, in Oswego County, N.Y., a line which was recommended for inclusion on page 619 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 103/104

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Williamson* (Milepost 72.0) to *Windsor Beach, N.Y.* (Milepost 93.0), a distance of *21.0 miles*, in Wayne and Monroe Counties, N.Y. An easterly continuation of this line runs from Williamson to Scriba (see Line Nos. 102 and 102a). At Windsor Beach, this line connects with the Rochester Running Track of the PC (see Line No. 111). A westerly continuation of this line extends from Windsor Beach to Charlotte.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ontario	80
Union Hill	40
Webster	217
Sea Breeze	1
Total carloads generated by the line	338
Average carloads per week	6.5
Average carloads per mile	16.1
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	80
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

See comment on USRA Line No. 102.

Rochester Gas and Electric has a nuclear power plant at Ginna Station. Plans exist for the construction of two 600 megawatt coal-fired units. The company stated that it is not planning to build such units presently, but would like to keep its options open.

Xerox estimated it would ship 500 carloads per year over the line by 1976 and 1,700 carloads per year by 1980. Xerox also reported the following annual carload projects for other users of the line: Pugsley Marine, 10 carloads; Sportsmen Village, 10 carloads; Union Hill Lumber, 8 carloads; 84 Lumber, 85 carloads; Witmer Brs., 8 carloads; Mason Lumber, 2 carloads.

Xerox stated that Webster shippers generated 260 carloads in 1973, not 217 as reported by USRA. Many contained lumber shipments from the West Coast.

Gordon Beh Excavating Contractors is developing an industrial park at Union Hill. 84 Lumber Co. is located in that park.

1022 Land Development, Inc. has been developing an industrial community at Webster for the past 7 years. This community needs rail service.

American Kitchen Products shipped 37 carloads in 1973 and 35 in 1974 from its plant at Ontario. If service were lost the company would move its operation to New Jersey. The local community would lose 85 jobs and $600,000 in payroll.

Lumber Distributors, Inc. shipped 49 carloads in 1973 and 53 in 1974 and estimates it will ship 60 carloads in 1975. Lumber Distributors stated that extremely inadequate service by the PC has resulted in a reduction in traffic on this line.

Spartan Beverage Corp., Webster, generated 151 carloads in 1974 and expects 220 carloads in 1975.

The Lawyers Co-operative Publishing Co. stated that it received 99 carloads and 168 truckloads of paper in 1974. Due to a shortage of paper the company had to expedite its deliveries by using truck as well as rail. In 1975, the company expects to receive the same amount of paper but all delivered by rail. It is expected that this will amount to 170 carloads. It would cost the company an additional $60,602 per year to ship by truck.

Information for Line-Transfer Decision

Revenue received by PC		$114,024
Average revenue per carload	$337	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	180,298	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	43,453	
Cost incurred beyond the branch line	93,258	
Total variable (avoidable) cost		317,009
Net contribution (loss): total		(202,985)
Average per carload	(601)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 457 crossties per mile).

Service to this line generated a loss of $202,985 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 178-percent rate increase. The existence of an additional 43 carloads on

this line in 1973, as indicated in the RSPO testimony, would reduce this loss to approximately $200,400. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Reanalysis of the portion of the line from Windsor Beach to Webster based on the 1974 traffic level at Sea Breeze and Webster resulted in a loss of approximately $66,000.

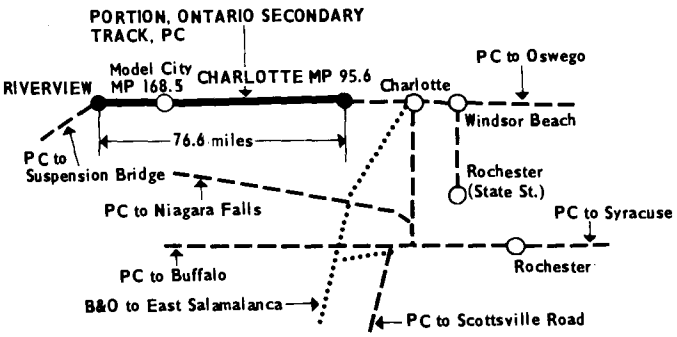
Disposition

This portion of the Ontario Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 105/107

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Charlotte* (Milepost 95.6) to *Riverview, N.Y.* (Milepost 172.2), a distance of *76.6 miles*, in Monroe, Orleans and Niagara Counties, N.Y. An easterly continuation of this line runs from Charlotte to Windsor Beach. At Charlotte, this line connects with the Charlotte Secondary Track of the PC and with the B&O RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Odenbach	0
Hilton	16
Walker	1
Hamlin	601
Morton	9
Carlton	3
Waterport	25
Ashwood	0
Lyndonville	45
Millers	0
Barker	50
Appleton	2
Burt	1
Wilson	100
Elberta	8
Ransomville	196
Model City	34
Total carloads generated by the line	1,091
Average carloads per week	21.0
Average carloads per mile	14.2
Average carloads per train	10.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

See comment on USRA Line No. 102

Several witnesses noted that USRA shows a loss on Line 105/107 of $506,643 and a profit on Line 106 of $1,138,245. Originally these segments were joined, however, a .6 mile segment is out of service at Riverview. Witnesses requested that the .6 mile segment be restored and that Lines 106 and 105/107 be evaluated as one line from Charlotte to Suspension Bridge. It was estimated that it would cost $150,000 to restore the segment and that, once restored, the Charlotte-to-Suspension Bridge segment would generate 13,145 carloads per year and would operate at a profit.

Local residents of Riverview testified in opposition to the reactivation of the .6 mile segment, reporting that there are 30 or 40 homes adjacent to the track, many of which were purchased on the assumption that rail service would not be resumed. Several individuals testified that the roadbed in this area was ideal for a nature trail.

The Niagara Frontier Transportation Committee stated that according to USRA figures, Line 105/107 would be profitable from Riverview to Wilson. The Committee stated that service is essential from Suspension Bridge to Lyndonville. The Committee's figures show 687 cars between Riverview and Wilson, a distance of 16 miles. Net contribution for this segment would be $8,251.

The Alcan Co. reported that it is planning a plant at Lewisport, near Milepost 170. The plant will only be constructed if rail service is assured. It is expected that the Alcan facility will generate 160 carloads in its first year of activity.

New York State Electric and Gas Corp., is planning one or more electric generating units at Somerset, near Milepost 140. The company has already invested $12.8 million. The facility will require coal deliveries by 100-car unit trains, 5 days per week. The plant will be in

operation by 1980. In the meantime, it is expected that its construction will generate considerable traffic.

The Chessie is interested in acquiring that portion of the line from Charlotte to Hamlin. (*Note: The Chessie System has disaffirmed their interest in this project.*)

Rochester Gas & Electric reported that it has a coal-fired electrical generating plant at Russell Station, west of Charlotte, which generated 6,501 carloads in 1973 and 7,947 carloads in 1974. RG&E stated that there is no substantial prospect any of the four units at Russell Station will be converted from coal firing and the facility should generate 8,500 carloads in 1975. (NOTE: This facility is not on the line segment as defined.)

Reported Traffic:

	Carloads	
Company and location	*1973*	*1974*
Duffy-Mott Co., Hamlin	549	397
Allied Chemical, Elberta	189	187
Speas Co., Lyndonville	20	[1] 5
Pfeiffer's Foods, Wilson	99	[2] 102
Grower's Cold Storage, Waterport	24	-------
Water Cold Storage, Waterport	-------	55
Lyndonville Canning, Lyndonville	45	-------
Southland Foods, Barker	50	-------
Noury Chemical, Burt	1	-------
Agway, Ransomville	8	-------
Chem-Trol,[3] Model City	34	-------

[1] Poor quality service caused decline.

[2] Would expand and double or triple car shipments if service quality were improved and assured.

[3] If service is improved will complete expansion with potential in excess of 1,000 carloads per year.

New York DOT suggested that the following segmentations of this line should be evaluated: Riverview to Wilson, including the replacement of the .6 mile of track now out of service at Riverview; Charlotte to Hamlin; Hamlin to Lyndonville; and Wilson to Lyndonville.

Duffy-Mott Co. at Hamlin shipped 549 carloads in 1973 and 397 carloads in 1974.

Allied Chemical shipped 189 carloads in 1973 and 187 carloads in 1974. Some of the materials which it ships cannot be shipped by any other mode.

Speas Co. in Lyndonville shipped 20 carloads in 1973 and 5 carloads in 1974. Speas stated that the sole reason for the decline in its shipments is the quality of service received. If service were improved, the company could return to what used to be its normal average of 30 carloads per year.

Pfeiffer's Foods, located at Wilson, shipped 99 carloads in 1973 and 102 carloads in 1974. If Pfeiffer were assured of continued and improved rail service, it would proceed with a planned plant expansion which would double and perhaps triple its car usage.

Growers Cold Storage at Waterport, shipped 24 carloads in 1973. Water Cold Storage, at the same location, shipped 55 carloads in 1974.

Lyndonville Canning, milepost 133, shipped 45 carloads in 1973, according to the Association of Niagara County Shippers. The Association also reported that Southland Foods at Barker shipped 50 carloads, Noury Chemical at Burt shipped 1 carload, and Agway at Ransomville shipped 8 carloads, all in 1973.

The Association also reported that Chem-Trol Pollution Service at Model City shipped 34 carloads in 1973. If service is assured and improved, Chem-Trol plans to complete capital expansion plans that include new rail loading and unloading facilities. Chem-Trol's potential is in excess of 1,000 carloads per year.

Information for Line-Transfer Decision

Revenue received by PC		$591,278
Average revenue per carload	$542	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	559,717	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	175.729	
Cost incurred beyond the branch line	318.581	
Total variable (avoidable) cost		1,054,027
Net contribution (loss): total		(462,749)
Average per carload	(424)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. Based on available information, this upgrading would include the replacement of a total of 38,250 crossties (an average of 525 per mile).

The portion of this line from Model City (Milepost 168.5) to Riverview (Milepost 172.2) has been out of service since 1961 and 0.6 mile of track is missing at Riverview.

The New York DOT recommended the analysis of a subsegment of this line from Riverview to Wilson. This subsegment generated a substantial loss primarily due to the need to completely rebuild a portion of the line.

The remaining subsequent analyses recommended by New York DOT failed the viability criteria by substantial margins.

Service to this line generated a loss of $458,749 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 78-percent rate increase. It is recommended that New York State Electric & Gas Corp. acquire the facilities necessary to serve its planned Somerset facility.

Disposition

This portion of the Ontario Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail

service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 106

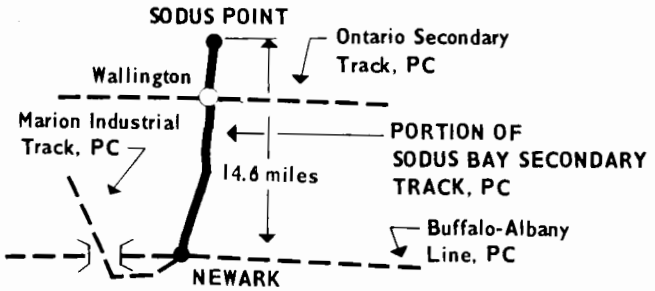
Penn Central

This portion of the Ontario Secondary Track, extending from *Riverview* (Milepost 172.2) to *Suspension Bridge, N.Y.* (Milepost 175.4), a distance of *3.2 miles*, in Niagara County, N.Y., a line which was recommended for inclusion on page 622 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF SODUS BAY SECONDARY TRACK

USRA Line No. 108

Penn Central



This portion of the Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from *Newark* (Milepost 18.8) to *Sodus Point, N.Y.* (Milepost 33.4), a distance of *14.6 miles*, in Wayne County, N.Y. At Wallington, this line intersects with the Ontario Secondary Track of the PC (see Line No. 102). At Newark, this line connects with the Marion Industrial Track of the PC (see Line No. 109/110), and with the Buffalo-Albany Line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sodus Center	11
Wallington	21
Sodus Point	47
Total carloads generated by the line	79
Average carloads per week	1.5
Average carloads per mile	5.4
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4
Locomotive horsepower	600
Train crew size	4

Public Comments on Preliminary System Plan

Genesee Brewing Co.'s plant at Sodus received 47 carloads in 1973 and 243 carloads in 1974. Genesee estimates that the plant will require 300 carloads in 1975, 400 in 1976, and 750 in 1979. Without rail service, the plant would have to close.

Genesee Brewing pointed out that the USRA stated recovery of costs would require a sixfold increase in traffic over 1973 levels. Genesee Brewing would almost meet that requirement on its own by 1976. The Company is also planning to alter its facilities to make it possible to ship outbound malt from Sodus to Rochester. This traffic is presently carried by truck.

Although Line 108 crosses USRA Line No. 102 at Wallington, Genesee pointed out that the two lines do not connect as stated in the USRA Plan.

Rochester Gas and Electric stated that this line is crucial for the supplying of plant components equipment, aggregate, and fuel to its planned generating site at Sterling on Line 102.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad comprising the entire Hojack Line and five other connecting branches.

Information for Line-Transfer Decision

Revenue received by PC		$45,576
Average revenue per carload	$577	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	111,184	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	30,342	
Total variable (avoidable) cost		141,526
Net contribution (loss): total		(95,950)
Average per carload		(1,215)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using 1974 traffic based on the addition of Genesee Brewing Company. It would still require a 41-percent rate increase to become viable. Rochester Gas & Electric stated the need for this line to reach Sterling on 102-NY. There is no connection between these two lines and no further analysis was undertaken.

Service to this line generated a loss of $95,950 in 1973. Recovery of this loss would require approximately a sevenfold increase in traffic or a 211-percent rate increase. Although one shipper served by this line has provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

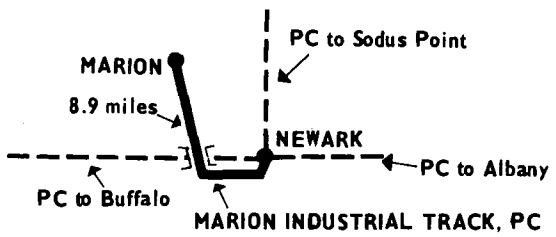
Disposition

This portion of the Sodus Bay Secondary Track is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MARION INDUSTRIAL TRACK

USRA Line No. 109/110

Penn Central



The Marion Industrial Track, formerly part of the Pennsylvania RR, extends from *Newark* (Milepost 0.0) to *Marion, N.Y.* (Milepost 8.9), a distance of *8.9 miles*, in Wayne County, N.Y. At Newark, this line connects with the Buffalo-Albany line and the Sodus Bay Secondary Track of the PC (see Line No. 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Marion	488
Total carloads generated by the line	488
Average carloads per week	9.4
Average carloads per mile	54.8
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	5.0
Locomotive horsepower	600
Train crew size	4

Public Comments on Preliminary System Plan

Howard Hance, representing shippers in Marion, presented the information contained in the following table:

	Carloads	
Shippers and commodity	*1973*	*1974*
Corenco Corp., Fertilizer ingredients	234	277
Marion Foods	201	150
W. M. Storage, Frozen foods	50	49
Topping Ladder Co., Ladders	3	1
Peter Blief & Sons, Potato and onion products	45	53
Totals	533	530

Marion shippers propose connecting this line to the Penn Central main line west of Newark. This would eliminate a weight limit now on the line and would also eliminate several miles of track along Pearl Street in Newark.

Corenco would be especially helped if it could receive 80-ton cars instead of 52-ton cars necessitated by the weight limit. Loss of service would force Corenco to close.

Marion shippers' estimates of costs on the 9.3-mile segment of the line show a $17,330 profit for the branch as now operated as opposed to the loss of $102,996 shown by USRA figures.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad comprising the entire Hojack Line and five other connecting branches.

Information for Line-Transfer Decision

Revenue received by PC		$197,251
Average revenue per carload	$404	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	100,664	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,116	
Cost incurred beyond the branch line	140,816	
Total variable (avoidable) cost		283,596
Net contribution (loss): total		(86,345)
Average per carload	(177)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,340 crossties (an average of 600 crossties per mile).

It was suggested by the Marion shippers that a connection be built from the main line at milepost 2. Construction at this point would involve a 25-foot elevation difference between the two lines resulting in very high construction costs which cannot be justified by the low traffic volume.

Service to this line generated a loss of $86,344 in 1973. Recovery of this loss would require approximately a

twofold increase in traffic or a 44-percent rate increase. Inclusion of the additional 45 carloads in 1973, as reported by the Rochester-Genesee Regional Transportation Authority would reduce this loss to $81,140.

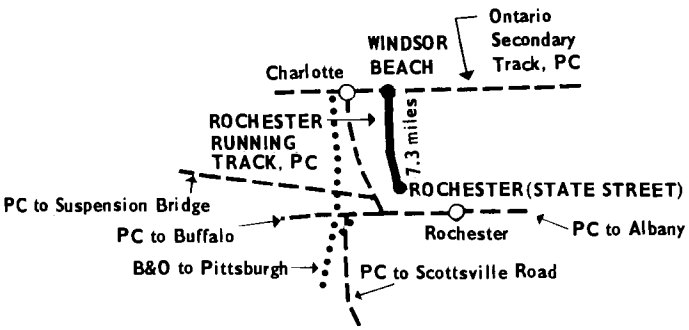
Disposition

The Marion Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

ROCHESTER RUNNING TRACK

USRA Line No. 111

Penn Central



The Rochester Running Track, formerly part of the New York Central RR, extends from *Windsor Beach* (Milepost 0.0) to *Rochester (State Street), N.Y.* (Milepost 7.3), a distance of *7.3 miles*, in Monroe County, N.Y. At Windsor Beach this line connects with the Ontario Secondary Track of the PC (see Line No. 103/104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rochester [1]	3,298
Total carloads generated by the line	3,298
Average carloads per week	63.4
Average carloads per mile	451.8
Average carloads per train	13.7
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	8
Locomotive horsepower	3,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Rochester Gas and Electric Corp. (RG&E) reported that its Beebee Station plant shipped 2,900 carloads of coal over the line in 1973 and 2,712 carloads in 1974. The decrease was due to a coal shortage, not to a decrease in coal consumption. RG&E pointed out that its 1973 carload figures alone were more than 7 times the 404 carloads attributed to the line by USRA.

The Preliminary System Plan noted that 5 out of 6 of RG&E's boilers at Beebee Station were converted to oil-firing in 1973. RG&E stressed that it has no intention of converting the sixth boiler from coal-firing to oil and that it is more likely that the five oil-firing boilers might eventually have to be reconverted to coal-firing. If such a conversion took place, RG&E would generate 6,400 carloads per year.

Rochester Germicide Company reported that it generated 102 carloads over this line in 1973. The firm estimated that its 1974 shipments were 132 carloads.

It was pointed out that costs for this line were calculated on the assumption that 2 locomotives were required.

It was suggested that round trips on the line could be reduced to one per week.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad comprising the entire Hojack Line and five other connecting branches.

Information for Line-Transfer Decision

Revenue received by PC		$787,330
Average revenue per carload	$239	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	262,161	
Class I: (1/10 of total upgrading cost)	24,719	
Cost of upgrading branch line to FRA		
Cost incurred beyond the branch line	356,212	
Total variable (avoidable) cost		643,092
Net contribution: total		144,238
Average per carload	44	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,650 crossties (an average of 500 crossties per mile).

The original analysis of this line excluded the traffic generated by the Rochester Gas and Electric Beebee Station.

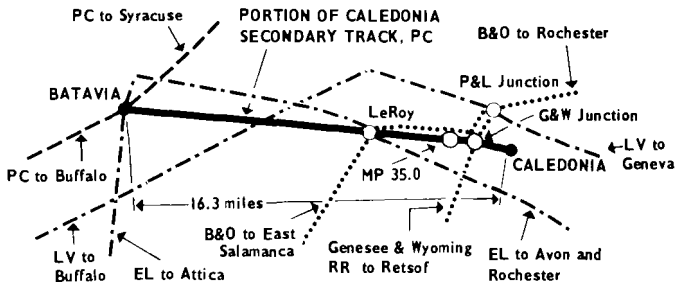
Disposition

The Rochester Running Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CALEDONIA SECONDARY TRACK

USRA Line 112

Penn Central



This portion of the Caledonia Secondary Track, formerly part of the New York Central RR, extends from *Caledonia* (Milepost 32.7) to *Batavia, N.Y.* (Milepost 49.0), a distance of *16.3 miles*, in Genesee and Livingston Counties, N.Y. At Batavia, this line connects with the Buffalo-Albany line of the PC and the Erie Lackawanna Attica Branch (see Line No. 1240). At LeRoy, this line connects with the B&O RR and the Erie Lackawanna Attica Branch (see Line No. 1240). At G&W Junction, this line connects with the Genesee & Wyoming RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Caledonia	8,104
LeRoy	307
Stafford	10
Total carloads generated by the line	8,421
Average carloads per week	161.9
Average carloads per mile	516.6
Average carloads per train	24.1
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	5
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

Jones Chemicals received 374 cars in 1974 at its Caledonia facility.

Information from Jones Chemicals stated that USRA Line 112–NY is de facto abandoned as of February 1, 1975 with service now provided over the B&O track.

Information for Line-Transfer Decision

Revenues received by PC		$3,344,226
Average revenue per carload	$397	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	286,869	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27,125	
Cost incurred beyond the branch line	2,335,242	
Total variable (avoidable) cost		2,649,236
Net contribution: total		694,990
Average per carload	83	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 392 crossties per mile).

This line, which was recommended for continued rail service in the PSP, was reanalyzed as part of it is out of service (from Milepost 35.0 to Milepost 40.3). Shippers at Caledonia now are served via trackage rights over the B&O. A subsegment analysis was undertaken for the portion of the line from the B&O connection to Caledonia. A second analysis was undertaken for the portion of the line from Batavia to LeRoy.

Although service to the entire line generates a contribution, service to that portion of the line from Milepost 32.7 to Milepost 35.0 (serving shippers at Caledonia who generated 8,104 carloads in 1973) would generate $3,231,152 in revenue and $2,386,131 in costs with a resulting contribution of $845,018. This line will also be used to serve shippers on the LV at Caledonia.

Service to the remainder of the line (from Milepost 35.0 to Milepost 49.0 serving shippers at LeRoy and Stafford who generated 317 carloads in 1973) would generate $113,074 in revenue and $222,838 in costs with a resulting loss of $109,764. Recovery of costs would require approximately a threefold increase in traffic or a 97-percent rate increase over the 1973 levels. It is recommended that the Chessie system consider acquiring that portion of the PC track necessary to serve the traffic generated at LeRoy.

Disposition

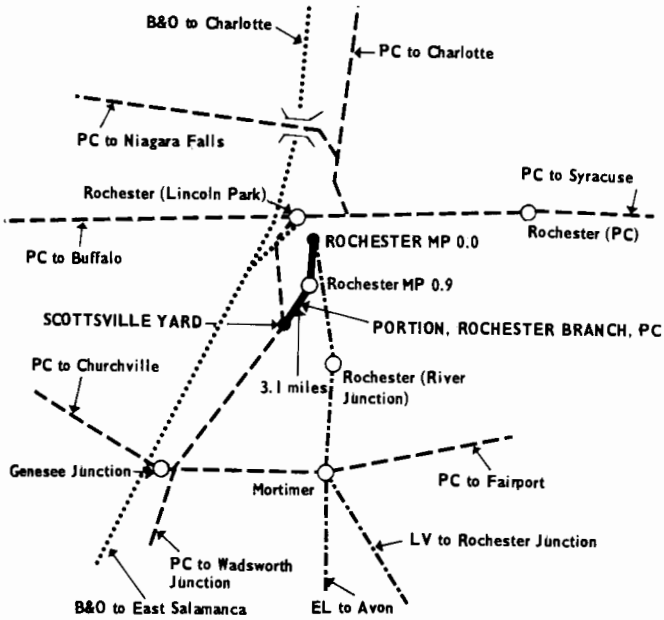
The portion of the Caledonia Secondary Track from Milepost 32.7 to Milepost 35.0 shall be transferred to the Consolidated Rail Corp.

The portion of the Caledonia Secondary Track from Milepost 35.0 to Milepost 49.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ROCHESTER BRANCH

USRA Line No. 114a

Penn Central



This portion of the Rochester Branch, formerly part of the Pennsylvania RR, extends from *Rochester* (Milepost 0.0) to *Scottsville Yard, N.Y.* (Milepost 3.1), a distance of *3.1 miles*, in Monroe County, N.Y.

Public Comments on Preliminary System Plan

Specialized Warehouse Corp., presented the information contained in the following table:

	Carloads	
Shipper	*1973*	*1974*
M. Egan Co., Inc		21
Exxon Co., U.S.A	192	191
General Railway Signal Co	199	190
Kolko Paper Co., Inc	61	54
J. Kozel & Sons, Inc	53	25
Pfaudler Co	175	189
Specialized Warehouse Corp	361	386
Standard Builders Supply	114	140
Sun Oil Co		14
United States Plywood	331	253
Willits Lumber Co., Inc		1
Genesee Scrap Tin Baling Corp		
American Excelsior	105	105
Mobil Oil Co	42	34
Totals	1,633	1,603

Genesee Scrap Tin Baling Corp. anticipates a recycling operation which would be operational in 1976. The facility would ship about 50 carloads per month.

Pfaudler Co. stated that it must have direct access to the Penn Central to enable it to move large, dimensional loads, many of which comprise a large part of the company's substantial order backlog.

Eastman Kodak received 55 carloads in 1973 and 199 carloads in 1974. All of Kodak's shipments must be rehandled and transferred by truck or rail for outbound shipment. Kodak estimates an annual 5 percent increase in its traffic.

Kodak stated that the Lincoln Park Industrial Complex is served by the Penn Central and the Chessie under an operating switching agreement that has been in effect for over 25 years.

J. Kozel & Son, Inc. is presently making an investment of approximately $150,000 in an overhead crane to unload rail cars.

Specialized Warehouse Corp. expects its traffic to increase by 17 percent in 1975.

A consultant for the Rochester-Genesee Regional Transportation Authority reported that this line fails to meet FRA Class I standards. USRA reported that the line would require no upgrading. According to the same source, Exxon traffic was credited by USRA to Line 1000 instead of Line 114a.

The Chessie is interested in providing service to customers in Rochester only.

Information for Line-Transfer Decision

This line was described incorrectly in the map in The Preliminary System Plan and is correctly described above.

The shippers on this line (Specialized Warehouse and Kolko Paper) are located between Milepost 0.8 and 0.9 which also is the location of the connection with the Erie Lackawanna (Line No. 1242). *These shippers will continue to receive service via this EL line from ConRail.*

The remainder of this line does not directly serve any shippers. From Milepost 0.0 to Milepost 0.8 the line is out of service. The portion of the line from Milepost 0.9 to Milepost 3.1 is used only to serve Kolko Paper and Specialized Warehouse (Milepost 0.8 to Milepost 0.9) which generated 264 carloads in 1973.

Disposition

The portion of the Rochester Branch from Milepost 0.8 to Milepost 0.9 shall be transferred to the Consolidated Rail Corp.

The portion of the Rochester Branch from Milepost 0.0 to Milepost 0.8 and from Milepost 0.9 to Milepost 3.1 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WALLKILL VALLEY BRANCH

USRA Line No. 136

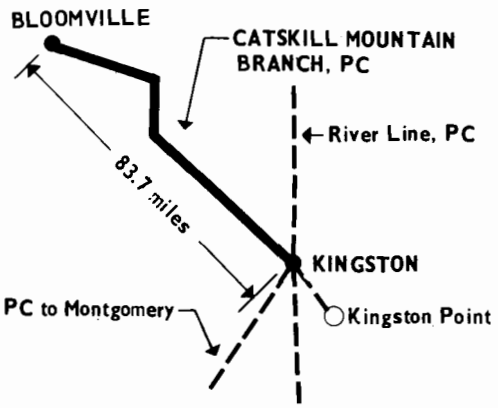
Penn Central

The Wallkill Valley Branch, extending from *Kingston* (Milepost 0.0) to *Montgomery, N.Y.* (Milepost 33.0), a distance of *33.0 miles*, in Ulster and Orange Counties, N.Y., a line which was recommended for inclusion on page 626 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

CATSKILL MOUNTAIN BRANCH

USRA Line No. 137

Penn Central



The Catskill Mountain Branch, formerly part of the New York Central RR, extends from *Kingston* (Milepost 2.9) to *Bloomville, N.Y.* (Milepost 86.6), a distance of *83.7 miles*, in Ulster, Delaware and Schoharie Counties, N.Y. At Kingston, this branch connects with the River Line and the Wallkill Valley Branch of the PC (see Line No. 136).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Hurley	0
Phoenicia	3
Grand Hotel Station	0
Fleischmann's	42
Arkville	7
Halcottville	1
Roxbury	346
Grand Gorge	23
Stamford	334
Hobart	3
South Kortright	87
Bloomville	6
Total carloads generated by the line	852
Average carloads per week	16.4
Average carloads per mile	10.2
Average carloads per train	9.5
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	23.0
Locomotive horsepower	1,800
Train crew size	4

Public Comments on Preliminary System Plan

The Catskill Mountain Transportation Corp. (CMTC), said this line could show a profit of $90,701 on the assumption that the line would produce $100,429 in additional revenues with assurance of improved and expanded service. Included was a surcharge of $2 per ton which shippers on the line would be willing to pay on all freight shipped or received on the line. Lutz Feed and Briggs Lumber Co. stated that they offered PC such a surcharge 3 years ago but have never received a reply.

CMTC reported it had three qualified men thoroughly check "every inch" of roadbed on the Catskill branch and submitted a 200-page, mile-for-mile report describing the condition of the roadbed. The report concluded that total rehabilitation costs for the branch would be $467,000 or $47,000 per year.

CMTC also pointed out the following errors in USRA's analysis of the line:

—USRA stated there were 180 round trips, but there were not more than 90.
—The average number of cars per train was 10, not 4.7.
—The line has only one turnout every 5 miles instead of one every 2 miles as estimated by USRA's average.
—The line has only one crossing every 3 miles instead of one per mile as estimated by USRA's average.

Lutz Feed and Briggs Lumber account for 50 percent of the traffic on the line. These companies stated that the line now meets FRA Class I standards and could be brought to Class II standards with a minimum of work. Lutz predicts that its traffic would grow 25 percent if the line remains in service.

Lutz Feed receives 20,000 tons of feed per year. Lutz, Briggs and Wadler Lumber stated that loss of service would have a serious effect upon their competitive positions.

Williamson Veneer has reopened a plant at Fleischmann's which will generate at least 35 carloads per year.

Husky Industries of Grand Gorge and Stamford would build a new plant with a rail siding if assured of continued service. The plant would produce 90 carloads per year.

The New York DOT noted the following station errors: Roxbury generated 445 carloads and Stamford generated 449 carloads. New York DOT recommended

that the line be evaluated as the Kingston to Stamford branch since service is not warranted beyond Stamford.

Information for Line-Transfer Decision

Revenue received by PC		$404,358
Average revenue per carload	$475	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	659,739	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	97,579	
Cost incurred beyond the branch line	328,175	
Total variable (avoidable) cost		1,085,493
Net contribution (loss): total		(681,135)
Average per carload	(799)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 18,000 crossties (an average of 215 crossties per mile).

This line was reanalyzed using 90 round trips per year and 23 hours per round trip.

Service to this line generated a loss of $681,135 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 168-percent rate increase. The inclusion of an additional 214 carloads on this line, as reported by New York DOT, would reduce this loss to $662,000. In addition, with the reduced rehabilitation reported in the testimony presented to the RSPO, the loss would still be $612,000. The surcharge of $2 per ton offered by the shippers would further reduce the loss to $534,102.

Disposition

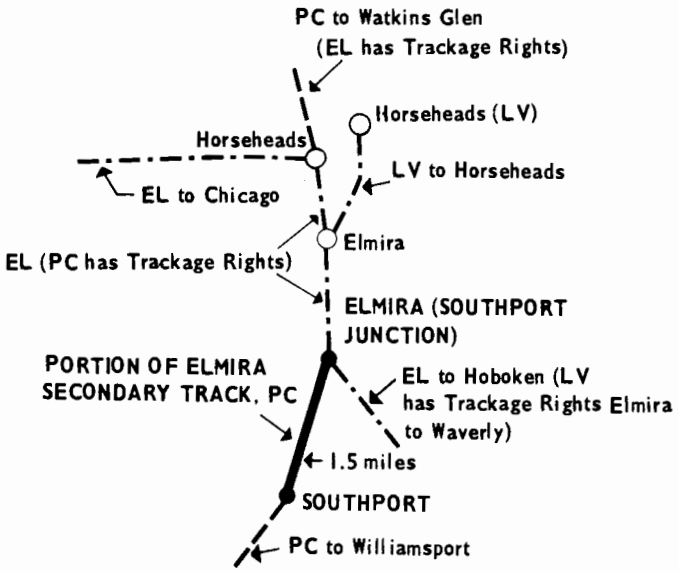
The Catskill Mountain Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ELMIRA SECONDARY TRACK

USRA Line No. 230a

Penn Central

This portion of the Elmira Secondary Track, formerly part of the Pennsylvania RR, extends from *Southport* (Milepost 74.0) to *Elmira* (*Southport Junction*), *N.Y.* (Milepost 75.5), a distance of *1.5 miles* in Chemung County, N.Y. At Elmira, this line connects with the Jersey City-to-Chicago line of the EL over which PC has trackage rights to Horseheads (see Line No. 231a). From Southport, this line continues to Williamsport (See Line No. 230). LV also serves Elmira and Horseheads via trackage rights over the EL from Waverly to Elmira.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elmira (Southport) [1]	114
Total carloads generated by the line	114
Average carloads per week	2.2
Average carloads per mile	76.0
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Thatcher Glass Manufacturing Co. has a $30 million plant at Elmira which uses this line and Line No. 231a. The plant consumes 120,000 tons of sand and 43,000 tons of soda ash per year.

Linn S. Chapel Co., Inc. of Elmira reported that it shipped 114 carloads over this line in 1973 and 142 carloads in 1974 and contended that the line would meet USRA's criteria for inclusion in ConRail. USRA attributed only 48 carloads to the entire line.

The data available indicates that the USRA analysis included two locomotives per trip. The traffic involved does not appear to warrant a second unit.

Information for Line-Transfer Decision

Revenue received by PC		$47,510
Average revenue per carload	$417	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	25,666	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	2,849	
Cost incurred beyond the branch line	24,639	
Total variable (avoidable) cost		53,154
Net contribution (loss): total		(5,644)
Average per carload	(50)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 320 crossties per mile).

This line was reanalyzed using 114 cars for Linn S. Chapel in 1973. Service to this line (with the additional traffic) generated a loss amounting to $5,644 based on 1973 PC operations. Analysis based on ConRail (merged) operations and 1974 traffic resulted in a loss of $1,271. Recovery of costs would require approximately a 5-percent increase in traffic or a 2-percent rate increase over the 1973 levels. *This revenue-cost relationship is valid only if service is provided from the present EL line at Elmira.*

Disposition

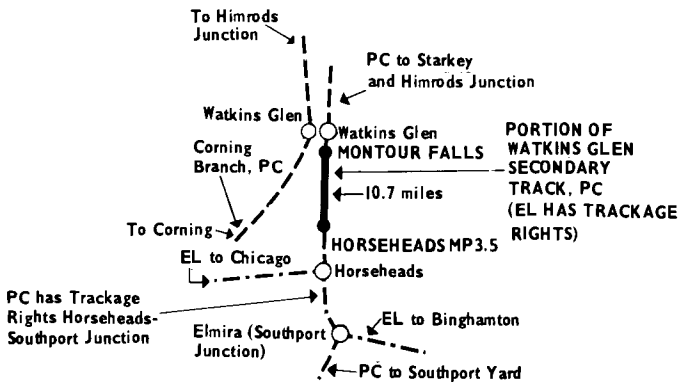
This portion of the Elmira Secondary Track is designated for transfer to Consolidated Rail Corp. It is recommended that the Chessie system provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie system (EL tracks).

PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231

Penn Central

This portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, extends from *Horseheads* (Milepost 3.5) to *Montour Falls, N.Y.* (Milepost 14.2), a distance of *10.7 miles*, in Chemung and Schuyler Counties, N.Y. The EL has trackage rights over this line. A northerly continuation of this line runs from Montour Falls to Starkey (see Line No. 231b). At Horseheads the line continues south to Elmira (see Line No. 231a).



Public Comments on Preliminary System Plan

International Salt Co. testified their annual outbound salt tonnage from the Watkins Glen facility approximated 2,200 cars with approximately 750 cars of coal inbound. They also commented on track damage caused by Hurricane Agnes. They pointed out that abandonment of this segment will necessitate rerouting Penn Central traffic to New England and the West.

Watkins Salt Co. testified that they and International Salt Co. handled in excess of 4,000 cars annually, and this would bring 8,000 additional motor trucks into Watkins Glen. Watkins Salt suggested this segment be included and adopted as part of the D&H package.

Information for Line-Transfer Decision

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). This line, which was recommended for continued rail service in the PSP, was redefined to facilitate the flow of traffic generated at Horseheads, Watkins Glen and Seneca Lake, and now serves no shippers directly (see Line Nos. 231a and 231b).

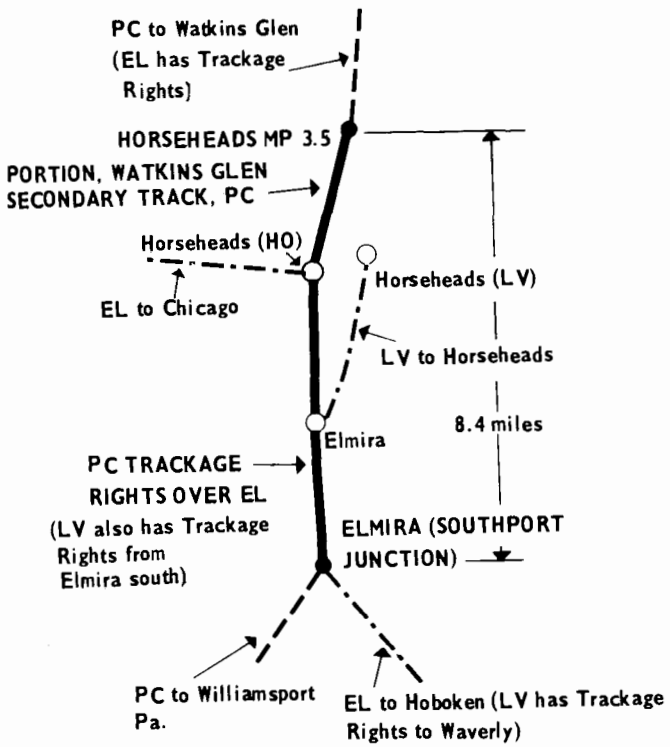
Disposition

This portion of the Watkins Glen Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRACKAGE RIGHTS OVER EL AND PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231a

Penn Central



These trackage rights over the EL and this portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, comprise 4.9 miles of trackage rights over the EL from *Elmira* (*Southport Junction*) (EL Milepost 271.9) to Horseheads (EL Milepost 276.8), and a portion of PC line from that point (PC Milepost 0.0) to *Horseheads, N.Y.* (PC Milepost 3.5), a distance of *8.4 miles*, in Chemung County, N.Y. The line continues north from Horseheads to Montour Falls (see Line No. 231). The line connects with the EL Jersey City-Chicago line at Elmira and Horseheads. The EL has trackage rights over the northerly 3.5 miles of PC track en route to Watkins Glen. The LV also has trackage rights over the EL from Elmira (Southport Junction) to Elmira, en route from Waverly. At Elmira (Southport Junction), this line connects with the Elmira Secondary Track of the PC to Williamsport, Pa. (see Line Nos. 230a and 230).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elmira	2,431
Elmira Heights	246
Horseheads	882
Total carloads generated by the line	3,559
Average carloads per week	68.4
Average carloads per mile	423.7
Average carloads per train	14.8
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4.0
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

The Lehigh Valley Railroad pointed out that it also has trackage rights over this segment of the EL. The Plan did not mention these rights. Shippers located on this line generated 1,808 carloads over the LV. The LV wants to retain this traffic and its trackage rights over this segment.

Information for Line-Transfer Decision

Revenue received by PC		$1,439,199
Average revenue per carload	$404	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	159,524	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	750,144	
Total variable (avoidable) cost		909,668
Net contribution: total		529,531
Average per carload	149	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined to include Horseheads and Elmira traffic, and it will be served via EL trackage.

The LV has trackage rights over part of this line and LV shippers will continue to receive service.

Disposition

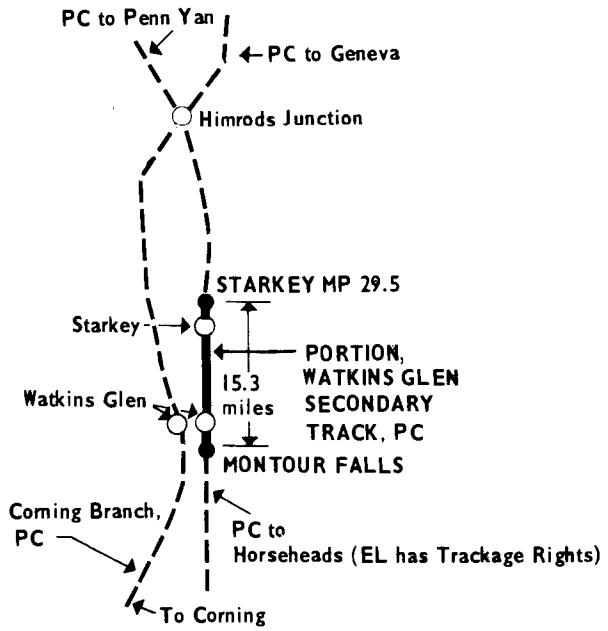
These trackage rights over the EL and this portion of the Watkins Glen Secondary Track are designated for transfer to Consolidated Rail Corp. It is recommended that the Chessie System provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie System (EL tracks).

PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231b

Penn Central

This portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, extends from



Montour Falls (Milepost 14.2) to *Starkey, N.Y.* (Milepost 29.5), a distance of *15.3 miles*, in Yates and Schuyler Counties, N.Y. Continuations of this line run from Starkey to Himrods Junction and from Montour Falls to Horseheads (see Line No. 231). The Corning Branch of the PC also runs through Watkins Glen, but it does not connect with this portion of the Watkins Glen Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Watkins Glen	3,316
Montour Falls	73
Total carloads generated by the line	3,389
Average carloads per week	65.2
Average carloads per mile	221.5
Average carloads per train	14.1
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	4.0
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

Watkins Salt Co. wants continued service over this line to enable it to have a northbound connection for its shipments.

International Salt Co. noted that, if this line is abandoned, to reach ConRail east-west main line service between Syracuse and Buffalo, it would be necessary to ship south to Horseheads, then west to Corning, and then north through Himrods Junction and Geneva.

Shippers have informed USRA of their concern about adequate service for southbound traffic and their desire that such traffic be switched at Himrods Junction.

Information for Line-Transfer Decision

Revenue received by PC		$1,217,947
Average revenue per carload	$359	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	220,245	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	776,491	
Total variable (avoidable) cost		996,736
Net contribution: total		221,211
Average per carload	65	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined to include Watkins Glen traffic and to allow service from Himrods Junction.

Disposition

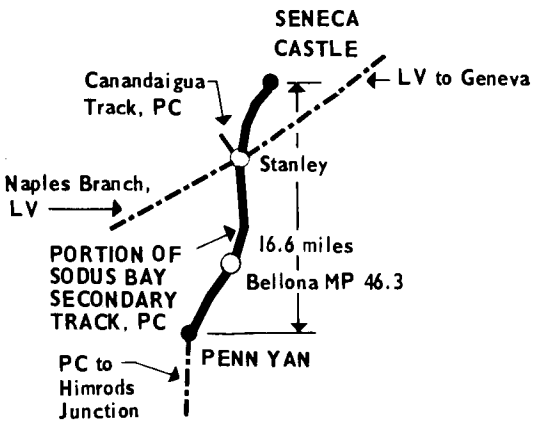
This portion of the Watkins Glen Secondary Track shall be transferred to the Consolidated Rail Corp.

It is recommended that ConRail insure expedited service to the south by switching cars at Himrods Junction.

PORTION OF THE SODUS BAY SECONDARY TRACK

USRA Line No. 233/234

Penn Central



This portion of the Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from *Seneca Castle* (Milepost 4.9) to *Penn Yan, N.Y.* (Milepost 40.5), a distance of *16.6 miles*, in Yates and Ontario Counties, N.Y. (The mileposts are drawn from two

different milepost series; 16.6 miles is the actual distance.) A continuation of this line runs south from Penn Yan to Himrods Junction. At Stanley, this line connects with the Naples Branch of the LV and the Canandaigua Track of the PC (see Line Nos. 1001 and 238).

Traffic and Operating Information

Stations (with their 1974[1] carloads) served by this line:	
Bellona	335
Hall	76
Seneca Castle	80
Stanley	51
Total carloads generated by the line	542
Average carloads per week	10.4
Average carloads per mile	31.7
Average carloads per train	3.5
1973 Operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4.1
Locomotive horsepower	2,000
Train crew size	4

[1] 1974 traffic was used as line was out of service most of 1973.

Public Comments on Preliminary System Plan

Reported traffic:

	Carloads	
Company and location	*1973*	*1974*
Olin Corp., Bellona	52	311
HI–N Corp., Stanley	29	31
C. R. Zornow, Inc., Seneca Castle	81	87
Seedway, Inc., Hall	7	6
Hall Fertilizer Corp., Hall	47	50
Bloch & Guggenheimer, Inc., Seneca Castle	9	2
Totals	225	487

The Agricultural Division of Olin Corporation has a plant at Bellona, 6 miles north of Penn Yan. Olin's warehouse was out of commission for 6 months in 1973 as a result of damage from Hurricane Agnes. Comstock Foods reported that flooding from spring rains at Bellona caused the shutdown of the line for 6 months in 1973.

Olin stated that 1973 was the poorest year in the history of its Bellona facility.

A representative of interested shippers on the line stated that, using 1974 carload figures for shippers listed and assuming Penn Yan shippers will ship the same volume as in 1973, the adjusted net contribution for the line would be $124,060.72 or $153.54 per carload.

It was also recommended that this line be joined at Stanley to Line No. 1001, the LV line between Geneva and Rushville, which is now out of service. Projections indicated that such a connection could be operated at a profit if service over Line 1001 was limited to the segment from Stanley to Rushville.

New York DOT recommends that this line and Lines No. 238 and 1001 should be evaluated as one segment. New York DOT stated that Line 1001 could generate 300 carloads per year.

The available data on the line indicates that the USRA analysis included two locomotives. This data should be reviewed as the number of cars per trip does not appear to warrant the second unit.

Information for Line-Transfer Decision

Revenue received by PC		$290,707
Average revenue per carload	$536	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	154,649	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	139,196	
Total variable (avoidable) cost		293,845
Net contributions (loss): total		(3,138)
Average per carload	(6)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was out of service during most of 1973 and therefore has been reanalyzed using 1974 traffic volumes. In addition, the line originally was analyzed with two locomotives and the above data reflects only one unit.

The New York DOT suggested that the Association investigate the possibility of serving Comstock Foods at Rushville (Line No. 1001) from this line at Stanley. The traffic level on the involved 8 miles of Line No. 1001 in 1971 (the latest full year of operation) was 255 carloads or 32 carloads per mile. Due to the low traffic level and the loss on this line from Bellona to Stanley, this analysis was not undertaken. Line No. 238 has no direct relationship to Line Nos. 233 and 1001.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 40.5 to Milepost 46.3 (serving shippers at Bellona who generated 335 carloads in 1973) would generate $173,150 in revenue and $138,203 in costs with a resulting contribution of $34,947.

Service to the remainder of the line (from Milepost 46.3 to Milepost 4.9 serving shippers at Hall, Seneca Castle, and Stanley who generated 207 carloads in 1973) would generate $117,557 in revenue and $145,324 in costs with a resulting loss of $27,767. Recovery of costs would require approximately a 46-percent increase in traffic or a 24-percent rate increase over the 1974 levels.

Disposition

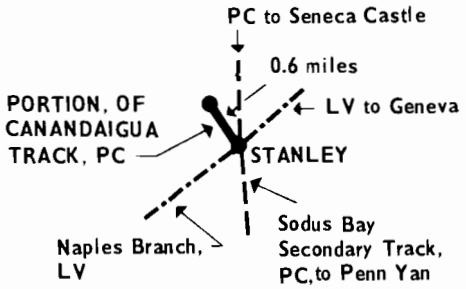
The portion of the Sodus Bay Secondary Track from Milepost 40.5 to Milepost 46.3 shall be transferred to the Consolidated Rail Corp.

The portion of the Sodus Bay Secondary Track from Milepost 46.3 to Milepost 4.9 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CANANDAIGUA TRACK

USRA Line No. 238

Penn Central



This portion of the Canandaigua Track, formerly part of the Pennsylvania RR, extends from Milepost 52.2 to Milepost 52.8, a distance of *0.6 mile, at Stanley*, Ontario County, N.Y. At Stanley, this line connects with the Sodus Bay Secondary Track of the PC and the Naples Branch of the LV (see Line Nos. 233/234 and 1001).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Stanley [1]	34
Total carloads generated by the line	34
Average carloads per week	0.7
Average carloads per mile	56.7
Average carloads per train	0.7
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	0.5
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The New York DOT recommended that this line and Lines 233/234 and 1001 be evaluated as one segment New York DOT stated that Line 1001 could generate 300 carloads per year.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad, comprising the entire Hojack Line and five connecting branches.

The available data on the line indicates that two diesel units are used. This data should be reviewed as the number of cars per trip does not appear to warrant the second unit.

Information for Line-Transfer Decision

Revenue received by PC		$27,231
Average revenue per carload	$801	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	7,795	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,084	
Cost incurred beyond the branch line	11,749	
Total variable (avoidable) cost		20,628
Net contribution (loss): total		6,603
Average per carload	194	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 150 crossties (an average of 250 crossties per mile).

NY DOT recommended combining this line with Line Nos. 233 and 1001. This proposal is discussed as part of the analysis of Line No. 233. The line was reanalyzed using one locomotive. This line is served via Line No. 233 which generated a loss of $26,379.

Disposition

This portion of the Canandaigua Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

16TH STREET TRACK

USRA Line No. 246

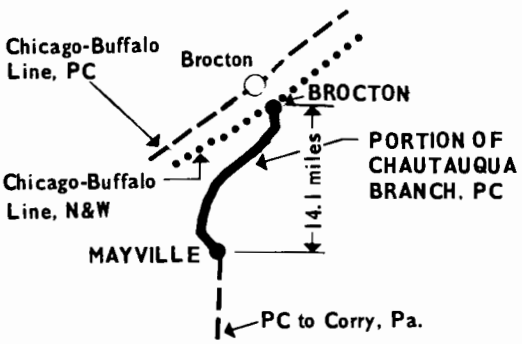
Penn Central

The 16th Street Track, formerly part of the Pennsylvania RR, extends for a distance of *1.1 miles* at *Olean, N.Y.*, has been approved for abandonment under section 304(f) of the Act. (See section D of this appendix.)

PORTION OF THE CHAUTAUQUA BRANCH

USRA Line No. 248

Penn Central



This portion of the Chautauqua Branch, formerly part of the Pennsylvania RR, extends from *Brocton* (Milepost 51.0) to *Mayville, N.Y.* (Milepost 65.1), a distance of *14.1 miles*, in Chautauqua County, N.Y. At Brocton this line connects with the Chicago-Buffalo line of the N&W. Brocton is also served by the PC's Chicago-Buffalo line. A continuation of this line runs south from Mayville to Corry, Pa. (see Line No. 249).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brocton[1]	14
Total carloads generated by the line	14
Average carloads per week	0.3
Average carloads per mile	1.0
Average carloads per train	0.5
1973 operating information:	
No. of round trips per year	28
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Since 1961 as a result of the construction by the Army Corps of Engineers of the Kinzua Dam in Pennsylvania, $20 million had been spent to rebuild this line from Brocton to Oil City, Pa.

A Chautauqua County official reported that in 1974 Mundane Corporation received 100 carloads and Welch received 35 carloads at Brocton.

Joseph Gerace, Chautauqua County Executive, reported that the USRA analysis was based on 250 hours when the actual total hours of service on the line was 140.

The New York DOT stated that there is no connection at Brocton with either the Norfolk & Western or the Penn Central Buffalo-to-Chicago main lines. (*Note: This line does connect with the N&W at Brocton.*)

Ethan Allen, Inc. is located .54 mile south of the southern terminus of this segment at Mayville on Line 249. If Line 249 is abandoned, Ethan Allen requests that Line 248 be included in ConRail as well as the .54 mile of track necessary for connection to its plant. The Company stated that its traffic would add 600 carloads per year to Line 248 and should make it viable.

Most witnesses believed that Lines 248 and 249 should have been analyzed as one segment.

Loss of service to these lines would result in a loss of 894 jobs in Chautauqua County.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: No upgrading costs were included in the PSP.*)

Information for Line-Transfer Decision

Revenue received by PC		$5,680
Average revenue per carload	$406	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	97,363	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,616	
Total variable (avoidable) cost		98,979
Net contribution (loss): total		(93,299)
Average per carload		(6,664)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $93,299 in 1973. Recovery of this loss would require approximately a twenty-threefold increase in traffic or a 1,643-percent rate increase.

It was suggested in RSPO testimony that Mayville traffic be placed on this line to see whether it could be made viable. Even with the inclusion of this traffic, the service would require a 64-percent rate increase to recover the involved costs.

Although there was testimony indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Chautaugua Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE VALLEY BRANCH

USRA Line No. 258

Penn Central

This portion of the Valley Branch, extending from *Dunkirk* (Milepost 0.0) to *Fredonia, N.Y.* (Milepost 3.6), a distance of *3.6 miles*, in Chautauqua County, N.Y., a line which was recommended for inclusion on page 634 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

TROY SECONDARY TRACK

USRA Line No. 666

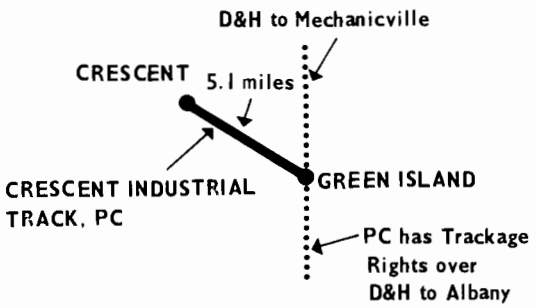
Penn Central

The Troy Secondary Track, extending from *Rensselaer* (Milepost 0.0) to *Troy, N.Y.* (Milepost 5.7), a distance of *5.7 miles*, in Rensselaer County, N.Y., a line which was recommended for inclusion on page 634 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

CRESCENT INDUSTRIAL TRACK

USRA Line No. 666a

Penn Central



The Crescent Industrial Track, formerly part of the New York Central RR, extends from *Crescent* (Milepost 15.4) to *Green Island, N.Y.* (Milepost 20.5), a distance of *5.1 miles*, in Albany County, N.Y. At Green Island, this line connects with the D&H Ry. running in a northerly direction to Mechanicville and with the PC line to Albany via trackage rights over the D&H.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cohoes	60
Crescent	223
Troy [1]	119
Green Island [1]	12
Total carloads generated by the line	414
Average carloads per week	8.0
Average carloads per mile	81.2
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	6.0
Locomotive horsepower	600
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Ford Motor Co. reported that service to its Crescent facility could be continued without upgrading the track. Ford would favor having the Delaware & Hudson Ry. acquire the line or trackage rights over it.

Ford ships 124 carloads per year to its Crescent facility. Continued rail service is necessary for the company to keep the Crescent facility in operation.

The estimated time per round trip should be reviewed. The estimate appears high considering the traffic and length of the line. (Note: The estimated time per round trip on this line includes running time over the D&H trackage.)

Information for Line-Transfer Decision

Revenue received by PC		$120,299
Average revenue per carload	$291	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	76,606	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,756	
Cost incurred beyond the branch line	93,864	
Total variable (avoidable) cost		174,226
Net contribution (loss): total		(53,927)
Average per carload	(130)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information this upgrading would include the replacement of a total 500 crossties (an average of 98 crossties per mile).

Service to this line generated a loss of $53,927 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 45-percent rate increase.

The Delaware & Hudson has expressed an interest in acquiring this line.

Disposition

The Crescent Industrial Track shall be offered for sale to the Delaware & Hudson Ry., a profitable railroad operating in the Region.

This sale would preserve rail service to 414 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 667

Penn Central

This portion of the Maybrook Branch, extending from *Campbell Hall* (Milepost 0.0) to *Highland, N.Y.* (Milepost 28.0), a distance of *28.0 miles*, in Ulster and Orange Counties, N.Y., a line which was recommended for inclusion on page 636 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 668

Penn Central

This portion of the Maybrook Branch, extending from *Highland* (Milepost 28.0) to *Poughkeepsie N.Y.* (Milepost 29.5), a distance of *1.5 miles*, in Ulster and Dutchess Counties, N.Y., a line which was recommended for inclusion on page 636 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 669

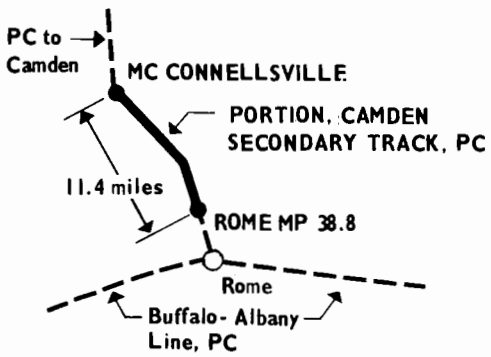
Penn Central

This portion of the Lyons Falls Branch, extending from *Utica* (Milepost 2.0) to *Boonville, N.Y.* (Milepost 35.0), a distance of *33.0 miles*, in Oneida County, N.Y., a line which was recommended for inclusion on page 637 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 670

Penn Central



This portion of the Camden Secondary Track, formerly part of the New York Central RR, extends from *McConnellsville* (Milepost 27.4), to *Rome, N.Y.* (Milepost 38.8), a distance of *11.4 miles*, in Oneida County, N.Y. A continuation of this line runs in a northwesterly direction from McConnellsville to Camden (see Line No. 80). At Rome, this line connects with the Buffalo-Albany line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Humaston	1
McConnellsville	651
Total carloads generated by the line	652
Average carloads per week	12.5
Average carloads per mile	57.2
Average carloads per train	8.2
1973 operating information:	
Number of round trips per year	80
Estimated time per round trip (hours)	6
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

Line 670 connects Line 80 with the Penn Central main line at Rome. Many witnesses suggested that the two segments should have been considered as one line.

Line 670 borders the West Rome Industrial Park, which has been financed through a $206,000 Economic Development Administration grant. The park was in its incipiency in 1973.

Rite Aid Corp. has a new 210,000 square foot distribution center in the park. Rite Aid employs 150 and

has a payroll of $1 million. In 1974 it shipped 148 carloads, and it expects to ship 175 in 1975. Rite Aid chose its present location because of its rail service; its plant was built to accommodate expansion.

G. W. Bryant Core Sands, Inc. in McConnellsville, reported that it shipped 303 carloads in 1974 and in addition shipped the equivalent of 60 carloads of sand by truck in 1974 because rail cars were not available. They could ship up to 415 carloads in 1975 if cars are available.

Harden Furniture abandoned shipping by rail because of bad service.

Whitehead Bros. ships industrial sand over the line and estimates that it would take over 1,000 truckloads per year to ship its sand, if it lost rail service. Whitehead shipped 280 carloads in both 1973 and 1974 and expects to ship the same volume in 1975.

Carl's Drugs shipped 96 carloads in 1974 and expects to ship 100 carloads in 1975.

Information for Line-Transfer Decision

Revenue received by PC		$245,001
Average revenue per carload	$376	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	126,016	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	10,815	
Cost incurred beyond the branch line	133,050	
Total variable (avoidable) cost		269,881
Net contribution (loss): total		(24,880)
Average per carload	(38)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,650 crossties (an average of 139 crossties per mile).

It was suggested that the number of trips per year should be reduced. A review indicated that the number of trips was already very conservative.

Service to this line generated a loss of $24,880 in 1973. Recovery of this loss would require approximately a 22-percent increase in traffic or a 10-percent rate increase.

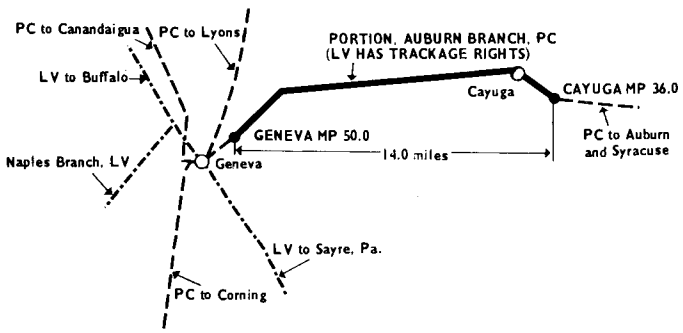
Disposition

This portion of the Camden Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE AUBURN BRANCH

USRA Line No. 671

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Cayuga* (Milepost 36.0) to *Geneva, N.Y.* (Milepost 50.0), a distance of *14.0 miles*, in Ontario, Seneca and Cayuga Counties, N.Y. Continuations of this line run from Cayuga to Syracuse (see Line No. 95) and from Geneva to Victor. At Geneva this line connects with the Naples Branch of the LV (see Line No. 1001), with the Corning Branch of the PC and with the Buffalo-Jersey City line of the LV (see Line Nos. 1021 and 1022).

The Lehigh Valley RR operates over this line under a trackage-rights agreement.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cayuga*	1,892
Seneca Falls	219
Waterloo	372
Geneva[1]	229
Total carloads generated by the line	2,712
Average carloads per week	52.2
Average carloads per mile	193.7
Average carloads per train	10.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.2
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.
*LV traffic served by trackage rights.

Public Comments on Preliminary System Plan

Several witnesses pointed out that the LV has trackage rights over this line and Line 95. Beacon Milling Co. in Cayuga pointed out that its plant at Cayuga shipped 1,892 carloads in 1973. The LV noted that 1,119 of those carloads were handled by it. USRA credited only the PC traffic of Beacon Milling to Cayuga Station. Beacon Milling stated that if all of its traffic were credited to

the segment, total carloads for the entire segment would be 2,712 and total revenue would be $911,232. The line would show a profit of $310,196.

The Seneca County Chamber of Commerce stated that 10 firms in Seneca Falls, Waterloo, and Geneva shipped 731 carloads in 1973 and 806 carloads in 1974.

Comstock Foods division of Borden, Inc., stated that 24 percent of its business is dependent upon rail service. Comstock has a facility at Waterloo which shipped 69 carloads in 1972, 44 in 1973, and 64 in 1974. The low carload figure for 1973 was a result of damage from Hurricane Agnes. Comstock would be willing to accept a 50-percent reduction in service.

Wickes Corp. receives 100 carloads per year over this line.

Agway has facilities at Geneva and at Seneca Falls. Its bulk feed plant at Geneva is within the switching limits of Geneva and open to reciprocal switching. The plant is served by a yard crew in Geneva but is located on Line No. 671 segment. Agway stressed that the integrity of local switching districts must be preserved. In 1973 Agway received 314 carloads at Geneva, 282 of which were routed via the LV with PC performing only final switching. Agway questioned whether non-revenue cars were included in the data supplied to USRA by PC.

It was pointed out that the average carloads per mile over the line, using USRA's figures, should have been 113.8, not 11.4.

Information for Line-Transfer Decision

Revenue received by PC		$720,947
Average revenue per carload	$266	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	243,998	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	19,398	
Cost incurred beyond the branch line	532,653	
Total variable (avoidable) cost		796,049
Net contribution (loss): total		(75,102)
Average per carload	(28)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 100 crossties per mile).

It was pointed out in RSPO testimony that LV traffic on this line was not included. Reanalysis, including the LV traffic indicated that service to this line generated a loss of $75,102 in 1973. Recovery of this loss would require approximately a 40-percent increase in traffic or a 10-percent rate increase.

Disposition

This portion of the Auburn Branch shall be transferred to the Consolidated Rail Corp.

30TH STREET BRANCH

USRA Line No. 681

Penn Central

This portion of the 30th Street Branch, extending from *Spuyten Duyvil* (Milepost 0.0) to *Bank Street (New York), N.Y.* (Milepost 12.1) a distance of *12.1 miles*, in New York and Bronx Counties, N.Y., a line which was recommended for inclusion on page 639 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE VERNON INDUSTRIAL TRACK

USRA Line No. 686

Penn Central

This portion of the Vernon Industrial Track, extending from *Oneida Castle* (Milepost 252.5) to *Canastota, N.Y.* (Milepost 257.7), a distance of *5.2 miles*, in Madison and Oneida Counties, N.Y., a line which was recommended for inclusion on page 640 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

LOWVILLE SECONDARY TRACK

USRA Line No. 687

Penn Central

The Lowville Secondary Track, extending from *Lowville* (Milepost 58.1) to *Carthage, N.Y.* (Milepost 73.7), a distance of *15.6 miles*, in Jefferson and Lewis Counties, N.Y., a line which was recommended for inclusion on page 641 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 708

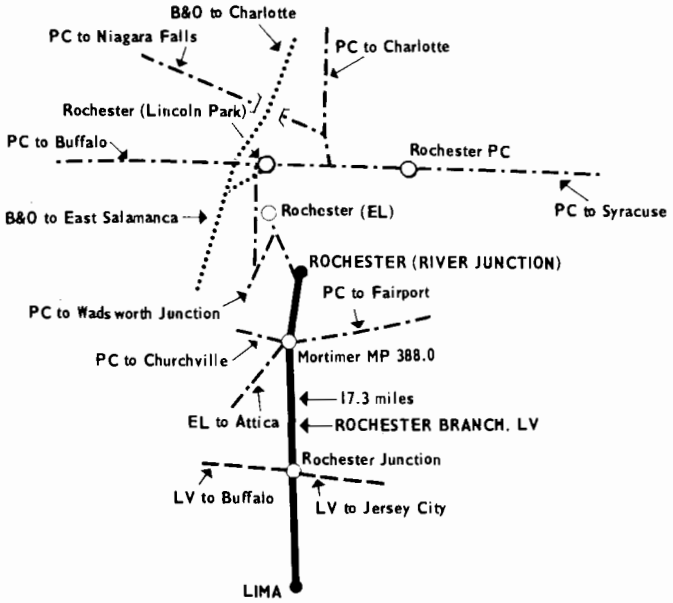
Penn Central

This portion of the Maybrook Branch, extending from *Poughkeepsie* (Milepost 29.5) to *Hopewell Junction, N.Y.* (Milepost 42.6), a distance of *13.1 miles*, in Dutchess County, N.Y., a line which was recommended for inclusion on page 641 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

ROCHESTER BRANCH

USRA Line No. 1000

Lehigh Valley



The Rochester Branch extends from *Rochester Junction* (Milepost 379.5) to *Rochester, N.Y.* (Milepost 390.8), a distance of *11.3 miles*, and from *Rochester Junction* (Milepost 379.5) to *Lima, N.Y.* (Milepost 385.5), a distance of *6.0 miles*. This is a combined distance of *17.3 miles*, in Monroe and Livingston Counties, N.Y. Rochester is also served by the Buffalo-Albany line of the PC, the Falls Road Branch of the PC, the Attica Branch of the EL (see Line No. 1241), the B&O RR, the Charlotte Secondary Track and the Rochester Branch of the PC (see Line No. 114a). At Rochester Junction this line connects with the Buffalo-Jersey City line of the LV (see Line Nos. 1022 and 1025). Mortimer is also served by the West Shore Branch of the PC and the Attica Branch of EL (see Line No. 1241).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lima	658
Honeoye Falls	80
Henrietta	294
Rochester	716
Total carloads generated by the line	1,748
Average carloads per week	33.6
Average carloads per mile	101.0
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Several witnesses pointed out that the number of round trips attributed to the line by USRA was erroneous. There were 260 round trips over the line per year, as USRA states, but none of these round trips operated over the entire line. The segment from Rochester to Rochester Junction received service three times a week, and the segment from Rochester Junction to Lima received service two times a week.

The Rochester-Genesee Regional Transportation Authority stated that it is studying Line Nos. 1000 and 114a and Erie Lackawanna's Rochester branch for possible operation as a stort-line railroad.

Shippers on this line have agreed to reroute their traffic to give ConRail the long haul to gateways in the West and South.

If the line were abandoned, the area would sustain the loss of 112 jobs and $1,114,120 in payroll.

Reported traffic:

	Carloads			
Company	*1973*	*1974*	*1975*	*1976*
Joslyn Manufacturing & Supply Co	319	314	332	365
Beam Milling Co., Inc	55	65	65	65
Swift Chemical Co	349	349	410	435
S.S. Caves Lumber, Inc	30	20	25	30
Kingston Farm Machinery	3			
High Point Mills	42	49	55	60
Schram Builders	0	7	50	150
Mathew & Fields Lumber	231	240	240	250
McCurdy & Co	--	15	15	15
Simons Co	--	47	65	80
University of Rochester	462	468	602	786
Pinkel Co	319	314	332	365

It was pointed out that Line No. 1000 does not connect with the Penn Central West Shore line at Mortimer or the Penn Central main line at Rochester as stated in the USRA plan, except via trackage rights over the Erie Lackawanna.

The line is essential to the University of Rochester which depends upon deep-mined coal from West Virginia to heat its campus and its hospital. If the University had to truck its coal it would cost an extra

$3.50 per ton and would result in 2,358 truckloads moving over local streets and highways.

Joslyn Manufacturing reported that it has a multi-million dollar expansion program under way at its Lima plant. Joslyn could not absorb the 50 to 150 percent increase in costs which would result from shipping by truck.

Swift Chemical has a major fertilizer manufacturing plant in Lima which could not continue in operation without rail service. Swift stated that elimination of the plant would hurt the total farm economy of New York and Pennsylvania.

Swift estimated that the cost of transfer and trucking from a rail terminal over a 20-mile length of haul would be closer to $7 per ton than to the $3.66 per ton estimated by USRA.

Consideration must also be given to the total revenue which would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 1,748 cars on this line generated a total revenue of $1,273,704. Only the LV share of $321,244 was attributed to this line.

Information for Line-Transfer Decision

Revenue received by LV		$321,244
Average revenue per carload	$184	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	222,216	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	20,796	
Cost incurred beyond the branch line	198,540	
Total variable (avoidable) cost		441,552
Net contribution (loss): total		(120,308)
Average per carload	(69)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 58 crossties per mile).

Although service to this line generated a loss amounting to $120,308 based on 1973 operations, analysis based on ConRail (merged) operations resulted in a loss of $41,053. Recovery of costs would require approximately a 20-percent increase in traffic or an 8-percent rate increase over the 1973 levels.

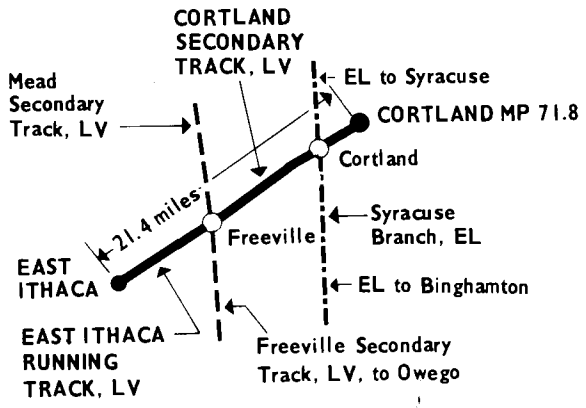
Disposition

The Rochester Branch shall be transferred to the Consolidated Rail Corp.

CORTLAND SECONDARY TRACK AND EAST ITHACA RUNNING TRACK

USRA Line No. 1002

Lehigh Valley



The Cortland Secondary Track and the East Ithaca Running Track extend from *East Ithaca* (Milepost 50.4) to *Cortland, N.Y.* (Milepost 71.8), a distance of *21.4 miles*, in Cortland and Tompkins Counties, N.Y. At Freeville (Milepost 59.4), this line connects with the Mead Secondary Track and the Freeville Secondary Track (see Line No. 1003). At Cortland, this line connects with the Syracuse Branch of the EL.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Etna	21
McLean	14
Cortland	193
Total carloads generated by the line	228
Average carloads per week	4.4
Average carloads per mile	14.4
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

New York DOT stated this line is out of service from Etna to East Ithaca and recommended that traffic from Etna to Freeville be evaluated separately. Traffic from East Ithaca was not included in USRA's evaluation.

The State of New York has spent $18,000 to have the line upgraded to FRA Class I standards.

Cornell University used between 250 and 300 carloads of coal in the last year the line was in use and stated it would cost from $6,000 to $8,000 to repair the washed-out bridge. The University intends to upgrade its coal-burning central heating facilities at a cost of $3,100,000,

has agreed to help fund line rehabilitation and will need 400 carloads of coal per year when the plant is in full operation. A study has shown that rail service would facilitate delivery of waste materials to the heating plant, which would dispose of 500 carloads of solid waste per year.

Overhead Door Co., in operation in Cortland for 46 years, stated it must have rail service.

New York Electric & Gas Corp. needs continued rail service to its substation at Etna.

The Central New York Regional Transportation Authority reported that R. H. Miller shipped 157 carloads of metal working compounds over the line in 1973. The company would have to relocate if it lost rail service. Several witnesses noted that roads between Cortland and Ithaca are especially bad. New York DOT shows Route 13 is overloaded on several stretches.

Cortland Standard Printing Co. Inc., received 16 carloads of newsprint in 1974.

Barton & Robeson reportedly ships 94 carloads per year.

The Cortland County Chamber of Commerce estimated that loss of service would lead to the closing of 2 plants and loss of employment for 300 people.

Brewer-Titchener Corp. estimated its shipping costs would increase by $40,000 if it lost rail service.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 228 cars on this line generated total revenues of $154,512; only $41,565 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$41,565
Average revenue per carload	$182	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	145,105	
Cost of upgrading branch line to FRA Cost I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	28,291	
Total variable (avoidable) cost		173,396
Net contribution (loss): total		(131,831)
Average per carload	(578)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The portion of this line from Etna to East Ithaca (Milepost 50.4 to Milepost 56.0) is out of service due to track damage.

Service to the active portion of this line generated a loss of $131,831 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 318-percent rate increase.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

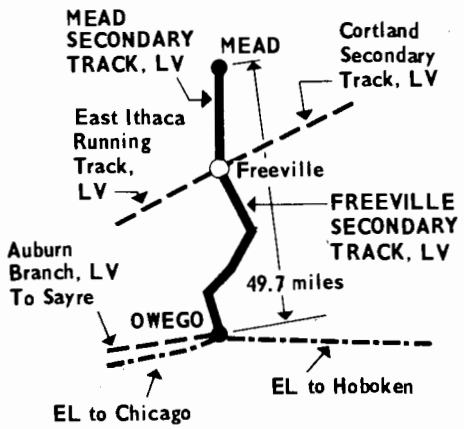
Disposition

The Cortland Secondary Track and the East Ithaca Running Track are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FREEVILLE SECONDARY TRACK AND MEAD SECONDARY TRACK

USRA Line No. 1003

Lehigh Valley



The Freeville Secondary Track and Mead Secondary Track extend from *Owego* (Milepost 289.6) to *Mead, N.Y.* (Milepost 339.3), a distance of *49.7 miles*, in Cayuga, Tompkins, Cortland and Tioga Counties, N.Y. At Freeville (Milepost 323.7), this line connects with the East Ithaca Running Track and the Cortland Secondary Track (see Line No. 1002). At Owego this line connects with the Auburn Branch of the LV (see Line No. 1015) and the Chicago-Jersey City line of the Erie Lackawanna.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Newark Valley	202
Berkshire	15
Mills	822

Dryden	100
Freeville	12
Groton	20
Locke	162
Moravia	194
Total carloads generated by the line	1,527
Average carloads per week	29.4
Average carloads per mile	30.2
Average carloads per train	5.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	9.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The New York DOT has invested $832,000 in upgrading this line, which meets FRA Class I standards and will be up to FRA Class II standards by September. DOT noted that upgrading costs should, therefore, not be included in the viability analysis of the line. Increased speeds possible over the line should reduce operating costs.

Atlantic Richfield's Harford Mills storage facility serves the entire northeastern United States and during summer and early fall receives approximately 570 tank carloads of propane, with a like number dispatched in the winter. Arco does not believe it has an alternative to continued operation at Harford Mills. If Harford Mills' rail service is lost, the company estimates that it would have to ship 3,000 truckloads per year. Many of its distributors and consumers are not equipped to accept truck shipments. Arco stated that loss of service to Harford Mills would almost certainly result in an imbalance in the market for fuels in the whole of the region.

It was suggested that an alternative to abandonment of the entire segment would be to retain Line No. 1002 from Cortland to Freeville and Line No. 1003 from Freeville to Harford Mills, assuming that the EL line at Cortland remains in service.

Agway has facilities at Owego, Dryden and Moravia. It pointed out that tank cars used in transportation of propane gas over the line are privately owned and suggested that the revenue figures attributed to the line by USRA should make no provision for transit charges for these propane gas movements.

Baker-Miller Lumber, Inc., reported it received 23 carloads of lumber and plywood products in 1974, most of which originated in California, Oregon, Washington and Idaho. Assuming its shipments were unloaded at Ithaca, the company estimated that it would incur an additional cost of $400 per car.

Honey Butter Products Co., Inc., received eight carloads, largely bulk honey, in 1973, from the Midwest.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 2,001 cars on this line generated a total revenue of $1,109,183; only $261,736 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$241,659
Average revenue per carload	$158	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	554,452	
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	0	
Cost incurred beyond the branch line	174,258	
Total variable (avoidable) cost		729,710
Net contribution (loss): total		(488,051)
Average per carload	(320)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed excluding upgrading costs and excluding traffic generated at Owego which is located on Line No. 1015. The reanalysis reflects the transit revenue and the use of privately owned tank cars used to transport the propane gas traffic at Mills.

Service to this line generated a loss of $488,051 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 205-percent rate increase. This line was reanalyzed based on ConRail operations, costs and revenues and the portion of the line from Mills to Owego was analyzed on the same basis. Neither analysis significantly reduced the involved loss. This line currently is served via Line No. 1015 which also generated a loss.

Disposition

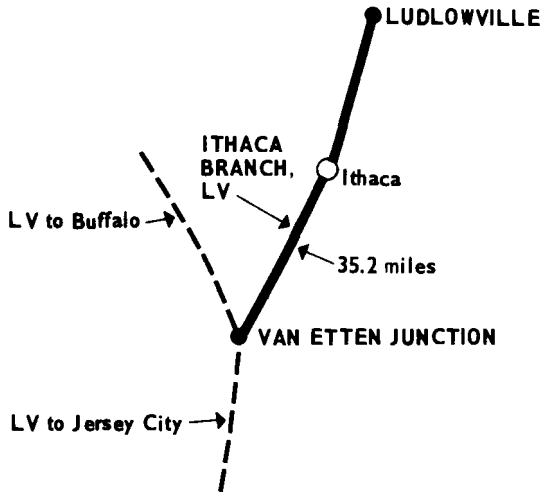
The Freeville and Mead Secondary Tracks are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

ITHACA BRANCH

USRA Line No. 1017

Lehigh Valley

The Ithaca Branch extends from *Van Etten Junction* (Milepost 285.8) to *Ludlowville, N.Y.* (Milepost 321.0),



a distance of *35.2 miles*, in Chemung, Tioga and Tompkins Counties, N.Y. At Van Etten Junction, this line connects with the Lehigh Valley Jersey City-to-Buffalo line (see Line Nos. 1016 and 1020).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spencer	61
Ithaca	436
Ludlowville	13,222
Total carloads generated by the line	13,719
Average carloads per week	263.8
Average carloads per mile	389.7
Average carloads per train	45.7
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,800
Train crew size	4

Public Comments on Preliminary System Plan

Reevaluation of this line has led to its being recommended for inclusion in ConRail, per "USRA News" of March 14, 1975.

Information for Line-Transfer Decision

Revenue received by LV		$2,354,295
Average revenue per carload	$172	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	623,905	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,225,994	
Total variable (avoidable) cost		1,849,899
Net contribution (loss): total		504,396
Average per carload	36	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed to include unit coal trains to the powder plant at Milliken Station.

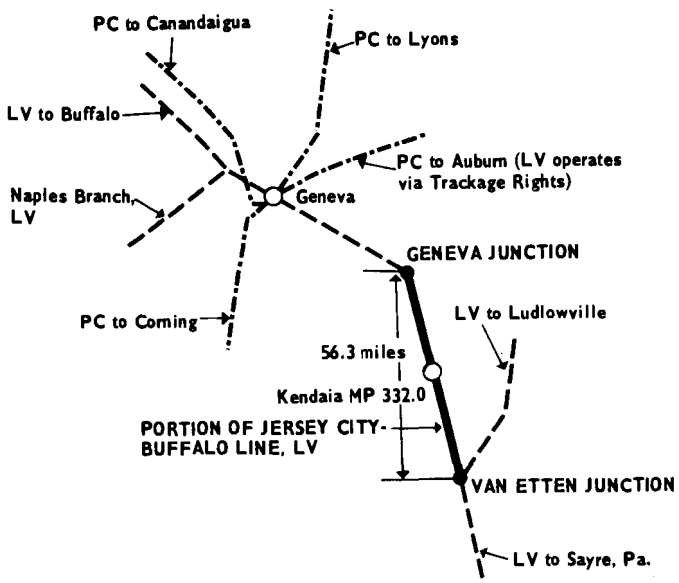
Disposition

The Ithaca Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1020

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line extends from *Van Etten Junction* (Milepost 285.8) to *Geneva Junction, N.Y.* (Milepost 342.1), a distance of *56.3 miles*, in Chemung, Schuyler and Seneca Counties, N.Y. Continuations of this line extend southward from Van Etten Junction and northward from Geneva Junction (see Line Nos. 1016 and 1021). There is a connection at Van Etten Junction to the LV Ithaca Branch (see Line No. 1017).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Van Etten	3
Cayuta	177
Odessa	209
Burdett	17
Caywood	30
Lodi	2
Gilbert	20
Kendaia	1,013
Total carloads generated by the line	1,471

Average carloads per week	28.3
Average carloads per mile	26.1
Average carloads per train	5.7
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

In a news release dated March 28, 1975, USRA announced that the portion of Line No. 1020 from Geneva Junction to Kendaia would be included in the ConRail system.

The New York DOT stated that this line should have been evaluated from Geneva Junction to Kendaia, from Van Etten Junction to Cayuta, and from Cayuta to Odessa.

Agway, which has a facility at Odessa, stated that the segment from Van Etten Junction to Odessa produces 385 revenue carloads and should be granted separate analysis.

The Department of Defense reported that Seneca Army Depot (SEAD) needs rail service from Geneva Junction to Kendaia. SEAD receives stores and issues ammunition, including propellants and explosive components of guided missiles. SEAD also receives supplies for the General Services Administration and the Office of Civil Defense and industrial production equipment for the Product Equipment Agency and the Defense Industrial Plant Equipment Center.

E. E. Miller & Son of Geneva requested that if its service via the LV is eliminated a short connecting line be constructed between the Miller plant and the PC line.

The United Transportation Union stated that by extending Line No. 1020 to include Line No. 1021 and the 2,484 cars handled by Geneva station over Line No. 1022, a 200-percent increase in traffic could be achieved.

It was reported that this segment of the LV main line has a traffic control system which cost $2 million. Also, 50 miles of the track between Van Etten Junction and Buffalo has welded rail.

Cotton-Hanlon, Inc., stated that it shipped 156 carloads in 1974. If the company lost rail service, 20 to 30 of its employees would lose their jobs. The payroll loss to the community would be $185,000, and the state and local area would lose $91,000 in tax revenues.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 1,471 cars on this line generated a total revenue of $2,042,277; only $503,538 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$503,538
Average revenue per carload	$342	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	$597,810	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	141,819	
Total variable (avoidable) cost		$739,629
Net contribution (loss): total		(236,091)
Average per carload	(160)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 332.0 to Milepost 344.5 (serving shippers at Kendaia who generated 1,016 carloads in 1973) would generate $425,071 in revenue and $266,977 in costs with a resulting contribution of $158,094.

Service to the remainder of the line (from Milepost 285.8 to Milepost 332.0 serving shippers at Van Etten, Cayuta, Odessa, Burdett, Caywood, Lodi, and Gilbert who generated 463 carloads in 1973) would generate $81,207 in revenue and $444,281 in costs with a resulting loss of $363,074. Recovery of costs would require approximately a tenfold increase in traffic or a 447-percent rate increase over the 1973 levels. Service to the portion of this segment from Van Etten Junction to Odessa failed to meet the viability criteria by a substantial margin.

Disposition

The portion of the Jersey City-to-Buffalo line from Milepost 332.0 to Milepost 342.1 shall be transferred to the Consolidated Rail Corp.

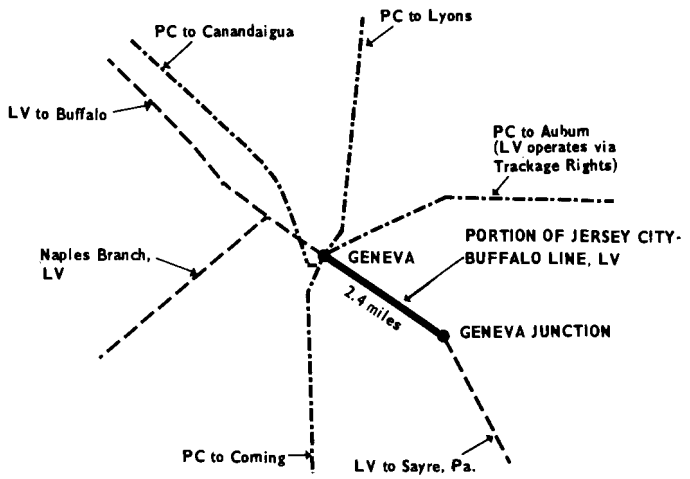
The portion of the Jersey City-to-Buffalo line from Milepost 285.8 to Milepost 332.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

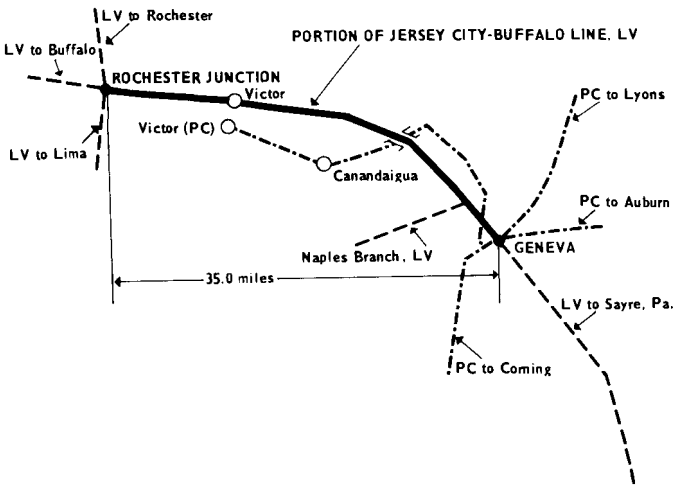
PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1021

Lehigh Valley

This portion of the Jersey City-Buffalo line extends from *Geneva Junction* (Milepost 342.1), to *Geneva, N.Y.* (Milepost 344.5), a distance of *2.4 miles*, in Seneca and Ontario Counties, N.Y. Continuations of this line





extend southward from Geneva Junction and westward from Geneva (see Line Nos. 1020 and 1022). Connections with other lines at Geneva are: the LV Naples Branch, the PC Auburn Branch (see Line Nos. 1001 and 671) and the PC Corning Branch.

Public Comments on Preliminary System Plan

The United Transportation Union stated that this line along with traffic generated by Geneva should be considered as part of Line No. 1020.

Nabisco, Inc., has a major distribution center at Geneva which handled 2,140 carloads in 1974. Nabisco stated that its grocery product line at Geneva has been expanded this year, and it expects to handle 2,800 carloads in 1975 with continued growth in the future.

Information for Line-Transfer Decision

This line does not directly serve any shippers but is used to serve USRA Segment Nos. 1020 and 1022. The portion of Line No. 1020 from Geneva Junction to Kendaia was reanalyzed and will be included in Con-Rail. Therefore, this line must be retained.

Disposition

This portion of the Jersey City-Buffalo line shall be transferred to the Consolidated Rail Corp.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1022

Lehigh Valley

This portion of the Jersey City-Buffalo line extends from *Geneva* (Milepost 344.5) to *Rochester Junction, N.Y.* (Milepost 379.5), a distance of *35.0 miles*, in Ontario and Monroe Counties, N.Y. Continuations of this line extend southward from Geneva (see Line No. 1021) and westward from Rochester Junction (see Line No. 1025). Connections at Geneva are: the LV Naples Branch (see Line No. 1001) and the PC Auburn (see Line No. 671) and Corning Branches (the LV operates via trackage rights over the PC Auburn Branch). This line also connects with the LV Rochester Branch at Rochester Junction (see Line No. 1000).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Manchester	335
Farmington	2
Victor	342
Total carloads generated by the line	679
Average carloads per week	13.1
Average carloads per mile	19.4
Average carloads per train	4.4
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	9.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The Texgas Corp. (division of Allied Chemical Corp.), propane gas distribution center at Manchester, received 58 privately owned 38,000-gallon tank carloads of propane gas in 1974.

Iron City Sash & Door Co. stated that it has 32 employees whose jobs are dependent upon continued rail service. Most of Iron City's suppliers do not have facilities to ship by truck.

R. B. Crowell & Son, Inc., at Manchester shipped 34 carloads in 1972, 22 carloads in 1973 and 49 carloads in 1974, all of which were grain shipments to Baltimore. They would have cost $15,600 more if shipped by truck. R. B. Crowell suggested that its section of Line No. 1022 could be made a spur of the PC line from Geneva to Canandaigua.

ITE Imperial Corp. recommended that a connecting track be constructed to link shippers in Farmington and Victor to Line No. 98, the PC line from Victor to Canandaigua. ITE stated that the Farmington and Victor traffic would make Line No. 98 viable.

Ryans Homes reported it shipped 175 carloads in 1973, 215 in 1974, and expects to ship 330 carloads in 1977.

Consideration must also be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 3,163 cars on this line generated a total revenue of $1,236,445; only $403,853 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$88,701
Average revenue per carload	$131	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	334,713	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	50,058	
Total variable (avoidable cost		384,771
Net contribution (loss): total		(296,070)
Average per carload	(436)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Geneva traffic was erroneously credited to this segment in the PSP. None of the Geneva shippers is within the milepost limits. These shippers will continue to receive service.

It was suggested that the LV traffic at Victor be added to the PC traffic at Victor (Line No. 98). There is no connection between the two lines and construction of such a connection would require more than 2 miles of track. The level of the involved traffic does not justify the required expenditure.

Service to this line generated a loss of $296,070 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 334-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

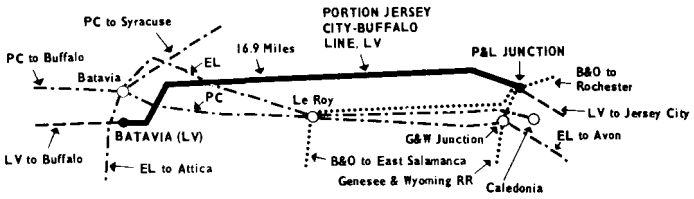
Disposition

This portion of the Jersey City-to-Buffalo line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE JERSEY CITY-BUFFALO LINE

USRA Line No. 1023

Lehigh Valley



This portion of the Jersey City-Buffalo line extends from *P. & L. Junction* (Milepost 394.1) to *Batavia, N.Y.* (Milepost 411.0), a distance of *16.9 miles*, in Genesee, Monroe and Livingston Counties, N.Y. At P. & L. Junction the line continues eastward to Geneva (see Line Nos. 1025 and 1022), and at Batavia it continues westward to Buffalo (see Line No. 1024). At P. & L. Junction the line connects with the Genesee & Wyoming RR and the Rochester Branch of the Baltimore & Ohio. Batavia is also served by the PC and EL.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Batavia	312
Total carloads generated by the line	312
Average carloads per week	6.0
Average carloads per mile	18.5
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

International Salt Co. is located on the Genesee and Wyoming Railroad (G&W) at Retsof. The G&W connects with the EL at Greigsville, with the PC (Line 112) at G&W Junction, and with the LV (Line 1023) at P&L Junction. International Salt noted that if EL becomes a part of ConRail, G&W customers will no longer have a choice of connecting lines.

The LV noted that 4,996 carloads of International Salt's traffic were interchanged at P&L Junction in 1973 and 6,799 carloads in 1974. With the exception of 182 carloads in 1973, this traffic moved east over

Line Nos. 1023 and 1025. LV noted that the International Salt traffic interchange with the PC influenced USRA's decision to retain Line 112 in ConRail, even though it requires upgrading. LV questioned the logic of eliminating two of its mainline segments, both of which require no upgrading, and retaining the PC segment which does. Use of the PC line would mean that International Salt's eastern traffic would have to be backhauled.

Caledonia Lumber & Coal Co., Inc. received 180 carloads of forest products in 1974.

Batavia Waste Material Co. ships 173 carloads per year. If improvements in service were made, the company would ship 268 carloads per year.

Northern Propane Gas generates 80 carloads per year. If service were lost, the firm would have to absorb a $10,000 increase in transportation costs or transfer to another location.

GTE-Sylvania moves 183 carloads per year. If service were improved the company would ship an additional 75 carloads. If service ceased, the company would have to absorb a $40,000 increase in transportation costs.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 451 cars on this line generated a total revenue of $305,555; only $90,805 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$78,577
Average revenue per carload	$252	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	164,513	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	33,603	
Total variable (avoidable) cost		198,116
Net contribution (loss): total		(119,539)
Average per carload	(383)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A further review of this line indicated that Caledonia was erroneously credited to this line in the PSP (see Line No. 1025). The salt traffic from the G&W can move to Rochester via ConRail over Chessie trackage rights rather than via Line No. 114.

Service to this line generated a loss of $119,539 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 152-percent rate increase.

Shippers at Batavia can continue to receive service provided the State of New York builds a connection from the PC line to the LV line.

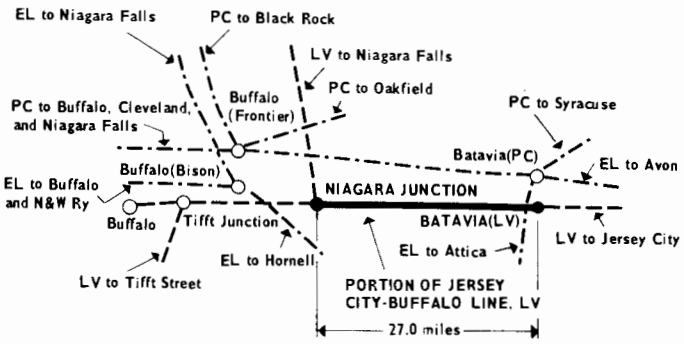
Disposition

The portion of the Jersey City-to-Buffalo line between Milepost 409.5 and Milepost 411.0 shall be transferred to Consolidated Rail Corp. *if the State of New York builds a connection from the PC line to the LV line.* The remainder of the line from Milepost 394.1 to Milepost 409.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BUFFALO-TO-JERSEY CITY LINE

USRA Line No. 1024

Lehigh Valley



This portion of the Buffalo-to-Jersey City Line extends from *Batavia* (Milepost 411.0) to *Niagara Junction, N.Y.* (Milepost 438.0), a distance of *27.0 miles*, in Genesee and Erie Counties, N.Y. The line continues eastward from Batavia to P&L Junction (see Line No. 1023). At Niagara Junction it connects with LV branch to Niagara Falls. Batavia is also served by the PC and EL. Presently this line serves as a segment of the Lehigh Valley Buffalo-to-Jersey City line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Depew	8
Total carloads generated by the line	8
Average carloads per week	0.2
Average carloads per mile	0.3
Average carloads per train	0.5

1973 operating information:

Number of round trips per year	16
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

New York State Railroad Task Force corrected the Plan by pointing out that Williamsville is not on this line, instead being located on the LV Suspension Bridge Branch.

New York State Department of Commerce said that if service on this line is discontinued, five firms have indicated they would go out of business and four others would have to relocate, "adding more than 900 to the jobless rolls."

N.Y. DOT does not oppose the abandonment of Line No. 1015 as long as a switch is installed at Smithboro to serve the only rail user on this line.

Information for Line-Transfer Decision

Revenue received by LV		$840
Average revenue per carload	$105	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	196,176	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	251	
Total variable (avoidable) cost		196,427
Net contribution (loss): total		(195,587)
Average per carload		(24,448)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed to exclude all Buffalo traffic which would continue to receive service by ConRail (as stated in the PSP). The Buffalo milepost was moved eastward to Niagara Junction.

Service to this line generated a loss of $195,587 in 1973. Recovery of this loss would require approximately a three hundred thirtyfold increase in traffic or a 23,284-percent rate increase.

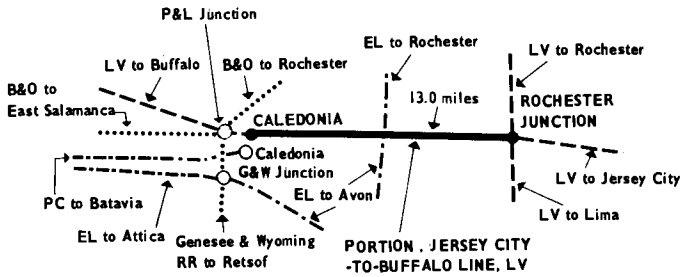
Disposition

This portion of the Buffalo-to-Jersey City line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1025

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line extends from *Rochester Junction* (Milepost 379.5) to *Caledonia, N.Y.* (Milepost 392.5), a distance of *13.0 miles*, in Livingston and Monroe Counties, N.Y. This line continues westward from Caledonia to Buffalo and eastward from Rochester Junction to Jersey City, N.J. (see Line Nos. 1023 and 1022). At Rochester Junction the line connects with the Rochester Branch of the LV to Rochester and Lima (see Line No. 1000).

Public Comments on Preliminary System Plan

The LV stated that this line is an important carrier of overhead traffic from the International Salt Co., which is located on the Genesee & Wyoming RR at Retsof. See the discussion under Line No. 1023.

Information for Line-Transfer Decision

This line does not directly serve any shippers and is not planned to be used for through service. All LV shippers at Caledonia will continue to receive service from ConRail. The salt traffic will be handled by PC crews from Rochester over B&O trackage into the yard at P&L Junction.

Disposition

This portion of the Jersey City-to-Buffalo Line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PIERMONT BRANCH

USRA Line No. 1213

Erie Lackawanna

This portion of the Piermont Branch, extending from *Nanuet Junction* (Milepost 9.0) to *Spring Valley, N.Y.* (Milepost 11.5), a distance of *2.5 miles*, in Rockland County, N.Y., a line which was recommended for inclusion on page 23 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service.

PORTION OF PIERMONT BRANCH

USRA Line No. 1214

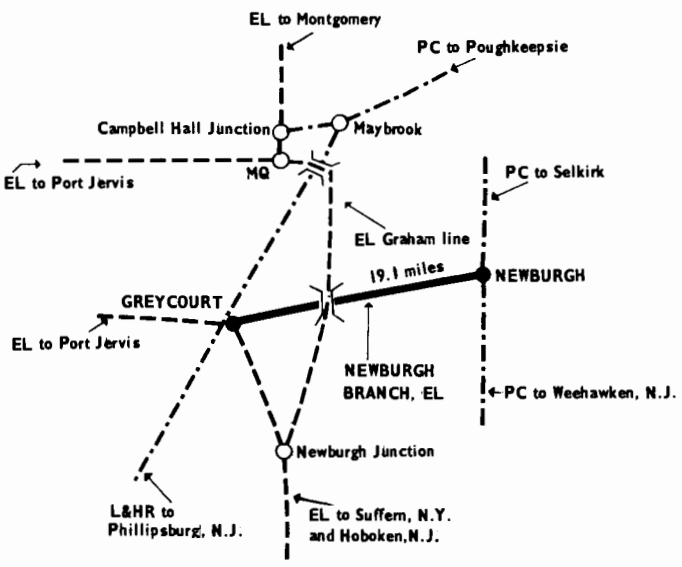
Erie Lackawanna

This portion of the Piermont Branch, extending from *Spring Valley* (Milepost 11.5) to *Tallmans, N.Y.* (Milepost 16.5), a distance of *5.0 miles*, in Rockland County, N.Y., a line which was recommended for inclusion on page 24 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service.

NEWBURGH BRANCH

USRA Line No. 1217

Erie Lackawanna



The Newburgh Branch extends from *Greycourt* (Milepost 0.0) to *Newburgh, N.Y.* (Milepost 19.1), a distance of *19.1 miles*, in Orange County, N.Y. At Newburgh, this line connects with the River Line of the PC (see Line No. 709). At Greycourt, it connects with the EL Hoboken-Port Jervis line and the Lehigh & Hudson River Ry (see Line No. 1700).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Blooming Grove	3
Washingtonville	14
Salisbury Mills	1
Vail's Gate	406
Vail's Gate Junction	0
New Windsor	275
West Newburgh	7
Newburgh	630
Total carloads generated by the line	1,336
Average carloads per week	25.7
Average carloads per mile	69.9
Average carloads per train	8.6
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,000
Train crew size	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" revealed that this area has been classified as economically depressed with an unemployment rate of 9 percent. If rail service were discontinued only 2 of the 16 shippers would be able to use piggy-back service, 1 company would be forced to relocate, 10 companies would switch to truck transport, and there could be a loss of 1,500 jobs.

The Railway Committee of the Greater Newburgh Chamber of Commerce complained of the poor Erie-Lackawanna service, and the reduction in pick-up and deliveries from 5 days per week to only 3 days per week.

At the most recent RSPO hearings held in March 1975, it was reported that Brotherhood Winery received 10 carloads in 1973 at Washingtonville.

Information for Line-Transfer Decision

Revenue received by EL		$656,230
Average revenue per carload	$492	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	249,047	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	455,323	
Total variable (avoidable) cost		704,370
Net contribution (loss): total		(48,140)
Average per carload	(36)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service by ConRail from Newburgh to that portion of the line from Milepost 13.0 to Milepost 19.1 (serving shippers at Newburgh, West Newburgh, New Windsor and Vail's Gate, who generated 1,316 carloads in 1973) would generate $651,611 in revenue and $547,211 in costs with a resulting contribution of $104,400.

Service to the remainder of the line (from Milepost 0.0 to Milepost 13.0 serving shippers at Blooming Grove, Washingtonville and Salisbury Mills who generated 18 carloads in 1973) would generate $5,633 in revenue and $99,166 in costs with a resulting loss of $93,533. Recovery of costs would require approximately a seventy-fivefold increase in traffic or a 1,660-percent rate increase over the 1973 levels.

Disposition

The Newburgh Branch shall be offered for sale to the Chessie System, a profitable carrier operating in the Region.

If this offer is not accepted, the portion of the Newburgh Branch from Milepost 13.0 to Milepost 19.1 shall be transferred to the Consolidated Rail Corp. and the portion of the Newburgh Branch from Milepost 0.0 to Milepost 13.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MONTGOMERY BRANCH

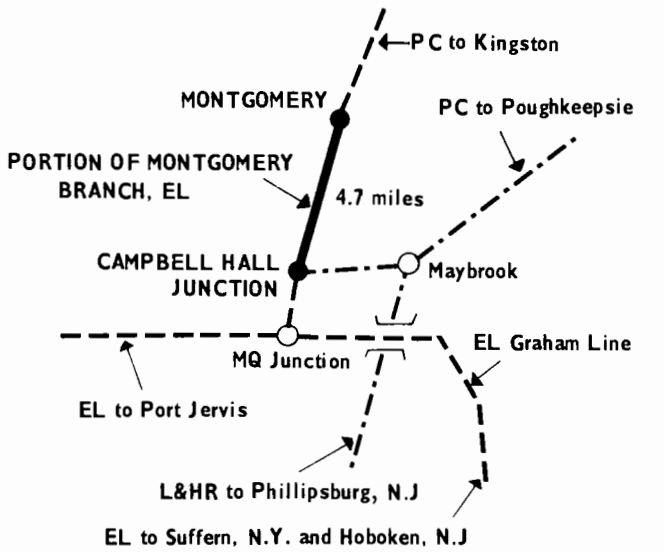
USRA Line No. 1219

Erie Lackawanna

This portion of the Montgomery Branch extends from *Campbell Hall Junction* (Milepost 5.8) to *Montgomery, N.Y.* (Milepost 10.5), a distance of *4.7 miles*, in Orange County, N.Y. At Campbell Hall Junction, the line continues south to MQ Junction. It connects at Campbell Hall Junction with the PC's Maybrook Branch and at Montgomery with the PC's Wallkill Valley Branch (see Lines 136a and 136).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Montgomery	30
Campbell Hall Junction	0
Total carloads generated by the line	30



Average carloads per week	0.6
Average carloads per mile	6.4
Average carloads per train	0.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.3
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

The Orange County Planning Board proposed that a 2.0-mile connection be constructed between the PC Maybrook Branch (USRA Line 667), immediately north of the N.Y. Route 17K railroad overpass, and the PC Wallkill Branch (USRA Line 136), immediately south of its crossing of Coldenham Road in the Village of Walden. This connection would concentrate north-south service along the Wallkill Valley corridor, improve service in the area, strengthen the Maybrook Yard, and give the MTA a viable alternative rail link to Stewart Airport.

The Board urged that no decision be made on the termination of service on Line 1219 until this connection is put into operation.

The Interstate Bag Co., Inc. and other users, pointed out the apparent inconsistency between the USRA recommendations for Lines 1219 and 136. The company quoted USRA as stating that Line 136 is required for through freight service, but this would be impossible if Line 1219 were abandoned.

Users of this branch stated that the USRA figure of $33,420.00 annual operating costs is too high.

The Town of Montgomery pointed out that it requires railroad service to continue to attract industrial customers and maintain a tax balance.

Brecia Lumber Co., the largest shipper on the segment, shipped 26 cars in 1974. It estimated that the other users on the line shipped 30 cars.

Information for Line-Transfer Decision

Revenue received by EL		$11,510
Average revenue per carload	$384	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	33,772	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,071	
Total variable (avoidable) cost		44,843
Net contribution (loss): total		(33,333)
Average per carload	(1,111)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A review of this line determined that it is required for through freight traffic.

Disposition

This portion of the Montgomery Branch shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. ConRail will retain the present PC trackage rights. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF CRAWFORD BRANCH, NYO&W BRANCH

USRA Line No. 1220

Erie Lackawanna

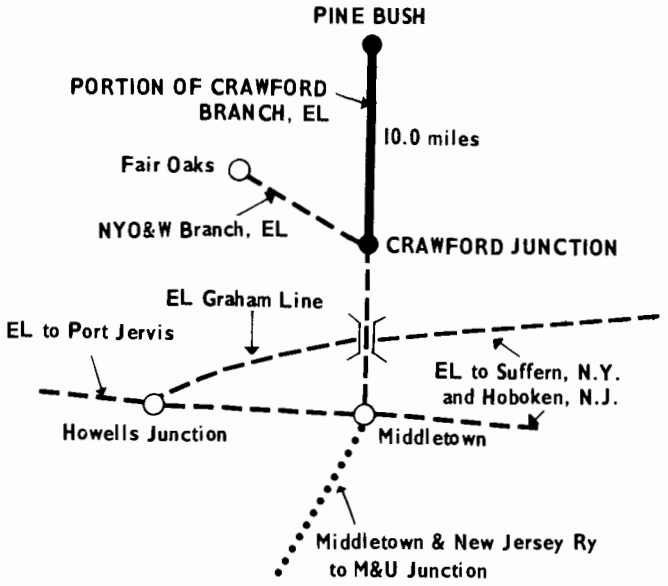
This portion of the Crawford Branch and the NYO&W Branch, extending from *Middletown* (Milepost 0.0) to *Fair Oaks, N.Y.* (Milepost 4.9), a distance of *4.9 miles*, in Orange County, N.Y., a line which was recommended for inclusion on page 26 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

PORTION OF CRAWFORD BRANCH

USRA Line No. 1221

Erie Lackawanna

This portion of the Crawford Branch extends from *Crawford Junction* (Milepost 0.0) to *Pine Bush, N.Y.* (Milepost 10.0), a distance of *10.0 miles*, in Orange County, N.Y. At Crawford Junction, the line continues southward to Middletown. The EL's NYO&W Branch diverges at Crawford Junction (see Line No. 1220).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawford Junction	0
Circleville	0
Bullville	55
Thompson Ridge	0
Van Keuren's	0
Pine Bush	263
Total carloads generated by the line	318
Average carloads per week	6.1
Average carloads per mile	31.8
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

The Orange County Chamber of Commerce agreed with the USRA figure of 318 carloads for the branch in 1973.

The Chamber reported that the largest user of the branch, VAW of America, expects its receipt of 216 cars in 1973 should triple by 1990.

The Chamber stated that Modern Milling Co. generates 12 to 15 carloads per year presently but formerly utilized 40 cars per year. If service were improved the company would return to the higher level of use.

VAW of America is located in Ellenville, N.Y., which has no direct rail service. In 1974 the company received 255 cars at Pine Bush, representing approximately 30 percent of the company's incoming metal shipments.

VAW reports that rail shipments to the company would increase if more cars were available and service were improved. Likewise the company's outbound traffic which is now almost exclusively by truck, would be shipped by rail.

VAW is concerned about the ability of Route 209, which is already in poor condition, to handle the additional truck traffic into Ellenville. New York DOT officials reported that any improvement of the road could not possibly begin prior to 1980.

VAW demanded that, if the Pine Bush branch is abandoned, a substitute railhead with adequate loading facilities be established in the Fair Oaks area to avoid a drastic and complete disruption of the transportation system in the area.

Aero Transporters, Inc. receives carloads at the Pine Bush siding for further delivery to VAW of America. In 1971 it received 425 carloads; in 1972, 225; in 1973, 216; in 1974, 255; and in the first 5 months of 1975, 117. The company contends that the 255 cars received in 1974 alone are sufficient for viability of the line.

Aero listed the following other users of the branch:

Marvin Millworks, Ellenville
Ellenville Lumber Co., Ellenville
Watchtower, Pine Bush
Eastern Correctional Institute, Napanoch
Ellenville Wholesale Grocery, Ellenville
Ellenville Handle Works, Ellenville.

According to a representative of UTU, the EL sends a train to Pine Bush only on days when there is no work to be done at other locations.

The Railway Industrial Clearance Association reported that there are no clearance restrictions on this segment.

Information for Line-Transfer Decision

Revenue received by EL		$148,282
Average revenue per carload	$466	
Variable (avoidable cost of continued service:		
Cost incurred on the branch line	99,036	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	85,044	
Total variable (avoidable) cost		184,080
Net contribution (loss): toal		(35,798)
Average per carload	(113)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony received on this line agreed with USRA carload figures. Although the shippers served by this line have indicated some traffic growth, it is not sufficient to make the line viable.

Service to this line generated a loss of $35,798 in 1973. Recovery of this loss would require approximately a 60-percent increase in traffic or a 24-percent rate increase.

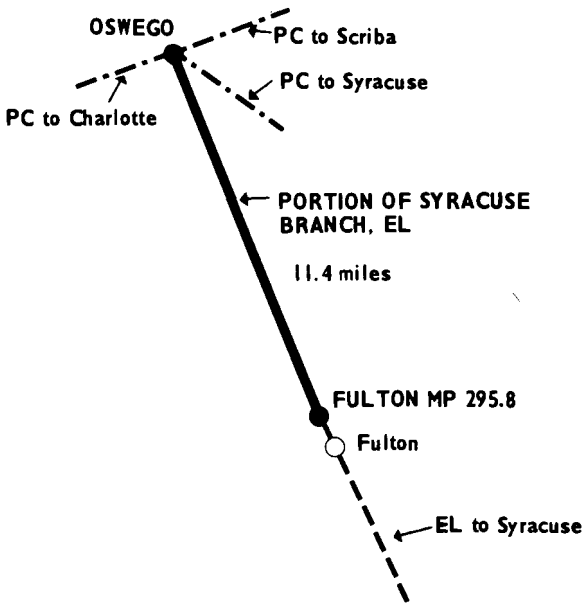
Disposition

This portion of the Crawford Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SYRACUSE BRANCH

USRA Line No. 1233

Erie Lackawanna



This portion of the Syracuse Branch extends from *Fulton* (Milepost 295.8) to *Oswego, N.Y.* (Milepost 307.2), a distance of *11.4 miles*, in Oswego County, N.Y. From Fulton, the line continues south to Syracuse. Oswego is also served by the PC's Ontario Secondary Track (see Line Nos. 102 and 102a) and Phoenix Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Minetto	35
Oswego	284
Total carloads generated by the line	319
Average carloads per week	6.1
Average carloads per mile	28.0
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

The Columbia Mills, Inc. owns and operates a textile finishing plant in Minetto. The company is dependent upon this line for incoming raw materials. Loss of service would increase its transportation costs and require extensive capital outlays for storage facilities and material handling equipment.

General Foods Co. has a plant at Fulton which produces frozen foods consisting of locally grown fruits and vegetables. The facility, which is located south of Milepost 295.8, ships over 100 carloads per year.

A representative of the United Transportation Union identified the following additional industries located on the line: Oswego Stevedoring Co.; Neil O'Brien Lumber Co.; C&J Farms; Shapiro Scrap Paper Co.; and International Milling Co. International Milling receives wheat at Baldwinsville from grain elevators at Oswego.

Nicholas Andrianos, legislative representative of the UTU, reported that in 1974, 102 cars were shipped via Oswego to the new Schlitz Brewing Co. at Baldwinsville. These cars were high and wide cars which cannot pass though the EL tunnel at Syracuse and have to be shipped via Oswego. When construction is completed at the Schlitz facility, it is conservatively estimated that it will generate over 25,000 carloads per year.

Rochester Gas & Electric is planning to build a major nuclear powered generating facility at Sterling. RG&E plans to ship 23 major plant components, weighing more than 90 tons each, to the Sterling site from Schenectady and Pittsfield, Mass. Shipment over the PC Phoenix Branch would necessitate unloading east of Oswego and transporting the components through that city. RG&E pointed out that the line also has great potential for the shipment of spent nuclear fuel from the Sterling site.

Niagara Mohawk Power Corp. has a fossil fueled electric generating plant situated in Oswego west of the Oswego River. Niagara Mohawk needs Line 1233 to ship generators to Oswego since the high and wide cars required cannot pass over the Three Rivers Bridge on the Phoenix Branch of the PC.

According to the Central New York Regional Transportation Authority, Miller Brewing Co. plans to build a large brewing facility in Minetto which would use this line.

The Oswego County Transportation Study Policy Committee requests that if the line is abandoned, the needs of rail users on the west side of the Oswego River be served by the PC.

Information for Line-Transfer Decision

Revenue received by EL		$87,190
Average revenue per carload	$273	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	116,564	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	61,919	
Total variable (avoidable) cost		178,483
Net contribution (loss): total		(91,293)
Average per carload	(286)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Two clearance- and weight-restriction problems were disclosed during the RSPO hearings. A clearance restriction on the EL at Syracuse forced the rerouting of some Schlitz cars to the PC to Oswego and back down to Baldwinsville. This problem has been rectified by building a new connection from the PC line at Syracuse to the EL.

The second problem involved weight restrictions on PC bridges from Syracuse to Oswego. Heavy equipment from Syracuse to the Niagara Mohawk Power plant at Oswego on the PC must move up the EL line to be interchanged with the PC at Oswego. Movement of these transformers and generators occurs very infrequently and does not justify retention of this line.

Service to this line generated a loss of $91,233 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 105-percent rate increase. Although the RSPO testimony indicated some traffic growth potential, little specific information is available.

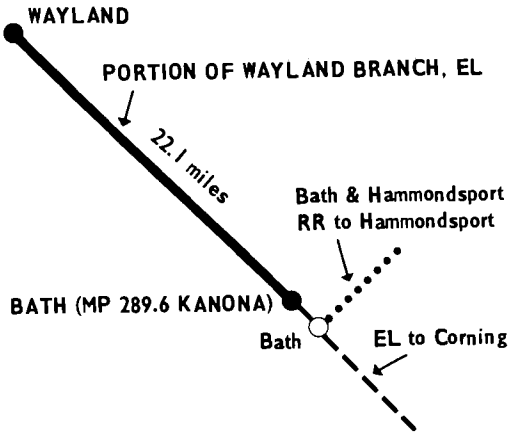
Disposition

This portion of the Syracuse Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WAYLAND BRANCH

USRA Line No. 1239

Erie Lackawanna



This portion of the Wayland Branch extends from *Bath (Kanona)* (Milepost 289.6) to *Wayland, N.Y.* (Milepost 311.7), a distance of *22.1 miles*, in Steuben County, N.Y. This line continues southeastward from Bath to Corning. At Bath it also connects with the Bath & Hammondsport RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Bath[1]	70
Kanona	36
Avoca	0
Wallace	56
Cohocton	93
Atlanta	10
Wayland	340
Total carloads generated by the line	605

[1] Includes only traffic on this segment. Traffic generated at Avoca is billed at Bath.

Average carloads per week	11.6
Average carloads per mile	27.4
Average carloads per train	11.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

Representatives of Corning Crossroads, Inc., the Steuben County Board, and the Steuben County Economic Development District pointed out that the Steuben County area is on the verge of considerable economic development. Three industrial parks are under way and will be completed this summer. An agribusiness complex is also planned which will cost over $10 million and employ between 400 and 500 people (Steuben County has over 1,800 farms). The site recommended for the complex is served by Line 1239. Furthermore, of 28 sites identified as locations for industrial development, 9 are served by Line 1239. Projections of industries now using this line indicate that their traffic will double by 1976. It is estimated that the line will generate 849 carloads in 1975 and 1,101 in 1976. The line generated 654 carloads in 1974.

Albert F. Kaiser, president of The Gunlocke Co. of Wayland pointed out that traffic on the line was understated by 15 percent by USRA. There were 646 carloads generated by the line in 1973.

Gunlocke built its plant at Wayland in 1973 at a cost of $6 million. Although the plant has gotten off to a slow start, its president estimated that on a one-shift basis it can double its present level of business from $20 million to $40 million in 3 years. Gunlocke expects traffic on the entire line to increase 82 percent by 1976, which is close to the 100-percent increase which USRA states is necessary to make the line viable. The company stressed that it is going to require that all shipments over which it exercises control be routed over the EL as much as possible. Gunlocke supplies office furniture to the U.S. Government through the W. D. Campbell Co. of Washington, D.C. Both Gunlocke and W. D. Campbell stated that loss of rail service at Wayland would greatly increase Gunlocke's costs and make it lose its current ability to compete successfully for government contracts. Congressman James F. Hastings pointed out that Gunlocke expanded its present facility at Wayland with the help of state and federal assistance.

Samuel Nasca of the United Transportation Union contended that the abandonment of this line, coupled with the closing of the EL shops at Hornell, would destroy the economy of the city of Hornell and the surrounding areas.

Widmer's Wine Cellars, Inc. shipped 11 carloads in 1974 and expects to ship 22 in 1975, 46 in 1976 and 100 per year by 1980. Widmer ships in wines from California. Trucking this product would increase transportation expense by 21 percent.

W. W. Babcock Co., Inc. at Bath receives incoming lumber by rail and considers continued operation of the Bath to Wayland segment very important. Babcock shipped 88 carloads in 1973 and 69 carloads in 1974.

Basic, Inc. of Cleveland, Ohio, reported that it ships over 90 carloads of agricultural limestone per year to Birkett Mills at Wallace and Cohocton. Birkett Mills generated a total of 121 carloads in 1973 and 186 in 1974. It expects to generate 220 carloads in 1975 and 250 in 1976.

The Railway Industrial Clearance Association pointed out that this line has a height clearance of 19 feet ATR.

Information for Line-Transfer Decision

Revenue received by EL		$179,033
Average revenue par carload	$296	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	211,580	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	100,432	
Total variable (avoidable) cost		312,012
Net contribution (loss): total		(132,979)
Average per carload	(220)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $132,979 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 74-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. The existence of an additional 41 carloads on this line in 1973, as indicated in the RSPO testimony, would reduce this loss to approximately $128,000.

Traffic interchanged with the Bath & Hammondsport RR will continue to be interchanged at Bath.

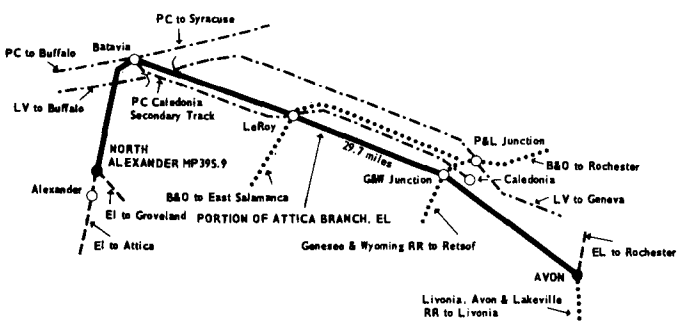
Disposition

This portion of the Wayland Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ATTICA BRANCH

USRA Line No. 1240

Erie Lackawanna



This portion of the Attica Branch extends from *Avon* (Milepost 366.2) to *North Alexander, N.Y.* (Milepost 395.9), a distance of *29.7 miles* in Livingston and Genesee Counties, N.Y. This line continues southward from North Alexander to Attica and northward from Avon to Rochester (see Line No. 1241). At Batavia it connects with the PC Syracuse-Buffalo line; at Batavia and LeRoy it connects with the PC Caledonia Secondary Track (see Line No. 112). At LeRoy it connects with the B&O. At North Alexander the Groveland Branch of the EL intersects. Batavia is also served by the LV (see Line Nos. 1023 and 1024). At G&W Junction the line crosses the Genesee & Wyoming RR and at Avon it meets the Livonia, Avon & Lakeville RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Batavia	274
Stafford	108
LeRoy	379
G&W Junction	0
Caledonia	7
Avon	1,193
Total carloads generated by the line	1,961
Average carloads per week	37.7
Average carloads per mile	66.0
Average carloads per train	7.8
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

General Foods reported that it has a facility at Avon which processes bulk frozen vegetables into consumer-sized packages and produces frozen prepared foodstuffs such as Cool-Whip. General Foods has expanded its operation at Avon by closing similar operations at Pittsburgh, Philadelphia, Syracuse and New Haven. A new plant warehouse is planned and it is expected that the facility will eventually generate 1,000 carloads per year. If service is lost, General Foods will shift its operation to one of its other plants. General Foods ships 743 carloads per year, most of which moves east.

The Genesee & Wyoming Railroad (G&W) voiced concern that the PSP might result in the elimination of the connections it now has with four railroads (EL, PC, LV and B&O) and leave it totally dependent upon Con-Rail. G&W and its largest customer, the International Salt Co., which has a large salt mine at Retsof, want to retain the competitive outlets currently available and fear that loss of these connections could lead to the eventual demise of the G&W.

According to Ford Motor Co., the LeRoy Machine Co. in LeRoy ships 380 carloads a year over this line, 186 of which are destined for Ford. Continued service to LeRoy Machine is essential to Ford.

Several witnesses suggested that Lines 1240 and 1241 should be operated as one line. It was noted that LeRoy generated 342 carloads in 1974, Avon generated 1,374, and 494 carloads were interchanged at Avon with the Livonia, Avon & Lakeville Railroad.

Foster Wheeler Energy Corp., a major fabricator of electrical energy plants, must be served by routes with high and wide clearances and excessive weight carrying capabilities.

The Railway Industrial Clearance Association reported that this line, which has clearances of 18 feet, 6 inches ATR and 12 feet, 6 inches wide, provides a dimensional outlet to Buffalo from the Foster Wheeler plant at Groveton.

Koppers Co., a leading producer of railroad materials, equipment and supplies, including railroad track ballast stone, operates a subsidiary, General Crushed Stone, at LeRoy. Koppers pointed out that this facility ships 1,500 carloads per year and recommended that these carloads be included in USRA's analysis of the line.

The Livonia, Avon and Lakeville Railroad (LAL) wants to acquire Line 1240 from Avon to Caledonia to enable it to connect with USRA Line 112 which is recommended for inclusion in ConRail. LAL pointed out that this would enable USRA to abandon service over Line 1241 which is recommended for inclusion in ConRail although it is not a profitable line. LAL was formed by local shippers when EL abandoned its line. It has operated successfully and wants to expand its operation.

The Western New York Syrup Corp., which has a plant at Lakeville, voiced full support for the LAL proposal.

Information for Line-Transfer Decision

Revenue received by EL		$652,249
Average revenue per carload	$333	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	384,172	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	349,172	
Total variable (avoidable) cost		733,344
Net contribution (loss): total		(81,095)
Average per carload	(41)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The movement of railroad materials at LeRoy are billed as "company material" and do not appear in the railroad traffic data.

The portion of this line from North Alexander to G&W Junction is required by the Chessie System as a through route. The portion of this line from G&W Junction to Avon serving shippers at Avon would generate $433,185 in revenue and $365,585 in costs with a resulting contribution of $67,600.

If the Chessie System does *not* acquire Line No. 1240, ConRail will serve Avon from Line No. 1241.

Also, if Chessie does not acquire Line No. 1240, Batavia will continue to receive rail service via PC trackage, and LeRoy could be served by the existing B&O (Chessie System) line.

Disposition

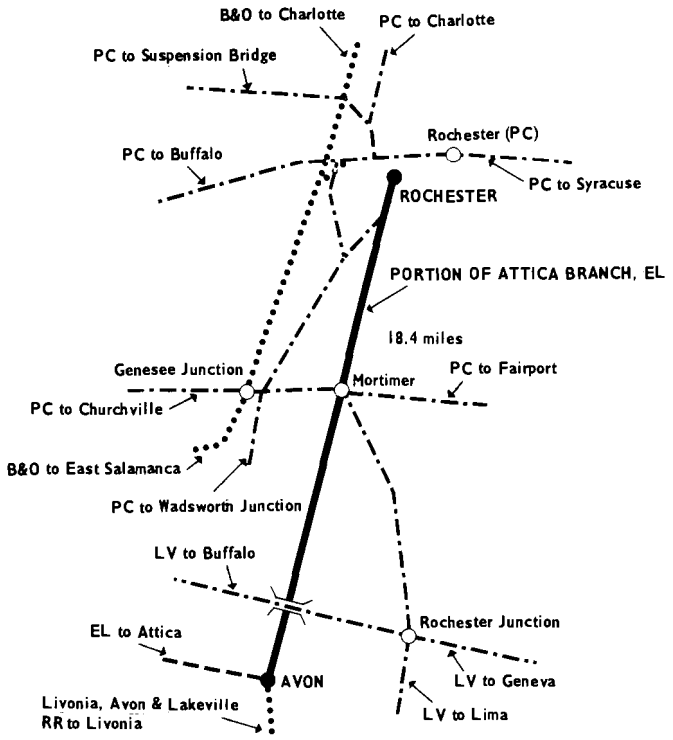
This portion of the Attica Branch shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to 494 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the portion of the line from Milepost 388.8 to Milepost 390.8 (Batavia) and from Milepost 366.2 to Milepost 366.4 (Avon) will be transferred to Consolidated Rail Corp. The remainder of the line from Milepost 366.4 to Milepost 388.8 and from Milepost 390.8 to Milepost 395.9 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ATTICA BRANCH

USRA Line No. 1241

Erie Lackawanna

This portion of the Attica Branch extends from *Avon* (Milepost 366.4) to *Rochester, N.Y.* (Milepost 384.8), a distance of *18.4 miles* in Monroe and Livingston Counties, N.Y. At Avon this line continues westward to Attica (see Line No. 1240). At Mortimer the LV Rochester Branch (see Line No. 1000) diverges, and the PC West Shore Branch crosses. At Rochester there is a connection to the PC Rochester Branch (see Line No. 114a). At Avon the line connects with the Livonia, Avon & Lakeville RR.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Industry	1
West Henrietta	4
Mortimer	0
Total carloads generated by the line	5
Average carloads per week	0.1
Average carloads per mile	0.3
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	10
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

No specific information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by EL		$1,512
Average revenue per carload	$302	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	127,689	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	951	
Total variable (avoidable) cost		128,640
Net contribution (loss): total		(127,128)
Average per carload		(25,426)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed as the Chessie wants to serve the traffic at Avon from Caledonia. Avon traffic was reassigned to Line No. 1240. The portion of the Attica branch from Milepost 384.8 to Milepost 379.0 is required for the movement of overhead traffic to Line No. 1000 (LV branch to Lima). The portion of this line from Milepost 379.0 to Milepost 366.4 serves no shippers and is not required to serve Avon *unless* the Chessie does *not* acquire the portion of Line No. 1240 from G&W Junction to Avon. If the Chessie does not serve Avon via Line 1240, this line and the portion of Line 1240 at Avon will be transferred to ConRail.

Disposition

The portion of the Attica Branch from Milepost 379.0 to Milepost 384.8 shall be transferred to Consolidated Rail Corp.

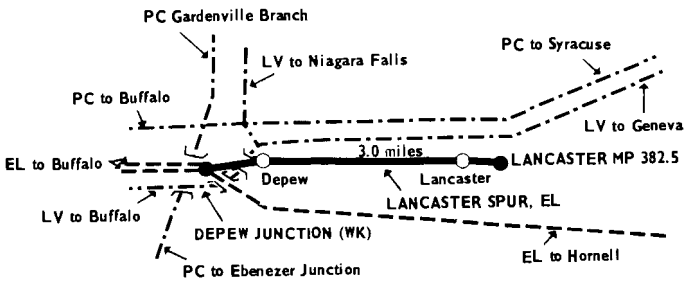
If the Chessie System acquires the portion of Line No. 1240 necessary to serve Avon, the portion of the Attica Branch from Milepost 366.4 to Milepost 379.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

If the Chessie System does *not* acquire Line No. 1240, the portion of the Attica Branch from Milepost 366.2 to Milepost 379.0 shall be transferred to Consolidated Rail Corp.

LANCASTER SPUR

USRA Line No. 1242

Erie Lackawanna



The Lancaster Spur extends from *Lancaster* (Milepost 382.5) to *Depew Junction, N.Y.* (Milepost 385.5), a distance of *3.0 miles* in Erie County, N.Y. This line connects with the EL Hornell-to-Buffalo line at Depew Junction. The PC and LV also serve this area.

Traffic and Operating Information

Stations (with their 1974 carloads) served by this line:	
Depew [1]	326
Total carloads generated by the line	326
Average carloads per week	6.3
Average carloads per mile	108.7
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on this segment.

Public Comment on Preliminary System Plan

New York State Electric & Gas Co. reported that it receives large size poles, reels of cable, and an occasional transformer over this line. This traffic amounted to 12 carloads in 1974; 9 carloads have been so far in 1975.

General Electric pointed out that this spur is part of a clearance route from Lynn, Mass. via the D&H and EL through Hornell to Suspension Bridge for connections to the Chessie and the Canadian railroads.

Buffalo Container Division of Diamond International Corp. has a plant at Lancaster (Milepost 382.5) which would have to close if it lost rail service. This facility generated 344 carloads in 1973. Diamond International disputes USRA's average revenue per carload figures, stating that revenue on its carloads was $706.50 on inbound cars and $431 on outbound cars. In 1973 Diamond International worked out routings for incoming cars to give EL the longest haul possible, consistent with good delivery. The greater revenues to EL resulting from this practice would not fully be reflected in 1973 figures. The Lancaster plant has also agreed to service once a week instead of twice a week. Savings from this service, which began in December of 1974 should be taken into account by USRA.

It was reported that there are four industries located on the Lancaster spur: Dresser Industries; Philip Schulman & Sons; Buffalo Container Co.; and New York State Electric & Gas. Dresser, which shipped 1,561 carloads in 1973 and 1,619 in 1974, can be served from the EL Buffalo-to-Hornell line.

The Niagara Frontier Transit Committee (NFTC) pointed out that Line 1242 is an industrial connecting track and questioned the logic of treating it as a branch line. NFTC contends that either USRA made a mistake in its calculations or its reasoning or revenues for this line must be improperly divided between EL and other roads. The spur averaged 120 carloads per mile in 1973. It is a portion of the former main line of the Delaware, Lackawanna & Western and is in excellent condition. NFTC stated that the spur would probably not need any maintenance for the next 10 years.

Information for Line-Transfer Decision

Revenue received by EL		$78,425
Average revenue per carload	$241	
Variable (avoidable cost of continued service:		
Cost incurred on the branch line	46,483	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	66,735	
Total variable (avoidable) cost		113,218
Net contribution (loss): total		(34,793)
Average per carload	(107)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Lancaster traffic is billed at DePew.

Service to this line generated a loss of $34,793 in 1974. Recovery of this loss would require approximately a threefold increase in traffic or a 44-percent rate increase.

Disposition

The Lancaster Spur is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

GULF LINE

USRA Line No. 1243

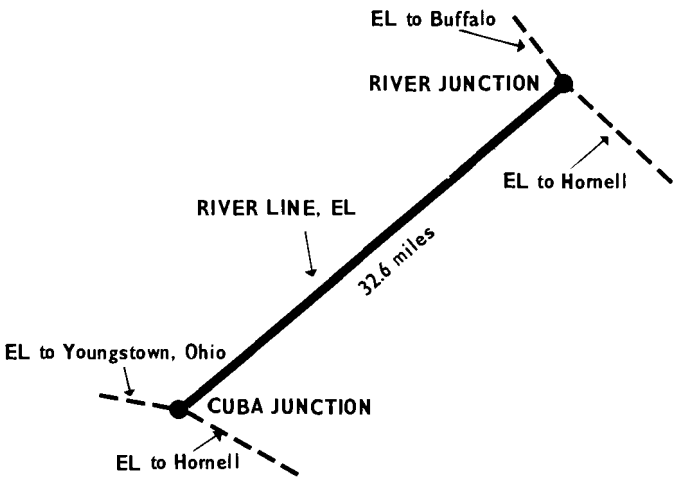
Erie Lackawanna

The Gulf Line, extending from *Lockport* (*L&O Junction*) (Milepost 25.3) to *Lowertown, N.Y.* (Milepost 29.1), a distance of *3.8 miles*, in Niagara County, N.Y., a line which was recommended for inclusion on page 32 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

RIVER LINE

USRA Line No. 1244

Erie Lackawanna



The River Line extends from *River Junction* (Milepost 0.0) to *Cuba Junction, N.Y.* (Milepost 32.6), a distance of *32.6 miles*, in Allegeny and Livingston Counties, N.Y. At River Junction, the line connects with the EL Hornell-Buffalo line; at Cuba Junction, it connects with the EL Jersey City-Chicago line.

Public Comment on Preliminary System Plan

Congressman James F. Hastings stated that this line should not have been analyzed as a light-density line. It is essential to EL's operation. Although there are no shippers located on the line, the line is used extensively as an alternate to the EL main line between Cuba and Hornell. It was pointed out that the main line is only single track, whereas Line 1244 is double track.

Testimony indicated that there are 2,500 acres of land suitable for industrial development in the northern part of Allegeny County which is served by Line 1244.

The Chamber of Commerce of Cuba voiced support for operation of all EL trackage by the Chessie System, or in the alternative, for operation by MARC–EL.

Jack Freaney, General Chairman of the American Train Dispatchers Assoc., EL Systems Committee, stated that the River Line has three 122-car sidings, no grades, and is signalled in both directions. The Cuba-Hornell main line is longer, has steep grades, has only one 22-car siding, and requires train orders for operation. Current traffic over both lines could be handled by the River Line alone but not by the main line.

Information for Line-Transfer Decision

This line is used as an overhead route only, as there are no shippers located on the segment. Neither the Chessie System nor ConRail will use this line for overhead traffic.

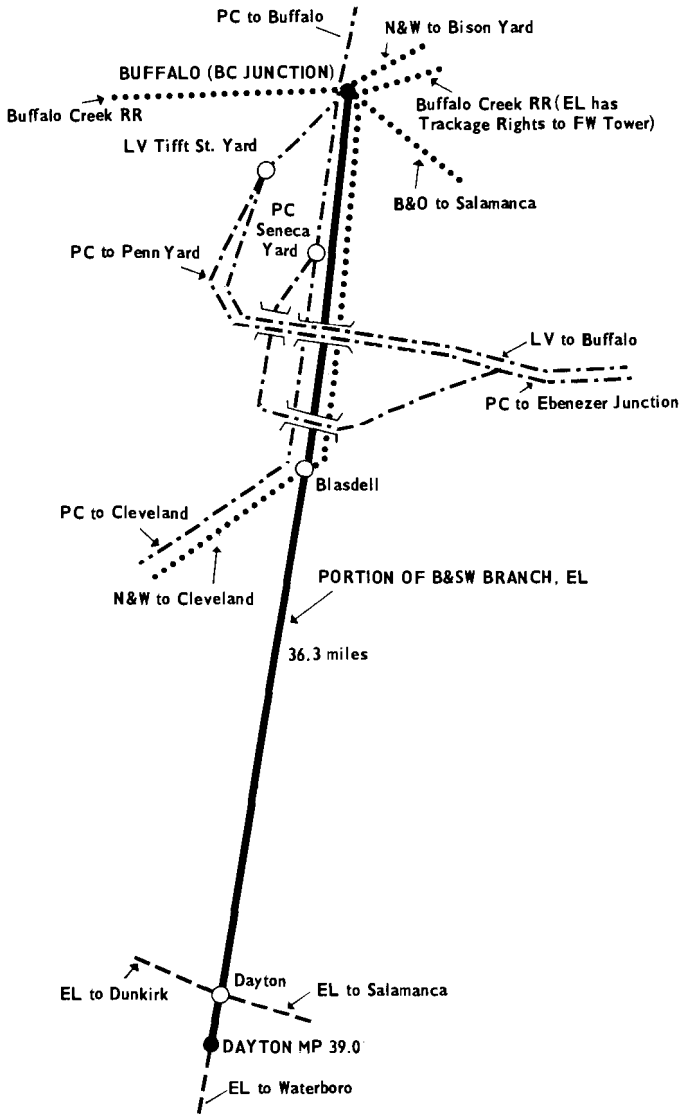
Disposition

The River Line is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF B&SW BRANCH

USRA Line No. 1246

Erie Lackawanna



This portion of the B&SW Branch extends from *Buffalo (BC Junction)* (Milepost 2.7) to *Dayton, N.Y.* (Milepost 39.0), a distance of *36.3 miles*, in Erie and Cattaraugus Counties, N.Y. This line continues south-

westward from Dayton to Waterboro. At Dayton, it connects with the EL Dunkirk Branch (see Line Nos. 1248, 1247 and 1249). At Buffalo (BC Junction), it connects with the PC Buffalo-Cleveland line, the N&W and the Buffalo Creek RR. At Blasdell, it connects with the N&W.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Blasdell	10
Hamburg	465
Eden Valley	0
Eden Center	140
North Collins	196
Lawtons	14
Collins	204
Gowanda	356
Total carloads generated by the line	1,385
Average carloads per week	26.6
Average carloads per mile	38.2
Average carloads per train	13.3
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

Many witnesses stated that Lines 1246 and 1248 should have been considered as one segment. A great volume of evidence was presented by the Erie Lackawanna Shippers Association, a group of shippers, unions, farmers, businessmen, state institutions, and other concerned groups and individuals. Much of the following information was supplied by members of the Association.

Line 1246 is in excellent condition and well above the flood plain. There are 15½ miles of ribbon rail between Blasdell and South Eden. Clearances are 17 feet ATR and 12 feet 6 inches wide.

Environmental evidence has not been given sufficient consideration by USRA. It was estimated that continuation of this line would result in a savings of 1,256,357 gallons of fuel per year.

Richardson Milling, Inc., a feed mill in Hamburg, shipped 34 carloads in 1973 and expects to ship an additional 30 carloads per year in the future. Richardson is planning to construct a bulk feed and fertilizer facility in Lawton which would generate an additional 100 carloads per year.

Weidner Feed Service could generate 75 more 55-ton cars per year but it would require modification of its facilities. The company is unwilling to make the necessary investment until rail service improves.

Gowanda State Hospital uses over 200 carloads of coal per year and will increase its needs by 40 carloads per year with the reopening of its entire facility in late 1975.

Loss of a bulk fertilizer plant in North Collins would increase the operating costs of area canners and farmers. The value of Erie County agricultural products in 1974 was estimated to be $42 million. There are 1,600 farms in Erie County.

Century Housewares, Inc. received 136 carloads in 1972, 144 in 1973, 116 in 1974, and expects to receive 150 in 1975. The company built a $2.5 million dollar warehouse complex in Hamburg in 1967.

Eaton Equipment Corp. in Hamburg testified that if service were improved it would ship 80 carloads per year. Eaton pointed out that several of the manufacturers to which it ships have turned to trucking because of inability to obtain needed rail cars.

Paul Riefler, Inc., a shipper of concrete products, stated that trucking would cost it $4 more per ton and would not be a feasible alternative. The company would lay off 10 employees if it lost rail service.

Bruce Forbush of Forbush Lumber Co. in Hamburg stated that his company will need an extra 50 cars per year by 1976. He recommended that, since there are no shippers between Gowanada and South Dayton (from Mileposts 33.1 to 43.3), the line should be terminated at Gowanada. Mr. Forbush estimated that the line would generate 1,785 cars per year by 1976. He noted that a new firm on the line is in its final stages of construction and will ship 150 cars per year when in operation.

Moench Tanning Co., a division of Brown Shoe Co. of St. Louis, has a plant in Gowanda which generated 249 carloads in 1973, 251 carloads in 1974 and expects to generate 307 carloads in 1975. As a result, the plant has gone from a 4-day to a 6-day week, and it is expected that shipments will increase.

Master Builders testified about its concern that delays and poor service will result from the abandonment of Lines 1246 and 1248. Master Builders' Buffalo plant received 275 carloads in 1973, about 50 percent of which were routed via Lines 1246 and 1248.

Westinghouse wants this line retained as a clearance route for shipment of giant-sized reactors, generators and other heavy equipment.

The highway system throughout the Southern Tier is a two-lane highway developed primarily to serve local traffic. In many areas surrounding the B&SW Line, the abandonment of rail lines would increase truck traffic through residential areas. Testimony was submitted that demonstrated this would increase air pollution, would adversely affect noise levels and would spoil the scenic ambiance of the area, one which now depends more and more on tourists.

Information for Line-Transfer Decision

Revenue received by EL		$416,264
Average revenue per carload	$301	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	334,660	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	235,198	
Total variable (avoidable) cost		569,858
Net contribution (loss): total		(153,594)
Average per carload	(111)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony suggested that this line be combined with Line No. 1248 and that South Dayton should be served via Line No. 1248. Service to the combined segments generated a loss. In addition, subsequent analyses were undertaken from both South Dayton and from Buffalo. All failed by a substantial margin.

Service to this line generated a loss of $153,594 in 1973. Recovery of this loss would require approximately an 85-percent increase in traffic or a 37-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

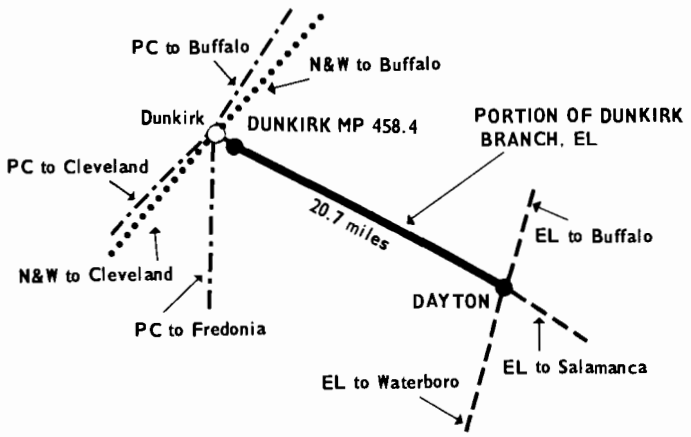
This portion of the B&SW Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-tof-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DUNKIRK BRANCH

USRA Line No. 1247

Erie Lackawanna

This portion of the Dunkirk Branch extends from *Dayton* (Milepost 437.7) to *Dunkirk, N.Y.* (Milepost 458.4), a distance of *20.7 miles*, in Chautauqua and Cattaraugus Counties, N.Y. At Dayton, this line continues southeastward to Salamanca and intersects the EL B&SW Branch (see Line Nos. 1249, 1246 and 1248). At Dunkirk, the line connects with the PC Buffalo-Cleveland line, the PC Valley Branch (see Line No. 258) and the N&W Buffalo-Cleveland line.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Perrysburg	0
Forestville	46
Sheridan	0
Total carloads generated by the line	46
Average carloads per week	0.9
Average carloads per mile	2.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

This line has been out of service since May 16, 1975 because of bad track conditions. Most of the testimony questioned the ability of the PC to provide adequate service to users of the line. Roblin Steel reported that delivery time on shipments from its facility at Dunkirk to its facility at North Tonawanda increased from 4 to 7 days when PC took over the service. In 1974 EL handled 1,700 inbound carloads of steel scrap and 1,200 outbound carloads of steel billets for Roblin. The company projects a 20-percent increase in its traffic by 1976.

Several shippers suggested that N&W should be granted trackage rights to operate over Line 1247. It was pointed out that PC now handles 50,000 carloads per year at its Dunkirk facility and would have difficulty handling the additional traffic from the EL.

The Railway Industrial Clearance Association reported that this line has clearances of 18 feet six inches ATR and 13 feet wide. RICA pointed out that this line, in conjunction with Line 1247, provides an excellent clearance connection to the N&W Lake route.

Kraft Foods division of Kraftco Corp. has a plant at Dunkirk which shipped 578 carloads in 1973 and 742 carloads in 1974. Kraft estimated that it would take between $1¼ and $4 million to upgrade Line 1247.

J. A. Crolle of Agway at Forestville has been in business for 45 years and serves 500 farm accounts in 5 farm districts. The company is working on plans for a new facility to be completed by the fall of 1976, but its business cannot survive without rail service. Crolle shipped 46 carloads in 1973. There are no other shippers in Forestville or along the line between Forestville and Dunkirk.

Cenedella Wood Products, which is located at Progress Park in Dunkirk, shipped 17 carloads in both 1973 and 1974. The company testified that EL provides service far superior to that of PC.

The Dunkirk Chamber of Commerce reported that the following traffic is generated on the EL at Dunkirk:

Shipper	1973 and 1974 carloads Inbound	Outbound
Cenedella Wood Products	32	------
Fredonia Products Co., Inc	187	------
Kraft Foods	955	375
Market Terminal Warehouse	212	39
Roblins Steel Co	3,261	2,136

Norfolk & Western is interested in acquiring a portion of this line in order to serve all industries in Dunkirk, N.Y.

Information for Line-Transfer Decision

Revenue received by EL		$8,857
Average revenue per carload	$193	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	144,226	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,496	
Cost incurred beyond the branch line	7,437	
Total variable (avoidable) cost		194,159
Net contribution (loss): total		(185,302)
Average per carload	(4,028)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,500 crossties (an average of 121 crossties per mile).

This line has been out of service since June 2, 1975 due to poor track conditions.

Service to this line generated a loss of $185,302 in 1973. Recovery of this loss would require approximately a one-hundred-thirtyfold increase in traffic or a 2,092-percent rate increase.

Shippers at Dunkirk will receive service from the PC line.

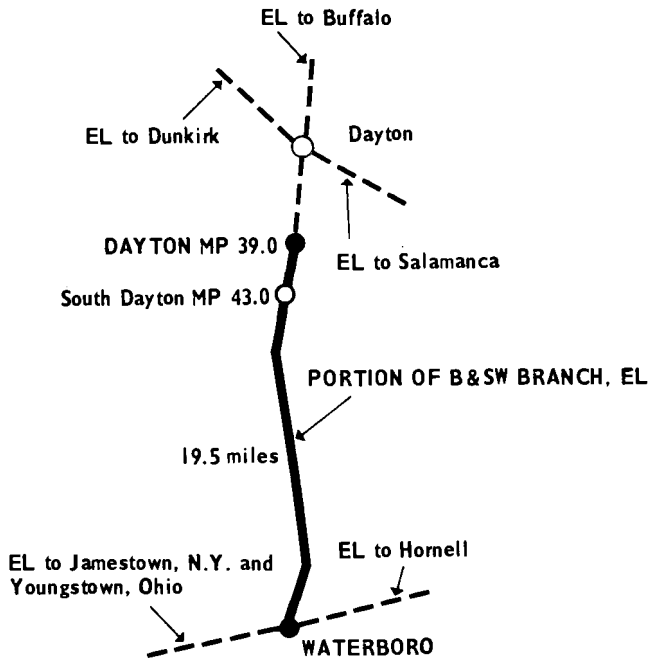
Disposition

This portion of the Dunkirk Branch is *not* designated for transfer to the Chessie System or to the Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF B&SW BRANCH

USRA Line No. 1248

Erie Lackawanna



This portion of the B&SW Branch extends from *Dayton* (Milepost 39.0) to *Waterboro, N.Y.* (Milepost 58.5), a distance of *19.5 miles*, in Cattaraugus and Chautauqua Counties, N.Y. This line continues northward from Dayton to Buffalo. At Dayton, it crosses the EL Dunkirk Branch (see Line Nos. 1247 and 1249). At Waterboro it meets the EL Hornell-Younstown line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dayton	0
Markhams	0
South Dayton	1,352
Cherry Creek	72
Conewango	115
Total carloads generated by the line	1,539
Average carloads per week	29.6
Average carloads per mile	78.9

Average carloads per train	9.9
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

Many witnesses stated that Lines 1246 and 1248 should have been considered as one line, and much of the information included in the discussion of Line 1246 applies to Line 1248 as well.

Westinghouse Electric Corp. wants this line retained as a clearance route for the shipment of giant-sized reactors, generators, and other heavy equipment.

It was pointed out that Lines 1246 and 1248 together form an important alternate route. Both of these segments were unaffected by Hurricane Agnes and played an essential role in the continued operation of the EL.

Information for Line-Transfer Decision

Revenue received by EL		$589,735
Average revenue per carload	$383	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	219,750	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	280,338	
Total variable (avoidable) cost		500,088
Net contribution: total		89,647
Average per carload	58	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony suggested that this line be combined with Line No. 1246. This action would involve cross-subsidization and was not taken.

Although service to the entire line generates a contribution, no traffic is generated in the last 4 miles which serve Dayton and Markhams.

Disposition

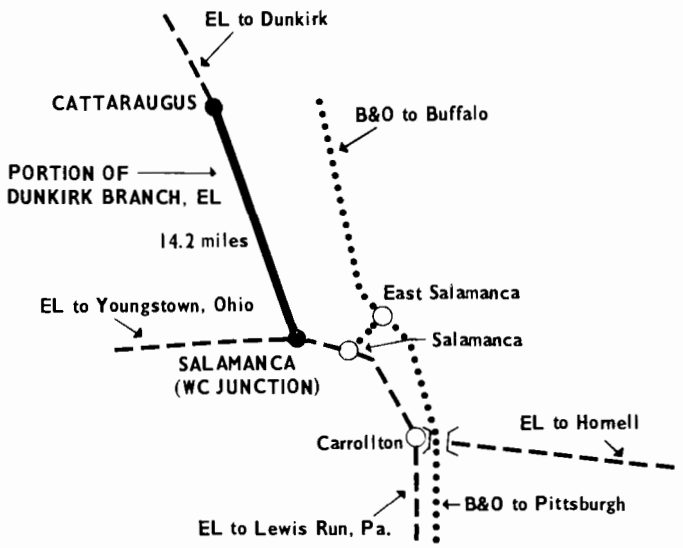
The portion of the B&SW Branch from Milepost 43.0 to Milepost 58.5 shall be offered for sale to the Chessie System, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the B&SW Branch from Milepost 39.0 to Milepost 43.0 is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DUNKIRK BRANCH

USRA Line No. 1250

Erie Lackawanna



This portion of Dunkirk Branch extends from *Salamanca* (Milepost 413.9) to *Cattaraugus, N.Y.* (Milepost 428.1), a distance of *14.2 miles*, in Cattaraugus County, N.Y. This line continues northwestward at Cattaraugus to Dunkirk (see Line No. 1249). At Salamanca, it connects with the EL Hornell-Youngstown line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Little Valley	169
Cattaraugus	245
Total carloads generated by the line	414
Average carloads per week	8.0
Average carloads per mile	29.2
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

A petition containing 134 signatures was submitted which stated that continued operation of this branch is vital to the social, economic, and environmental welfare of the Cattaraugus area.

Champion International Corp. (CIC) has a plant located on this line which receives plywood from the northwest and metals from steel mills in Ohio, West Virginia, Kentucky, Illinois, and Pennsylvania. CIC's Setterstix plant, at the same location, receives paper from manufacturing facilities in Canton, N.C. This traffic amounts to 180 carloads per year.

CIC suggested that, since no traffic originates between Little Valley and Salamanca, that segment of the line could be abandoned, leaving the track north of Little Valley in the ConRail System. This would require reopening the track north of Cattaraugus to Dayton and keeping open the trackage between Dayton and South Dayton.

Gramco operates a feed mill and farm which depend upon rail service. Gramco shipped 101 carloads in 1973. Although Gramco's sales have been up 64 percent in the last 4 years, its carload shipments have not shown a corresponding increase, due largely to the use of larger cars.

Congressman James F. Hastings pointed out that if Champion International Corp. closed its plants at Cattaraugus, the jobs of 86 percent of the workers in that community would be affected. Congressman Hastings also charged that USRA based its figures on higher frequency of service than is actually maintained.

Information for Line-Transfer Decision

Revenue received by EL		$109,188
Average revenue per carload	$264	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	125,164	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	73,136	
Total variable (avoidable) cost		198,300
Net contribution (loss): total		(89,112)
Average per carload	(215)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

It was suggested that service to Cattaraugus and Little Valley should come from South Dayton. This would increase the length of the line to 22 miles. When the additional costs for rehabilitating the portion out of service are added, the line produces an even larger deficit. Also, service to this line is on an "as required" basis. For this level of traffic, twice a week service is appropriate.

Service to this line generated a loss of $89,112 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or an 81-percent rate increase.

Disposition

This portion of the Dunkirk Branch is *not* designated for transfer to the Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MAYBROOK-PHILLIPSBURG LINE

USRA Line No. 1700

Lehigh & Hudson River

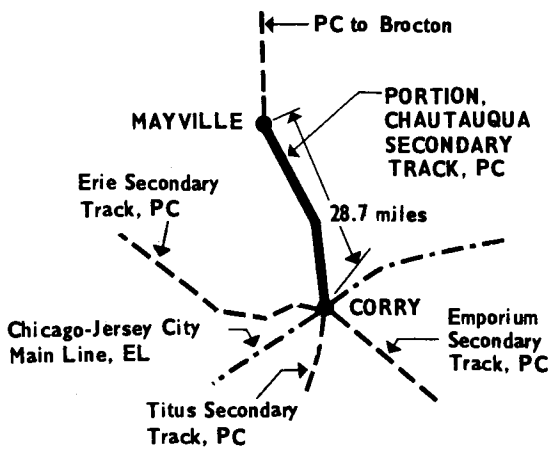
This portion of the Phillipsburg-to-Maybrook Line, extending from *Maybrook* (Milepost 0.0) to *Warwick, N.Y.* (Milepost 21.0), a distance of *21.0 miles*, in Orange County, N.Y., a line which was recommended for inclusion on page 649 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

INTERSTATE LINES

PORTION OF THE CHAUTAUQUA SECONDARY TRACK

USRA Line No. 249

Penn Central



This portion of the Chautauqua Secondary Track, formerly part of the Pennsylvania RR, extends from *Mayville, N.Y.* (Milepost 65.1), to *Corry, Pa.* (Milepost 93.8), a distance of *28.7 miles*, in Chautauqua County, N.Y. and Erie County, Pa. A continuation of this line

runs from Mayville to Brocton (see Line No. 248). At Corry, this line connects with the Chicago-to-Jersey City line of the EL and with the Erie Secondary Track, Emporium Secondary Track and Titus Secondary Track of the PC (see Line Nos. 646, 646a/246a and 250).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clymer	165
Panama	43
Sherman	206
Mayville	595
Total carloads generated by the line	1,009
Average carloads per week	19.4
Average carloads per mile	35.0
Average carloads per train	9.2
1973 operating information:	
Number of round trips per year	110
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Joseph Lepkowski, representing 12 shippers on this line, submitted the following:

Mapleville Farms	Grocery products	6
Sherman Steam Mill	Feed and grain	58
Farmers Mill	do	136
Myerink Milling	do	98
Clymer Agway	Agricultural products	13
N. Clymer Agway	do	34
Caflisch Lumber	Lumber, wood products	1
Gallup & Ten Haken	Farm machinery	5
John Wiggers & Son	do	6
Russell H. Pillsbury	Lime	80
Clumer Bag Co	Burlap bags and wood chips	6
Ethan Allen	Furniture	565

If the line were abandoned, these shippers estimated they would incur an additional $252,000 per year in transportation costs.

Ethan Allen requested that, if Line 249 is abandoned, Line 248 be kept in service along with the first 0.54 miles of track on Line 249 at Mayville. This would enable Ethan Allen to ship its traffic northbound over Line 249 and, in the opinion of the company, should make that line viable.

Information for Line-Transfer Decision

Revenue received by PC		$271,870
Average revenue per carload	$269	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	258,083	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	226,068	
Total variable (avoidable) cost		484,151
Net contribution (loss)		(212,281)
Average per carload	(210)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Ethan Allen requested that all Mayville traffic be included on 248-NY. Reanalysis on this basis still resulted in substantial losses (see Line No. 248).

Service to this line generated a loss of $212,281 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 78-percent rate increase.

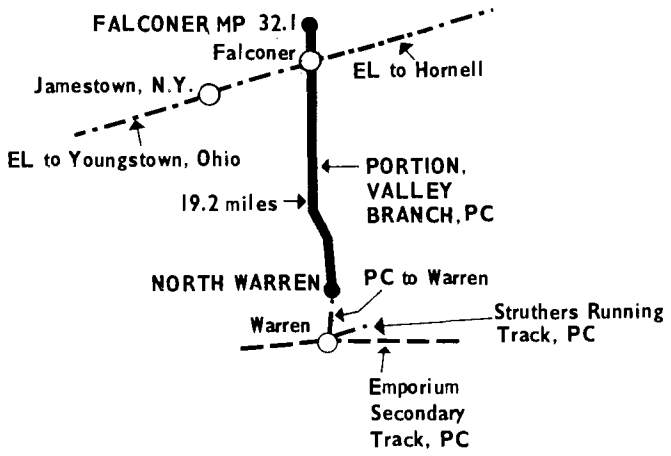
Disposition

This portion of the Chautauqua Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE VALLEY BRANCH

USRA Line No. 260

Penn Central



This portion of the Valley Branch, formerly part of the New York Central RR, extends from *Falconer, N.Y.* (Milepost 32.1) to *North Warren, Pa.* (Milepost 51.3), a distance of *19.2 miles*, in Chautauqua County, N.Y. and Warren County, Pa. At Falconer this line connects with the Chicago-to-Hoboken line of the EL. A continuation of this line runs from North Warren to Warren (Milepost 54.4) where it connects with the Emporium Secondary Track of the PC (see Line Nos. 260a, 646a/246a and 252).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jamestown	19
Falconer	254
Frewsburg	54
Akeley	83
Russell	14
Total carloads generated by the line	424
Average carloads per week	8.1
Average carloads per mile	22.0
Average carloads per train	8.5
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

James Jennings, representing seven shippers on this line submitted the following:

Company	*Commodity*	*1974 carloads*
Vac Air Alloys	Scrap metals	85
Falconer Feed Service	Feed and grain	60
American Manufacturing Concern	Furniture	68
Falconer Agway	Feed and grain	200
Regal Lumber	Lumber & Mill products	30
West Penn Oil	Petroleum products	127
Larimer Norton Co	Lumber	100

These seven firms have total annual sales of $23,950,000; total employees of 291, and payroll of $3,253,500 per year.

These seven shippers estimated that they would incur an additional $137,000 per year in transportation charges if the line were abandoned.

Hillerich & Bradsby Co. reported that it has shipped an average of 85 carloads per year for the past 3 years from Akeley siding and expects to ship at least 100 carloads in 1975. If the service is discontinued, the nearest shipping point would be Warren, Pa. The company estimates that shipping via Warren would increase costs by more than $10,000 per year.

Shippers on the line unloaded an additional 75 cars on the EL team track because PC could not furnish adequate service.

Agway pointed out that industries now served by PC could be efficiently served by the EL main line through Falconer over a connecting track. Agway expects its Falconer shipments to remain at 200 carloads per year.

West Penn Oil reported that it would have used 450 carloads in 1974 if they had been available. (See Line No. 260a.)

American Manufacturing Concern expects to ship 100 carloads per year in the future.

The estimated time per round trip appears to be high considering the traffic and length of the line.

Information for Line-Transfer Decision

Revenue received by PC		$135,275
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	162,023	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	34,848	
Cost incurred beyond the branch line	92,311	
Total variable (avoidable) cost		289,182
Net contribution (loss): total		(153,907)
Average per carload	(364)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 391 crossties per mile).

Service to this line generated a loss of $153,907 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 114-percent rate increase.

Disposition

It is recommended that, if the Chessie System acquires the EL line through Jamestown, that it acquire the portion of this line from Milepost 32.1 to Milepost 33.4, serving shippers at Falconer and Jamestown (see section 206(g) of the Act). If the Chessie System *does not* acquire the EL line, the portion of the Valley Branch from Milepost 32.1 to Milepost 33.4 shall be transferred to Consolidated Rail Corp.

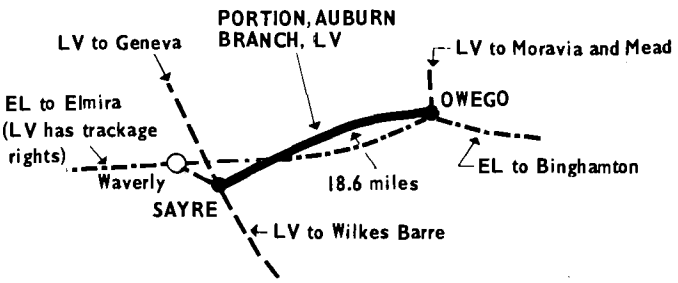
The portion of the Valley Branch from Milepost 33.4 to Milepost 51.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE AUBURN BRANCH

USRA Line No. 1015

Lehigh Valley

This portion of the Auburn Branch extends from *Sayre, Pa.* (Milepost 271.0) to *Owego, N.Y.* (Milepost 289.6), a distance of *18.6 miles*, in Bradford County, Pa. and Tioga County, N.Y. This line continues northward from Owego (see Line No. 1003). Also at Owego the line connects with the Erie Lackawanna Jersey City-



Chicago line. Connections at Sayre include the LV Waverly-Elmira Branch (via trackage rights over the EL) and the LV Jersey City-Buffalo line (see Line Nos. 1014 and 1016).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smithboro	180
Owego	477
Total carloads generated by the line	657
Average carloads per week	12.6
Average carloads per mile	35.3
Average carloads per train	6.3
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4.0
Locomotive horsepower	600
Train crew size	4

Public Comments on Preliminary System Plan

Agway confirmed that the line has recently undergone general upgrading and should need no new expenditures.

Supply sources for 90 percent of the commodities received by Agway at Owego and Smithboro are in Ohio, Indiana, or Jamestown, N.Y. and offer ConRail the opportunity for developing long-haul or single-line revenue.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 180 cars on this line generated a total revenue of $69,745; only $35,882 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$219,766
Average revenue per carload	$334	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	173,826	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	108,709	
Total variable (avoidable) cost		282,535
Net contribution (loss): total		(62,769)
Average per carload	(96)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined to include Owego traffic and was reanalyzed based on ConRail (merged) operations.

On this basis, service to this line generated a loss of $62,770 in 1973. Recovery of this loss would require approximately a 57-percent increase in traffic or a 29-percent rate increase. It is recommended that the Chessie System acquire that LV trackage necessary to serve the traffic generated at Owego.

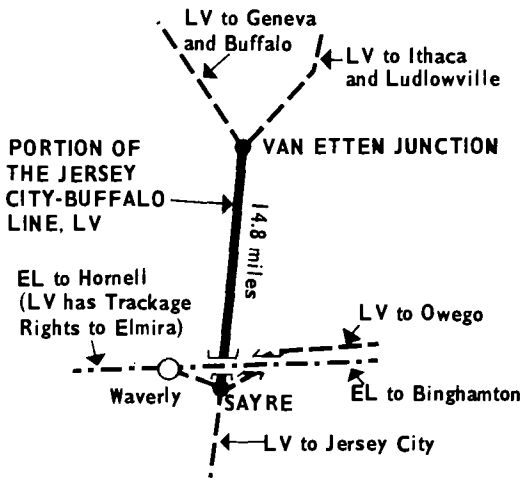
Disposition

This portion of the Auburn Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1016

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line extends from *Sayre, Pa.* (Milepost 271.0) to *Van Etten Junction, N.Y.* (Milepost 285.5) a distance of *14.8 miles*, in Bradford County, Pa., and Tioga and Chemung Counties, N.Y. Continuations of this line extend northward from Van Etten Junction and southward from Sayre (see Line Nos. 1020 and 1014). Connections with other lines include: the LV Auburn Branch at Sayre and the LV Ithaca Branch at Van Etten Junction (see Line Nos. 1015 and 1017). Additionally, this line connects with the LV Waverly-Elmira Branch at Sayre.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sayre	334
Waverly	533
Total carloads generated by the line	867
Average carloads per week	16.7
Average carloads per mile	58.6
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	10.0
Locomotive horsepower	1,800
Train crew size	4

Public Comments on Preliminary System Plan

That portion of this line which was not included has been reevaluated and recommended for inclusion in ConRail per "USRA News" of March 14, 1975.

Information for Line-Transfer Decision

Revenue received by LV		$177,980
Average revenue per carload	$205	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	286,388	
Cost of upgrading branch line to FRA Class I: (1/10 of total uprading cost)	0	
Cost incurred beyond the branch line	106,330	
Total variable (avoidable) cost		392,718
Net contribution (loss): total		(214,738)
Average per carload	(248)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reevaluated and determined necessary to serve Line No. 1017 for unit coal trains at Milliken Station.

Disposition

This portion of the Jersey City-to-Buffalo Line shall be transferred to the Consolidated Rail Corp.

PORTION OF BRADFORD BRANCH

USRA Line No. 1251

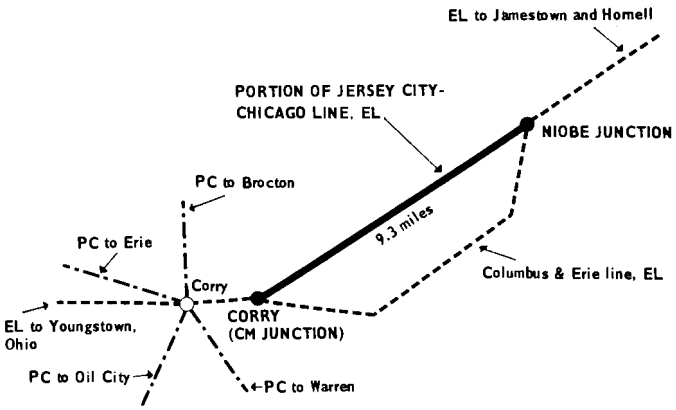
Erie Lackawanna

This portion of the Bradford Branch, extending from *Carrollton, N.Y.* (Milepost 0.0) to *Lewis Run, Pa.* (Milepost 17.6), a distance of *24.2 miles*, in Cattaraugus County, N.Y., and McKean County, Pa., a line which was recommended for inclusion on page 38 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

PORTION OF JERSEY CITY–CHICAGO LINE

USRA Line No. 1255

Erie Lackawanna



This portion of the Jersey City-Chicago line extends from *Niobe Junction, N.Y.* (Milepost 47.0) to *Corry (CM Junction), Pa.* (Milepost 56.3), a distance of *9.3 miles*, in Chautauqua County, N.Y. and Warren County, Pa. This line continues eastward to Jersey City, N.J. and westward to Chicago. At Niobe Junction and Corry (CM Junction), it is intersected by the EL's Columbus & Erie Line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Niobe	0
Bear Lake	5
Columbus	94
Total carloads generated by the line	99
Average carloads per week	1.9
Average carloads per mile	10.6
Average carloads per train	1.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.7
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

Congressman James F. Hastings stated that this line is essential to EL's operation and should not have been analyzed as a light-density line.

Charles Bethge of the United Transportation Union stated that the line is primarily a main line used for

westbound traffic between Niobe Junction, N.Y. and CM Junction, Pa. It is important as an alternative main line.

Westinghouse wants this line maintained as a clearance route for the shipment of giant-sized reactors, generators and other heavy equipment. The line has a dimensional outline of 19 feet ATR and a 14-foot width. It is part of the only complete east-west clearance route between New York and Chicago.

Jack Freaney, General Chairman of the American Train Dispatchers Assoc., EL Systems Committee, reported that the EL has experimented with operations changes by closing this segment and operating exclusively over the alternate segement (the Columbus & Erie line). As a result EL experienced average daily delays for all trains of from 3 to 5 hours and a considerable increase in crew costs. Mr. Freaney noted that if currently depressed traffic increased, the average delay would be greater.

The Pennsylvania PUC does not object to abandonment of this line provided Columbus continues to receive service.

Information for Line-Transfer Decision

Revenue received by EL		$22,248
Average revenue per carload	$224	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	73,924	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	14,806	
Total variable (avoidable) cost		88,730
Net contribution (loss): total		(66,482)
Average per carload	(672)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

There are alternate routes for high-wide loads.

Service to this line generated a loss of $66,482 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 300-percent rate increase.

Disposition

This portion of the Jersey City-to-Chicago line is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

OHIO

Intrastate

USRA Line Number	Terminals	Page
	PC	
365	North Benton to Alliance	314
367	Alliance to Mount Union	315
371	Magnolia to Minerva	315
372a	Dover to New Philadelphia	317
373	Dover to Newcomerstown	317
374	Newcomerstown to Cambridge	318
375/376/377	Marietta to Cambridge	320
387/388	Elyria to Bellevue	322
477	Lilly Chapel to Miami Crossing	323
477a	At Columbus	323
478	Holmesville to Howard	324
478a	Howard to Mount Vernon	325
480	Columbus to Mount Vernon	326
481/482	Luckey to Berwick	326
483	Berwick to Kenton	327
485	Berwick to Spore	328
485a	Spore to Bucyrus	328
487	Edison to Johnstown	328
488	Granville to Heath	330
490	Glass Rock to Thurston	330
491	Truro to East Columbus	331
493	Truro to Bremen	332
494	Athens to Armitage	333
496/496a	Bremen to Circleville	333
496c	New Lexington to Crooksville	335
497/498/498a	Morrow to Circleville	335
499a	Delaware to Scioto	337
500	Sims Station to Worthington	337
500a	Columbus to Marion	337
500b	Bucyrus to Marion	337
501	Paget to Jones	337
502/503/504	Bellefontaine to St. Marys	337
505/506	Belle Centre to Bellefontaine	338
507	Clyde to Green Springs	339
513/513a	New Lexington to Corning	340
514	Corning to Hobson	340
515	Xenia to Spring Valley	342
516	Spring Valley to Waynesville	343
516b	Milford to Clare	344
516c	Milford to South Lebanon	344
516d	South Lebanon to Morrow	345
517	New Paris to Bradford	346
518	Old River Junction to New River Junction	347
519/520	New River Junction to Eaton	347
525	Lebanon to Hageman	349
527/528	Lytle to Hempstead	350
529	Hempstead to Clement	351
531/531a/532	Bryan to Van Wert	351
533/534/534a/535	Van Wert to Ansonia	353
536/537	Springfield to Yellow Springs	354
538	Ansonia to Meeker	355
539/540/553a	Meeker to West Manchester	356
541	West Manchester to Carlisle Junction	356
549	Troy to Cold Springs	356
551	Troy to Arcanum	357
558	Eggleston Ave to Avondale	358
560	Oxford State Road to Union Village	359
561	Columbus to Xenia	360
562	Dayton to New Paris	360
639	Dayton to Xenia	360
640	Bremen to New Lexington	361
641	Minerva to Bergholz	362
641a	Bergholz to Pan	362
642	Warwick to Massillon	362
643	Millbury Junction to Fremont	362
643a	Fremont to Clyde	363
644	Trinway to Zanesville	364
644a	Zanesville to Crooksville	364
692	Glass Rock to Fultonham Spur	365
706	Thurston Secondary Track at Heath	365
714	North Warren to Ashtabula	366
	EL	
1258	Niles to Lisbon	367
1259	Phalanx to Solon	369
1260	Marion to Lima	370
1263	Marion to Richwood	372
1264	Richwood to Urbana	373
1265	Urbana to Bowlusville	375
1266	Bowlusville to Fairborn	375
1267	Fairborn to Dayton	376

Interstate

Ohio to Indiana (these lines are discussed under Indiana)

PC

520a	Eaton, Ohio to Richmond, Ind.
554	Glen Karn, Ohio to Hunter, Ind.
571a	Valley Junction, Ohio to Cedar Grove, Ind.
638	New Paris, Ohio to Richmond, Ind.

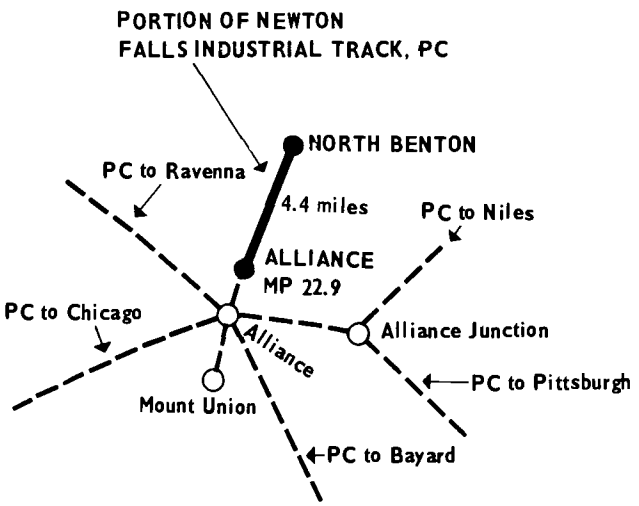
Interstate—Continued

USRA Line Number	Terminals	Page
	EL	
1261	Lima, Ohio to Huntington, Ind.	
	PC	
	Ohio to Michigan (these lines are discussed under Michigan)	
393	Vulcan, Ohio to N&W Crossing east of Adrian	
437	Alexis, Ohio to Carleton, Mich. (C&O Trackage Rights)	
530	Bryan, Ohio to Hudson, Mich.	
	Ohio to West Virginia	
353	Martin's Ferry, Ohio to Benwood, W. Va.	376
514a	Hobson, Ohio to Nitro, W. Va.	376

PORTION, NEWTON FALLS INDUSTRIAL TRACK

USRA Line No. 365

Penn Central



This portion of the Newton Falls Industrial Track, formerly part of the New York Central RR, extends from *North Benton* (Milepost 18.5) to *Alliance, Ohio* (Milepost 22.9), a distance of *4.4 miles*, in Mahoning, Portage and Stark Counties, Ohio. At Alliance, PC lines to Niles, Cleveland, Chicago and Pittsburgh intersect, as do local lines to Bayard and Mount Union (see Line No. 367).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Benton	37
Total carloads generated by the line	37
Average carloads per week	0.7
Average carloads per mile	8.4
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Mahoning Farm Bureau Cooperative protested the proposed discontinuance of service on this line. According to the Farm Bureau, the ICC denied permission to abandon this line in February 1973. In light of that decision, the Farm Bureau, which generates between 30 and 50 carloads a year, has made plans to increase its rail usage by moving part of its facilities from Canfield to North Benton.

Armak protested USRA's recommendation for abandonment of this line from Alliance to a point 2.37 miles northeast. Armak has spent $15,000 over the last 2 years replacing crossties and track in anticipation of greater rail use. It owns land which has been intended for use in future plant expansion.

It is noted that the estimated number of round trips per year exceed the number of carloads in 1973.

Information for Line-Transfer Decision

Revenue received by PC		$15,385
Average revenue per carload	$416	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	32,314	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	11,641	
Cost incurred beyond the branch line	8,569	
Total variable (avoidable) cost		52,524
Net contribution (loss): total		(37,139)
Average per carload		(1,004)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,300 crossties (an average of 295 crossties per mile).

Armak, which protested the Association's recommendation, has not started using rail service and provided no traffic projections. The number of trips exceeds the

number of carloads to account for the movement of empty cars to or from the involved shippers.

Service to this line generated a loss of $37,140 in 1973. Recovery of this loss would require approximately a six-fold increase in traffic or a 241-percent rate increase.

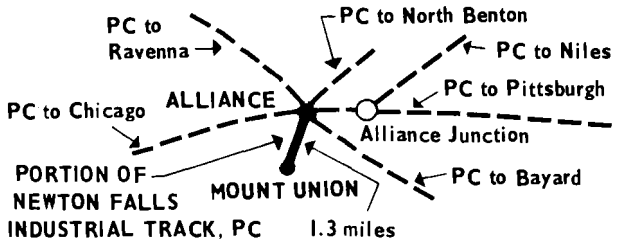
Disposition

This portion of the Newton Falls Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, NEWTON FALLS INDUSTRIAL TRACK

USRA Line No. 367

Penn Central



This portion of the Newton Falls Industrial Track, formerly part of the New York Central RR, extends from *Alliance* (Milepost 25.6) to *Mount Union, Ohio* (Milepost 26.9), a distance of *1.3 miles*, in Stark County, Ohio. This line connects at Alliance with Penn Central's line to Ravenna and Cleveland and with the PC line between Pittsburgh and Chicago. The three other Penn Central lines at Alliance are the branches to Bayard, North Benton and Niles (see Line No. 365).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Alliance [1]	11
Total carloads generated by the line	11
Average carloads per week	0.2
Average carloads per mile	4.8
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	22
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

A review of USRA's calculations indicate that the average carload per mile should read 4.8, not 4.3, and the average loss per carload should be ($3,472), not ($9,473).

Review by the RSPO revealed no public testimony on this line.

Information for Line-Transfer Decision

Revenue received by PC		$2,102
Average revenue per carload	$191	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	23,433	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	14,627	
Cost incurred beyond the branch line	2,241	
Total variable (avoidable) cost		40,301
Net contribution (loss): total		(38,199)
Average per carload	(3,473)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 300 crossties (an average of 130 crossties per mile).

Service to this line generated a loss of $38,198 in 1973. Recovery of this loss would require both an increase in traffic and a rate increase.

Disposition

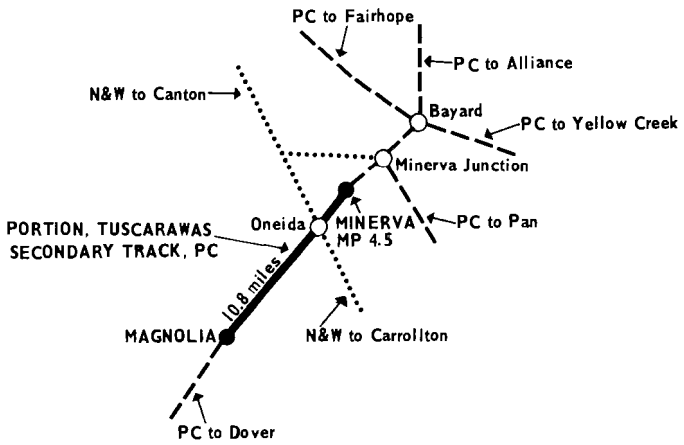
This portion of the Newton Falls Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF TUSCARAWAS SECONDARY TRACK

USRA Line No. 371

Penn Central

This portion of the Tuscarawas Secondary Track, formerly part of the Pennsylvania RR, extends from *Minerva* (Milepost 4.5) to *Magnolia, Ohio* (Milepost 15.3), a distance of *10.8 miles*, in Stark and Carroll



Counties, Ohio. This line continues north to Bayard and south to Dover (see Line No. 370). At Oneida and Minerva it connects with branches of the N&W Ry. At Minerva it also connects with the Alliance Branch of the PC to Pan (see Line No. 641).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Malvern	10
Waynesburg	618
Magnolia	190
Total carloads generated by the line	818
Average carloads per week	15.7
Average carloads per mile	75.7
Average carloads per train	5.5

1973 operating information:

Number of round trips per year	150
Estimated time per round trip (hours)	4
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Whitacre Greer Fireproofing Co., Magnolia and Waynesburg, said lack of rail service would force it to truck bricks to the nearest railhead at an additional cost of $4 a ton, placing it at a competitive disadvantage and handicapping future plant modernization and expansion. Whitacre Greer projected a 50-percent reduction in employment without rail service.

The Ohio Power Co. claimed its power station at Malvern would be adversely affected if rail service were discontinued.

Testimony indicated a potential for growth in rail service in the area, including reported recoverable coal reserves of 10 million tons.

The Stark County Board of Commissioners has given Waynesburg a top priority for community development. A new sewer system is to be built when funds are available, with the expectation this will promote industrial growth as well as new housing.

The Ohio Public Utilities Commission says revenues on this line are understated, that about 7,750 cars moving between Bayard and Minerva and then on to the Alliance Branch should have been included. The PUC also contends crew costs might have been overstated, that Minerva shippers generated 253 carloads in 1974.

Whitacre Greer recommended that if the line is excluded from ConRail it should be leased to the N&W or the Chessie System.

Reported Traffic:

Company and location	*Carloads 1973*	*Carloads 1974*
Whitacre Greer Fireproofing Co., Magnolia	750	991
General Color & Chemical Co., Inc., Minerva		60
Seaway Canadian Sphagnum Peat Moss		5

Information for Line-Transfer Decision

Revenue received by PC		$289,274
Average revenue per carload	$354	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	120,188	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	210,418	
Total variable (avoidable) cost		330,606
Net contribution (loss): total		(41,332)
Average per carload	(51)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was erroneously costed as being 15.3 miles long instead of its actual length of 10.8 miles. The number of trips is efficient (cost effective) given the number of carloads generated. The mileposts were adjusted at Minerva to allow continued service to all shippers.

There was no response by mining companies in this area to the PSP invitation to discuss their mining plans with USRA. Although 10 million tons of reserves exist near this line, the coal is not being shipped on this line and there is no indication of plans for such movements.

Service to this line generated a loss of $41,332 in 1973. Recovery of this loss would require approximately a 52-percent increase in traffic or a 14-percent rate increase.

Disposition

This portion of the Tuscarawas Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

It is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials have also recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF TUSCARAWAS SECONDARY TRACK

USRA Line No. 372a

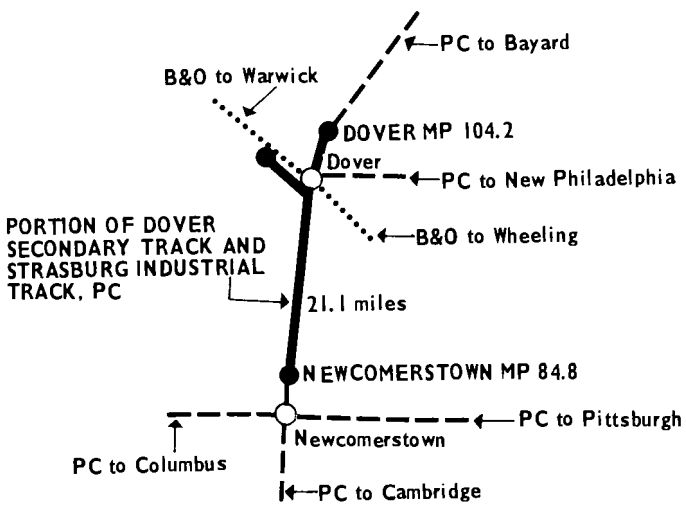
Penn Central

This portion of the Tuscarawas Secondary Track, extending from *Dover* (Milepost 28.8) to *New Philadelphia, Ohio* (Milepost 31.8) a distance of *3.0 miles*, in Tuscarawas County, Ohio, a line which was recommended for inclusion on page 658 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF DOVER SECONDARY TRACK AND STRASBURG INDUSTRIAL TRACK

USRA Line No. 373

Penn Central



This portion of the Dover Secondary Track and the Strasburg Industrial Track, formerly part of the Pennsylvania RR, extend from *Newcomerstown* (Milepost 84.8) to *Dover, Ohio* (Milepost 104.2) and from Milepost 0.0 to Milepost 1.7 *at Dover*, a total distance of *21.1 miles*, in Tuscarawas County, Ohio. A continuation of this line extends southward from Newcomerstown to Cambridge (see Line No. 374). At Dover, this line connects with the Tuscarawas Secondary Track, PC, and with a PC line to New Philadelphia (see Line Nos. 370 and 372a). Also at Dover, this line connects with the Baltimore & Ohio RR. At Newcomerstown, this line connects with the Pittsburgh-Columbus line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dover[1]	780
Stone Creek	417
Total carloads generated by the line	1,197
Average carloads per week	23.0
Average carloads per mile	56.7
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	7
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Stone Creek Brick Co. which used 433 cars during its fiscal year 1972–73, reported that because the section of the Tuscarawas Secondary Track between Dover and Bayard is out of service, the 1,668 carloads on Line Nos. 372 and 372a travel over this line.

According to Stone Creek Brick, trucks are not a suitable alternative to rail because bricks are heavy and susceptible to damage with excessive handling. They also reported that their competitive position would be impaired because they would be the sole brick plant out of 13 in Tuscarawas County to lose rail service.

It was reported that there is great potential for additional traffic along this line. Testimony stated that the Stark Truss Co. plans to expand its facilities, thereby increasing its need for rail use.

Testimony reported that there are 50,000 to 60,000 acres of coal-producing land adjacent to this line. The Tuscarawas County Chamber of Commerce reported that 23,900 acres of this land, with a capability of producing 71,700,000 tons of coal, is presently unmined.

The Public Utilities Commission of Ohio recommends that Line Nos. 372a and 373 be considered one line for analysis purposes. The Tuscarawas County Chamber of Commerce expanded this recommendation. They felt that Line Nos. 372, 372a, and 373 should be analyzed as one line.

In the event that this line and Line No. 372a are not recommended for inclusion in ConRail, shippers proposed that Newcomerstown be served by a local train from the Dennison yard.

The Ohio Power Co. reported that its power substations at Newcomerstown, West New Philadelphia and West Dover would be adversely affected if the track is abandoned.

The Chessie is only interested in providing service to shippers at Dover.

Information for Line-Transfer Decision

Revenue received by PC		$441,408
Average revenue per carload	$369	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	231,446	
Cost of upgrading branch line to FRA Class 1: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	271,460	
Total variable (avoidable) cost		502,906
Net contribution (loss): total		(61,498)
Average per carload	(51)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Penn Central's coal department rated this 19-mile stretch of track as potentially having coal reserves. There has been no direct response from coal producers to USRA as requested in the P.S.P.

The Tuscarawas County Chamber of Commerce reported to RSPO that the coal reserves in this area are principally located between Newcomerstown (Milepost 84.1) and Stone Creek, Ohio (Milepost 94).

The Bureau of Mines confirmed the existence of coal reserves. However, there are no announced or known plans for opening of new mines along Line No. 373. The only information provided indicates that reserves are in the area, that they may some day be mined and that they may desire rail service.

Rail service will be available through a short truck haul to the B&O.

This line was reanalyzed to include all of the trackage in Dover. The Dover Secondary Track was lengthened 0.9 mile, and 1.7 miles of the Strasburg Industrial Track, which is used to serve Parral, was added.

Shippers at Newcomerstown will continue to receive service.

Service to this line generated a loss of $61,498 in 1973. Recovery of this loss would require approximately a 36-percent increase in traffic or a 14-percent rate increase. Although the testimony indicates some potential traffic growth, no specific data is available.

Disposition

If the Chessie System *does not* acquire Line No. 372a (Dover to New Philadelphia), this portion of the Dover Secondary Track and the Strasburg Industrial Track shall be transferred to Consolidated Rail Corp. If the Chessie System *does* acquire Line No. 372a, this portion of the Dover Secondary Track and the Strasburg Industrial Track are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act.

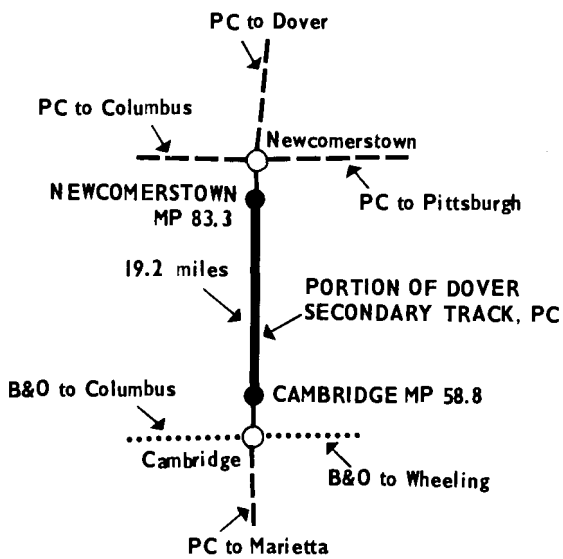
It is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials also have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Dover shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 780 carloads or approximately 65 percent of the traffic generated on this line.

PORTION OF DOVER SECONDARY TRACK

USRA Line No. 374

Penn Central



This portion of the Dover Secondary Track, formerly part of the Pennsylvania RR, extends from *Cambridge* (Milepost 58.8) to *Newcomerstown, Ohio* (Milepost 83.3), an actual distance of *19.2 miles*, in Guernsey and Tuscarawas Counties, Ohio. The PC Marietta Branch runs from Marietta to Cambridge and the line's northern continuation runs to Dover (see Line Nos. 375/

376/377 and 373). The Penn Central line from Pittsburgh to St. Louis connects with this line at Newcomerstown; the B&O Columbus-Wheeling line connects at Cambridge.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cambridge	409
Oldham	0
Total carloads generated by the line	409
Average carloads per week	7.9
Average carloads per mile	21.3
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	10
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Brotherhood of Locomotive Engineers reported that 8,450 cars were handled in the Newcomerstown yard between July 1974 and December 1974. Testimony states that the bulk of this traffic is generated by points between Marietta and Dover.

The Cambridge Chamber of Commerce claimed 613 carloads were generated in Cambridge during 1973. They reported that this figure could increase. Negotiations are underway with two businesses considering relocation to an industrial park adjacent to this line.

Without rail service, the Chamber of Commerce reported that Oxford Tile, employing 165 people, would relocate.

Coal shipments along this line would have to be rerouted if rail service were discontinued.

The Chessie is only interested in providing service to shippers at Cambridge.

Information for Line-Transfer Decision

Revenue received by PC		$187,337
Average revenue per carload	$458	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	188,349	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	105,443	
Total variable (avoidable) cost		293,792
Net contribution (loss): total		(106,455)
Average per carload	(260)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Penn Central Coal Department responded to a request by USRA in January that there may be coal adjacent to Line 374. However, PC indicated that there was no identifiable market for this coal at this time.

The Bureau of Mines responded to USRA's request for information on March 7, 1975. The Bureau's report is highlighted as follows and covers information on Line Nos. 374 and 375/376/377.

Four active mines within 10 miles of this PC line produced 1.1 million tons of coal in 1973.

None of this coal was shipped on the PC line.

Total coal reserves within 10 miles of these lines (Line Nos. 374 and 375/376/377) are 3.5 billion tons.

A review of the Chamber's Exhibit 7, of Appendix A (Line No. 375) led to the report: *Investigation of Low-Sulphur Coal Possibilities in Southeastern Ohio* (Ohio Department of Natural Resources, Columbus, 1971). This report concluded on page 29 that:

> "... no new low-sulphur coal reserves can be postulated from the findings of this study"
>
> "... data developed during the study strongly indicate that substantial new and previously unreported reserves of deep coal, albeit not low sulphur, are probably present under large portions of Monroe, Noble, Meigs and Washington Counties. However, additional drilling will be required to substantiate this interpretation..."
>
> "Considering the number of holes drilled for this project without finding low-sulphur coal and given depositional conditions essentially similar to those responsible for the formation of other Ohio coals, the probability of finding significant quantities of low-sulphur coal in the deep portion of the Ohio basin does not seem to be good."

The majority of reserves between Newcomerstown and Marietta tend to be concentrated south of Cambridge, Ohio on Line No. 375/376/377.

Service to this line generated a loss of $106,455 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 57-percent rate increase.

Testimony indicating that 613 carloads were generated at Cambridge did not specify whether this was the combined PC-B&O traffic or just PC traffic. The existence of 409 carloads on the PC was verified. The additional 204 carloads would not make ConRail service viable. *Shippers at Newcomerstown will continue to receive service.*

Disposition

This portion of the Dover Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and

is available for subsidy pursuant to section 304 of the Act.

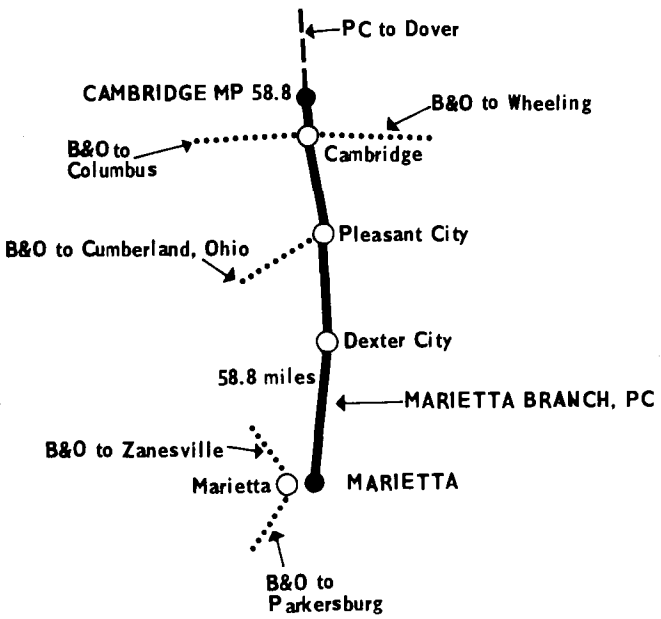
This line should be considered for inclusion in a fossil fuel rail bank. Public officials also have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Cambridge shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 409 carloads or approximately 100 percent of the traffic generated on this line.

MARIETTA BRANCH

USRA Line No. 375/376/377

Penn Central



The Marietta Branch, formerly part of the Pennsylvania RR, extends from *Marietta* (Milepost 0.0) to *Cambridge, Ohio* (Milepost 58.8), a distance of *58.8 miles*, in Washington, Noble and Guernsey Counties, Ohio. This line continues north as the Dover Secondary Track to Dover (see Line No. 374). It connects with the B&O Pittsburgh-Columbus line at Cambridge and with a B&O branch to Cumberland, Ohio at Pleasant City. The B&O has trackage rights over this line between Cambridge and Pleasant City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vanadis	142
Byesville	83
Pleasant City	2
Ava	24
Belle Valley	1
Caldwell	137
Dexter City	57
Macksburg	0
Marietta	460
Total carloads generated by the line	906
Average carloads per week	17.4
Average carloads per mile	15.4
Average carloads per train	20.1
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Marietta Area Chamber of Commerce reported that this line serves Meigs Creek Mine, which is estimated to be capable of producing 12 million tons of coal.

The Chamber of Commerce reported that without rail service, 1,500 jobs could be lost, and $15,600,000 in personal income.

Testimony claimed that shippers in Marietta would be cut off from rail service altogether if this segment is abandoned. The Chessie bridge over the Muskingum River at Marietta is out of service, so that an interchange between the PC and the Chessie is impossible.

The Carter Lumber Co. reported that without rail service it would be forced to close. This closure would result in an investment loss of $100,000, the loss of 8–10 jobs, the loss of $100,000 in personal income and the loss of $70,000 in tax revenues. Carter Lumber estimates that relocation costs would be $250,000.

The Ohio Power Co. reported that its power substation would be adversely affected if rail service is eliminated.

Future traffic should increase as a result of expansion by Foote Mineral Co. Foote generated 133 carloads in 1974.

Governor Rhodes has identified Marietta as a possible location for the construction of port facilities. Abandonment of this line would eliminate further consideration of this project.

The Marietta Chamber of Commerce feels that USRA's revenue figures are understated.

Testimony suggested that Line Nos. 374 and 375/376/377 be analyzed as one line. Most of the traffic which

moves between Cambridge and Marietta also moves between Cambridge and Newcomerstown.

The Chessie is interested in acquiring approximately 9 miles between Cambridge and Pleasant City over which it presently has trackage rights. (*Note: The Chessie System has disaffirmed interest in this project.*)

Representative Clarence Miller of Ohio presented testimony supporting the retention of this line.

Information for Line-Transfer Decision

Revenue received by PC		$332,260
Average revenue per carload	$367	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	455,019	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	72,563	
Cost incurred beyond the branch line	195,851	
Total variable (avoidable) cost		723,433
Net contribution (loss): total		(391,173)
Average per carload	(431)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 14,400 crossties (an average of 245 crossties per mile).

Penn Central reported to USRA in January 1975 that their coal department felt that there may be coal reserves adjacent to this line. However, PC's coal department indicated that there was no identifiable market for this coal at this time.

The Bureau of Mines responded to USRA's request for information on March 7, 1975. The Bureau's report is highlighted as follows and covers information on Line Nos. 374 and 375/376/377.

Four active mines within 10 miles of this PC line produced 1.1 million tons of coal in 1973).

None of this coal was shipped on the PC line.

Total coal reserves within 10 miles of this line (374 through 377) are 3.5 billion tons.

Three coal companies have no apparent objection to the abandonment of this line—Consolidation Coal, Peabody Coal, and Central Ohio Coal.

Union Carbide, with 91 million tons of reserves in place in the general area of this PC line does not ship by rail, but would like to keep that market outlet available.

Union Carbide has not responded to USRA's PSP request for coal mining plans. The Bureau of Mines was not aware of any concrete plans for mining which would require ConRail rail services. This line will require nearly three quarters of a million dollars in order to meet minimum safety standards.

RSPO testimony given by the Marietta Area Chamber of Commerce indicated that Line 375/376/377 serves Meigs Creek Mine, which could produce 12 million tons of coal. However, it may be that this was a transcription error and that the Chamber actually meant to say:

> this line could serve coal reserves along the Meigs Creek No. 9 seam.
>
> The only active mines reported for this area are:
>
> (1) Peabody Coal's Broken Aro Mine in Coshocton County.
>
> (2) B&N Coal's two B&N strip mines in Noble County (truck shipments).
>
> (3) Central Ohio Coal's Muskingum Mine for mine-mouth generating plant.

A review of the Chamber's exhibit 7, of appendix A (Line No. 375) led to the report: *Deep Coal Investigation of Low-Sulphur Coal Possibilities in Southeastern Ohio* (Ohio Department of Natural Resources, Columbus, 1971). This report concluded on page 29 that:

> ". . . no new low-sulphur coal reserves can be postulated from the findings of this study . . ."
>
> ". . . data developed during the study strongly indicate that substantial new and previously unreported reserves of deep coal, albeit not low sulphur, are probably present under large portions of Monroe, Noble, Meigs and Washington Counties. However, additional drilling will be required to substantiate this interpretation . . ."
>
> "Considering the number of holes drilled for this project without finding low-sulphur coal and given depositional conditions essentially similar to those responsible for the formation of other Ohio coals, the probability of finding significant quantities of low-sulphur coal in the deep portion of the Ohio basin does not seem to be good."

The evidence indicates that there is coal along the line but it is not low-sulfur coal. It has a rather high sulfur content on the average, with a range of from about 31 to about 7 percent. There are active mines, but none ships on the PC line today, and none has any known plans to ship on this line. The Ohio study of deep coal possibilities concluded that high-sulfur coal ("from the Ohio point of view") could be compensated for by perfecting methods of lowering SO_2 emission at the power stations. However, the utility companies and reputable engineering firms report 4 years later that SO_2 scrubbers are far from being perfected.

On this basis, given a rehabilitation cost for ConRail to upgrade to FRA Class I track, this line (Line No.

375/376/377) should not be included in ConRail. However, the line should be considered for land banking between Cambridge and Marietta (Line No. 375/376/377).

Testimony suggested combining Line No. 374 with this line. Both lines failed when analyzed separately and they failed when combined. The 1974 traffic increase by Foote Mineral Co. would not be enough to make this line viable.

Service to this line generated a loss of $391,172 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 118-percent rate increase.

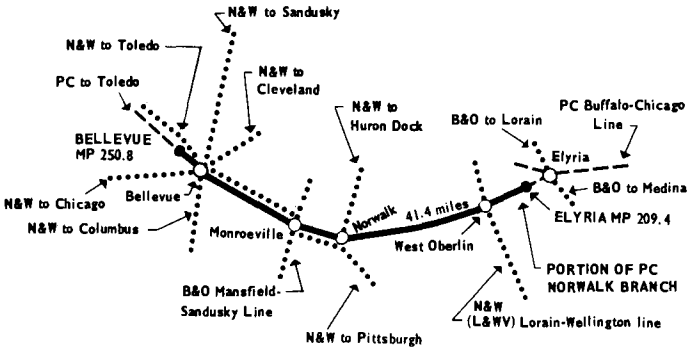
Disposition

The Marietta Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsudy pursuant to section 304 of the Act. Public Officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF NORWALK BRANCH

USRA Line No. 387/388

Penn Central



This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from *Elyria* (Milepost 209.4) to *Bellevue, Ohio* (Milepost 250.8), a distance of *41.4* miles, in Lorain and Huron Counties, Ohio. This line continues west to Toledo (see Line No. 388a). At Elyria connection is made with the PC Buffalo-Chicago line. At Bellevue, N&W lines to Columbus, Sandusky, Chicago, Cleveland, Toledo and Pittsburgh intersect. Two other N&W lines cross this branch; the Huron Dock line at Norwalk and the Lorain-Wellington line at West Oberlin. Two B&O branches also cross this portion of the Norwalk Secondary Track: the Mansfield-Sandusky line at Monroeville and the Lorain-Medina line at Elyria.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Oberlin	65
Kipton	72
Wakeman	14
Collins	8
Norwalk	125
Monroeville	4
Bellevue	685
Total carloads generated by the line	973
Average carloads per week	18.7
Average carloads per mile	23.5
Average carloads per train	6.2
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Northeast Ohio Areawide Coordinating Agency (NOACA) reported that the Kipton Elevator, after repeatedly failing to receive as many cars as it ordered from the Penn Central, built a small holding facility at Wellington to utilize the N&W.

The NOACA also expressed concern that the industrial park in Oberlin might not be able to hold the industries located there or attract new industries without rail service.

The NOACA pointed out that the N&W line from Lorain to Wellington has been abandoned. Thus shippers in Kipton and Oberlin can no longer utilize this route as an alternative to the PC.

Consideration could be given to reducing the frequency of service in order to reduce on-branch costs.

The N&W would be interested in acquiring a 2-mile section which would include all industries in Bellevue.

Information for Line-Transfer Decision

Revenue received by PC		$437,340
Average revenue per carload	$449	
Variable (avoidable) cost of continued service:		
Cost incurred beyond the branch line	382,218	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	72,618	
Cost incurred beyond the branch line	277,976	
Total variable (avoidable) cost		732,812
Net contribution (loss): total		(295,472)
Average per carload	(304)	

This line would require upgrading to meet the requirement of the Federal Railroad Administration's minimum safety standards (Class I track, which has a

maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,000 crossties (an average of 242 crossties per mile).

The unit trains of grain at Bellevue are now routed over the N&W to Carrothers because the portion of this line from Norwalk to Bellevue has been out of service since May 1975. Shippers at Bellevue now are served by the N&W.

Service to this line generated a loss of $295,462 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 68-percent rate increase.

Disposition

This portion of the Norwalk Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Bellevue shall be offered for sale to the Norfolk & Western Railway. This sale would preserve rail service to an estimated 685 carloads or approximately 70 percent of the traffic generated on this line.

CAMP CHASE INDUSTRIAL TRACK

USRA Line No. 477

Penn Central

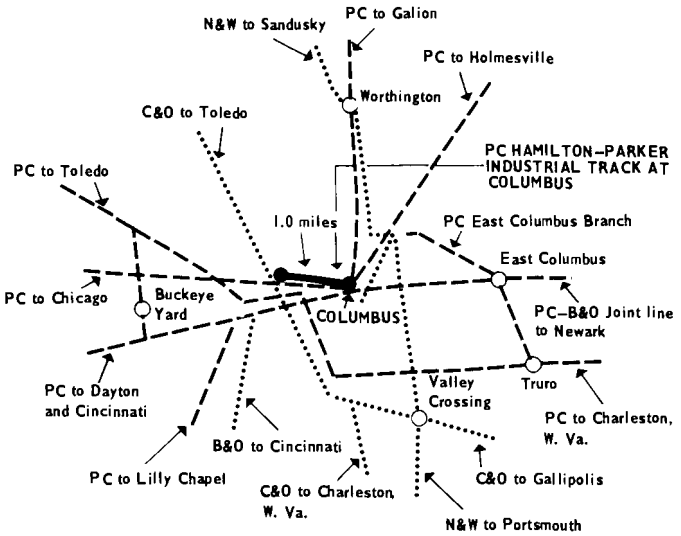
The Camp Chase Industrial Track, extending from *Miami Crossing* (Milepost 141.5) to *Lilly Chapel, Ohio* (Milepost 155.4), a distance of *13.9 miles*, in Franklin and Madison Counties, Ohio, a line which was recommended for inclusion on page 663 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

HAMILTON-PARKER INDUSTRIAL TRACK

USRA Line No. 477a

Penn Central

The Hamilton-Parker Industrial Track, formerly part of the New York Central RR, extends from *Milepost 138.0* to *139.0*, a distance of *1.0 miles, at Columbus* in Franklin County, Ohio. This line once provided access to the Columbus Union Station for Cincinnati-



Columbus passenger trains on the Big Four Route. Its westerly continuation was Line No. 475.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus [1]	71
Total carloads generated by the line	71
Average carloads per week	1.4
Average carloads per mile	44.4
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Ohio DOT, as spokesman for Governor Rhodes, said this segment is necessary for possible future passenger service connection and for freight service. The Mid-Ohio Regional Planning Commission reported the same.

The estimated time per round trip of 2.5 hours appears to be high, considering the length of the line and the amount of traffic.

Information for Line-Transfer Decision

Revenue received by PC		$20,856
Average revenue per carload	$294	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	20,432	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	13,282	
Total variable (avoidable) cost		33,714
Net contribution (loss): total		(12,858)
Average per carload	(181)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed and the time serving the branch was reduced to 1.5 hours.

Service to this line generated a loss of $12,858 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 62-percent rate increase.

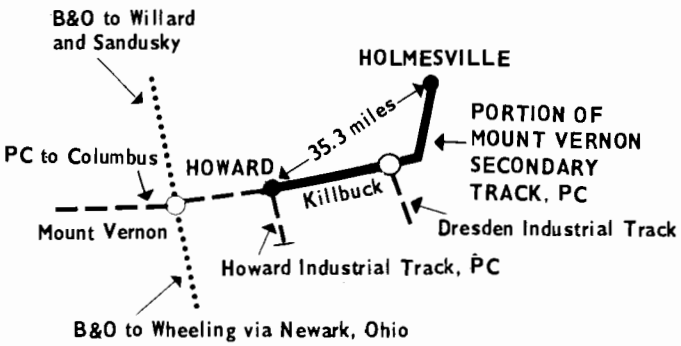
Disposition

The Hamilton-Parker Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 478

Penn Central



This portion of the Mount Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from *Holmesville* (Milepost 54.6) to *Howard, Ohio*, (Milepost 89.9), a distance of *35.3 miles*, in Knox and Holmes Counties, Ohio. The continuation of this line runs from Howard to Mount Vernon and Columbus (see Line Nos. 478a and 480).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Holmesville	349
Millersburg	330
Killbuck	91
Glenmont	54
Brink Haven	5
Danville	47
Total carloads generated by the line	876
Average carloads per week	16.8
Average carloads per mile	24.8
Average carloads per train	5.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Ohio Power Co. reported that its power substations at South Millersburg and West Millersburg would be adversely affected if service were discontinued. It also reported that there are 2 industrial sites, one of 55 acres, the other of 111 acres, located along this line.

Landmark, Inc. at Danville, stated it is willing to subsidize each of its cars by $300 above freight charges in order to retain service. Landmark said that without rail service its transportation costs would increase by $50,000–$75,000 per year; it would require capital expenditures of $14,000 to alter facilities to accommodate trucks; or relocation would cost $180,000 and the loss of four jobs.

The Knox County Farm Bureau related that both Kaylor Elevator and the stone quarry in Glenmont formerly used rail but switched to trucks because cars were not always available.

The Ohio Public Utilities Commission recommended the segment from Orrville to Holmesville, closed since 1969 because of flooding, be reopened to through-freight and for Cleveland-Akron-Columbus passenger service.

Arthur Davis reported there is a group that wants to acquire the track from Mount Vernon to Orrville to operate it as a switching line. However, Mr. Davis reported that the PC has been uncooperative in negotiating with the group.

Congressman John Ashbrook reported that trucks are not a suitable substitute for rail because the nearest interstate or four-lane highways are 1 hour away and because there is widespread use of horses and buggies along the roads by the many members of the Amish group living in the area. He also indicated that the PC failed to seek Addressograph-Multigraph's traffic which was projected to start at 100 carloads, increasing to 250 carloads per year.

The MICA Co. plans to locate a processing plant in Millersburg. By 1977 it estimates it will be using 3,400 carloads per year. Without rail service it will not locate in Millersburg.

The Holmes Lumber & Building Center reported it is not economically feasible to receive lumber from the west coast and the south by truck. Without rail service it will be forced to reduce employment from 36 to 16. Similarly, Quality Feed Store reported that without rail service it would need to reduce its employees from seven to three.

The Hipp Lumber Co. reported it would take four trucks to move the equivalent of one rail car. Hipp would lose some of its customers who will not accept truck shipments.

The Briar Hill Stone Co. reported that shipping its sandstone by truck would increase transportation costs by $12 to $18 per ton, reducing Briar Hill's market by 25 percent.

The Rice Chadwick Rubber Co. said that shipments of rubber masterbatch from Texas by rail cost $1.06 per hundredweight. By truck they cost $2.80 per hundredweight. Based upon 1,760,000 pounds shipped, Rice Chadwick reports its transportation costs would increase by $30,624 if it is forced to use trucks.

Reported traffic:

	Carloads		
Company and location	*1973*	*1974*	*Projected*
Landmark, Inc., Danville	44	53	[1] 60
Banbury Lumber Co., Danville		8	
Briar Hill Stone Co., Glenmont	[2] 3,091	[2] 3,710	
Trusso Mfg. & Supply Co., Holmesville		416	
Rice Chadwick Rubber Co., Killbuck	82	85	87
Quality Feed Store, Millersburg		54	60
Hipp Lumber Co., Millersburg	46	60	70
Holmes Lumber & Building Center, Millersburg		60	
Dabo Corp		22	
Schwan's Sales Enterprises, Inc			156–208
Holmes Farm Chemical Co			50
MICA, Millersburg			3,400

[1] Landmark plans to increase the amount of fertilizer it receives by 500–700 tons per year over the next 4 years. Also Landmark anticipates shipping 3,000 tons of material in the future.

[2] In tons.

The U.S. Department of the Interior recommended that if this line is abandoned, the right-of-way be preserved for possible use as a bikeway or linear park.

Information for Line-Transfer Decision

Revenue received by PC		$236,368
Average revenue per carload	$270	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	280,080	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,729	
Cost incurred beyond the branch line	162,104	
Total variable (avoidable) cost		456,912
Net contribution (loss): total		(220,545)
Average per carload	(252)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 770 crossties (an average of 22 crossties per mile).

Service to this line generated a loss of $220,545 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 93-percent rate increase. The MICA Co. represents a potential source for substantial additional traffic. However, according to available information, MICA's exact plans are uncertain.

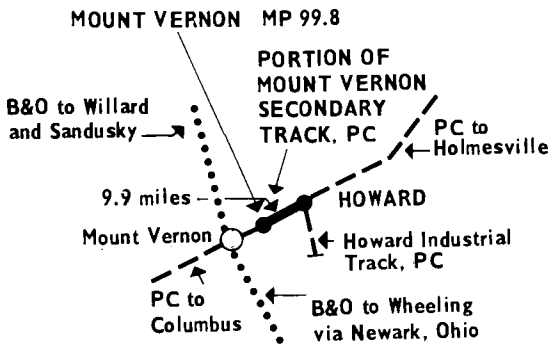
Disposition

This portion of the Mount Vernon Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 478a

Penn Central



This portion of the Mount Vernon Secondary Track, formerly part of the Pennsylvania RR, extends from *Howard* (Milepost 89.9) to *Mount Vernon, Ohio* (Milepost 99.8), a distance of *9.9 miles*, in Knox County, Ohio. This line continues east to Holmesville and west to Columbus (see Line Nos. 478 and 480). The Baltimore & Ohio line between Newark and Willard crosses this line at Mount Vernon.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	1,881
Gambier	0
Total carloads generated by the line	1,881
Average carloads per week	36.2
Average carloads per mile	190.0
Average carloads per train	7.5
1973 operating information:	
Number of round trips per year	250
Estimated time per round trips (hours)	6
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

According to Millwood Sand, discontinuance of rail service on this line might force it to close resulting in the loss of 31 jobs and $312,400 in personal income. Furthermore, since Millwood Sand is the major supplier of sand to Chattanooga Glass Co. and PPG Industries, the two largest employers in Knox County, the shutdown of its plant would have additional adverse effects.

Millwood Sand pointed out errors in USRA's analysis of this line. The company generated 2,137 carloads in 1973, not 1,881 as reported for Howard by USRA (Howard is Millwood Sand's rail billing point). Furthermore, Millwood Sand reported that it takes only 3 hours to make a round trip, not 12.

PPG noted that USRA stated a 12-percent increase in rates is required to recover costs but USRA did not take into account that the present rate for sand is 22 percent above the 1973 rate.

Chessie is interested in acquiring the 10.1 mile segment from Mt. Vernon to Howard and would provide service to all shippers.

Information for Line-Transfer Decision

Revenue received by PC		$331,490
Average revenue per carload	$176	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	179,358	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,062	
Cost incurred beyond the branch line	172,737	
Total variable (avoidable) cost		358,157
Net contribution (loss): total		(26,667)
Average per carload	(14)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would require the replacement of a total of 200 crossties (an average of 23 crossties per mile).

This line was redefined to assign all shippers at Mount Vernon to Line No. 480. The time serving the branch was reduced to 6 hours.

There were 274 cars of engine sand (company materials) from Millwood Sand which does not appear in the traffic reported above at Howard.

Service to this line generated a loss of $26,666 in 1973. Recovery of this loss would require approximately a 17-percent increase in traffic or an 8-percent rate increase.

Disposition

This portion of the Mount Vernon Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF MOUNT VERNON SECONDARY TRACK

USRA Line No. 480

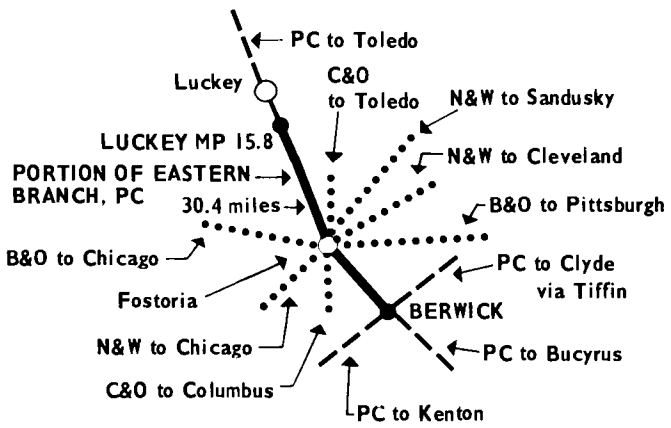
Penn Central

This portion of the Mount Vernon Secondary Track, extending from *Mount Vernon* (Milepost 99.8) to *Columbus, Ohio* (Milepost 140.5), a distance of *40.7 miles*, in Franklin, Delaware and Knox Counties, Ohio a line which was recommended for inclusion on page 666 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF EASTERN BRANCH

USRA Line No. 481/482

Penn Central



This portion of the Eastern Branch, formerly part of the New York Central Railroad, extends from *Luckey* (Milepost 15.8), to *Berwick, Ohio* (Milepost 46.2), a distance of *30.4 miles*, in Wood and Seneca Counties, Ohio. This line continues northward to Toledo and southward to Kenton (see Line No. 483). The PC Thurston Secondary Track (to Bucyrus) and the Sandusky Secondary Track (to Clyde) intersect the line at Berwick (see Line Nos. 485 and 508). At Fostoria, the N&W Chicago-Cleveland, B&O Chicago-Pittsburgh and the C&O Columbus-Toledo lines meet.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pemberville	11
Wayne	16
Fostoria	758
New Riegel	0
Berwick	1
Total carloads generated by the line	786
Average carloads per week	15.1
Average carloads per mile	25.9
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Swift & Co. and Crop & Soil Service, Inc. testified to shipping and receiving problems facing them if rail service is discontinued. Flexibility in competitive markets would be reduced and costs would go up if diverted to motor carriers.

Ohio Farmers reported that it would use PC unit trains if PC tracks were in better condition and interchange agreements with the N&W more satisfactory.

Swift & Co. reported 1973 carload figures were misleading because there was a shortage of cars. Its shipments increased from 128 cars in 1973 to 440 in 1974. Ohio Farmers Grain Corp. reported that it generates 500–600 cars, that Bendix Auto-Lite Spark Plug plant generates 200 cars, and the Roppe Rubber Co. generates 60 carloads per year on the PC.

Swift & Co. also recommended that service on the PC should be maintained, either by including in ConRail the segment from Berwick to Fostoria or that from Luckey to Fostoria. An alternative would be acquiring trackage rights for ConRail over the C&O from Carey to Fostoria.

The U.S. Department of the Interior recommended the right-of-way of this line be preserved for possible use as a trail or linear park in the event service is discontinued.

The N&W might be interested in acquiring approximately [illegible] miles of the line to include all industries in the immediate area of Fostoria.

The Chessie is only interested in providing service to shippers at Fostoria.

Information for Line-Transfer Decision

Revenue received by Penn Central		$312,658
Average revenue per carload	$398	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	259,741	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	166,737	
Total variable (avoidable) cost		426,478
Net contribution (loss): total		(113,820)
Average per carload	(145)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $113,820 in 1973. Recovery of this loss would require approximately a 78-percent increase in traffic or a 36-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Eastern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Fostoria shall be offered for sale to the Chessie system. This sale would preserve rail service to an estimated 758 carloads or approximately 96 percent of the traffic generated on this line.

PORTION OF EASTERN BRANCH

USRA Line No. 483

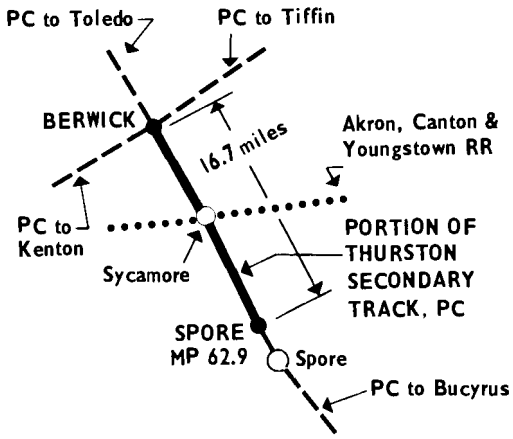
Penn Central

This portion of the Eastern Branch, extending from *Berwick* (Milepost 42.8) to *Kenton, Ohio* (Milepost 76.1), a distance of *33.3 miles*, in Seneca, Wyandot and Hardin Counties, Ohio, a line which was recommended for inclusion on page 668 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 485

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *Berwick* (Milepost 46.2), to *Spore, Ohio* (Milepost 62.9), a distance of *16.7 miles*, in Crawford, Wyandot and Seneca Counties, Ohio. There are three Penn Central connections at Berwick; to Kenton, Tiffin and Toledo (see Line Nos. 483, 508 and 481/482). This line's southern extension runs from Spore to Bucyrus (see Line No. 485a).

Public Comments on Preliminary System Plan

The U.S. Department of the Interior recommended that if this line is abandoned the right-of-way between Berwick and Sycamore should be preserved for use as a trail or linear park.

While the USRA reported that this line is only used to serve the traffic generated on USRA Line Segment 485a, records indicate that 11 carloads were generated along this line in 1973.

Information for Line-Transfer Decision

This line, which was approved for abandonment in 1973, is used primarily to serve the traffic generated on USRA Line Segment 485a. The construction of a connection at Bucyrus will eliminate the need for this line. Service to the involved 16.9 miles of roadway cannot be supported by the 11 carloads of traffic generated in 1973.

Disposition

This portion of the Thurston Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, THURSTON SECONDARY TRACK

USRA Line No. 485a

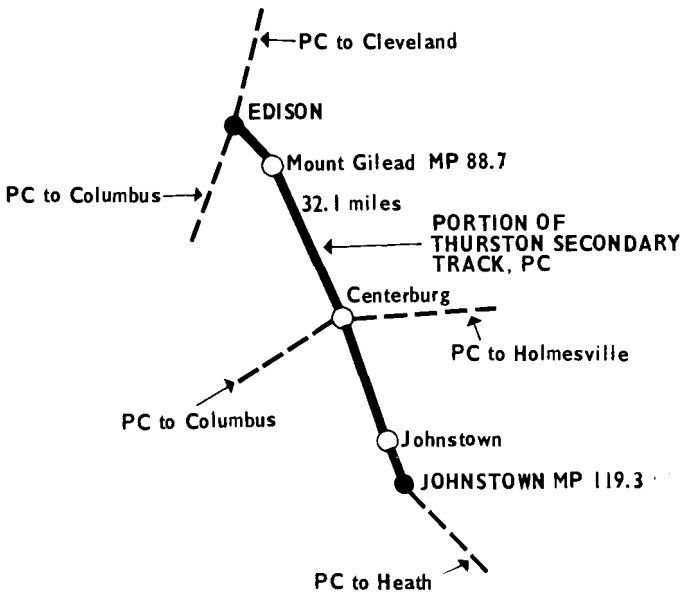
Penn Central

This portion of the Thurston Secondary Track, extending from *Spore* (Milepost 62.9) to *Bucyrus, Ohio* (Milepost 71.3), a distance of *8.4 miles*, in Crawford County, Ohio, a line which was recommended for inclusion on page 669 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE THURSTON SECONDARY TRACK

USRA Line No. 487

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *Edison* (Milepost 87.2) to *Johnstown, Ohio* (Milepost 119.3), a distance of *32.1 miles*, in Morrow, Knox and Licking Counties, Ohio. At Edison this route connects with the PC Cleveland-Columbus line, and at Centerburg, this line crosses the PC Mount Vernon Secondary Track (see Line Nos. 500 and 480). At Johnstown the line continues southeastward to Granville (see Line No. 487a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mount Gilead	86
Fulton	0
Marengo	63
Croton	7
Johnstown	76
Total carloads generated by the line	232
Average carloads per week	4.5
Average carloads per mile	7.2
Average carloads per train	4.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Landmark Inc. reported that it trucked the equivalent of 63 large hopper cars in 1973. Without rail service, it would lose $353,000 in investments, 10 jobs, and $110,000 in personal income. Furthermore, Landmark reported it would cost $700,000 to relocate its facilities.

Snyder Milling Service reported its transportation costs would increase $39,500 if it is forced to switch to truck. If Marengo continues to receive rail service, Synder plans to move its Lexington storage capacity of 250,000 bushels to that location. This will increase Snyder's storage capacity at Marengo to 600,000 bushels.

Snyder Milling Service reported that Robert Bradley at Fulton is preparing to load hopper cars. Mr. Bradley would use 5–10 cars annually.

The Sharrock Elevator reported that considerable acreage along this line could be used for industrial expansion. The Ohio Power Co. reported that a 110-acre industrial site at Millersport can be subdivided to meet the needs of industry.

Sharrock Elevator reported that abandonment would deprive 40 percent of its county from grain marketing terminals that are served by railroad.

Sharrock Elevator reported that cars ordered by Snyder Milling in January arrived in June. Furthermore, Sharrock Elevator reported that Snyder Milling anticipates shipping 100-car unit trains in the future.

Snyder Milling Service reported using 66 cars in 1973, 57 cars in 1974, and projects 130 cars for 1975. Landmark Inc. reported that it used 47 cars in 1973 and 55 cars in 1974. USRA reported zero carloads for Marengo in 1973.

The Ohio Power Co. reported that, without rail service, its power substation at Fulton would be adversely affected.

The U.S. Department of Interior reported that if this line is abandoned the right-of-way should be preserved for possible use as a long distance bikeway.

The Sharrock Elevator reported it would share the cost with the railroad in constructing an improved crossing in Mount Gilead which would require less maintenance and cause less wear and tear on trucks and cars.

Information for Line-Transfer Decision

Revenue received by PC		$122,428
Average revenue per carload	$528	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	245,408	
Cost up upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,384	
Cost incurred beyond the branch line	52,667	
Total variable (avoidable) cost		335,459
Net contribution (loss): total		(213,031)
Average per carload	(918)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,388 crossties (an average of 137 crossties per mile).

Landmark Elevator at Milepost 88.7 will continue to receive service. The traffic figures were reversed at Fulton and Marengo in the PSP.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 87.2 to Milepost 88.7 (serving shippers at Mount Gilead who generated 86 carloads in 1973) would generate $72,051 in revenue and $40,945 in costs with a resulting contribution of $31,106.

Service to the remainder of the line (from Milepost 88.7 to Milepost 119.3 serving shippers at Marengo, Croton, and Johnstown who generated 146 carloads in 1973) would generate $50,377 in revenue and $309,491 in costs with a resulting loss of $259,114. Recovery of costs would require approximately a thirteenfold increase in traffic or a 514-percent rate increase over the 1973 levels. Although the shippers served by this line have provided information indicating some traffic growth, the projected level is significantly less than that required for viability.

Disposition

The portion of the Thurston Secondary Track from Milepost 87.2 to Milepost 88.7 shall be transferred to the Consolidated Rail Corp.

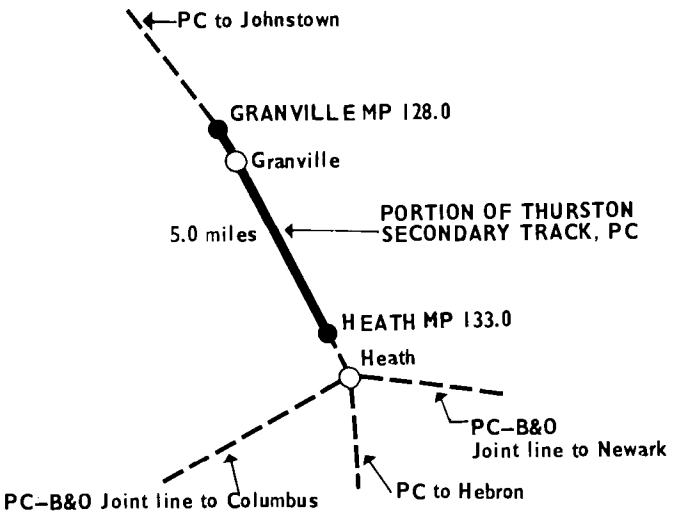
This portion of the Thurston Secondary Track from Milepost 88.7 to Milepost 119.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public

officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 488

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from *near Granville* (Milepost 128.0) to *Heath, Ohio* (Milepost 133.0), a distance of *5.0 miles*, in Licking County, Ohio. The joint line of the Penn Central and the B&O running between Columbus and Newark passes through Heath. The Thurston Secondary Track continues north from Granville and south from Heath. (see Line No. 487a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Granville	72
Total carloads generated by the line	72
Average carloads per week	1.4
Average carloads per mile	14.4
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The U.S. Department of the Interior recommended that if this line is abandoned the right-of-way should be preserved for use as a long distance bikeway.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$20,086
Average revenue per carload	$279	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	41,085	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,342	
Cost incurred beyond the branch line	10,550	
Total variable (avoidable) cost		55,977
Net contribution (loss): total		(35,891)
Average per carload	(498)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 684 crossties (an average of 137 crossties per mile).

This track has an 8 m.p.h. slow order, suggesting that the tie replacement level is appropriate. The elimination of $4,432 in rehabilitation costs would not make the line viable.

Service to this line generated a loss of $35,890 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 179-percent rate increase.

Disposition

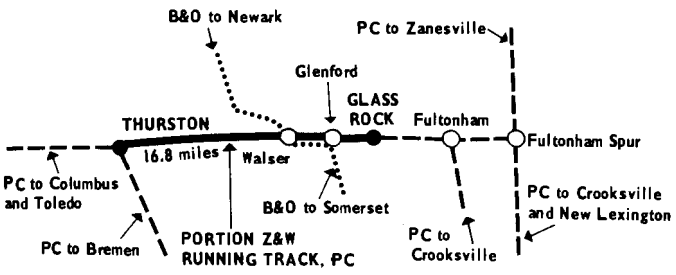
This portion of the Thurston Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail services is discontinued. For line-specific recommendations, see section C of this appendix.

Z&W RUNNING TRACK

USRA Line No. 490

Penn Central

This portion of the Z&W Running Track, formerly part of the New York Central RR, extends from *Glass Rock* (Milepost 45.6) to *Thurston, Ohio* (Milepost 28.8), a distance of *16.8 miles*, in Perry and Fairfield Counties, Ohio. This line has been out of service since



1971 due to deteriorated track conditions. At Thurston, Ohio, this line connects with PC line to Bremen and Columbus (see Line No. 493). At Glass Rock it continues eastward to Fultonham Spur (see Line No. 692). The B&O line between Somerset and Newark, Ohio crosses at Walser and runs parallel to the Z&W Running Track between that point and Glenford.

Public Comments on Preliminary System Plan

The only testimony received concerning this line came from Congressman Clarence Miller, who opposed abandonment.

Information for Line-Transfer Decision

This line does not directly serve any shippers. It is used as an overhead line between segments 493 and 692. The line is *not* necessary, however, for the continuation of service to those lines.

Disposition

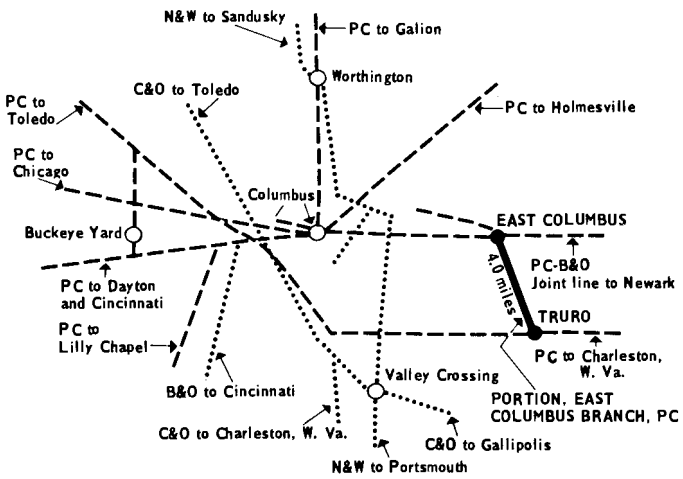
This portion of the Z&W running track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

EAST COLUMBUS BRANCH

USRA Line No. 491

Penn Central

The East Columbus Branch, formerly part of the New York Central RR, extends from *Truro* (Milepost 0.0) to *East Columbus, Ohio* (Milepost 4.0) a distance of *4.0 miles*, in Franklin County, Ohio. At Truro this line joins the PC Western Branch (see Line No. 493). At East Columbus, the joint B&O-Penn Central line from Columbus to Newark, Ohio crosses at grade.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus [1]	180
Total carloads generated by the line	180
Average carloads per week	3.5
Average carloads per mile	45.0
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

No information was received from shippers. Testimony was presented concerning this line's importance as an overhead route between Columbus, Ohio, and Charleston, W. Va., since it allows traffic to bypass Columbus' Buckeye Yard.

Information for Line-Transfer Decision

Revenues received by PC		$49,043
Average revenue per carload	$272	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	49,080	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,253	
Cost incurred beyond the branch line	32,988	
Total variable (avoidable) cost		86,321
Net contribution (loss): total		(37,278)
Average per carload	(207)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based

on available information, this upgrading would include the replacement of a total of 526 crossties (an average of 135 crossties per mile).

This line was reanalyzed and is required for the movement of unit coal trains from southern Ohio.

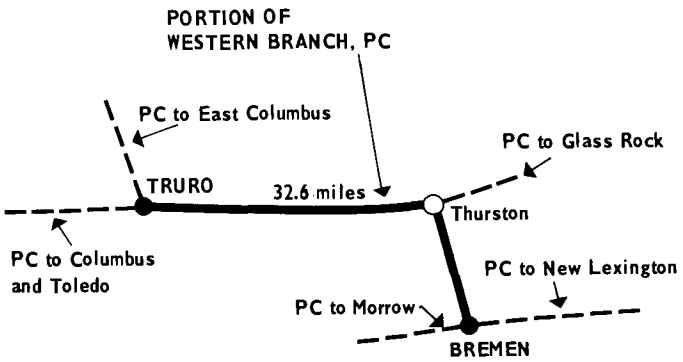
Disposition

The East Columbus Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE WESTERN BRANCH

USRA Line No. 493

Penn Central



This portion of the Western Branch, formerly part of the New York Central RR, extends from *Truro* (Milepost 141.2) to *Bremen* (Milepost 173.8), a distance of *32.6 miles*, in Franklin and Fairfield Counties, Ohio. This line connects with PC's East Columbus Branch at Truro (see Line No. 491), the Z&W Running Track at Thurston (see Line No. 490), and the Morrow Secondary Track at Bremen (see Line No. 496/496a). From Truro, the Western Branch extends to Columbus and Toledo. From Bremen it extends to New Lexington and Hobson (see Line No. 640).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Columbus[1]	481
Brice	7
Pickerington	1
Baltimore	1,405
Thurston	29
Bremen[1]	35
Total carloads generated by the line	1,958
Average carloads per week	37.7
Average carloads per mile	60.1
Average carloads per train	8.5
1973 operating information:	
Number of round trips per year	230
Estimated time per round trip (hours)	9
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Bremen Manufacturing Co., which estimates it will use 600 carloads annually in the future, said that switching to truck or a combination of truck-rail is not practicable because some of its products are too large for motor carriers.

Crown Zellerbach reported that the PC is in the process of installing new rails between Thurston and Bremen, with the replacement and surfacing over this 11.5 miles of track scheduled for completion during 1975. According to Crown Zellerbach, operating speed over this line is presently 20–30 miles per hour.

George K. Kellner, Jr., town solicitor, reported that without Crown Zellerbach, Baltimore's tax income would drop by 48 percent. Furthermore, Baltimore's real estate and personal property value valuation would drop from $7.2 million to $2 million.

Landmark Inc. said it would be hindered in loading its 100-car unit trains if the track east of Truro is abandoned.

Representative Clarence Miller of Ohio presented testimony supporting the retention of this line.

Line carries 135,000 carloads of overhead traffic annually.

Line is most direct route from West Virginia to Columbus.

Line is equipped with heavy duty rail.

Alternative route via Crooksville has light-weight rail and presently is out of service.

Alternative route requires passing through congested Buckeye yard.

Ohio Power Co. reported that loss of service would adversely affect its power substations in West Millersport, Millersport and Baltimore, estimating additional costs would be $8.5 million in 1980.

J. C. Penney has installed a rail siding at its new Brice facility with expectations of generating over 1,100 carloads per year beginning mid-1975 and reaching about 1,700 carloads annually by 1980.

Reported traffic:

	Carloads		
Company and location	*1973*	*1974*	*Projected*
Crown Zellerbach, Baltimore		1,400	----------
Bremen Manufacturing Co. Inc., Bremen		37	----------
J. C. Penney, Brice		[1] 47	1,057
Landmark Inc., Truro		(2)	(2)

[1] Figure is for September, October, November 1974.

[2] Landmark loaded 36 unit trains in 1974 and expects to ship 45 unit trains in 1975.

Information for Line-Transfer Decision

Revenue received by PC	$561,519
Average revenue per carload	$287

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	383,930	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	343,714	
Total variable (avoidable) cost		727,644
Net contribution (loss): total		(166,125)
Average per carload		(85)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed and is required for the movement of unit coal trains from southern Ohio.

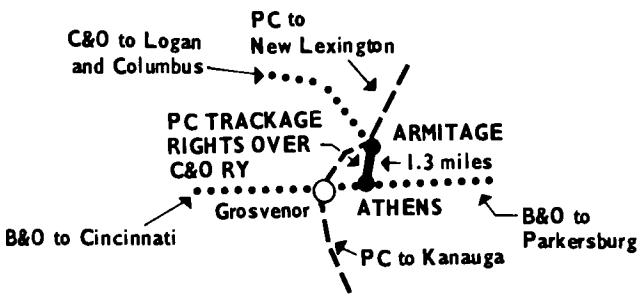
Disposition

This portion of the Western Branch shall be transferred to the Consolidated Rail Corp.

ARMITAGE-ATHENS

USRA Line No. 494

Penn Central



These trackage rights over the Chesapeake & Ohio Ry. extend from *Armitage* (Milepost 74.7), to *Athens, Ohio* (Milepost 76.0), a distance of *1.3 miles*, in Athens County, Ohio. This line links upper segments of the old New York Central line from central Ohio to West Virginia (see Line No. 514) with the city of Athens. The main line of the B&O passes through Athens. The C&O branch of which this segment was originally a part was torn up some years ago.

Public Comments on Preliminary System Plan

The only statement received concerning this line was from the Meigs County Rail Service Committee which reported that the Chessie has abandoned its line and the PC, which has trackage rights over the Chessie, is currently not providing service along the line.

Information for Line-Transfer Decision

This line is PC trackage rights over a Chessie System line which has been approved for abandonment.

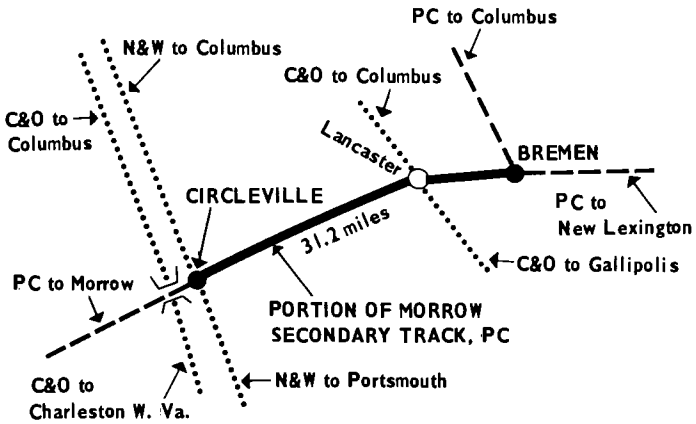
Disposition

Trackage rights over this portion of the Chessie System are *not* designated for transfer to Consolidated Rail Corp.

PORTION OF MORROW SECONDARY TRACK

USRA Line No. 496/496a

Penn Central



This portion of the Morrow Secondary Track, formerly part of the Pennsylvania RR, extends from *Bremen* (Milepost 49.9) to *Circleville, Ohio* (Milepost 81.1) a distance of *31.2 miles*, in Pickaway and Fairfield Counties, Ohio. This line crosses the C&O and N&W at Circleville, and the C&O at Lancaster. The western extension of this line runs toward Cincinnati, and the PC Western Branch runs from Bremen north to Thurston and south to Corning (see Line Nos. 497/498/498a, 493 and 640).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Lancaster	933
Amanda	30
Stoutsville	24
Circleville	5,352
Bremen [1]	55
Total carloads generated by the line	6,394
Average carloads per week	123.0
Average carloads per mile	204.9
Average carloads per train	23.3
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	12
Locomotive horsepower	3,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Chessie is only interested in providing service to shippers at Lancaster and Circleville.

The N&W is interested in acquiring 24.1 miles of the line from Circleville through, and including all industries in, Lancaster.

The U.S. Environmental Protection Agency reported that this line is an important part of Ohio's air pollution control plan.

The Swift Chemical Co. questioned whether its plant would continue to receive service by the N&W if the PC is abandoned.

The Circleville Chamber of Commerce stated that three grain elevators in Circleville had to truck over half of their grain in 1974 due to a lack of available rail cars. This included Amanda and Muston Grain Cos. which could have used 70 more cars and Leist Farm Supply, which could have used 40 more cars. Leist is in the process of adding facilities for liquid and dry fertilizers which will result in additional rail use of 4,000 tons per year.

The Circleville Chamber of Commerce also reported that the Cellar Lumber Co. is building a new rail facility with an enclosed ramp to assist in unloading lumber. This new facility will enable Cellar to use 40 more rail cars per year. The Chamber also said that rail cars could only be loaded to 150,000 pounds due to weight restrictions on the track.

The Ray-O-Vac Division of ESB, Inc. reported that its inbound raw materials are not suited for either piggyback or motor carrier shipment.

Anchor Hocking Corp. reported that its furnaces require a daily supply of incoming raw material. Motor carriers cannot provide sufficient equipment to transport the large volume of materials. Anchor believes the heavy traffic volume on this line offers the possibility of achieving viability through increasing rates before completion of the Final System Plan.

John Eshelman & Sons of Circleville said that rail service by the N&W is not a suitable alternative to PC service because its traffic generally moves east to New England. Traffic moved by the N&W would have to go through its Bellevue yard, 125 miles north of Circleville. This additional mileage would add $8.80 per ton to Eshelman's shipments, making them noncompetitive. John Eshelman reported that it plans to invest $750,000 during 1975–76 for expansion of its facility.

Also, the Circleville Chamber of Commerce reported: the Ralston Purina Co. generates 1,400 carloads per year; Cellar Lumber Co. has received an average of 10 cars per year with expectations of using 50 cars per year in the future; Leist Farm Supply shipped 35 carloads in 1974 and anticipates using 175 carloads in 1975; and Amanda and Huston Grain Co.'s shipped 22 carloads in 1974. John Eshelman & Sons reported that it shipped 2,806 carloads in 1974.

Representative Clarence Miller of Ohio presented testimony supporting the retention of this line.

Information for Line-Transfer Decision

Revenue received by PC		$1,684,249
Average revenue per carload	$263	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	562,233	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	34,038	
Cost incurred beyond the branch line	1,395,763	
Total variable (avoidable) cost		1,992,034
Net contribution (loss): total		(307,785)
Average per carload	(48)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,212 crossties (an average of 135 crossties per mile).

A review of the 1974 traffic showed it to have only 100 cars more than in 1973. Also, due to a clerical error the total net loss reported in the PSP was understated by $200,000.

Service to this line generated a loss of $307,787 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or an 18-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

The traffic volume on this line is adequate for efficient rail operations but the revenue per car is extremely low.

Disposition

This portion of the Morrow Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

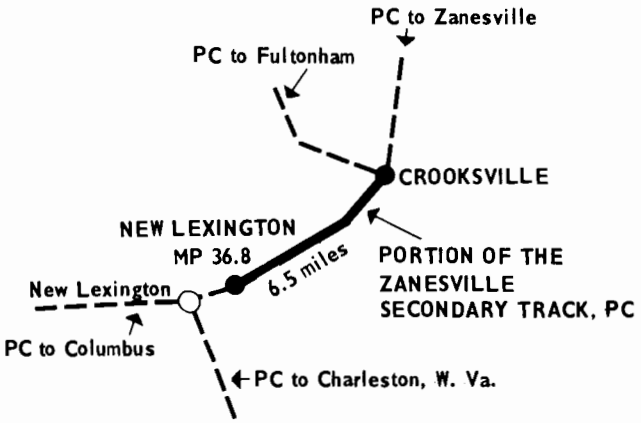
The portion of this line necessary to serve the traffic generated at Lancaster shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 933 carloads or approximately 15 percent of the traffic generated on this line.

The portion of this line necessary to serve the traffic generated at Circleville shall be offered for sale to the Norfolk & Western Ry. This sale would preserve rail service to an estimated 5,352 carloads or approximately 84 percent of the traffic generated on this line.

ZANESVILLE SECONDARY TRACK

USRA Line No. 496c

Penn Central



The Zanesville Secondary Track, formerly part of the Pennsylvania RR, extends from *Crooksville* (Milepost 30.3) to *New Lexington* (Milepost 36.8), a distance of *6.5 miles*, in Perry County, Ohio. This line connects with PC's Western Branch at New Lexington and the Crooksville Running Track and Trinway Secondary Track at Crooksville (see Line Nos. 513/513a, 640, 492 and 644a).

Public Comments on Preliminary System Plan

Ferro Corp. of Cleveland, Ohio, testified that their Crooksville plant received between 15 and 20 carloads of material per month and stressed the need for continued rail switching service to their plant.

Crown Zellerbach Corp. testified that USRA should reverse its plan to retain this segment due to the bad tunnel, clearance problems, and an excessively bad drainage situation.

Peabody Coal Co. testified that mud slides in the winter months caused considerable expense and delays, and that the tracks would have to have considerable upgrading to facilitate the 263,000 lb. gross cars shipped in their unit trains.

Representative Clarence Miller of Ohio presented testimony supporting the retention of this line.

Information for Line-Transfer Decision

This line, which was recommended for inclusion in the Preliminary System Plan, was reanalyzed as it is out of service due to the condition of a tunnel. New Lexington traffic was assigned to Line No. 640 and will continue to receive service. Crooksville traffic was assigned to Line No. 644a and will continue to receive service.

Comments made at the public hearings urged USRA to eliminate this line. As now defined, this line serves no shippers.

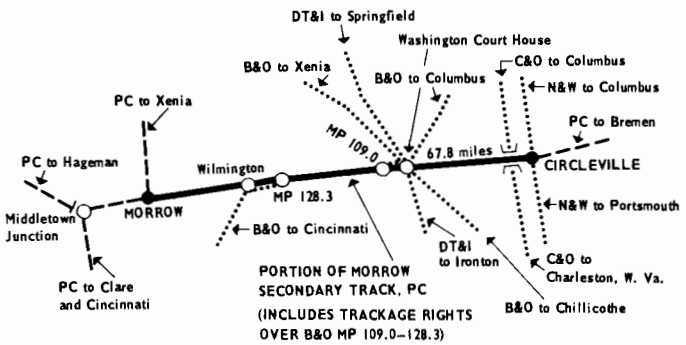
Disposition

The Zanesville Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MORROW SECONDARY TRACK

USRA Line No. 497/498/498a

Penn Central



This portion of the Morrow Secondary Track, formerly part of the Pennsylvania RR, extends from *Circleville* (Milepost 81.1) to *Morrow, Ohio* (Milepost 148.9), a distance of *67.8 miles*, in Pickaway, Warren, Clinton and Fayette Counties, Ohio. This line's eastern extension, to Bremen, is also under study in this Report (see Line No. 496/496a). Between Washington Court House and Wilmington (19.3 miles) the Penn Central has trackage rights over the B&O Columbus-Cincinnati line; at Morrow, Penn Central lines from Cincinnati to Xenia intersect (see Line Nos. 516a and 516d). At Washington Court House, a B&O line from Xenia to Chillicothe and the Detroit, Toledo & Ironton RR Main Line cross. At Circleville, the N&W line running from Columbus to West Virginia points connect. The C&O also serves Circleville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamsport	62
Atlanta	71
New Holland	10
Washington Court House	445
Sabina	116
Melvin	3
Wilmington	96
Clarksville	1,015
Total carloads generated by the line	1,818
Average carloads per week	35.0
Average carloads per mile	26.8
Average carloads per train	6.1
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	11.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Valley Steel Products Co., the largest rail user located along this line, reported that its major supplier, Interlake Steel, Inc., cannot ship steel to Valley Steel by truck. Thus, without rail service its investment of $1,084,608 would be lost. Additionally, 94 jobs and $177,049 in tax revenues would be lost. Interlake would lose $5 million in wages and salaries.

Because the PC has discontinued service over part of the C&X Branch and over the Morrow Secondary Track between Morrow and Clarksville, Interlake routes its shipments to Valley Steel via Cincinnati-Dayton-Columbus-New Lexington-Lancaster-Circleville-Clarksville. This route is 200 miles longer than the Cincinnati-Morrow-Clarksville routing which reduces the revenue per ton mile from 10.4 cents to 2.8 cents and the weighted car average revenue from $4.57 to $.91 per mile.

Reported Traffic:

	Carloads		
Company and location	*1973*	*1974*	*Projected*
Valley Steel Products Co., Clarksville	----	1,133	--------
Landmark, Washington Court House	----	142	--------
Pennington Bread, Washington Court House	----	280	--------
Washington Lumber, Washington Court House	----	60	--------
Carter Lumber, Washington Court House	----	70	145
Midland Grocery, Washington Court House	----	31	--------
Bell Dor-Lite, Washington Court House	----	20	--------
Red Rose Feed, Washington Court House	----	104	--------
Redman Industries, Washington Court House	----	100	--------

The Washington Court House Chamber of Commerce reported that the Penn Central serves 50 percent of all industries located in Washington Court House's industrial park. Without the Penn Central, the Chamber of Commerce estimated that there would be losses of $625,000 in investments, 30 jobs, $300,000 in personal income, and $218,000 in taxes. The Chamber also reported it would cost $2 million for those firms using the PC to relocate.

The Redman Industries reported that converting to trucks would increase its transportation costs by $37,500–$50,000. Similarly, Carter Lumber projected a $44,000 increase in transportation costs. Likewise, Bell Dor-Lite, Inc., projected a $22,500–$30,000 increase and Red Rose Feed & Farm Supply projected a $20,000 increase in transportation costs.

The Carter Lumber Co., reported that trucking lumber from the West Coast is economically unfeasible.

The Fayette County Farm Bureau Cooperative Association reported it could have shipped 120 additional cars in 1974. It also plans to expand its facilities which will triple its rail use.

The DT&I wishes to acquire approximately 1,500 feet of this line immediately east of the DT&I's line at Washington Court House for the purpose of serving Landmark (Fayette County Farm Bureau).

The Chessie wishes to acquire the section of the line, approximately 10 miles, from Washington Court House to Clarksville to serve PC customers at Clarksville.

Information for Line-Transfer Decision

Revenue received by PC		$529,691
Average revenue per carload	$292	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	564,291	
Cost of upgrading branch line to FRA Class I: 1/10 of total upgrading cost)	50,253	
Cost incurred beyond the branch line	238,115	
Total variable (avoidable) cost		852,659
Net contribution (loss): total		(322,968)
Average per carload	(178)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,347 crossties (an average of 131 crossties per mile).

The B&O owns the line between Washington Court House and Wilmington. B&O has expressed an interest in serving Wilmington, Clarksville, and PC industry at Washington Court House.

Service to this line generated a loss of $322,968 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 61-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. This line generated 100 more cars

in 1974 than in 1973. This traffic level reduced the loss to approximately $307,000.

Disposition

This portion of the Morrow Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated from Wilmington to Clarksville and at Washington Court House shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 1,556 carloads or approximately 86 percent of the traffic generated on this line.

The portion of this line from Milepost 81.1 to Milepost 81.4 shall be offered for sale to the Norfolk & Western Ry. in order to facilitate service to the traffic generated at Circleville.

PORTION OF DELAWARE RUNNING TRACK

USRA Line No. 499a

Penn Central

This portion of the Delaware Running Track, extending from *Delaware* (Milepost 114.0) to *Scioto, Ohio* (Milepost 119.2), a distance of *5.2 miles*, in Delaware County, Ohio, a line which was recommended for inclusion on page 676 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GALION-COLUMBUS LINE

USRA Line No. 500

Penn Central

This portion of the Galion-Columbus line, extending from *Sims Station* (Milepost 87.2) to *Worthington, Ohio* (Milepost 128.5), a distance of *41.3 miles*, in Franklin, Delaware and Morrow Counties, Ohio, a line which was recommended for inclusion on page 676 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PC TRACKAGE RIGHTS OVER N&W

USRA Line No. 500a

Columbus-Marion

These PC trackage rights over the N&W Ry., extending from *Marion* (Milepost 1.1) to *Columbus, Ohio* (Milepost 45.2), a distance of *44.1 miles*, in Franklin Delaware and Marion Counties, Ohio, which were recommended for inclusion on page 677 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PC TRACKAGE RIGHTS OVER N&W

USRA Line No. 500b

Bucyrus to Marion

These trackage rights over the N&W Ry., extending from *Bucyrus* (Milepost 45.2) to *Marion, Ohio* (Milepost 62.9), a distance of *17.7 miles*, in Crawford and Marion Counties, Ohio, were recommended for inclusion on page 677 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

DELAWARE CUT-OFF

USRA Line No. 501

Penn Central

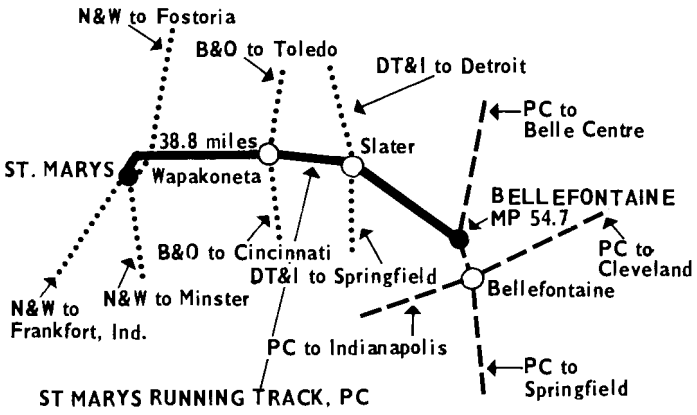
The Delaware Cut-Off, extending from *Paget* (Milepost 111.1) to *Jones, Ohio* (Milepost 117.1), a distance of *3.4 miles*, in Delaware County, Ohio, a line which was recommended for inclusion on page 678 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

ST. MARY'S SECONDARY TRACK

USRA Line No. 502/503/504

Penn Central

The St. Mary's Secondary Track, formerly part of the New York Central RR, extends from *Bellefontaine* (Milepost 54.7), to *St. Mary's* (Milepost 93.5), a distance of *38.8 miles*, in Logan and Auglaize Counties, Ohio. This line branches off the Penn Central's



St. Louis-Cleveland line at Bellefontaine where it also connects with a PC branch to Belle Centre (see Line No. 505/506) and with the PC line to Urbana and Springfield. Three other railroads cross this line; the Detroit, Toledo & Ironton RR at Slater, the Baltimore & Ohio at Wapakoneta and the Norfolk & Western at St. Mary's.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Russell's Point	2
Lakeview	5
Santa Fe	132
Wapakoneta	224
Moulton	18
St. Mary's	63
Lewiston	0
Gutman	0
Total carloads generated by the line	444
Average carloads per week	8.5
Average carloads per mile	11.4
Average carloads per train	5.6
1973 operating information:	
Number of round trips per year	80
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Counsel for Ametek Westchester Plastics, H. G. Boogher & Sons, Auglaize Lumber Co., Wapakoneta Industrial Development and the Wapakoneta Area Chamber of Commerce, pointed out that USRA was in error in attributing to the B&O 715 carloads shipped by Ametek in 1973, stating that the B&O does not connect with the PC at Wapakoneta and, therefore, it is impossible to use B&O service.

Mr. Boogher testified also, saying that abandonment of the line would destroy his grain, coal, steel and fertilizer business plus deprive a wide local area of coal.

Vistron Corp. said it would be forced to close down or increase prices.

The Ohio Power Co. reported that its power substation located at West Moulton would be adversely affected if this line were abandoned.

The RSPO staff also found that a review of USRA's calculations indicates that the net loss of the line should read $338,427, not $388,427 as found in the Plan.

Information for Line-Transfer Decision

Revenue received by PC		$116,256
Average revenue per carload	$262	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	311,876	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	57,787	
Cost incurred beyond the branch line	77,165	
Total variable (avoidable) cost		446,828
Net contribution (loss): total		(330,572)
Average per carload	(745)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,000 crossties (an average of 155 crossties per mile).

The Association investigated the reported error of 715 carloads at Wapakoneta for Ametek. According to the shipper, Ametek shipped a total of eight carloads in 1973. Most of their business is handled by motor carriers.

Service to this line generated a loss of $330,573 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 284-percent rate increase.

Disposition

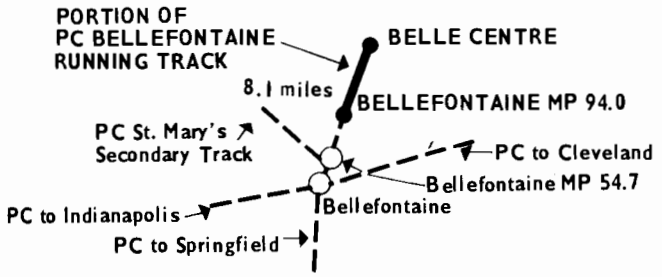
The St. Mary's Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, BELLEFONTAINE RUNNING TRACK

USRA Line No. 505/506

Penn Central

This portion of the Bellefontaine Running Track, formerly part of the New York Central RR, extends from *Belle Centre* (Milepost 85.9) to *Bellefontaine*,



Ohio (Milepost 94.0), a distance of *8.1 miles*, in Logan County, Ohio. This line is a spur off the Penn Central's Indianapolis-Cleveland line which passes through Bellefontaine. Also serving Bellefontaine are the St. Mary's Secondary Track (see Line No. 502/503/504) and the Bellefontaine Branch, both PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belle Centre	29
Huntsville	27
Total carloads generated by the line	56
Average carloads per week	1.1
Average carloads per mile	6.9
Average carloads per train	1.4
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Carter Lumber Co. reported its plant, which opened in March 1974, anticipates 75 to 115 carloads per year for the next 3 to 4 years and would have to close if service is discontinued. Cost to the community would be five to seven jobs, $60,000 in personal income and $40,000 in taxes per year, plus $250,000 in costs to the firm to relocate.

Super Foods, Inc., submitted that its plant received 1,570 carloads in 1973 and 1,794 in 1974 and they also would have to shut down with no service (1974 testimony). The 1973 traffic was also supplied by the Ohio Public Utilities Commission.

Super Foods questioned identification of the line, pointing out its actual length as closer to 12 miles. Both firms are located more than 8.1 miles from Belle Centre, and believe the traffic they generate on a line less than 4 miles in length should be profitable.

Information for Line-Transfer Decision

Revenue received by PC	$16,827
Average revenue per carload	$300
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	59,171
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	18,500
Cost incurred beyond the branch line	8,076
Total variable (avoidable) cost	85,747
Net contribution (loss): total	(68,920)
Average per carload	(1,231)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,300 crossties (an average of 407 crossties per mile).

Super Foods at Milepost 94.0 will continue to receive service.

Service to this line generated a loss of $68,920 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 410-percent rate increase. In 1974, this line generated only 21 carloads. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

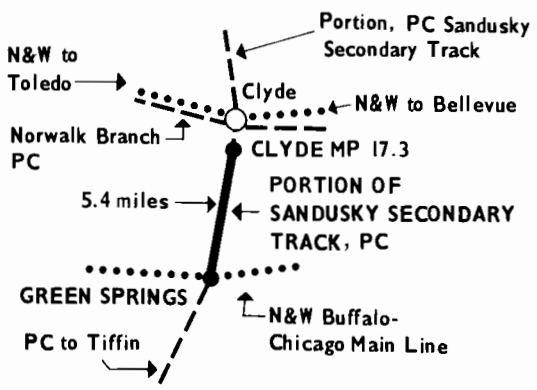
Disposition

This portion of the Bellefontaine Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SANDUSKY SECONDARY TRACK

USRA Line No. 507

Penn Central



This portion of the Sandusky Secondary Track, formerly part of the New York Central RR, extends from *Clyde* (Milepost 17.3) to *Green Springs, Ohio*, (Milepost 22.7), a distance of *5.4 miles*, in Seneca and Sandusky Counties, Ohio. This segment is the upper portion of the PC's Sandusky Secondary Track; the lower segments (below Green Springs) extend to Berwick (see Line Nos. 507a and 508). At Clyde, the Penn Central's Norwalk Branch (see Line Nos. 388a and 643a) and the N&W's Bellevue-Toledo lines cross and at Green Springs, the N&W's Buffalo-Chicago Main Line is met.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Green Springs	65
Total carloads generated by the line	65
Average carloads per week	1.3
Average carloads per mile	12.0
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Ohio-Michigan Seed Co., which generated 90 carloads in 1973 and 70 carloads in 1974, provided the only testimony concerning this line. According to this testimony, the Penn Central has tried unsuccessfully to abandon this line in the past. However, due to present discontinuance of service by the PC, Ohio-Michigan Seed has been hauling its products to a team track served by the N&W ¼ mile south of its plant. According to the company, complete abandonment of service would decrease its business by 25 percent. The Company therefore recommends that the N&W acquire and operate the track from Green Springs north to its plant.

Information for Line-Transfer Decision

Revenue received by PC		$13,238
Average revenue per carload	$204	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	38,818	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,952	
Cost incurred beyond the branch line	9,445	
Total variable (avoidable) cost		63,215
Net contribution (loss): total		(49,977)
Average per carload		(769)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,622 crossties (an average of 486 crossties per mile).

This line was formally abandoned December 9, 1974.

Service to this line generated a loss of $49,977 in 1973. Recovery of this loss would require approximately a fourteenfold increase in traffic or a 378-percent rate increase. The existence of an additional 25 carloads on this line in 1973, as indicated by the Ohio-Michigan Seed Co., would reduce this loss to approximately $48,600.

Disposition

This portion of the Sandusky Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is avaliable for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WESTERN BRANCH

USRA Line No. 513/513a

Penn Central

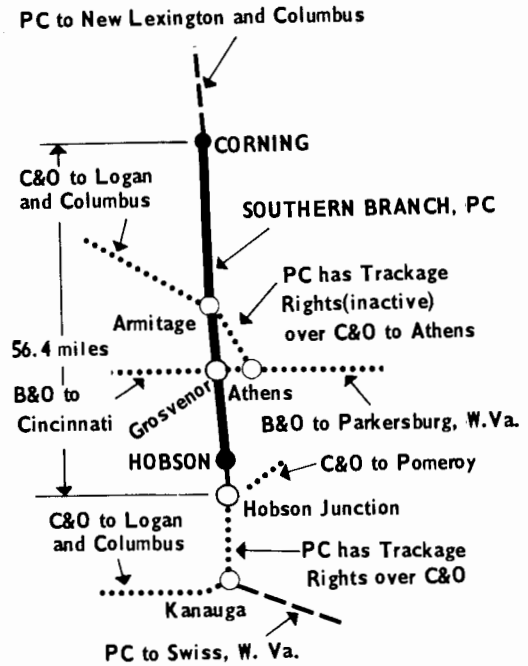
This portion of the Western Branch, extending from *New Lexington* (Milepost 185.0) to *Corning, Ohio* (Milepost 197.5), a distance of *12.5 miles*, in Perry County, Ohio, a line which was recommended for inclusion on page 681 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

SOUTHERN BRANCH

USRA Line No. 514

Penn Central

The Southern Branch, formerly part of the New York Central RR, extends from *Corning* (Milepost 0.0) to *Hobson, Ohio* (Milepost 56.4), a distance of *56.4 miles*, in Perry, Athens and Meigs Counties, Ohio. A continuation of this line extends southeastward from Hobson (a portion of this, Hobson to Kanauga, is owned by the Chesapeake & Ohio and PC operates via trackage rights) (see Line No. 514a). Connections are: the aforementioned Chesapeake & Ohio line at Hobson and at Armitage; the Baltimore & Ohio at Grosvenor; and the PC Western Branch at Corning (see Line No. 513/513a.)



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glouster	7
Chauncey	15
Armitage	4
Athens	6
Grosvenor	0
Albany	7
Hobson	11
Total carloads generated by the line	50
Average carloads per week	1.0
Average carloads per mile	0.9
Average carloads per train	1.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	6,750
Train crew size	4

Public Comments on Preliminary System Plan

Testimony submitted to the RSPO reported substantial overhead traffic moving over this line, and substantial coal reserves located along this line.

According to the Meigs County Rail Service Committee, this line handled approximately 40,000 carloads during 1974. Traffic volumes should increase as coal extraction increases in the area.

The Meigs County Chamber of Commerce reported that the Ohio Power Co. owns 55,000 acres of coal-producing land having a reserve of 270 million tons. Furthermore, there is an additional 30,000 acres of land capable of producing 150,000 tons of coal in Meigs County which the Environmental Protection Agency ruled could not be burned in power plants due to its high sulphur content. However, due to the present energy crisis, requirements have been relaxed so that the Chamber of Commerce is confident this coal will be mined. Additional traffic increases could result from the development of 100 acres of land at Hobson.

Without rail service, the jobs of approximately 200 railroad employees will be lost representing a reduction of $2.5 million in personal income. And, due to the very poor highway system and lack of facilities for loading or unloading along the Ohio River in Meigs County, the loss of rail service will effectively isolate the county from all adequate transportation systems.

The U.S. Department of Interior recommended that if this line is abandoned, the right-of-way should be preserved for possible use as a trail or linear park.

The Ohio Power Co., reported that without rail service, its substations at North Chesire and Rutland would be adversely affected.

Representative Clarence Miller of Ohio presented testimony supporting the retention of this line.

Information for Line-Transfer Decision

Revenue received by PC		$12,460
Average revenue per carload	$249	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	381,575	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,837	
Cost incurred beyond the branch line	9,308	
Total variable (avoidable) cost		433,720
Net contribution (loss): total		(421,260)
Average per carload	(8,425)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,810 crossties (an average of 50 crossties per mile).

Interviews with the Penn Central coal department in January of 1975 indicated that this particular line of the Penn Central did pass through counties containing coal reserves. However, much of the mining activity which was prevalent in the 1950's had either disappeared or had been transferred from railroad shipment to truck, barge and pipeline shipments. The coal department was not optimistic about the reopening of coal-mine traffic for revenue generation on this line, although there always would remain the possibility that certain factors could, in the future, lead to local coal traffic being shipped along this line.

In February, USRA staff went to the Bureau of Mines and asked them to perform a special survey of coal prospects along this line. The Bureau of Mines responded on March 7, 1975, with a memorandum. The Bureau reported its findings, as follows:

"Although coal and other mineral commodities currently comprise less than 25 percent of the total shipments on this line, there is significant mining activity in the counties to which the line runs within Ohio. However, no coal or other mineral commodities produced in this Ohio area were shipped on this Penn Central line. Coal traffic being shipped on the line was being generated in West Virginia. In 1973, approximately 3.4 million tons of coal were produced, mainly from underground mines and three of the five counties through which this line runs. Four coal mines within 10 miles of the line produced approximately 1,072,000 tons of coal which was shipped by truck to consumers or went directly to mine-mouth generating stations."

"Coal reserves reported for the counties through which this Penn Central 514 line runs are estimated to be 3.6 billion tons."

The Bureau of Mines went on to report that they interviewed three companies. Consolidation Coal Co. reported that they had no particular objection to the abandonment of this line and that they currently do not use the line and have no foreseeable plans to do so because they have no reserves in the area. Central Ohio Coal Co. had no objections to the abandonment of the line because they do not use the line and it will not affect their future operations. Peabody Coal responded that they do use the line but only from their Sunny Hill mine to routes to the north which are protected in the Preliminary System Plan. Peabody also operates the Congo Mine in Perry County, Ohio, and trucks its shipments. Central Coal Co.'s mine is known as Philipsborn, and is located in Mason County. The Philipsborn Mine is an underground mine used for mine-mouth generation of electricity. Southern Ohio Co. operates two Meigs Mines and trucks to mine-mouth plants. The Bureau of Mines went on to say that "because alternative methods of conveyance exist in each area and the direction of future markets for mineral commodities is not known, no accurate estimate of future use of the adjacent PC lines could be made by the Bureau at this time." However, the Bureau is anxious to find some manner with which to preserve the option of restoring full service some day, if necessary.

The temporary waiving of the sulfur emission standards which were granted by EPA at the height of the Arab-oil crisis in 1974, has now ended and, in fact, there is evidence to point out that due to the pressures of the sulfur emission standards many coal companies are now resorting to the use of lower sulfur fuels including fuel oil. Pronouncements made by high officials with the EPA have reiterated that the restrictions on low-sulfur fuel emissions within heavily populated urban areas will in all probability not be watered down. Thus, in order for this medium to high-sulfur Ohio coal to move in substantial volumes over the future, technology must first be proven for either washing before burning or removal of the sulfur within the stacks. Reported successes with this desulfurizing technology have so far been limited to small pilot projects and to small scale commercial plant operations. Without a combination of lower standards and proven desulfurizing technology, the high-sulfur reserves adjacent to Line 514 have a questionable marketability.

The questionable marketability has been confirmed by interviews between USRA staff and those coal companies which were willing to discuss with USRA their plans for mining investments.

Service to this line generated a loss of $421,620 in 1973. Recovery of this loss would require approximately a one hundred and thirty-fourfold increase in traffic or a 3,380-percent rate increase.

Disposition

The Southern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *However, if the Chessie System does not acquire the PC trackage in the Charleston area, this line is designated for transfer to Consolidated Rail Corp.*

If not included in ConRail it is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials also have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF C&X BRANCH

USRA Line No. 515

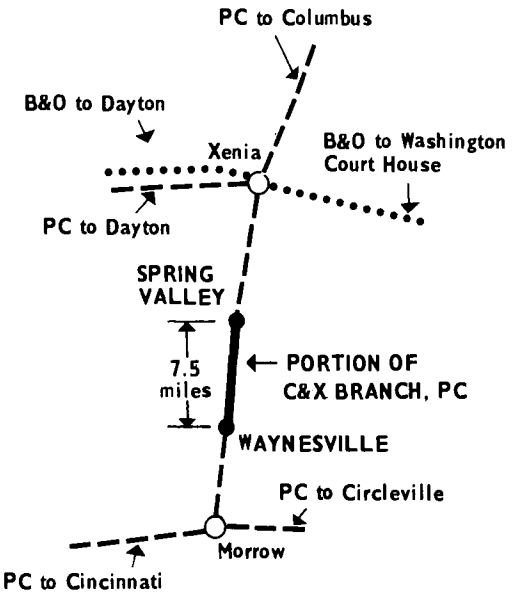
Penn Central

This portion of the C&X Branch, extending from *Xenia* (Milepost 54.7) to *Spring Valley, Ohio* (Milepost 61.4), a distance of *6.7 miles*, in Greene County, Ohio, a line which was recommended for inclusion on page 683 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF C&X BRANCH

USRA Line No. 516

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Spring Valley* (Milepost 61.4) to *Waynesville, Ohio* (Milepost 68.9), a distance of *7.5 miles*, in Warren and Greene Counties, Ohio. This line is a middle segment of the Penn Central's C&X Branch (see Line Nos. 515 and 516a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spring Valley	23
Roxanna	56
Waynesville	27
Total carloads generated by the line	106
Average carloads per week	2.0
Average carloads per mile	14.1
Average carloads per train	2.1
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Several statements about this segment expressed concern that service should be continued to provide an alternative route for heavy through freight traffic from Cincinnati to Columbus, relieving the Cincinnati-Middletown-Dayton-Springfield-Columbus route to permit operating passenger service.

Waynesville Lumber Co. and the Ohio Public Utilities Commission reported traffc as 115,714 cars in 1973.

The Greater Cincinnati Chamber of Commerce was not opposed to discontinuing service as long as an alternative was available in light of plans for initiating rapid rail transit from Cincinnati through Columbus to Cleveland.

Waynesville Lumber said it could use four times as many cars as were made available in 1973.

The Vistron Corp. said its deficit was 20 cars in 1973.

Waynesville Lumber is the only building materials supplier in Waynesville and projected an increase in construction to handle Dayton and Cincinnati housing needs.

Agri-Urban forecasted a demand for 50–60 cars per year.

Vistron Corp. said it could function with service reduced to 2–3 times weekly if this will cut railroad costs and projected ceasing operations or increased selling prices if rail service is discontinued. (Note: Service is now provided once a week.)

Information for Line-Transfer Decision

Revenue received by PC		$31,687
Average revenue per carload	$299	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,313	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,465	
Cost incurred beyond the branch line	15,384	
Total variable (avoidable) cost		86,162
Net contribution (loss): total		(54,475)
Average per carload	(514)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 288 crossties (an average of 38 crossties per mile).

Service to this line generated a loss of $54,475 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 172-percent rate increase.

A review of the testimony provided by and conversations with the Ohio PUC could not verify the source of the above statement that this line handled 115,714 carloads in 1973.

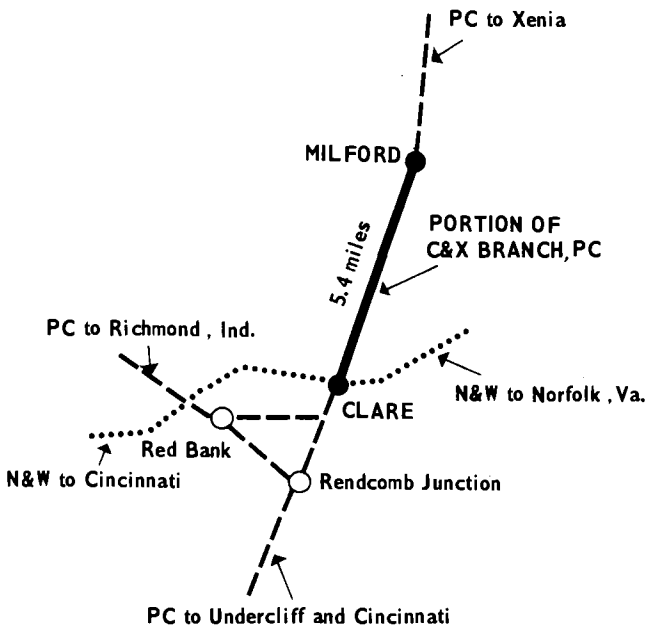
Disposition

This portion of the C&X Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF C&X BRANCH

USRA Line No. 516b

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Milford* (Milepost 105.6) to *Clare, Ohio* (Milepost 111.0), a distance of *5.4 miles*, in Hamilton County, Ohio. The northern part of this branch runs from Milford to Loveland and Xenia (see Line No. 516c). Below Clare, this line runs into Undercliff Yard in Cincinnati. The Main Line of the Norfolk & Western crosses at Clare.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	121
Terrace Park	0
Total carloads generated by the line	121
Average carloads per week	2.3
Average carloads per mile	22.2
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Comments on USRA Line No. 516 generally apply to this segment. In addition, the Clermont Lumber Co. reported it has been unable to obtain service on this line since November 1974, after having previously used loading facilities at Milford.

Information for Line-Transfer Decision

Revenue received by PC		$27,989
Average revenue per carload	$233	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	56,328	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,863	
Cost incurred beyond the branch line	18,438	
Total variable (avoidable) cost		78,629
Net contribution (loss): total		(50,641)
Average per carload		(419)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 192 crossties (an average of 35 crossties per mile).

The C&X Branch was embargoed from Milepost 70.0 to Milepost 110.0, effective April 21, 1975 because of poor track conditions.

Service to this line generated a loss of $50,641 in 1973. Recovery of this loss would require approximately a sixfold increase in traffic or a 181-percent rate increase.

Disposition

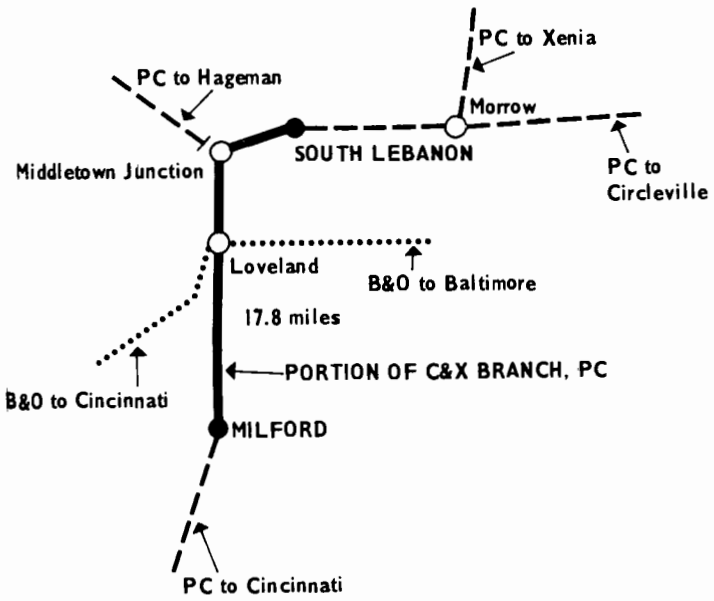
This portion of the C&X Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF C&X BRANCH

USRA Line No. 516c

Penn Central

This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *South Lebanon* (Milepost 87.8) to *Milford, Ohio* (Milepost 105.6), a distance of *17.8 miles*, in Hamilton, Clermont and Warren Counties, Ohio. The northern and southern continuations of this branch run to Morrow and Cincinnati, respectively (see Line Nos. 516a and 516d). The PC Middletown Secondary Track also serves Middletown Junction and at Loveland the Cincinnati-Cumberland, Md., main line of the Baltimore & Ohio RR crosses.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Lebanon	12
Loveland	27
Total carloads generated by the line	39
Average carloads per week	0.8
Average carloads per mile	2.2
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Comments on USRA Line No. 516 generally apply to this segment.

Information for Line-Transfer Decision

Revenue received by PC		$11,889
Average revenue per carload	$305	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	125,083	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,442	
Cost incurred beyond the branch line	6,834	
Total variable (avoidable) cost		143,359
Net contribution (loss): total		(131,470)
Average per carload	(3,371)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 645 crossties (an average of 36 crossties per mile).

The portion of the C&X Branch from Milepost 70.0–110.0 was embargoed effective April 21, 1975 because of poor track conditions.

Service to this line generated a loss of $131,474 in 1973. Recovery of this loss would require approximately a twenty-sixfold increase in traffic or an 1,106-percent rate increase.

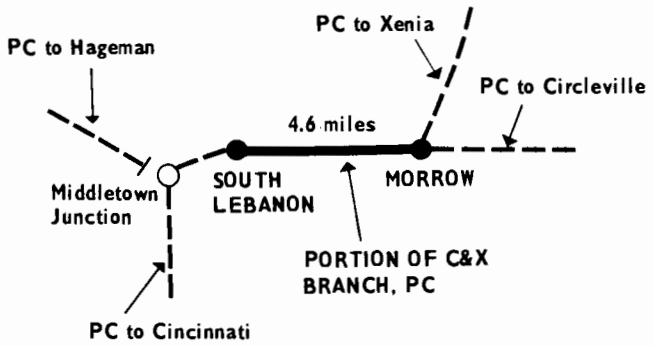
Disposition

This portion of the C&X Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF C&X BRANCH

USRA Line No. 516d

Penn Central



This portion of the C&X Branch, formerly part of the Pennsylvania RR, extends from *Morrow* (Milepost 83.2) to *South Lebanon, Ohio* (Milepost 87.8), a distance of *4.6 miles*, in Warren County, Ohio. This line is a central link in Penn Central's C&X Branch. At Morrow, two lines radiate to Xenia and Circleville (see Line Nos. 516a and 497/498/498a). At South Lebanon, the southern portion of the C&X Branch continues to Loveland (see Line No. 516c).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Morrow	38
Total carloads generated by the line	38
Average carloads per week	0.7
Average carloads per mile	8.3

Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Comments on USRA Line No. 516 generally apply to this segment.

Information for Line-Transfer Decision

Revenue received by PC		$6,132
Average revenue per carload	$161	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	38,937	
Cost of upgrading branch line to FRA Class I:		
(1/10 of total upgrading cost)	2,639	
Cost incurred beyond the branch line	5,348	
Total variable (avoidable) cost		46,924
Net contribution (loss): total		(40,792)
Average per carload		(1,073)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 171 crossties (an average of 37 crossties per mile).

The C&X Branch was embargoed from Milepost 70.0–110.0, effective April 21, 1975 because of poor track conditions.

Service to this line generated a loss of $40,792 in 1973. Recovery of this loss would require approximately a fifty-twofold increase in traffic or a 665-percent rate increase.

Disposition

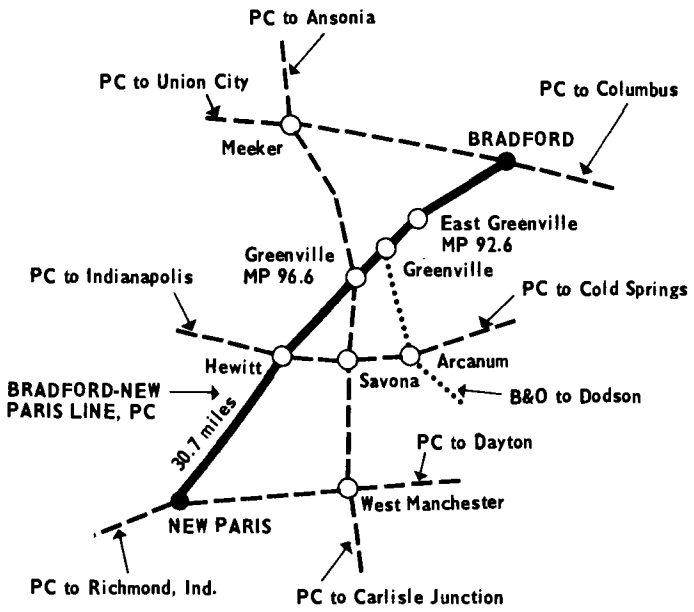
This portion of the C&X Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BRADFORD-NEW PARIS LINE

USRA Line No. 517

Penn Central

The Bradford-New Paris Line, formerly part of the Pennsylvania RR, extends from *Bradford* (Milepost 83.1) to *New Paris, Ohio* (Milepost 113.8), a distance of *30.7 miles*, in Darke and Preble Counties, Ohio. This line connects the PC Chicago-Columbus line at Bradford and with the St. Louis-Columbus line at New Paris (see Line Nos. 562 and 638). This line is also crossed by the PC Springfield Branch at Hewitt, the PC Northern Branch at Greenville (see Line Nos. 550, 553 and 539/540/540a) and the B&O Greenville-to-Dayton line at Greenville.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greenville[1]	997
Gettysburg	7
New Madison	34
Total carloads generated by the line	1,038
Average carloads per week	20.0
Average carloads per mile	34.6
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Standard Oil Co. of Ohio reported its Vistron Corp.'s $52,000 facility at New Madison would either have to be shut down in the event service is discontinued or else fertilizer prices would increase. 1974 traffic amounted to 23 cars.

Information for Line-Transfer Decision

Revenue received by PC		$305,162
Average revenue per carload	$294	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	303,101	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,068	
Cost incurred beyond the branch line	169,418	
Total variable (avoidable) cost		496,587
Net contribution (loss): total		(191,425)
Average per carload	(184)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 66 crossties per mile).

The traffic at Greenville can be served from the PC's Northern Branch. Although service to the entire line generates a loss, service to that portion of the line from Milepost 92.6 to Milepost 96.6 (serving shippers at Greenville who generated 997 carloads in 1973) would generate $290,990 in revenue and $229,448 in costs with a resulting contribution of $61,542.

Service to the remainder of the line (from Mileposts 83.1 to 92.6 and Mileposts 96.6 to 113.8 serving shippers at Gettysburg and New Madison who generated 41 carloads in 1973) would generate $14,172 in revenue and $221,708 in costs with a resulting loss of $207,536. Recovery of costs would require approximately a twenty-fivefold increase in traffic or a 1,460-percent rate increase over the 1973 levels.

Disposition

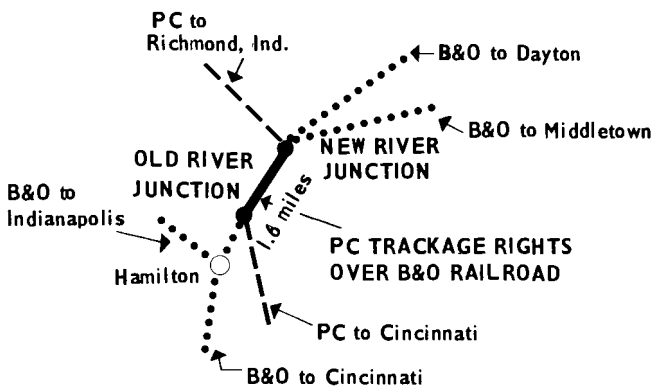
The Bradford-New Paris Line from Milepost 92.6 to Milepost 96.6 shall be transferred to the Consolidated Rail Corp.

The portion of the Bradford-New Paris line from Milepost 83.1 to Milepost 92.6 and from Milepost 96.6 to Milepost 113.8 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRACKAGE RIGHTS OVER B&O OLD RIVER JCT.–NEW RIVER JCT.

USRA Line No. 518

Penn Central



These PC trackage rights over the Baltimore & Ohio extend from *Old River Junction* (Milepost 31.5), to *New River Junction, Ohio* (Milepost 33.1), a distance of *1.6 miles*, in Butler County, Ohio. This stretch of B&O tracks forms a part of PC's Cincinnati-Richmond line. The PC continues north from New River Junction to Eaton (see Line No. 519/520). This trackage is part of the B&O's Dayton-Cincinnati line, which diverges from the Richmond branch at both ends of this segment.

Public Comments on Preliminary System Plan

The Ohio Association of Railroad Passengers recommended this line segment be maintained as a connecting link for a secondary passenger corridor between Indianapolis, Ind., and Cincinnati, Ohio.

Information for Line-Transfer Decision

PC trackage rights over this line are used to serve USRA Line Nos. 519 and 520. Line Nos. 519 and 520 shall not be transferred to ConRail.

Disposition

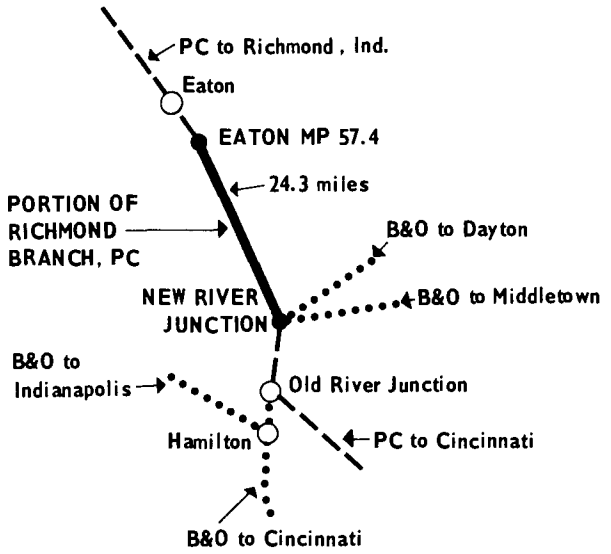
Trackage rights over this portion of the B&O shall be offered to the N&W Ry., a profitable railroad operating in the Region. If this offer is not accepted, these trackage rights are *not* designated for transfer to Consolidated Rail Corp.

PORTION OF RICHMOND BRANCH

USRA Line No. 519/520

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *New River*



Junction (Milepost 33.1) to *Eaton, Ohio* (Milepost 57.4), a distance of *24.3 miles*, in Butler and Preble Counties, Ohio. This segment was part of PC's line from Cincinnati to Richmond, Logansport and Chicago. The connecting line at New River Junction, over which PC has trackage rights, is the B&O's Dayton-Cincinnati line (see Line No. 518).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Seven Mile	63
Somerville	20
Camden	202
Total carloads generated by the line	285
Average carloads per week	5.5
Average carloads per mile	11.7
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Universal Manufacturing Corp. said its transportation costs would increase by $115,000 a year if forced to divert to motor carriers and consequently, the firm would be forced to close down.

The Community Corporation for Eaton and Preble Counties estimated loss of rail service would eliminate 269 jobs and $2,774,000 in revenues in Preble County. It would have an adverse effect on Opekasit, Inc., Landmark Mill and Dunkelberger and Sons, three of Butler County's largest agricultural businesses.

Westvaco Corp. said agricultural interests would have used more rail service in 1973 had the PC made hopper cars available for movement of grain to the south.

Butler County Farm Bureau has recently added a 1,000-ton fertilizer warehouse which will result in demand for additional rail service.

See comment on Line No. 520a concerning passenger service.

Information for Line-Transfer Decision

Revenue received by PC		$98,283
Average revenue per carload	$345	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	184,885	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	20,666	
Cost incurred beyond the branch line	55,495	
Total variable (avoidable) cost		261,046
Net contribution (loss): total		(162,763)
Average per carload	(571)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 32 crossties per mile).

Service to this line generated a loss of $162,763 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 166-percent rate increase. Information received from Camdem Steel indicates that the firm intends to ship more intensely by rail. The recent experience with this firm is that while 1974 sales increased approximately 160 percent over 1973, rail shipments in 1974 were only 20 percent of their 1973 level.

Disposition

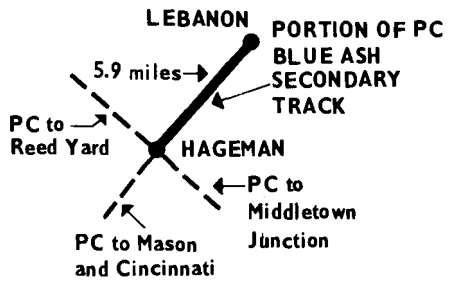
This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 285 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public

purposes if rail service is discontinued. For line-specific recommendation, see section C of this appendix.

PORTION OF BLUE ASH SECONDARY TRACK

USRA Line No. 525

Penn Central



This portion of the Blue Ash Secondary Track, formerly part of the Pennsylvania RR, extends from *Lebanon* (Milepost 25.5) to *Hageman, Ohio* (Milepost 31.4), a distance of *5.9 miles*, in Warren County, Ohio. This line is the northern end of the Blue Ash Secondary Track which runs south to Mason. It connects at Hageman with the Middletown Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lebanon	314
Total carloads generated by the line	314
Average carloads per week	6.0
Average carloads per mile	65.4
Average carloads per train	3.1
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Agri-Urban, which serves the needs of 600 farmers, reported that only 20 percent of the material it receives could be moved by truck.

Dave Steel Corp. stated that its incoming shipments of steel, which arrive in 60-foot lengths, cannot be shipped by truck due to highway restrictions and prohibitive costs. Stock of heavy structural steel under 60 feet results in higher wastage costs and less flexibility of usage.

Artyle Industries reported that one of its Canadian suppliers ships only by rail. If service were discontinued, Artyle would be cut off from this supplier.

Lebanon Distribution Warehouse reported that it is negotiating storage contracts with two large firms in which the rail siding in Lebanon is a necessity. Without this line, Lebanon Distribution would lose these two accounts.

Brant's, Inc., reported that without rail service it would be forced to stop selling its coal, fence, and some brick.

Vistron reported that discontinued service on this line would either force it to shut down its plant or charge higher prices for its fertilizer. In 1974, Vistron paid $39,306 to its 6 employees.

Several firms reported that future rail use should increase and that past rail use would have been greater had service been better.

According to the Lebanon Chamber of Commerce, both Agri-Urban and Vistron were handicapped by low load limits for rail cars and an insufficient supply of cars. There is a load limit of 50 tons and Vistron reported a 30-car shortage of 50-ton cars.

Reported Traffic:

	Carloads	
Company	*1973*	*1974*
Agri Urban	46	51
Artyle Industries	8	0
Brants, Inc	10	2
Brittain Lumber	16	16
Dave Steel Corp	124	140
Green Thumb, Inc	5	4
Lebanon Lumber	21	10
Vistron	14	37
Steininger	70	100
Valley Kitchens	24	30
Total	338	390

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$81,130
Average revenue per carload	$258	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	58,815	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	17,476	
Cost incurred beyond the branch line	51,243	
Total variable (avoidable) cost		127,534
Net contribution (loss): total		(46,404)
Average per carload	(148)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a

maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,592 crossties (an average of 540 crossties per mile).

Ohio PUC suggested combining this line with Line No. 560. Both failed to pass the viability criteria individually, and, also failed when combined.

Service to this line generated a loss of $46,404 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 57-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

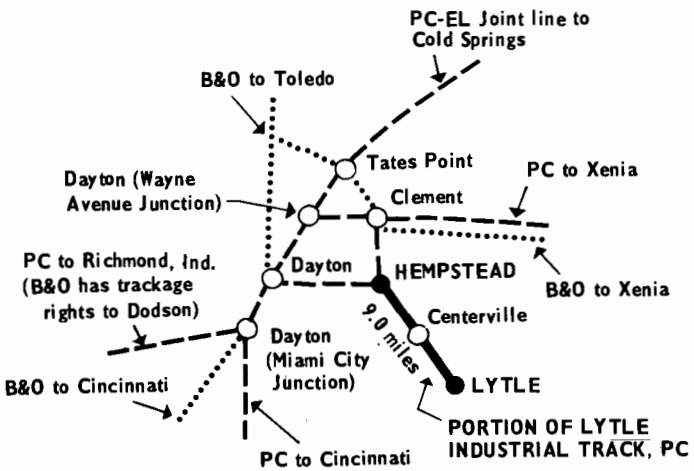
Disposition

This portion of the Blue Ash Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF LYTLE INDUSTRIAL TRACK

USRA Line No. 527/528

Penn Central



This portion of the Lytle Industrial Track, formerly part of the Pennsylvania RR, extends from *Hempstead* (Milepost 7.0) to *Lytle, Ohio* (Milepost 16.0), a distance of *9.0 miles*, in Montgomery and Warner Counties, Ohio. This is an industrial line which runs southwest from Dayton (see Line No. 526). It also connects at Hempstead with the Lytle Running Track to Clement (see Line No. 529).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lytle	91
Centerville	659
Total carloads generated by the line	750
Average carloads per week	14.4
Average carloads per mile	83.3
Average carloads per train	7.5
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

According to Centerville Councilman Charles A. McQueeney, MacMillan Bloedel Containers, Inc., which generated 603 carloads in 1973, would be forced to relocate if this line were abandoned. MacMillan Bloedel is Centerville's largest industry, employing 245 people and providing the city with $18,000 in tax revenues during 1973. If the company did remain in Centerville, it estimates that it would be forced to spend $200,000 to alter its facilities to accommodate truck use. This action would increase its transportation costs by approximately $1 million per year.

Smokey, Inc., which generated 43 cars in 1974, reported its transportation costs would have increased by $100,000–$130,000 during 1974 had it been forced to use all truck shipments.

The Dayton Chamber of Commerce reported that up to 500 jobs could be affected by abandonment of this line.

MacMillan Bloedel estimates its rail traffic will increase to 1,120 carloads per year.

Additional rail traffic could come from Snyder Concrete Products which now receives 36,000 tons of brick by truck due to PC's poor service. Furthermore, over 400 acres of land have been zoned for industrial use with an expected 24,000 cars per year.

The Miami Valley Regional Transit Authority has requested funding to institute Dayton Area Rapid Transit (DART) service over part of this line to shuttle passengers between Dayton and Centerville during the day while freight traffic would move over the line at night.

The Montgomery County Transportation and Development Program in Dayton reported that there are 800 carloads generated along this line.

Information for Line-Transfer Decision

Revenue received by PC	$161,507
Average revenue per carload	$215

Variable (avoidable cost of continued service):	
Cost incurred on the branch line	95,641
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	20,868
Cost incurred beyond the branch line	104,521
Total variable (avoidable) cost	221,030
Net contribution (loss): total	(59,523)
Average per carload	(79)

This line would require upgrading to meet the requirement of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,500 crossties (an average of 500 crossties per mile).

Service to this line generated a loss of $59,524 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 37-percent rate increase. The existence of an additional 50 carloads in 1973, as reported in the testimony, would reduce this loss to approximately $55,700.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. A review of traffic data for 1974 indicates that only 578 carloads were shipped on the entire line (a decrease of 22 percent). The proposed industrial park is not yet under construction.

Disposition

This portion of the Lytle Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

LYTLE RUNNING TRACK

USRA Line No. 529

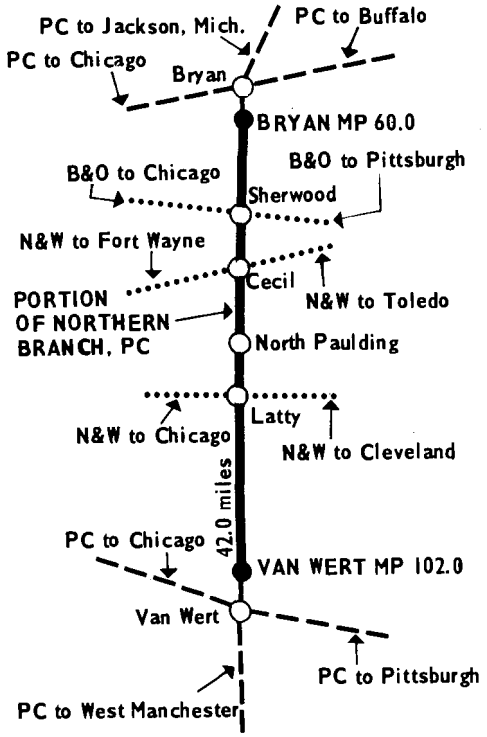
Penn Central

The Lytle Running Track, extending from *Clement* (Milepost 0.0) to *Hempstead, Ohio* (Milepost 5.1), a distance of *5.1 miles*, in Montgomery County, Ohio, a line which was recommended for inclusion on page 690 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NORTHERN BRANCH

USRA Line No. 531/531a/532

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Bryan* (Milepost 60.0) to *Van Wert, Ohio* (Milepost 102.0), a distance of *42.0 miles*, in Williams, Defiance, Paulding and Van Wert Counties, Ohio. This line is part of PC's through line between West Manchester, Ohio and Jackson, Mich. (see Line Nos. 530 and 533/534/534a/535). Five lines cross this segment of the Northern Branch: the PC Chicago-Buffalo line at Bryan, the B&O Chicago-Pittsburgh main line at Sherwood, the N&W Fort Wayne-Toledo line at Cecil and their Chicago-Cleveland line at Latty, and the PC Chicago-Pittsburgh line at Van Wert.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ney	35
Sherwood	99
North Paulding	739
Paulding	377
Cecil	2
Latty	0
Haviland	35
Scott	146
Cavett	2
Total carloads generated by the line	1,435

Average carloads per week	27.6
Average carloads per mile	34.2
Average carloads per train	9.6
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Bryan Chamber of Commerce testified that shippers in Bryan are not opposed to ending rail service on this line as a result of the poor service now being offered.

Shippers sending traffic north-south stressed the importance of this line to their routing.

Defiance Landmark reported that its transportation costs would increase significantly if its cargo had to be moved by truck. It estimates its costs would increase $21,000.

The Paulding County Farm Bureau Co-op Association reported that its cost would increase $50,000 if rail service were curtailed.

The Farm Bureau Co-op plans to expand its grain storage. As a result, rail shipments over this line should double the 1973 carloads.

The Van Wert Chamber of Commerce reported that USRA understated the actual number of carloads by 301.

Reported traffic on this line is as follows:

Company	Carloads 1973	1974	Projected
Steel Fabricating Co	----	----	180
Pet Inc	380	----	----
Defiance Landmark	114	28	----
General Portland Inc	769	1,876	1,253
Paulding County Farm (Bureau Coop Ass'n)	----	35	40
Scott Equity Exchange Co.[1]	2,400	125	----
Paulding Lumber	----	----	10
Paulding Grain and Seed	----	----	75
Stokely Van Camp	----	----	70
Grizzly Corp	----	----	55
Reindenbach Equipment	----	----	20
Hartzog Lumber	----	----	10
Pawner Plastics	----	----	----

[1] Figures submitted by Congressman Delbert Latta.

The N&W is interested in acquiring a section approximately 7.7 miles long to serve all industries in and in the immediate area of North Paulding.

The Chamber of Commerce expressed concern over using barges, the alternative mode, in transporting the grain shipments. Each dam on the rivers has one lock. If one of the locks were forced to close for any length of time, the transportation of food, fuel, and fiber to the eastern seaboard would be disrupted.

The Ohio Power Co. reported that its power substation at Haviland would be adversely affected if this line were abandoned.

Consideration could be given to a reduction in frequency of service and thereby substantially reduce on-branch costs.

Information for Line-Transfer Decision

Revenue received by PC		$576,921
Average revenue per carload	$402	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	428,169	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,695	
Cost incurred beyond the branch line	288,088	
Total variable (avoidable) cost		768,952
Net contribution (loss): total		(192,031)
Average per carload	(134)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,480 crossties (an average of 154 crossties per mile).

This line was reanalyzed using 150 trips at 12 hours per trip. Testimony stating the existence of 2,400 carloads at Scott could not be verified. According to the Scott Equity traffic manager, this firm generated 143 carloads in 1973.

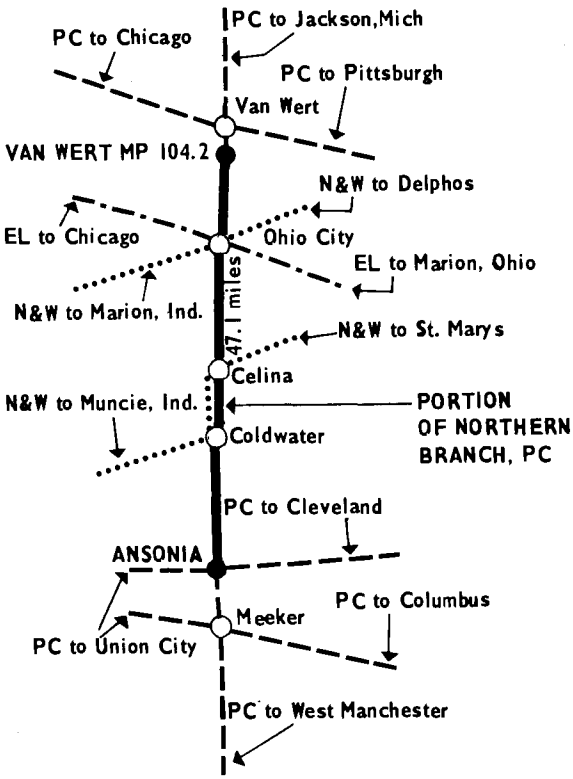
Service to this line generated a loss of $192,032 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 47-percent rate increase. This line does not serve any traffic generated at Van Wert. Analyses of the subsegments of this line from North Paulding to Van Wert and from Paulding to Bryan were not viable.

Disposition

The portion of the Northern Branch from Milepost 78.8 to Milepost 81.5 shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 741 carloads or approximately 51 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

The portion of the Northern Branch from Milepost 60.0 to Milepost 78.8 and from Milepost 81.5 to Milepost 102.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF NORTHERN BRANCH
USRA Line No. 533/534/534A/535
Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Van Wert* (Milepost 104.2) to *Ansonia, Ohio* (Milepost 151.3), a distance of *47.1 miles*, in Van Wert, Mercer and Darke Counties, Ohio. The line continues north to Jackson, Mich. and south to West Manchester (see Line Nos. 531/531a/532 and 538). Five east-west lines cross this portion of the Northern Branch. They are the PC Chicago-Pittsburgh line at Van Wert, the N&W Marion, Ind.-Delphos line and the EL Chicago-Youngstown line at Ohio City (see Line No. 1261), the N&W Muncie-St. Mary's line, which runs along the Northern Branch between Celina and Coldwater, and at Ansonia the PC Indianapolis-Cleveland line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Ohio City	55
Rockford	203
Tama	0
Celina	896
Coldwater	138
St. Henry	479
Gilberts	13
New Weston	9
Rossburg	9
Total carloads generated by the line	1,802
Average carloads per week	34.7
Average carloads per mile	38.3
Average carloads per train	16.4

1973 operating information:

Number of round trips per year	150
Estimated time per round trip (hours)	20
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Mercer Landmark reported that abandonment will leave only 5 of Mercer county's 16 agricultural facilities with rail service.

Ohio City Landmark reported that it could ship from 150–180 carloads annually if it could get cars as it needed them.

Ohio City Landmark reported that its transportation costs at its Ohio City facility will increase $50,000–$75,000 and its transportation costs at its Van Wert facility will increase $25,000–$35,000 if forced to divert to trucking.

St. Henry Tile Co., reported that to ship by truck, it would cost $40,000 for new equipment, 2 additional employees and fuel costs.

St. Henry Tile Co., also testified it would be forced to close its coal business without rail service.

Shockman Lumber Co., reported that discontinuing rail service would adversely affect its own business, its western lumber suppliers, and the 20 railroads which participate in these lumber shipments.

The Ohio Power Co., reported that the Van Wert Industrial Corp. owns a 51-acre industrial site located southwest of Van Wert.

The Van Wert Chamber of Commerce stated that USRA's 1973 figure of 1,797 carloads for this line is 845 cars below actual usage.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: the upgrading requirements were verified.)

N&W may be interested in acquiring two sections of the line, each approximately 2 miles long, one in the immediate area of Celina and the other in the immediate area of Coldwater.

Reported traffic:

Company and location	*Carloads* 1973	1974	*Projected*
Pet Milk, Coldwater	40	40	-------
Continental Can, Van Wert	1,250	1,270	-------
Ohio Underground Warehouse Cold Storage	6,000	-----	-------
St. Henry Tile Co., St. Henry		420	-------
St. Charles Seminary		20	-------
Shockman Lumber Co., St. Henry		18–20	-------
Ohio City Landmark:			
Ohio City	55	93	-------
Van Wert	40–45	40–45	40–45

Information for Line-Transfer Decision

Revenue received by PC		$421,136
Average revenue per carload		$234
Variable (avoidance) cost of continued service:		
Cost incurred on the branch line	531,420	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading Cost)	99,874	
Cost incurred beyond the branch line	243,933	
Total variable (avoidable) cost		875,227
Net contribution (loss): total		(454,091)
Average per carload		(252)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 17,904 crossties (an average of 380 crossties per mile).

Van Wert shippers are not on this line segment.

Service to this line generated a loss of $454,091 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 108-percent rate increase. Reanalysis of a subsegment of this line from Van Wert to Celina, as requested in the RSPO testimony determined that this subsegment also failed the viability criteria.

The N&W is interested in serving shippers at Celina and Coldwater.

Disposition

This portion of the Northern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendation see section C of this appendix.

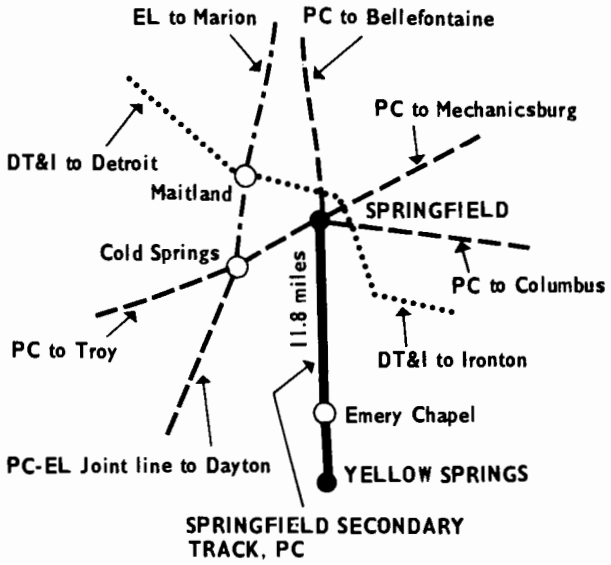
The portion of this line necessary to serve the traffic generated at Celina and Coldwater shall be offered for sale to the Norfolk & Western Railway. This sale would preserve rail service to an estimated 1,034 carloads or approximately 57 percent of the traffic generated on this line.

SPRINGFIELD SECONDARY TRACK

USRA Line No. 536/537

Penn Central

The Springfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Yellow Springs* (Milepost 7.5) to *Springfield, Ohio* (Milepost 19.3), a distance of *11.8 miles*, in Clark and Greene Counties, Ohio. At Springfield, this line has connection possibilities with seven lines: the PC to Dayton and Troy (see Line No. 549), the Detroit, Toledo & Ironton RR Main Line north or south, the PC line to Bellefontaine, the PC Mechanicsburg Secondary Track and the PC line to Columbus.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Yellow Springs	295
Emery Chapel	182
Springfield [1]	15
Total carloads generated by the line	492
Average carloads per week	9.5
Average carloads per mile	41.7
Average carloads per train	3.2
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	5
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Morris Bean & Co. stated that it has rearranged and expanded its Yellow Springs facility over the last 2 years due to its accessibility to rail. Without rail service, the company would lose $30,000 in investments, be forced to spend $125,000 to alter its facilities to accommodate truck use, and increase its transportation costs by 200 percent. The only other alternative available to Morris Bean is to shut down its Yellow Springs facility and use its Cedarville facility exclusively. This shift would result in the loss of 450–465 jobs in Yellow

Springs, a payroll loss of $4,500,000 and necessitate increasing storage capacity at Cedarville.

Rail service discontinuance would prevent Antioch College from receiving coal along this line thus preventing it from using its own power plant. The college would be forced to depend upon the Dayton Power & Light Co. for its electricity.

Discontinuance of rail service would also have a detrimental effect upon the proposed construction of a multi-modal cargo facility at the Springfield Municipal Airport.

Dan Hollisted of the village of Yellow Springs reported that the Dewine & Hammon Seed Co. could have shipped three times as many cases as it did had daily service been provided. Presently the PC serves Yellow Springs twice per week. Mr. Hollister thought that industrial investment would increase if the line were upgraded and continued service assured.

Smokey, Inc., which reported that its 1974 carloads were down since 1974 was a slow year for the housing construction industry, favored takeover of the line by DT&I.

Reported traffic:

	Carloads		
Company and location	*1973* [1]	*1974*	*Projected*
Wickes Lumber Co., Emery Chapel	76	----	100
Morris Bean & Co., Yellow Springs	160	184	----
Antioch College, Yellow Springs	----	58	----
PK Lumber, Yellow Springs	7	3	----
Dewine & Hammon Seed Co., Yellow Springs	31	30	----
Smokey, Inc.	----	51	----

[1] The city of Springfield reported that 1,341 carloads were generated along this line in 1973.

The number of round trips per year appears to be substantially overstated in the Preliminary System Plan.

Information for Line-Transfer Decision

Revenue received by PC		$122,294
Average revenue per carload	$249	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	128,550	
Class I: (1/10 of total upgrading cost)	29,060	
Cost incurred beyond the branch line	75,994	
Total variable (avoidable) cost		233,604
Net contribution (loss): total		(111,310)
Average per carload	(226)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,283 crossties (an average of 448 crossties per mile).

The number of trips on this line was reduced to 156.

Service to this line generated a loss of $111,310 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 91-percent rate increase. This line generated 50 fewer carloads in 1974 than in 1973.

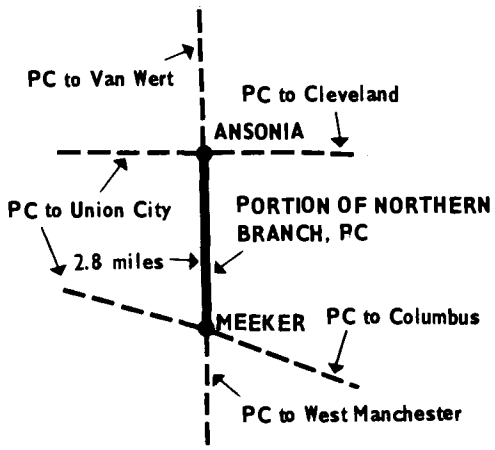
Disposition

The Springfield Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE NORTHERN BRANCH

USRA Line No. 538

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Ansonia* (Milepost 151.3) to *Meeker, Ohio* (Milepost 154.1), a distance of *2.8 miles*, in Darke County, Ohio. Continuations of this line extend northward from Ansonia to Van Wert (see Line No. 533/534/534a/535) and southward from Meeker to West Manchester (see Line No. 539/540/553a). This line connects with the Penn Central Indianapolis-Union City-Cleveland line at Ansonia. It also connects with the Penn Central Chicago-Union City-Columbus line at Meeker.

Public Comments on Preliminary System Plan

The only information received was supplied by the Van Wert Chamber of Commerce to the effect that much of the traffic generated south of Meeker Junction is routed north over Line No. 538.

Information for Line-Transfer Decision

This line does not directly serve any shippers but is required for through train service.

Disposition

This portion of the Northern Branch is designated for transfer to Consolidated Rail Corp.

PORTION OF THE NORTHERN BRANCH

USRA Line No. 539/540/553a

Penn Central

This portion of the Northern Branch, extending from *Meeker* (Milepost 154.1) to *West Manchester, Ohio* (Milepost 174.0), a distance of *19.9 miles*, in Darke and Preble Counties, Ohio, a line which was recommended for inclusion on page 694 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

CARLISLE BRANCH

USRA Line No. 541

Penn Central

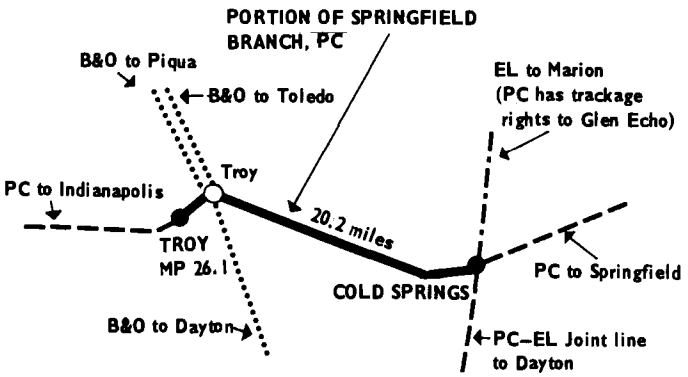
The Carlisle Branch, extending from *West Manchester* (Milepost 174.0) to *Carlisle Junction, Ohio* (Milepost 203.9), a distance of *29.9 miles*, in Preble, Montgomery and Warren Counties, Ohio, a line which was recommended for inclusion on page 695 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF SPRINGFIELD BRANCH

USRA Line No. 549

Penn Central

This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Cold Springs* (Milepost 5.9) to *Troy, Ohio* (Milepost 26.1), a distance of *20.2 miles*, in Miami and Clark Counties, Ohio. This line is part of the old New York Central Line between Springfield, Ohio, and Indianapolis (see Line No. 551). This segment is crossed at Troy by the B&O's Toledo-Cincinnati line. At Cold Springs, it connects with the EL's Marion-Dayton line (see Line No. 1266) and the PC Cleveland-to-Cincinnati line.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Donnelsville	0
New Carlisle	110
Brown	0
Grayson	28
Miami Siding	0
Troy [1]	1,095
Total carloads generated by the line	1,233
Average carloads per week	23.7
Average carloads per mile	61.0
Average carloads per train	8.0

1973 operating information:

Number of round trips per year	240
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

[1] Excludes Early Daniel traffic which is on the B&O RR.

Public Comments on Preliminary System Plan

Borden Inc., reported that a switch to truck would increase its transportation costs for potash by $1.75 per net ton; for phosphates by $1.75 per net ton; and for ammonium sulphate by $2.04 per net ton.

Early & Daniel, which ships 100-car unit trains, reported that its alternative to PC unit-train shipments is to use 10-car unit trains from the B&O. However, B&O's 10-car rate exceeds PC's 100-car rate by 4.5¢ per bushel of grain. Furthermore, the B&O doesn't serve 2 of the 4 eastern seaboard terminals that E&D presently serves. One of the two it does serve, the Tidewater Grain Co., has geared itself to receive 100-car unit trains only. Thus without PC service E&D anticipates its freight bill rising by $250,000. The company is contemplating expanding its facilities to accommodate an additional 330,000 bushels. In 1975, E&D expects to ship 1,571 carloads of which 1,000 cars will move in 100-car unit trains. By 1980 it projects shipping 1,857 carloads of which 1,300 cars will move in 100-car unit trains. E&D also pointed out that 50 of the cars in the unit trains it uses are leased by them; thus, reducing car maintenance and per diem costs. E&D also said that all traffic originating on Lines No. 551 and No. 549 moves

east over Line No. 549 since the line west of Arcanum is out of service. Brubaker Elevator reported that this includes 100-car unit trains shipped from Continental Grain at Arcanum.

Reported traffic:

Company and location	Carloads 1973	1974	Projected
Borden, Inc., Grayson	25	25	
Brubaker Elevator, New Carlisle	80	80	
E&D Eldean[1]	686	875	

[1] Eldean is located on the B&O branch between Troy and Piqua. However, because Eldean is within the switching limits of Troy, PC is permitted to become the originating long-haul carrier.

The Chessie is only interested in providing service to shippers at Troy.

Information for Line-Transfer Decision

Revenue received by PC		$416,901
Average revenue per carload		$338
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	266,290	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	48,890	
Cost incurred beyond the branch line	298,962	
Total variable (avoidable) cost		614,142
Net contribution (loss): total		(197,241)
Average per carload		(160)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,476 crossties (an average of 514 crossties per mile).

All traffic at Troy, except Early Daniel which is on the B&O RR, was assigned to this line.

Service to this line generated a loss of $197,241 in 1973. Recovery of this loss would require approximately a 167-percent increase in traffic or a 47-percent rate increase.

Disposition

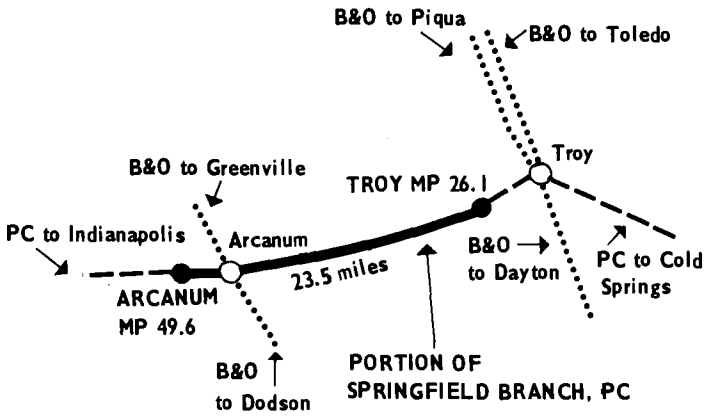
This portion of the Springfield Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Troy shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 1,095 carloads or approximately 88 percent of the traffic generated on this line.

PORTION OF SPRINGFIELD BRANCH

USRA Line No. 551

Penn Central



This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Troy* (Milepost 26.1), to *Arcanum, Ohio* (Milepost 49.6) a distance of *23.5 miles*, in Miami and Darke Counties, Ohio. This line is a segment of the old New York Central line from Springfield, Ohio, to Indianapolis (see Line Nos. 549 and 552). B&O lines cross this segment near its end-points; the Greenville-Dayton line at Arcanum and the Toledo-Cincinnati line at Troy.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kessler	1
Ludlow Falls	25
Laura	2
Pitsburg	63
Arcanum	481
Total carloads generated by the line	572
Average carloads per week	11.0
Average carloads per mile	24.3
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

This line serves the Archer Industrial Park located in Troy. According to Huntsman Container Corp., which is located in the park, the complex is just beginning its development and loss of rail service would stifle its growth. The Troy Industrial Park would also be hindered in development as a result of diminished interest in purchasing property in the park.

Huntsman Container, which is holding in abeyance a 50-percent expansion program until the rail service

issue is settled, said its transportation costs would increase 200 percent if it had to switch to trucking.

The Troy Chamber of Commerce said that jobs of 12,000 people are dependent upon Huntsman's egg packaging products.

Tube Products Co. would be unable to compete effectively for high volume tailpipe and exhaust pipe business without rail service. Vistron Corp. said its $69,000 facility at Pitsburg would either have to close or raise prices on fertilizer sold locally. Its 1974 payroll was $37,022 for five employees. Brubaker Elevator commented that loss of rail service would disrupt Continental Grain's 100-car unit train shipments from Arcanum. See comment on USRA Line No. 549.

Huntsman Container and Tube Products both complained of poor service by the PC—poor car condition and damage to or loss of products as a result of derailments. The Chamber of Commerce reported 19 derailments on the line in 1974.

The Chessie is only interested in providing service to shippers at Arcanum and Troy.

Information for Line-Transfer Decision

Revenue received by PC		$238,868
Average revenue per carload	$417	
Variable (avoidance) cost of continued service:		
Cost incurred on the branch line	172,243	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	58,358	
Cost incurred beyond the branch line	123,239	
Total variable (avoidable) cost		353,840
Net contribution (loss): total		(114,972)
Average per carload	(201)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,300 crossties (an average of 559 crossties per mile).

This line was redefined to place all traffic at Troy on Line No. 549. The costs for Arcanum traffic were adjusted for 100-car unit trains of grain.

Service to this line generated a loss of $114,972 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 48-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

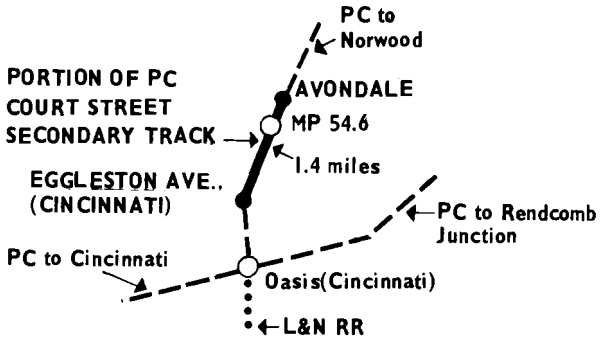
This portion of the Springfield Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Arcanum shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 481 carloads or approximately 84 percent of the traffic generated on this line. Also, the portion of the line necessary to serve the traffic at Troy shall be offered for sale to the Chessie System.

PORTION OF COURT STREET SECONDARY TRACK

USRA Line No. 558

Penn Central



This portion of the Court Street Secondary Track, formerly part of the Pennsylvania RR, extends from *Avondale* (Milepost 54.3), to *Eggleston Ave. (Cincinnati), Ohio* (Milepost 55.7), a distance of *1.4 miles*, in Hamilton County, Ohio. This line is an industrial track serving part of the east side of the city of Cincinnati. The track ends at Eggleston Avenue; northward the line continues to PC's McCullough Yard.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cincinnati[1]	257
Total carloads generated by the line	257
Average carloads per week	4.9
Average carloads per mile	183.6
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of U.S. Railway Association's Preliminary System Plan.

Information for Line-Transfer Decision

Revenue received by PC		$103,577
Average revenue per carload	$403	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	26,373	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,990	
Cost incurred beyond the branch line	62,735	
Total variable (avoidable) cost		93,098
Net contribution: total		10,479
Average per carload	41	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 700 crossties (an average of 500 crossties per mile).

The portion of this line from Milepost 54.3 to Milepost 54.6 is out-of-service. The above cost data does not reflect service to this portion of the line.

Disposition

The portion of the Court Street Secondary Track from Milepost 54.6 to Milepost 55.7 shall be transferred to the Consolidated Rail Corp.

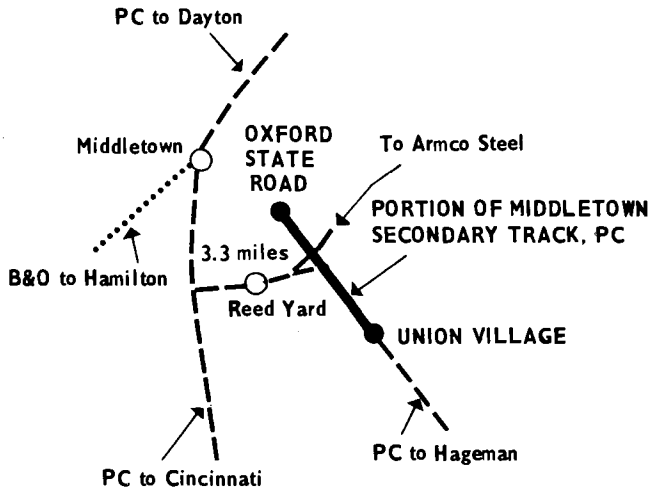
The portion of the Court Street Secondary Track from Milepost 54.3 to Milepost 54.6 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MIDDLETOWN SECONDARY TRACK

USRA Line No. 560

Penn Central

This portion of the Middletown Secondary Track, formerly part of the Pennsylvania RR, extends from *Oxford State Road* (Milepost 3.7), to *Union Village*,



Ohio (Milepost 7.0), a distance of *3.3 miles*, in Butler and Warren Counties, Ohio. This segment is the remaining stub-end of the old PRR line to Middletown; it continues southeastward to Hageman and Middletown Junction.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Union Village	5
Monroe	286
Middletown [1]	276
Total carloads generated by the line	567
Average carloads per week	10.9
Average carloads per mile	171.8
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

According to Caral Corp., discontinued rail service would force it to spend $110,000 to alter its facilities to accommodate truck use. If management decided this cost could not be justified, it would relocate. Relocation would result in the loss of 81 jobs and $43,000 in personal property taxes, real estate taxes, and license taxes.

The Wickes Lumber Co. would be forced to relocate, resulting in the loss of 10 jobs and $9,100 in tax revenues.

Mayor Arlie Parke of Mason reported that traffic flowing to Mason and Lebanon is switched at the Reed Yards in Middletown and travels along this line before reaching Mason and Lebanon. Because the track south of Mason is already out of service, USRA's proposal would effectively cut off Mason, which generates approximately 2,500 cars annually, and Lebanon which

generates approximately 400 cars annually, from rail service.

Numerous witnesses reported industrial growth potential along this line. It serves the Miami Valley Industrial Park, which has 100 acres available for sale, the Cin-Day X Way Industrial Park, which already has investments of $1 million, and the Heidelberg Industrial Park. Chrysler Corp. owns 660 acres in Union Village which it hasn't developed and Caral Corp. reported owning 20–25 acres which it wants to develop.

The Middletown Chamber of Commerce testified that USRA made errors in attributing carloads to this line and errors in determining costs. According to its analysis, companies generated 552 carloads in 1973, not 288 as USRA reported. Furthermore, since rail users are served by crews working the Reed Yards, abandoning this line would not reduce locomotive or crew costs.

Reported traffic:

	Carloads		
Company and location	*1973*	*1974*	*Projected*
Wickes Lumber, Monroe	97		
Heidelberg Dist., Monroe	142	170	200-250
Texas Eastern, Transmission Corp., Monroe	313		

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The estimated time per round trip should be reviewed. The estimate appears to be high considering the traffic and the length of the line.

Information for Line-Transfer Decision

Revenue received by PC		$197,565
Average revenue per carload	$348	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	70,623	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	15,264	
Cost incurred beyond the branch line	103,912	
Total variable (avoidable) cost		189,799
Net contribution: total		7,766
Average per carload	14	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,980 crossties (an average of 600 crossties per mile).

This line was reanalyzed including the carloads generated by Texas Eastern which were billed at Middletown, and inadvertently excluded from the original analysis. The time per trip was reduced from 8 to 4 hours.

Disposition

This portion of the Middletown Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF COLUMBUS-INDIANAPOLIS LINE

USRA Line No. 561

Penn Central

This portion of the Columbus-Indianapolis line, extending from *Columbus* (Milepost 6.7) to *Xenia, Ohio* (Milepost 54.7), a distance of *48.0 miles*, in Franklin, Madison, Greene and Clark Counties, Ohio, a line which was recommended for inclusion on page 699 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF COLUMBUS-INDIANAPOLIS LINE

USRA Line No. 562

Penn Central

This portion of the Columbus-Indianapolis line, extending from *Dayton* (Milepost 16.6) to *New Paris, Ohio* (Milepost 51.7), a distance of *35.1 miles*, in Montgomery and Preble Counties, Ohio, a line which was recommended for inclusion on page 699 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF COLUMBUS-TO-INDIANAPOLIS LINE

USRA Line No. 639

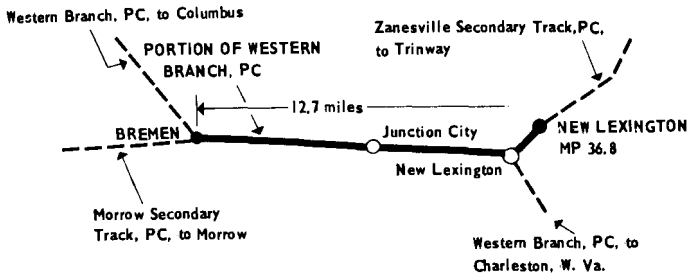
Penn Central

This portion of the Columbus-Indianapolis line, extending from *Xenia* (Milepost 0.0) to *Dayton, Ohio* (Milepost 15.4), a distance of *15.4 miles*, in Greene and Montgomery Counties, Ohio, a line which was recommended for inclusion on page 700 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF WESTERN BRANCH

USRA Line No. 640

Penn Central



This portion of the Western Branch, formerly part of the Pennsylvania RR, extends from *Bremen* (Milepost 173.8) to *New Lexington, Ohio* (Milepost 36.8), an actual distance of *12.7 miles*, in Fairfield and Perry Counties, Ohio. The line continues northwestward from Bremen to Truro and southward from New Lexington to Corning (see Line Nos. 493 and 513/513a). At Bremen it connects with PC's Morrow Secondary Track to Circleville and at New Lexington with the Zanesville Secondary Track to Crooksville (see Line Nos. 496/496a and 496c). This portion of the Western Branch is used primarily for overhead traffic between Columbus and Charleston, W. Va.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Lexington	409
Total carloads generated by the line	409
Average carloads per week	7.9
Average carloads per mile	32.2
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Peabody Coal Co., which operates its Sunnyhill Mine just south of New Lexington at Sunnyhill, reported that this line is vital to its routings. In 1973, Peabody shipped 15,300 carloads of coal from Sunnyhill and in 1974 it shipped 13,694 carloads. Of its 1974 volume 11,202 carloads moved in 10,000 ton, 100-car unit trains destined for Essexville, Mich. These unit trains, which originated three times per week, were routed north to New Lexington over USRA Line No. 513/513a; west to Bremen over USRA Line No. 640; north to Thurston to Truro over USRA Line No. 493; north from Truro to East Columbus over USRA Line No. 491 and on to Essexville. Peabody requests that each of these lines be included in ConRail for a number of reasons. First, this route is 39 miles shorter than the alternate route from New Lexington to Zanesville to Trinway to Columbus and on to Essexville. Second, the alternate route goes through Buckeye Yard, Columbus, which would cause added congestion and transit delays. Third, there are two passing tracks at Thurston whereas the alternate route has no siding that can accommodate 100-car unit trains. Fourth, the alternate route would require interchanging with the B&O at Zanesville which would increase transit delays. And last, the Penn Central is upgrading Peabody's present route to a 30-mile-per-hour operating speed. Peabody's alternate route is in poor condition. The track between New Lexington and Crooksville has been closed since January 10, 1975, due to a tunnel collapse. The track on this alternate route is of the 80–90 pound type and thus cannot support the weight of a 100-car unit train. Peabody believes that 125-pound track is needed for 100-car unit train shipments. In addition, mud slides in the winter along this alternate route have caused considerable maintenance expense and traffic delays. Peabody estimates that it would take 2½ years to upgrade this track to standards acceptable for the use of 100-car unit trains.

Information for Line-Transfer Decision

Revenue received by PC		$132,047
Average revenue per carload	$323	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	114,125	
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	17,359	
Cost incurred beyond the branch line	107,861	
Total variable (avoidable) cost		239,345
Net contribution (loss): total		(107,298)
Average per carload	(262)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of 2,000 crossties (an average of 81 crossties per mile).

This line was reanalyzed and is required for the movement of unit coal trains from southern Ohio. Shippers at New Lexington will continue to receive service.

Disposition

This portion of the Western Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF ALLIANCE BRANCH

USRA Line No. 641

Penn Central

This portion of the Alliance Branch, extending from *Minerva* (Milepost 41.7) to *Bergholz, Ohio* (Milepost 62.5), a distance of *20.8 miles*, in Carroll and Jefferson Counties, Ohio, a line which was recommended for inclusion on page 701 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE ALLIANCE BRANCH

USRA Line No. 641a

Penn Central

This portion of the Alliance Branch, extending from *Bergholz* (Milepost 62.5) to *Pan, Ohio* (Milepost 74.0), a distance of *11.5 miles*, in Jefferson and Harrison Counties, Ohio, a line which was recommended for inclusion on page 702 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

M&C SECONDARY TRACK, M&C BRANCH

USRA Line No. 642

Penn Central

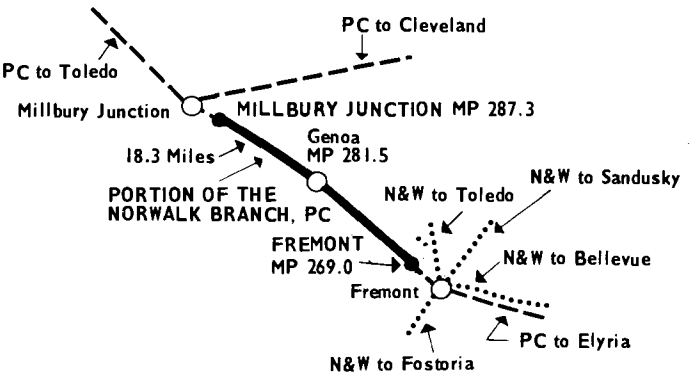
The M&C Secondary Track and M&C Branch, extending from *Massillon* (Milepost 0.0) to *Warwick, Ohio* (Milepost 11.1), a distance of *11.1 miles*, in Summit and Stark Counties, Ohio, a line which was recommended for inclusion on page 702 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NORWALK BRANCH

USRA Line No. 643

Penn Central

This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from *Fremont* (Milepost 269.0) to *Millbury Junction, Ohio*, (Milepost 287.3), a distance of *18.3 miles*, in Sandusky, Ottawa and Wood Counties, Ohio. Continuations of this line extend westward from Millbury Junction and eastward from Fremont (see Line No. 643a). Connections include: the Norfolk & Western to Toledo, Sandusky, Bellevue and Fostoria at Fremont and, at Millbury Junction, the PC Chicago-to-Buffalo line.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lindsey	187
Elmore	116
Genoa	3,076
Total carloads generated by the line	3,379
Average carloads per week	65.0
Average carloads per mile	184.6
Average carloads per train	13.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	11.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Sandusky Chamber of Commerce pointed out several errors in USRA's analysis of this line. For example, it reflects a switch crew from Millbury Junction to Fremont, and return. The switch crew actually operates from Toledo Air Line yard to Martin to Genoa and return. Thus, the analysis does not reflect service provided to the Kralmer Quarries located at Martin, Ohio which generates 3,500 cars per year. Furthermore, the stations of Elmore and Lindsey are switched by a crew that services Clyde-Fremont-Lindsey-Elmore-Genoa. Thus, the correct traffic volume for the Toledo Air Line yard to Genoa switch should be approximately 6,500 cars, not 3,366.

The Chamber of Commerce also testified that 300, not 260, round trips are made per year. In addition, since present operation is at 20 miles per hour, the $53,228 expenditure needed to rehabilitate this track to a speed of 10 miles per hour (FRA Class I Standard) is not required.

United States Gypsum Co., Genoa, confirmed the Chamber testimony regarding Genoa being served by switch crews from Toledo and confirmed that the track is in good condition. It did report that ties are in need of replacement. The Company also reported it generated 3,022 carloads in 1973; 2,670 carloads in 1974; and projects a use of 3,359 carloads for 1975. According to the company, there are no turnouts along this line and no routes are currently available for traffic to or from Genoa that permit interchange with the N&W at Fremont. Without rail service, U.S. Gypsum estimated it would cost $19,000,000 to relocate its facilities, therefore, recommended that the track from Genoa to Millbury be analyzed separately from the rest of the branch.

The U.S. Environmental Protection Agency reported that this line is an important part of Ohio's air pollution control plans.

N&W is interested in acquiring a 13.4 mile section of the 18.3-mile Norwalk Branch from Fremont (PC Milepost 269.0) to and including all industries in Genoa (PC Milepost 282.4). N&W's interest is for this exact and entire 13.4-mile section or none at all.

Information for Line-Transfer Decision

Revenue received by PC		$934,109
Average revenue per carload	$276	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	346,046	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	679,555	
Total variable (avoidable) cost		1,025,601
Net contribution (loss): total		(91,492)
Average per carload	(27)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed excluding the cost of upgrading since the line currently meets Class I standards.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 281.5 to Milepost 287.3 (serving shippers at Genoa who generated 3,076 carloads in 1973) would generate $793,134 in revenue and $766,832 in costs with a resulting contribution of $26,302.

Service to the remainder of the line (from Milepost 269.0 to Milepost 281.5 serving shippers at Elmore and Lindsey who generated 303 carloads in 1973) would generate $140,975 in revenue and $180,203 in costs with a resulting loss of $39,228. Recovery of costs would require approximately a 53-percent increase in traffic or a 28-percent rate increase over the 1973 levels.

Disposition

The portion of the Norwalk Branch from Milepost 281.5 to Milepost 287.3 shall be transferred to the Consolidated Rail Corp.

The portion of the Norwalk Branch from Milepost 269.0 to Milepost 281.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

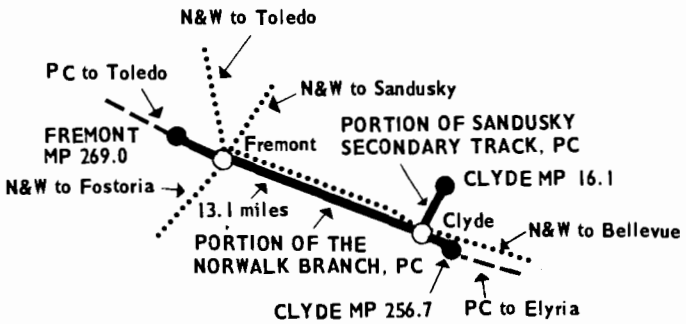
If the N&W does not acquire the portions of Line No. 643a necessary to serve the traffic generated at Clyde and Fremont, this entire line shall be transferred to Consolidated Rail Corp.

Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTIONS OF NORWALK BRANCH AND SANDUSKY SECONDARY TRACK

USRA Line No. 643a

Penn Central



This portion of the Norwalk Branch, formerly part of the New York Central RR, extends from *Clyde* (Milepost 256.7) to *Fremont, Ohio* (Milepost 269.0), plus 0.8 mile of the Sandusky Secondary Track in the vicinity of the PC/N&W crossing *at Clyde*, a distance of *13.1 miles*, in Sandusky County, Ohio. Continuations of this line extend westward from Fremont and eastward from Clyde (see Line Nos. 643 and 388a). At Fremont the line connects with the Norfolk & Western Ry. to Sandusky, Toledo, Fostoria and Bellevue.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clyde	1,218
Fremont	2,025
Total carloads generated by the line	3,243

Average carloads per week	62.4
Average carloads per mile	268.0
Average carloads per train	12.5
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Sandusky Chamber of Commerce pointed out the following errors in USRA's analysis of this line:

- Train crew size is 4, not 5.
- Number of round trips per year 260, not 300.
- Number of cars handled in 1973 was 3,637, not 3,216. This includes 299 cars for industries located in Elmore and Lindsey. (Note: Elmore and Lindsey are on Line No. 643.)
- The line is profitable, not unprofitable, since the additional cars generated $112,320 revenue which exceeds the $34,741 loss per year.
- Operating speed for this track is 20 m.p.h. which exceeds FRA Class I standards.

Whirlpool Corp. stated because Penn Central has allowed this line to deteriorate, it has become more and more dependent on the N&W.

Congressman Delbert Latta testified it would be impossible for Rural Service at Clyde, to inspect, load, and ship huge quantities of grain by any other mode.

N&W is interested in acquiring only about 2 miles of the branch in the immediate area of Fremont and about 2 miles in the immediate area of Clyde.

Reported traffic: [1]

	Carloads		
Company and location	*1973*	*1974 Projected*	
Whirlpool, Clyde	1,017	908	
Rural Service, Clyde	183	199	
Woodall Industries, Fremont	401	403	
Fremont Container, Fremont	572	559	
Moore Business, Fremont	520	652	
Rural Serve, Fremont	69	73	
Sweeney Warehouse, Fremont	237	286	
Robert Wolfe, Fremont	49	78	
Union Carbide, Fremont	169	170	
Fremont Foundry, Fremont	96	122	
Sunshine Biscuit, Fremont	25	22	
City of Elmore	116	109	
City of Lindsey	183	173	

The U.S. Environmental Protection Agency reported that this line is an important part of Ohio's air pollution control plan.

Information for Line-Transfer Decision

Revenue received by PC		$876,556
Average revenue per carload	$270	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	319,669	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	514,421	
Total variable (avoidable) cost		834,090
Net contribution: total		42,466
Average per carload	13	

[1] Figures are supplied by the Sandusky Chamber of Commerce.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed and redefined. Part of the Sandusky Secondary Track (0.8 mile) was added, the trips were reduced to 260, and the rehabilitation costs were removed. The line becomes marginally viable; however, 643—OH is required to reach this segment. By combining the portion of 643a—OH from Genoa to Fremont with 643—OH, a 2.9-percent rate increase would be required to achieve viability.

Disposition

The portions of the Norwalk Branch necessary for the N&W to serve Clyde and Fremont shall be offered for sale to the N&W, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF TRINWAY SECONDARY TRACK

USRA Line No. 644

Penn Central

This portion of the Trinway Secondary Track, extending from *Trinway* (Milepost 0.3) to *Zanesville, Ohio* (Milepost 16.0), a distance of *15.7 miles*, in Muskingum County, Ohio, a line which was recommended for inclusion on page 705 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF TRINWAY SECONDARY TRACK

USRA Line No. 644a

Penn Central

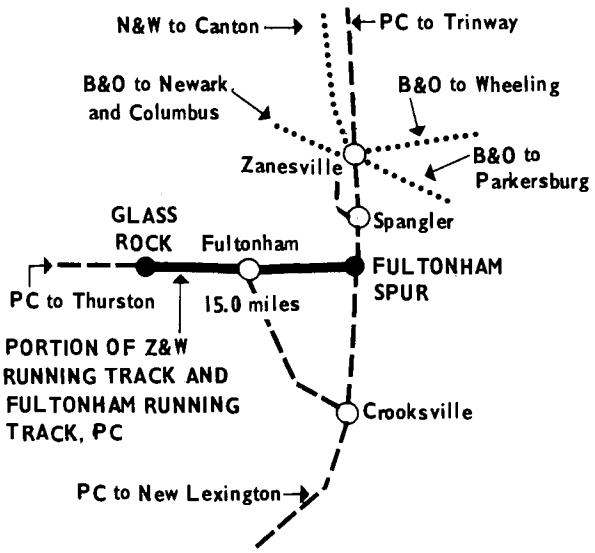
This portion of the Trinway Secondary Track, extending from *Zanesville* (Milepost 16.0) to *Crooksville*,

Ohio (Milepost 30.3), a distance of *14.3 miles*, in Muskingum and Perry Counties, Ohio, a line which was recommended for inclusion on page 705 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF Z&W RUNNING TRACK AND FULTONHAM RUNNING TRACK

USRA Line No. 692

Penn Central



This portion of the Z&W Running Track and Fultonham Running Track, formerly part of the New York Central RR, extends from *Glass Rock* (Milepost 45.6) to *Fultonham Spur, Ohio* (Milepost 0.0), an actual distance of *15.0 miles* in Muskingum and Perry Counties, Ohio. This line continues to Thurston from Glass Rock (see Line No. 490) and connects at Fultonham Spur with the PC Trinway Secondary Track to Zanesville and Crooksville (see Line No. 644a). It connects with the Crooksville Running Track at Fultonham (see Line No. 492).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Glass Rock	1,107
East Fultonham	2,035
Fultonham	390
Total carloads generated by the line	3,532
Average carloads per week	68.0
Average carloads per mile	235.5
Average carloads per train	14.7
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	8
Locomotive horsepower	3,500
Train crew size	4

Public Comments on Preliminary System Plan

In the Association announcement of March 14, 1975, the Association reported that Line 692 is now recommended for inclusion in the ConRail system. Its terminals should have been recorded in the Plan as Glass Rock and Fultonham Spur not Glass Rock and Spangler.

Information for Line-Transfer Decision

Revenue received by PC		$998,366
Average revenue per carload	$283	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	298,378	
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost)	9,648	
Cost incurred beyond the branch line	433,243	
Total variable (avoidable) cost		741,269
Net contribution: total		257,097
Average per carload	73	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,672 crossties (an average of 111 crossties per mile).

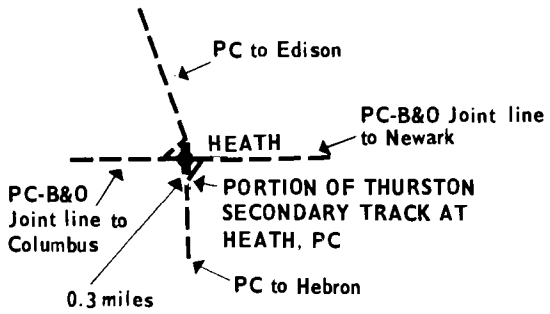
Disposition

This portion of the Z&W Running Track and Fultonham Running Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THURSTON SECONDARY TRACK

USRA Line No. 706

Penn Central



This portion of the Thurston Secondary Track, formerly part of the New York Central RR, extends from Milepost 133.2 to Milepost 133.5 at *Heath, Ohio*, a distance of *0.3 mile*, in Licking County, Ohio. A continuation of this line extends southward to Hebron from Heath and northward to Edison (see Line No. 488).

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 175 crossties (an average of 350 crossties per mile).

This line, which was recommended for inclusion in the Preliminary System Plan, was redefined as most of the line is not in use. The only shipper on the original line segment, Dow Chemical, will continue to receive service.

Disposition

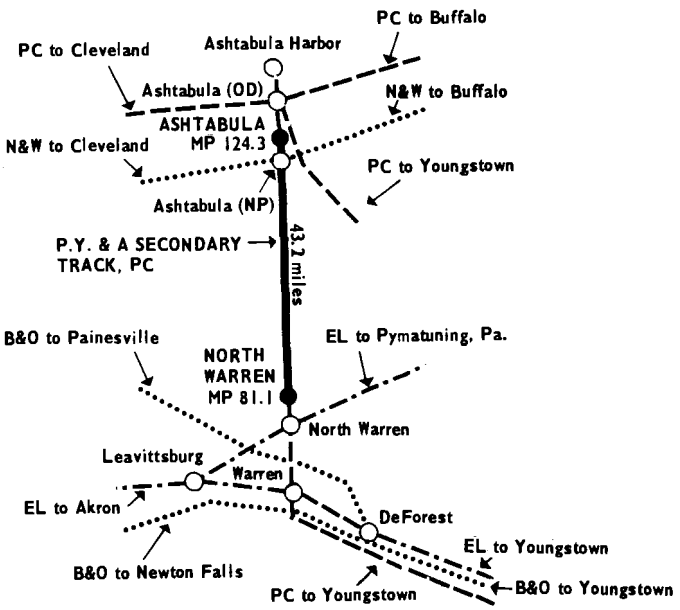
This portion of the Thurston Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

P.Y. & A. SECONDARY TRACK

USRA Line No. 714

Penn Central

The P.Y. & A. Secondary Track, formerly part of the Pennsylvania RR, extends from *North Warren* (Milepost 81.1) to *Ashtabula, Ohio* (Milepost 124.3), a distance of *43.2 miles*, in Ashtabula and Warren Counties, Ohio. At Ashtabula it meets the Buffalo-Chicago lines of the PC and N&W, and the PC Youngstown Branch. At Warren it connects with lines diverging. Before the PC merger, it carried coal and ore traffic to and from Ashtabula Harbor; the traffic is now moving on the Youngstown Branch.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Champion	27
Bristolville	53
Lockwood	22
East Orwell	13
New Lyme	0
Rome	22
Rock Creek	90
Austinburg	97
Ashtabula [1]	111
Total carloads generated by the line	435
Average carloads per week	8.4
Average carloads per mile	10.1
Average carloads per train	4.2
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	11.0
Locomotive horsepower	3,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Carter Lumber Co. which generates 50 carloads per year, recommended that since 300 of the 433 carloads were generated between Ashtabula and Rock Creek, service along this portion of the line should be reduced to a once-a-week basis which might make the line viable. Lack of adequate unloading docks at the Ashtabula Team Track would probably result in its facility closure. This would result in the loss of Carter's $130,000 investment, eight to nine jobs, $85,000 in personal income, and $90,000 in tax revenues. If rail service remains, Carter projects increasing its rail use to 65–80 cars per year.

Inland Container Corp. projects its rail use will increase to 896 carloads in 1976. Because Inland is located

within the Ashtabula switching limits, it desires to know whether it will continue to have rail service if the line is abandoned.

The Western Reserve Economic Development Agency recommended that 13,000 feet of this line (from Milepost 81.1 to Milepost 83.5) be included in Con-Rail as 3,000 acres located on the northern corporate limits of Warren are to be developed as an industrial park. Rail service discontinuance would restrict the park's development and reduce the marketability of industrial sites. It recommends putting the remaining section of track in a rail bank in order to preserve it as one of the options available in solving the transportation disadvantage of the basic steel industry which comprises the primary element of the Mahoning Valley economy. This segment of track is used as a clearance route.

Information for Line-Transfer Decision

Revenue received by PC		$113,379
Average revenue per carload	$261	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	353,068	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	77,069	
Total variable (avoidable) cost		430,137
Net contribution (loss): total		(316,758)
Average per carload	(728)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Inland Container Corp. is not served by this line. It will continue to receive service.

This line will *not* be required for a clearance route; adequate alternative clearance routes exist.

Service to this line generated a loss of $316,758 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 279-percent rate increase. An analysis of the portion of the line from Ashtabula to Rock Creek also failed to meet the viability criteria.

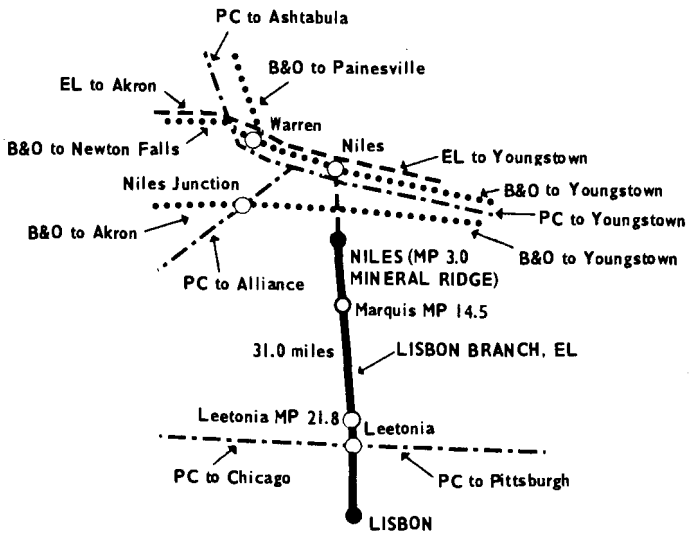
Disposition

The P.Y. & A. Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

LISBON BRANCH

USRA Line No. 1258

Erie Lackawanna



The Lisbon Branch extends from *Niles* (Milepost 3.0) to *Lisbon, Ohio* (Milepost 34.0), a distance of *31.0 miles*, in Mahoning and Columbiana Counties, Ohio. This line connects with the EL Jersey City-Chicago line, the B&O and the PC at Niles, and with the PC Pittsburgh-Chicago line at Leetonia.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mineral Ridge	86
West Austintown	897
Canfield	345
Marquis	0
Greenford	59
Washingtonville	11
Leetonia	14
Lisbon	3,067
Total carloads generated by the line	4,479
Average carloads per week	86.1
Average carloads per mile	141.7
Average carloads per train	43.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	20.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

The trustees of the EL oppose the abandonment of this branch because carloads generated during 1974

more than doubled those generated during 1973 and because freight revenues during 1974 were over five times greater than those during 1973. The trustees attributed this growth primarily to an increase in coal originating along the branch.

The Lisbon Chamber of Commerce testified that the EL serves seven businesses in Lisbon. These seven businesses generated 3,161 carloads in 1973, 2,830 of which were coal and 6,527 carloads in 1974, 5,931 of which were coal. Carroll Landmark could have used 20 more cars for hauling grain during 1974 but could not obtain them. It plans to increase its grain storage and add a bagger for fertilizer which should result in an increase in its rail usage from 48 carloads in 1974 to 72 carloads by 1976. The Chamber of Commerce also reported that if rail service ceased 125 jobs would be lost. Columbiana County's unemployment rate would increase from 7.8 percent to over 8 percent. Additional impacts resulting from the abandonment of rail service include a 10 cent per bushel increase in the cost of shipping grain and a $10 per ton increase in the cost of shipping fertilizer. According to D. W. Dickey & Son, Inc., these added costs would put it out of the grain business resulting in the loss of a recent $50,000 investment for additional grain storage and the loss of a $25,000 investment made during 1974 to accommodate Big John hopper cars. Dickey & Son reported that switching to trucks would increase its transportation cost for ammonium nitrate by $1,350 per month. Similarly, higher truck rates would increase Carroll Landmark's transportation costs by $35,000 per year. Lisbon Steel Fabricating reported that switching to trucks is not feasible for it since many of its products are over 65 feet in length.

The Columbiana County Regional Planning Commission and the Farmers Savings & Loan Co. of Canfield reported that industrial development along this line would be stifled without rail service. The Savings & Loan testified that there are 1,721 acres of industrially zoned land located in communities located along this line.

The Lisbon Chamber of Commerce reported that a proposed alternative to abandoning the entire line from Lisbon to Niles is to abandon it from Leetonia to Niles, thus leaving the segment from Lisbon to Leetonia open for service. However, the Chamber stated that this alternative is undesirable because switching facilities at Leetonia are inadequate and because added delays would result from having to interchange cars at Leetonia, Columbiana and Youngstown.

Information for Line-Transfer Decision

Revenue received by EL		$682,092
Average revenue per carload	$152	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	445,331	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	39,518	
Cost incurred beyond the branch line	370,888	
Total variable (avoidable) cost		855,737
Net contribution (loss): total		(173,645)
Average per carload	(39)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 19 crossties per mile).

This line was reanalyzed from Leetonia to Lisbon based on ConRail (merged) operations, revenues and costs.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 3.0 to Milepost 14.5 (serving shippers at Mineral Ridge, West Austintown and Canfield who generated 1,328 carloads in 1973) would generate $277,766 in revenue and $301,487 in costs with a resulting loss of $23,721. However, this line may become viable with an 8.5-percent rate increase or an 18-percent traffic increase.

Service to that portion of the line (from Milepost 14.5 to Milepost 21.8 serving shippers at Greenford and Washingtonville who generated 70 carloads in 1973) would generate $17,870 in revenue and $82,509 in costs with a resulting loss of $64,639. Recovery of costs would require approximately an eightfold increase in traffic or a 362-percent rate increase over the 1973 levels.

Although service to that portion of the line from Milepost 21.8 to Milepost 34.6 (serving shippers at Leetonia and Lisbon) generated a loss amounting to $91,593 based on 1973 Erie Lackawanna operations, analysis based on ConRail (merged) operations resulted in a contribution of $116,086.

Disposition

The portion of the Lisbon Branch from Milepost 3.0 to Milepost 14.5 shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Lisbon Branch from Milepost 21.8 to Milepost 34.6 shall be transferred to the Consolidated Rail Corp.

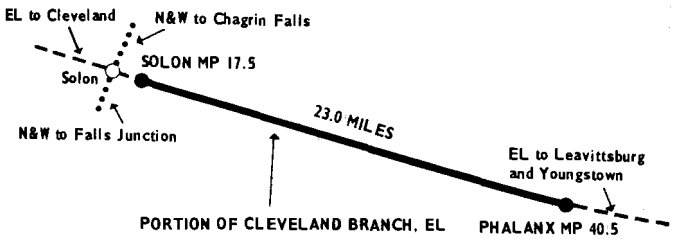
The portion of the Lisbon Branch from Milepost 14.5 to Milepost 21.8 is *not* designated for transfer to Consolidated Rail Corp. or to the Chessie System and is available for subsidy pursuant to section 304 of the Act.

Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CLEVELAND BRANCH

USRA Line No. 1259

Erie Lackawanna



This portion of the Cleveland Branch extends from *Solon* (Milepost 17.5) to *Phalanx, Ohio* (Milepost 40.5), a distance of *23.0 miles*, in Trumbull, Portage, Geauga and Cuyahoga Counties, Ohio. At Solon this line continues westward to Cleveland and at Phalanx it continues eastward to Leavittsburg and Youngstown. At Solon it crosses the N&W Chagrin Falls-Falls Junction line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Garrettsville-Hiram	156
Mantua	88
Aurora	250
Geauga Lake	79
Total carloads generated by the line	573
Average carloads per week	11.0
Average carloads per mile	24.9
Average carloads per train	3.7
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

The Akron Metropolitan Area Transportation Study (AMATS) reported that the EL provides rail passenger service to four municipalities and three townships between Cleveland and Youngstown over this line.

Carlon Products, at Aurora, generated 281 carloads during 1973, 425 carloads during 1974 and projects an annual use of 760 carloads by 1980. In anticipation of increased rail use, Carlon has spent $15,600 this year for improving the road bed and track at Aurora.

Polson Rubber Co., located at Garrettsville, generated 83 carloads during 1974.

Heinen's, Inc., which received 293 carloads at North Randall during 1974, stated that using the PC instead of the EL would delay its shipments by 2 days. Heinen's also stated that there were over 26,000 inbound cars over this line during 1974.

Clarence P. Rundt, Ohio State Chairman of the United Transportation Union, testified that the failure by USRA to include carloadings generated in the Warren-Youngstown area and carloads of iron ore which move over this line eastward from the Cleveland area, creates a distortion of the actual use of this line.

Paul Seed and Supply Co., which received 136 carloads during 1974 at its Garrettsville facility, reported that it would be forced out of business without rail service.

Mantua Grain and Supply, which employs 22 people at its Mantua facility, generated 36 carloads during 1974.

The Western Reserve Economic Development Agency reported that this line is used for transporting iron ore from Cleveland to the Youngstown area. Steel industries in the Mahoning Valley already face a transportation disadvantage as a result of its inland location and the necessity of shipping bulk commodities overland from the Great Lake ports.

The United Transportation Union reported that during 1974 this line carried 34,381 carloads of iron ore from the Erie ore dock or from Cleveland into the Youngstown area. Youngstown Sheet and Tube Co. reported that the Corps of Engineers projects 20 million tons of ore by 1980, 31 million tons by 2005 and 46 million tons by 2030 moving through the Cleveland docks.

The trustees of the EL oppose the abandonment of this branch line because the 1974 traffic volume was almost twice as high as the 1973 volume.

The Pennsylvania DOT opposed abandonment because this line is part of the most direct and the fastest route between Pittsburgh and Cleveland.

Information for Line-Transfer Decision

Revenue received by EL		$286,660
Average revenue per carload	$500	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	245,095	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	114,514	
Total variable (avoidable) cost		359,609
Net contribution (loss): total		(72,949)
Average per carload	(127)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using 1974 traffic.

The Erie Lackawanna currently provides passenger service over this line. This passenger service receives no public financial support. The above analysis will be augmented by the estimation of the costs incurred by, and the revenues received by, the carrier in providing this service.

This line currently is used for the movement of a substantial volume of ore traffic. In addition, a solvent carrier has expressed interest in acquiring this line.

Although shippers on this line generated only 573 carloads in 1973, they generated 1,052 carloads in 1974. The higher 1974 traffic level resulted in a contribution of $142,789.

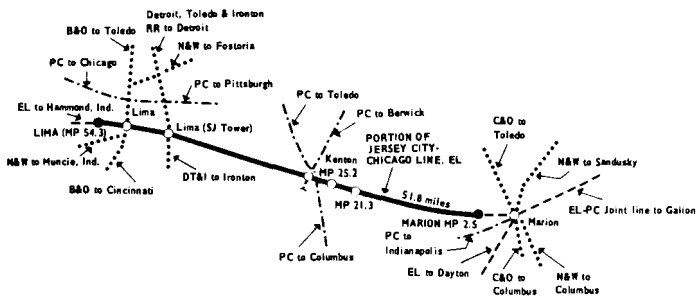
Disposition

This portion of the Cleveland Branch shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

PORTION OF JERSEY CITY-CHICAGO LINE

USRA Line No. 1260

Erie Lackawanna



This portion of the Jersey City-Chicago line extends from *Marion* (Milepost 2.5) to *Lima, Ohio* (Milepost 54.3) a distance of *51.8 miles*, in Marion, Hardin and Allen Counties, Ohio. This line continues eastward from Marion and westward from Lima. The EL Dayton Branch connects at Marion (see Line Nos. 1261 and 1263). The line intersects the PC Cleveland-Indianapolis line at Marion and the PC Western and Eastern Branches at Kenton (see Line No. 483). Lima is also served by the PC Pittsburgh-Chicago line. At Marion, the line intersects the C&O Toledo-Columbus line and the N&W Sandusky-Columbus line (see Line Nos. 500a and 500b). At Lima, it crosses the B&O Toledo-Cincinnati line, the N&W Fostoria-Muncie line and the Detroit, Toledo & Ironton RR main line between Detroit and Ironton.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line[1]:	
Swan Creek	0
DeCliff	3
Hepburn	133
Foraker	17
McGuffey	4
Alger	270
Harrod's	102
Westminster	0
Lima	2,446
Total carloads generated by the line	2,975
Average carloads per week	57.2
Average carloads per mile	57.4
Average carloads per train	19.1
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)[2]	17.0
Locomotive horsepower	1,600
Train crew size	4

[1] Excludes Kenton traffic (see text).
[2] Includes switching of cars at Lima.

Public Comment on Preliminary System Plan

The Imperial Cup Corp., located at Kenton, reported that it originates and/or terminates 216 carloads of paper, paper clippings and wax per year. Due to present production expansion, Imperial anticipates a 10-percent (16-car) annual increase for inbound shipments of paper. Loss of rail service would greatly increase its transportation costs and would be devastating to its raw material supply.

The trustees of the EL reported that USRA Line Nos. 1260, 1261 and 1262 would be better adapted for sale to a connecting carrier if they were considered as one line.

Rockwell International, which employes 1,257 employees with an annual payroll of $16,864,000 at its Kenton plant, has used the EL's piggyback services at Marion to ship or receive in excess of 4 million pounds of freight during the first 5 months of 1975.

Hal Merdler Products, Solon, testified that it receives up to 350 carloads which travel over Line Nos. 1260, 1261 and 1262. Without the EL, Merdler estimated that its shipments could be delayed up to 3 days.

The RCA Corp. reported that these lines are vital to its manufacturing plants at Marion, Ind. and Scranton, Pa. Chicago, Ill. is either the final destination or point of interchange for 75 percent of RCA's shipments from Scranton. During 1974, RCA's Scranton plant shipped 1,060 piggyback trailers (530 cars) and 24 boxcars either to or through Chicago via the EL.

GTE Sylvania, Lima, testified that it uses both the EL and N&W for piggyback loads and that its experience indicates that neither of the two railroads could individually provide it with enough piggyback trailers to handle the entire volume at all times. GTE Sylvania

shipped and received 123 of these piggyback loads via the EL in 1973 and 175 in 1974. Loss of EL service would force it to revert to common carrier trucks resulting in a considerable increase in costs.

Larry A. DeFries, representing the Lima Area Chamber of Commerce, submitted testimony that loss of EL east-west service would place Lima at a competitive disadvantage in its industrial-economic expansion efforts. It would also result in the loss of 35 full time EL employees at the Lima Freight Station.

James R. Fultz, representing the Marion Car Department of the EL and the Brotherhood of Railway Car Men of the United States and Canada, testified that should Line Nos. 1260 and 1263 be abandoned, it would mean the closing of the Marion Yard which would result in the elimination of some 1,400 to 1,600 jobs. He added that the Marion Yard is the largest between Chicago and Meadville, Pa.

Clarence P. Rundt, Ohio State Chairman for the UTU, testified in favor of the retention of the Marion Yard which has a capacity to handle 4,600 cars and currently handles an average of 2,500 cars daily. He added that the yard has been continually modernized.

James R. Mann, representing the Quaker Oats Co. in Marion, testified against the abandonment of Line Nos. 1260 and 1261. During 1974, 4,515 carloads were moved over these two lines to Quaker's facilities in Marion. He noted that in comparison with Penn Central service, the EL transit time was significantly less. Abandonment of EL service would result in increased costs due to the poorer service available from other carriers.

E. S. Janik, representing the Standard Oil Co. of Ohio, noted that while Standard Oil shipped 852 carloads via the EL in 1974, it could have used approximately 1,295 cars had EL service been better. Mr. Janik added that should this line be abandoned, Standard Oil's Sohigro Service Center would be forced out of business with a loss of 18 employees.

It was reported that traffic data for Kenton, which is served solely by the EL, was omitted from the USRA analysis. Shippers at this station include Occidental Chemical Co. with 300 carloads for 1974 and 400 projected for 1975; the Ohio International Caboose Co., with 250 to 300 cabooses annually; the Durez Plastic Division of Hooker Chemical, with 1,755 carloads for 1973; and Universal Oil Cooperatives, with 39 carloads or 1973 and 100 for 1974.

The Marion Power Shovel Co., Inc. testified that this is the only line which permits shipment of its outsized equipment. Abandonment of the line would cause the firm to reduce the size and assembly of its equipment and increase the cost proportionately. The firm is currently contemplating a $60 million expansion program.

The Whirlpool Corp. testified that expansion plans exist for its Marion warehouse based on EL service and the existence of the EL TOFC ramp, the only one in the immediate area. Upon completion of the expansion, Whirlpool estimates its annual traffic will be 1,000 rail cars and 7,500 TOFC trailers. Wyandotte Popcorn Co. and Tecumseh Products Co. also testified concerning the need for this TOFC ramp.

D. J. Sansotta, Safety Director for the City of Marion, testified concerning the lack of any recommendation by USRA on the Marion Yard and the omission of traffic generated at Kenton and Marion from the USRA analysis. He submitted the following carload traffic data for Marion on Line Nos. 1260 and 1263 during 1974 (compiled from industry and carrier figures and crew lists):

Quaker Oats Co	2,250
United Facilities	5,516
National Can Co	16
Marion Power Shovel	112
Central Soya	2,270
Whirlpool Corp	1,745
Hancock Gross	45
Boise-Cascade	540
Vigor Tone	159
Pillsbury Cake	1,008
Carter Lumber	38
Eaton Manufacturing Co	122
Huber Warco Corp	360
Marion Brick Co	412
United Parcel Service	7,800
Marion TOFC ramp	3,200
Sims Co	10
Lemke Farm Implements	8
Green Camp Elevator	102
Asher Lumber Co	4
Lumber Supply	90
Total	25,757

The General Electric Co., a major shipper of high and wide equipment, uses Line Nos. 1260, 1261 and 1262 extensively as part of its clearance routing from points east to Chicago. Loss of this clearance route would drastically affect GE's ability to serve existing and future customers.

The Majestic Co., Huntington, Ind., shipped 488 cars plus 684 piggyback loads on the EL in 1974. Majestic believes it is very important to maintain competitive service to Huntington and recommends that ConRail serve Huntington from Fort Wayne via Decatur.

Norfolk & Western is interested in acquiring this line from Marion, Ohio to Lima, Ohio, 51.8 miles, in conjunction with Line Nos. 1261 (Marion, Ohio to Huntington, Ind.) and 1262 (Huntington, Ind. to Hammond, Ind.). The N&W states that it would be necessary, in addition, to acquire trackage rights over 2.5

miles of the Erie Lackawanna at Marion, Ohio in order to establish a connection between this line segment and existing N&W lines. As an alternate, the Norfolk & Western is interested in acquiring about 4 miles of this line at Lima, Ohio to serve industries on the Erie Lackawanna lines.

The Chessie System is interested in acquiring a portion of this line to provide service to Erie Lackawanna industries at Lima, connecting with the B&O main line which crosses this line at Lima.

Statements were submitted by the Illinois Central Gulf and the Soo Line Railroads protesting acquisition of this line by any competing carrier or any carrier which could divert traffic from connecting roads in Chicago.

Information for Line-Transfer Decision

Revenue received by EL		$1,184,592
Average revenue per carload	$399	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	586,166	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	574,764	
Total variable (avoidable) cost		1,160,930
Net contribution: total		23,662
Average per carload	8	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Marion and Kenton will continue to receive service via PC trackage.

Lima is currently served by the B&O, N&W and the DT&I Railroads. The traffic generated at Lima on the Erie Lackawanna can be served by either of these carriers. *Exclusive of the traffic generated at Lima, this line would generate an annual loss amounting to approximately $370,000 or $700 per carload.*

Disposition

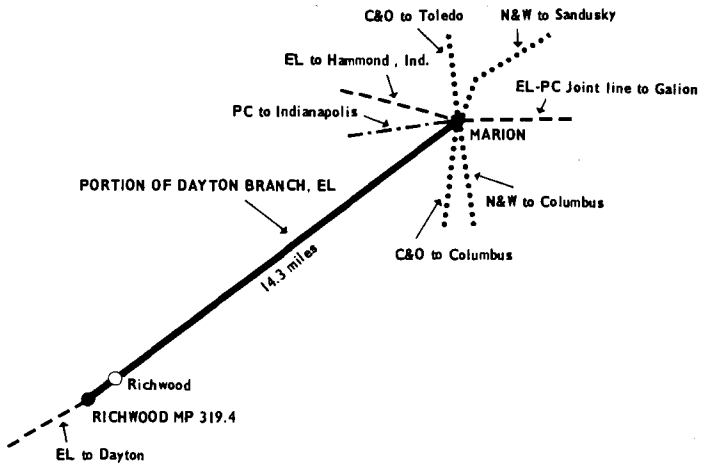
The portion of the Jersey City-to-Chicago line from Milepost 21.3 to Milepost 25.2 (Kenton) shall be transferred to Consolidated Rail Corp.

The portion of this line necessary to serve the traffic generated at Lima shall be offered for sale to a solvent carrier. This sale would preserve rail service to an estimated 2,446 carloads or approximately 82 percent of the traffic generated on this line. If this offer is not accepted, the entire line shall be transferred to Consolidated Rail Corp.

PORTION OF DAYTON BRANCH

USRA Line No. 1263

Erie Lackawanna



This portion of the Dayton Branch extends from *Marion* (Milepost 305.1) to *Richwood, Ohio* (Milepost 319.4), a distance of *14.3 miles*, in Marion and Union Counties, Ohio. At Marion the line meets the EL Jersey City-to-Chicago line. From Richwood, it continues southwestward to Dayton (see Line Nos. 1260 and 1264). At Marion, it also intersects the PC Cleveland-Indianapolis line, the C&O Toledo-to-Columbus and N&W Sandusky-to-Columbus lines (see Line Nos. 500a and 500b).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Green Camp	202
Richwood	418
Total carloads generated by the line	620
Average carloads per week	11.9
Average carloads per mile	43.4
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,500
Train crew size	4

Public Comment on Preliminary System Plan

B. F. Goodrich Co. reported that its Green Camp plant has generated 15 carloads during the past 3 years.

The trustees of the EL oppose the abandonment of this line and USRA Line No. 1264 because these segments are necessary to reach Bowlusville ramp (Milepost 360.0) where the EL serves the International Harvester Co. The EL built its vehicle-loading facility in 1969 at an initial cost of $350,000 after it was advised that the PC was unable to satisfactorily serve International Harvester through its facility at Glen Echo,

Ohio. Since that time, $70,000 has been spent to provide additional parking, $30,000 has been spent for the installation of 3,000 feet of new track, $35,000 has been spent in capital improvements to the two buildings on the facility and $62,000 has been spent on equipment replacement.

The General Electric Co. reported that this line is a clearance route for oversized shipments. GE stated that elimination of this line would seriously impair its ability to transport heavy electrical apparatus which can weigh up to 1,500,000 pounds and be 155 feet long, 14 feet wide and 20 feet high from top-of-rail. Westinghouse Electric Corp. which also ships oversized shipments with gross weights up to 1,675,000 pounds and dimensions up to 175 feet long, 14.5 feet wide and 20 feet high from top-of-rail, likewise recommended that this line be retained because of the clearances it provides.

Union County Farm Bureau Cooperative Association, Richwood, reported that it shipped 152 cars in 1974 and could have shipped 100 more had they been available. Loss of rail service would necessitate relocation of this facility at a cost in excess of $1 million.

Green Camp Cooperative Elevator Co. testified that it needs 393 carloads per year (343 outbound and 50 inbound) and stressed their difficulty in obtaining the necessary number of cars from the EL.

The Railway Industrial Clearance Association pointed out that the line's clearances are 18 feet, 10 inches ATR by 14 feet wide. Since the segment from Cuba Junction to Wellsville is restricted by lesser clearances, elimination of Line No. 1244 would destroy the only complete east-west route with an 18-foot six-inch clearance.

Information for Line-Transfer Decision

Revenue received by EL		$214,076
Average revenue per carload	$345	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	132,948	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	112,715	
Total variable (avoidable) cost		245,663
Net contribution (loss): total		(31,587)
Average per carload	(51)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

There are alternative clearance routes and overhead traffic currently using this line will be rerouted. Bowlusville traffic will be served off of the PC.

Service to this line generated a loss of $31,587 in 1973. Recovery of this loss would require approximately a 31-percent increase in traffic or a 15-percent rate increase.

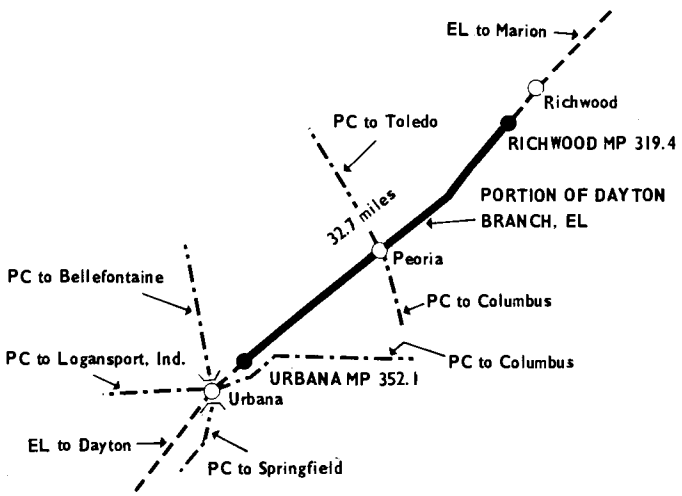
Disposition

This portion of the Dayton Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DAYTON BRANCH

USRA Line No. 1264

Erie Lackawanna



This portion of the Dayton Branch extends from *Richwood* (Milepost 319.4) to *Urbana, Ohio* (Milepost 352.1), a distance of *32.7 miles*, in Union and Champaign Counties, Ohio. This line continues northeastward from Richwood and southwestward from Urbana (see Line Nos. 1263 and 1265). The line is intersected by the PC Western Branch at Peoria and the PC Bellefontaine Branch and Columbus-Logansport line at Urbana.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Claiborne	12
Broadway	36
Peoria	1
North Lewisburg	1
Mingo	6
King's Creek	0
Total carloads generated by the line	56

Average carloads per week	1.1
Average carloads per mile	1.7
Average carloads per train	1.1
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,500
Train crew size	4

Public Comment on Preliminary System Plan

The trustees of the EL oppose the abandonment of this line for the same reasons stated under the discussion of USRA Line No. 1263.

The General Electric Co. reported that this line is a clearance route for oversized shipments. GE stated that elimination of this line would seriously impair its ability to transport heavy electrical apparatus which can weigh up to 1,500,000 pounds and be 155 feet long, 14 feet wide and 20 feet high from top-of-rail. Westinghouse Electric Corp. which also ships oversized shipments with gross weights up to 1,675,000 pounds and dimensions up to 175 feet long, 14.5 feet wide and 20 feet high from top-of-rail, likewise recommended that this line be retained because of the clearances it provides.

The Champaign County Farm Bureau Cooperative Association, with plants served by the EL at Urbana and Mingo reported that its Urbana plant originated and/or terminated 271 carloads during 1974, 54 of which moved by the EL. Through May 1975 it has originated and/or terminated 87 carloads, 12 of which have moved by the EL. The Farm Bureau projects that its 1975 rail usage could be as high as 313 carloads. The Farm Bureau also stated that it shipped the equivalent of 48 carloads of grain and fertilizer by truck during 1974 and the equivalent of 46 carloads during 1975. Without rail service, the Farm Bureau estimates that its transportation costs would increase from $275,000 to $325,000 per year. To relocate its Urbana plant, which employs from 60 to 65 full- and part-time employees with a payroll of $550,000, would cost $10 million. The Farm Bureau also reported that elimination of this line would have a serious impact upon its Mingo facility and could force its closure.

The Ohio Power Co., which operates its Maryville Station plant near Broadway, Ohio, reported that this line and USRA Line No. 1263 are necessary to its operation because they are able to carry heavy high-wide transformers weighing up to 615,000 pounds and other heavy equipment between Pittsfield, Mass., where the transformers are manufactured, and its plant at Broadway. According to Ohio Power, local roads are incapable of bearing loads weighing this amount; thus, the use of motor carrier as an alternative to rail service is impossible. Without its Maryville Station plant in operation, Ohio Power reported that there would be a decrease in the American Electric Power Co.'s (AEP) overall system reliability, a decrease in the transmission outlet capability from the James M. Gavin plant, located at Cheshire, Ohio; a decrease in the ability to transmit power across the AEP system; and an increase in AEP system costs. With regard to these increased costs, Ohio Power reported that the AEP system would incur an increase in fuel consumption of about 5,400 tons of coal per month and an associated energy cost of about $135,000 per month.

The Champaign County Farm Bureau Co-op. testified that it shipped 54 carloads on Line Nos. 1264 and 1265 in 1974. Should service be abandoned on these two lines, relocation costs for its facilities would exceed $10 million.

It was reported that Chi-Vet and Dare-Pafco shipped 225 outbound cars and received 260 inbound cars in 1973 over Line Nos. 1264 and 1265. There was considerable uncertainty as to what portion, if any, of the traffic generated at Urbana moves over Line No. 1264.

Information for Line-Transfer Decision

Revenue received by EL		$17,898
Average revenue per carload	$320	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	235,372	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	5,321	
Total variable (avoidable) cost		240,693
Net contribution (loss): total		(222,795)
Average per carload	(3,978)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Alternative clearance routes exist and overhead traffic now using this line will move via alternate routes.

Service to this line generated a loss of $222,795 in 1973. Recovery of this loss would require approximately an eighteenfold increase in traffic or a 1,245-percent rate increase.

Disposition

This portion of the Dayton Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DAYTON BRANCH

USRA Line No. 1265

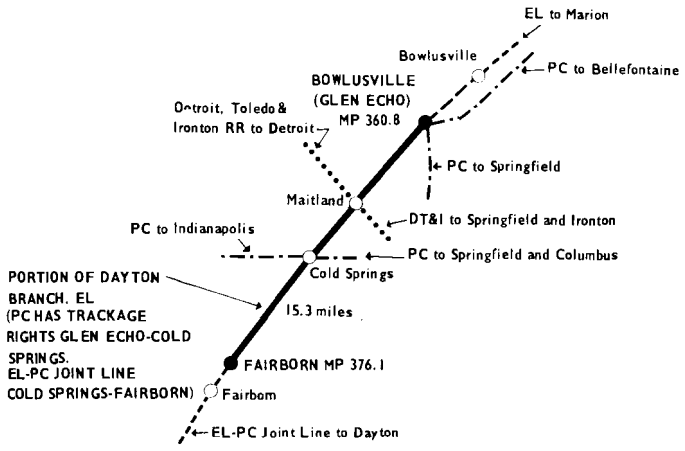
Erie Lackawanna

This portion of the Dayton Branch, extending from *Urbana* (Milepost 352.1) to *Bowlusville, Ohio* (Milepost 360.8), a distance of *8.7 miles*, in Champaign County, Ohio, a line which was recommended for inclusion on page 45 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp.

PORTION OF DAYTON BRANCH

USRA Line No. 1266

Erie Lackawanna



This portion of the Dayton Branch extends from *Bowlusville* (Milepost 360.8) to *Fairborn, Ohio* (Milepost 376.1), a distance of *15.3 miles*, in Clark and Greene Counties, Ohio. This line continues northeastward from Bowlusville and southwestward from Fairborn (see Line Nos. 1265 and 1267). At Glen Echo, the line meets the Bellefontaine Branch of the PC and at Cold Springs the PC Columbus-Indianapolis line via Springfield. The PC operates over this EL line between Glen Echo and Cold Springs under a trackage rights agreement. Between Cold Springs and Fairborn this is a joint EL-PC line. The Detroit, Toledo & Ironton RR main line between Detroit and Ironton crosses at Maitland.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Maitland	1
Sugar Grove Hill	0
Durbin	0
Cold Springs	0
Enon	0
Total carloads generated by the line	1
Average carloads per week	—
Average carloads per mile	0.1
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

The General Electric Co. reported that this line is a clearance route for oversized shipments. GE stated that elimination of this line would seriously impair its ability to transport heavy electrical apparatus which can weigh up to 1,500,000 pounds and be 155 feet long, 14 feet wide and 20 feet high from top-of-rail. Westinghouse Electric Corp., which also ships oversized shipments with gross weights of up to 1,675,000 pounds and dimensions of up to 175 feet long, 14.5 feet wide and 20 feet high from top-of-rail, likewise recommended that this line be retained because of the clearances it provides.

Walter Szezesny, Transportation Study, Springfield, testified that loss of EL service would seriously affect economic development in Clark County and that routing of present EL traffic over existing Penn Central lines would cause serious problems for the city of Springfield since the EL line now bypasses the city.

According to Mr. Szezesny, Tracon Corp., which handles traffic for International Harvester, would be forced out of business with the loss of EL service since it requires trilevel cars which can only be accommodated by the EL. This would result in the loss of 30 jobs at a loss of annual payroll of $250,000. He stated that the USRA omitted the 4,124 cars shipped by Tracon in 1974 as well as 56 cars shipped by Clark Lumber Co. Loss of

service would also severely affect the Springfield Gravure Corp. which is presently contemplating a $1,500,000 expansion program.

The Chessie System is interested in acquiring this line from Bowlusville to Fairborn, Ohio (16.1 miles). Chessie states that this line would be acquired in conjunction with operation over Line No. 1267 (a portion of the Dayton Branch recommended for inclusion in the ConRail System, and *not* offered for sale by USRA in Appendix D-2) to allow Chessie to serve Bowlusville from its B&O main line at Dayton.

Information for Line-Transfer Decision

Revenue received by EL		$251
Average revenue per carload	$251	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	122,741	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	11,371	
Cost incurred beyond the branch line	151	
Total variable (avoidable) cost		134,263
Net contribution (loss): total		(134,012)
Average per carload	(134,012)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 78 crossties per mile).

This line was reanalyzed and is required for through freight by ConRail.

Disposition

This portion of the Dayton Branch shall be transferred to Consolidated Rail Corp.

PORTION OF DAYTON BRANCH

USRA Line No. 1267

Erie Lackawanna

This portion of the Dayton Branch, extending from *Fairborn* (Milepost 376.1) to *Dayton, Ohio* (Milepost 388.5), a distance of *12.4 miles*, in Greene and Montgomery Counties, Ohio, a line which was recommended for inclusion on page 47 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp.

INTERSTATE LINES

WHEELING TERMINAL TRACK

USRA Line No. 353

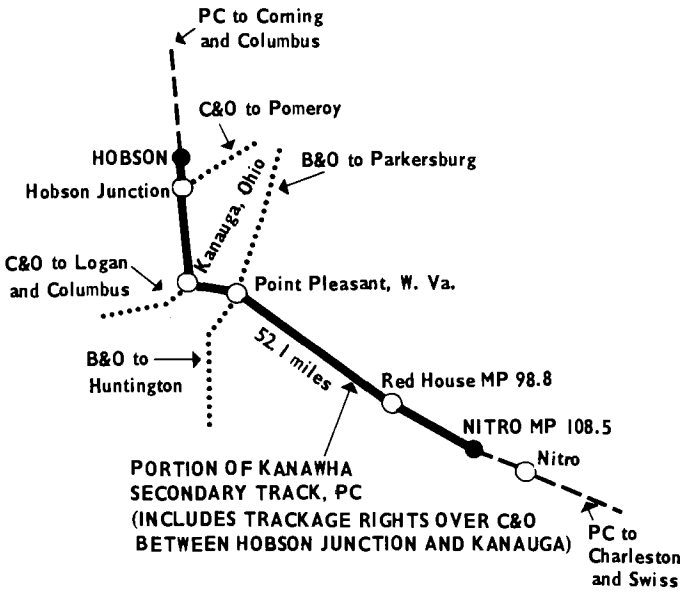
Penn Central

The Wheeling Terminal Track, extending from *Martins Ferry, Ohio* (Milepost 0.0) to *Benwood, W. Va.* (Milepost 6.9), a distance of *8.0 miles*, in Belmont County, Ohio, and Marshall County, W. Va., a line which was recommended for inclusion on page 708 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF KANAWHA SECONDARY TRACK

USRA Line No. 514a

Penn Central



This portion of the Kanawha Secondary Track, formerly part of the New York Central RR, extends from *Hobson, Ohio* (Milepost 56.4), to *Nitro, W. Va.*, (Milepost 108.5), a distance of *52.1 miles*, in Meigs and Gallia Counties, Ohio, and Mason and Putnam Counties, W. Va. Continuations of this line extend southeastward from Nitro and northwestward from Hobson. (See Line Nos. 514 and 514b). Connections are: the Baltimore & Ohio Huntington-Wheeling line at Point Pleasant and the Chesapeake & Ohio Columbus-to-Pomeroy line at Kanauga (from this point to Hobson, the C&O owns the line and PC operates via trackage rights).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Point Pleasant	138
Arbuckle	6
Robertson	0
Buffalo	7
Rumer	0
Red House	786
McGill	1
Courtney	2
Bancroft	7
Total carloads generated by the line	947
Average carloads per week	18.2
Average carloads per mile	18.2
Average carloads per train	4.7
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	12.0
Locomotive horsepower	2000
Train crew size	4

Public Comments on Preliminary System Plan

Discontinuance of the railroad at milepost 109 would preclude rail service from the Rock Branch Regional Industrial Park which received $900,000 funding from EDA. Other EDA loans pending in cities along this line total more than $2.5 million.

Rerouting will cause congestion in the Charleston yards. Over 50,000 additional cars per year will be funneled over the Charleston bridge; a bridge constructed early in the century for the use of trolley cars.

Line carries over 100,000 carloads of overhead traffic.

ACF Industries, Inc., the third largest rail car lessor in the United States, with a repair facility at Red House has the only repair facility of this type within hundreds of miles.

USRA included ACF Industries' repair facility in line No. 514b analysis instead of 514a.

Relaxed standards for sulphur content of coal may allow the reopening of many mines in the Kanawha Valley.

The State of West Virginia believes that the Swiss to Point Pleasant, W. Va. line should be considered as a whole, rather than broken into segments.

The Railway-Industrial Clearance Association states that the portion of 514a from Pt. Pleasant to Nitro is the only route over which clearance loads of power generation equipment weighing up to 600,000 lbs. destined to Ohio Power Co.'s, plant at Cheshire may be moved.

The Meigs County Rail Service Committee states: the Charleston to Columbus line which generated 105,178 carloads should be considered in total and not in segments; the line accommodates 30 m.p.h. train speeds; therefore, URSA's rehabilitation expenses for this line are overstated.

Assuming Chessie acquires Segment 514b, Charleston to Nitro, as proposed, Chessie would also be interested in providing service to that portion of Line No. 514a from Nitro north to Red House. Chessie would also serve the northern end of the line from Hobson down to Pt. Pleasant.

Reported Traffic: Portion of Kanawha Secondary Track

Company	Carloads 1973	1974	Projected
BIDCO			
Putnam Fabricating	103	148	
Georgia Pacific	564	551	
West Virginia Steel (tons)	17,105	19,806	
ACF Industries Fike Chemicals	1,765	2,137	
Motor Freight Line	238		
FMC	300	188	
Monsanto:			
Outbound	835	835	
Inbound	3,000	3,000	

Cost of acquiring trackage rights to carry overhead traffic should be considered in the analysis of this line.

Information for Line-Transfer Decision

Revenue received by PC		$121,596
Average revenue per carload	$128	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	442,357	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	136,076	
Total variable (avoidable) cost		578,433
Net contribution (loss): total		(456,837)
Average per carload	(482)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Between Nitro and Point Pleasant, there are several good sites for industrial development. Two 1,200 acre sites exist at Buffalo, W. Va. Each of these Buffalo tracts is above the recorded flood plain. Although extensive planning and negotiations have taken place, a final agreement for construction has not yet been reached.

Only one mine near Arbuckle, W. Va., exists on this line. This Union Carbide mine ships its coal to the Kanawha River via a conveyor belt for transhipment by barge. If the Coalcon project were to become located near Point Pleasant, W. Va., then there is some possibility that this line might be used to ship high-sulphur coal to the proposed gasification plant.

This line was reevaluated and the mileposts adjusted at Nitro in order to exclude all Nitro traffic from the line.

This line meets Class I standards. Therefore the rehabilitation costs were removed.

Disposition

The portion of the Kanawha Secondary Track from Milepost 108.5 to Milepost 69.0 (Nitro to Point Pleasant) shall be offered for sale to the Chessie System, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Kanawha Secondary Track from Milepost 56.4 to Milepost 69.0 including the trackage rights over the Chessie System, is designated for transfer to Consolidated Rail Corp. *only* if the Chessie System does *not* acquire the PC trackage in the Charleston area. If the Chessie System acquires the PC trackage in the Charleston area, this portion of the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PENNSYLVANIA

Intrastate

USRA Line Number	Terminals	Page
	PC	
133	North Philadelphia to Queen Lane	380
133a	Queen Lane to Allen Lane	381
133b	Allen Lane to Chestnut Hill	381
135	Allen Lane to East Lane	382
143	Frazer Running Track at West Chester	382
173a	Phoenixville to Devault	383
175/176	Honey Brook to New Holland	383
177	Pomeroy to Doe Run	383
180	Cornwall to Lebanon	384
181	East Lebanon Branch at Lebanon	385
185/186	Paxtonville to Selinsgrove	386
192/192a/192b	Sunbury to Wilkes-Barre	387
192c	Hudson to Buttonwood	388
194	Court Street Secondary Track at Reading	389
196	Hamburg to Schuylkill Haven	390
197	Norristown to Pottstown	391
197a	Pottstown to Reading	391
197b	Reading to Hamburg	391
201	Mifflinburg to Lewisburg	392
202	York to Hellam	393
203	Mechanicsburg to Dillsburg	394
204	New Kingston to Chambersburg	395
206	Marion to Mercersburg	395
208	Yeagertown to Reedsville	396
209	Lewistown to Maitland	397
210	Fairbrook Branch at Tyrone	397
212/212a	Petersburg to Williamsburg	398
214	Martinsburg Junction to Curry	399
216	Bedford to Brooke's Mills	399
218	Creek to Mount Dallas	399
229	Middle Canal Branch at Williamsport	401
243a	Mill Hall to Lock Haven	401
250	Corry to Titusville	401
252	Warren to Ridgway	402
253	Emporium to St. Marys	404
253a	St. Marys to Ridgway	404
254	Oil City to Tidioute	404
256	Polk Junction to Reno	405
257	Brookville Track at Brookville	406
260a	North Warren to Warren	406
264	Curwensville to Clearfield	408
295	McGees to Glen Campbell	408
312	Fort Wayne Bridge at Pittsburgh	408
313	Pittsburgh-to-Chicago line at Pittsburgh	409
314	Passenger Depot to S.W. end of the Panhandle Bridge at Pittsburgh	409
315	Allegheny Branch at Pittsburgh	410
326	Black Lick Junction to Indiana	410
331	Hempfield Junction to Herminie	411
335	Coal Lick Run Branch near Uniontown	412
344	Bridgeville to Sygan	413
345a	Westland Industrial Track at Houston	414
348b	Langeloth Junction to Langeloth	415
348c	Burgettstown to Atlasburg	415
352	Shippingport to Kobuta	415
355	Scottdale to Mount Pleasant	416
356	New Castle to Mercer	417
360	Jamestown to Linesville	418
361	Coverts to Walford	419
646	Erie to Corry	419
646a/246a	Corry to Warren	419
647	Red Bank (Brady) to Emlenton; Phillipston Yard to East Brady	420
647a	Emlenton to Oil City	421
648	Red Bank to Schenley	421
649	Titusville to Oil City	423
650	Kiskiminetas Junction to Logans Ferry	423
650a	Pittsburgh (11th Street) to Logans Ferry	424
651	Falls Creek to Brockway	425
653	Cresson to Glasgow	426
655	Ebensburg Junction to Black Lick Junction	426
655a	Black Lick Junction to Blairsville	426
656	Brooke's Mills to Hollidaysburg	427
657	Martinsburg to Brooke's Mills	427
658	Lewistown to Yeagertown	427
659	Sunbury to Tomson	427
659a	Tomson to Mount Carmel	428
660	Watsontown to Berwick	429
661	Columbia to Lancaster	430
662	Lancaster to New Holland	431
663	Fairchance to Connellsville	431
664	Houston to Washington	432
691	Parkesburg to Lancaster	434
691a	West of Lancaster to Conewago	435
691b	Conewago to Royalton	435
691c	At Lancaster	436
712	Sharon to Jamestown	436
	RDG	
903	Chestnut Hill to Wayne Junction	437
904	Cheltenham Junction to Newtown	438
905	Lansdale (Fortuna) to Doylestown	439
906	Oaks to Emmaus Junction	440
908	Elverson to Warwick	441

USRA Line Number	Terminals	Page
909	Eshbach to Pottstown	442
910	Kutztown to Topton	443
912	Gettysburg to Carlisle Junction	444
914	Rex to Lebanon	445
915	Suedburg to Lebanon	445
916	Manheim to White Oak	447
917	Columbia to Lancaster Junction	447
918	(incorporated into Line No. 920)	449
919	Lancaster Junction to Lancaster	449
920	Lancaster Junction to Lititz	449
920a	Lititz to Sinking Spring	450
921	St. Clair to Bear Run Junction	451
922	Trevorton to Hern	452
923	Haucks to Rupert	453
924	Bloomsburg to Milton	454
925	Tremont to Pine Grove	456
926	Tremont to Good Spring	457
929	Westwood to Tremont	458
930	Swatara Junction to Terminus	458
931	Silverton to West Junction	458
932	West Junction to Terminus	459
933	Frankford to Frankford Junction	459
934	Newberry Junction to Milton	459
935	Norristown to Lansdale	459
946	At Muncy	461
947	Good Spring to Terminus	461
	LV	
1007	Laurel Junction to Rock	461
1008	Delano to Raven Run	462
1009	Nesquehoning Junction to Tamanend	464
1012	At Franklin Breaker	465
1013	Mehoopany to Towanda	466
1014	Towanda to Sayre	467
	EL	
1222	At Bath	467
1224	Avoca to Pittston (Thompson Street)	468
1225	Rock Junction to Jessup	469
1226	Avoca to Jefferson Junction (D&H Trackage Rights)	470
1228	Kingston to Northumberland	471
1229	Old Line Junction to Nicholson	474
1238	Lackawaxen to Honesdale	475
1252	Howard to Crenshaw	477
1254	Jefferson Junction Connection to D&H at Lanesboro	479
1256	Farrell to New Castle	480

Interstate

RDG

Pennsylvania to Delaware (this line is discussed under Delaware)

USRA Line Number	Terminals
907/939	Elverson, Pa. to Elsmere Junction, Del.

PC

Pennsylvania to Maryland (these lines are discussed under Maryland)

198	Spring Grove, Pa. to North of Frederick, Md.
204a	Chambersburg, Pa. to Hagerstown, Md.

Pennsylvania to New York (these lines are discussed under New York)

PC

249	Corry, Pa. to Mayville, N.Y.
260	North Warren, Pa. to Falconer, N.Y.

LV

1015	Sayre, Pa. to Owego, N.Y.
1016	Sayre, Pa. to Van Etten Junction, N.Y.

EL

1251	Carrollton, N.Y. to Lewis Run, Pa.
1255	Niobe Junction, N.Y. to Corry (CM Junction), Pa. (via Bear Lake)

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133

Penn Central

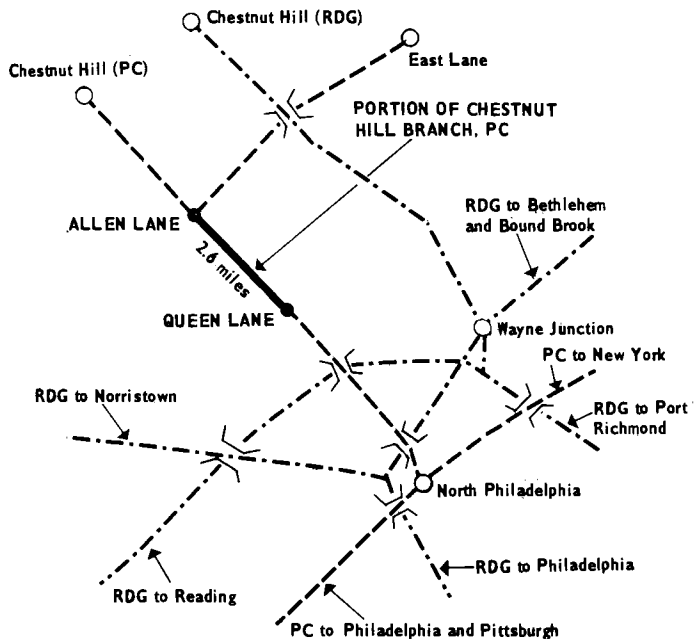
This portion of the Chestnut Hill Branch, extending from *North Philadelphia* (Milepost 0.0) to *Queen Lane, Pa.* (Milepost 2.2), a distance of *2.2 miles*, in Philadelphia County, Pa., a line which was recommended for inclusion on page 713 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

ConRail will continue to operate the subsidized passenger service for SEPTA on this line to Queen Lane. *Continuation of passenger service beyond Queen Lane is dependent on the purchase, lease, or other transfer of the facilities to a public body.*

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133a

Penn Central



This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania Railroad, extends from *Queen Lane* (Milepost 2.2), to *Allen Lane, Pa.* (Milepost 4.8), a distance of *2.6 miles*, in Philadelphia County, Pa. Continuations of this line extend northwestward from Allen Lane to Chestnut Hill, and southeastward from Queen Lane to North Philadelphia (see Line Nos. 133 and 133b). The line also connects with the Fort Washington Branch of the PC at Allen Lane (see Line No. 135).

Public Comments on Preliminary System Plan

The Public Utility Commission of Pennsylvania confirmed that the line should remain for passenger service. It also is used to serve USRA Line No. 135.

The United States Environmental Protection Agency noted that the line is a vital link in Philadelphia's Transportation Control Plan.

Information for Line-Transfer Decision

This line is primarily used for passenger service although it is used as an overhead line to serve freight shippers on USRA Segment No. 135. Line No. 135 shall *not* be transferred to Consolidated Rail Corp.

Disposition

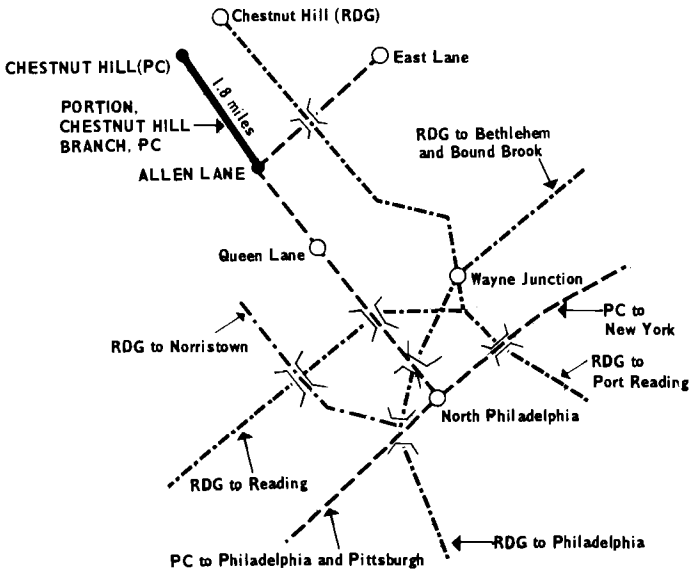
This portion of the Chestnut Hill Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act.

Continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

PORTION OF CHESTNUT HILL BRANCH

USRA Line No. 133b

Penn Central



This portion of the Chestnut Hill Branch, formerly part of the Pennsylvania RR, extends from *Allen Lane* (Milepost 4.8) to *Chestnut Hill, Pa.* (Milepost 6.6), a distance of *1.8 miles*, in Philadelphia County, Pa. The continuation of this line extends southeastward to North Philadelphia (see Line Nos. 133a and 133). The line connects at Allen Lane with the Fort Washington Branch of the PC (see Line No. 135).

Public Comments on Preliminary System Plan

The Pennsylvania Public Utility Commission assumes that the line will be retained in service as part of the passenger system and will be available for freight if demand requires.

The United States Environmental Protection Agency is concerned because service over the line is vital to Philadelphia's Transportation Control Plan.

Information for Line-Transfer Decision

No freight traffic is generated on this line.

Disposition

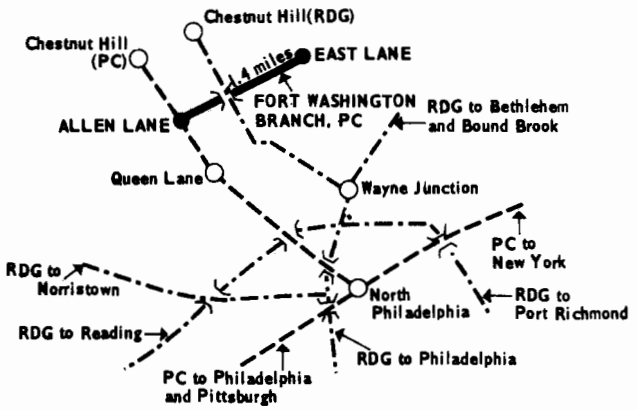
This portion of the Chestnut Hill Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of this Act.

The continuation of passenger service on this line is dependent on the purchase, lease, or other transfer of the necessary facilities to a public body.

FORT WASHINGTON BRANCH

USRA Line No. 135

Penn Central



The Fort Washington Branch, formerly part of the Pennsylvania RR, extends from *Allen Lane* (Milepost 0.0) to *East Lane, Pa.* (Milepost 1.4), a distance of *1.4 miles*, in Philadelphia County, Pa. This line connects with the Chestnut Hill Branch of the PC at Allen Lane (see Line Nos. 133a and 133b).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Philadelphia [1]	50
Total carloads generated by the line	50
Average carloads per week	1.0
Average carloads per mile	35.7
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	0.5
Locomotive horsepower	660
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The City of Philadelphia testified that traffic on this line increased to 70 carloads in 1974. According to the City's calculations, the branch generated a profit of $3,652 for Penn Central in 1974 contrasted with USRA's estimated 1973 losses of $13,570.

A. Z. Bogert Co. and National Crucible Co. project traffic of 85 carloads in 1975. If service ceases, A. Z. Bogert would be forced to close and 32 people would be unemployed.

Commonwealth of Pennsylvania indicates that 50 carloads were handled on this line in 1973 rather than 26 as attributed by USRA.

Information for Line-Transfer Decision

Revenue received by PC		$15,194
Average revenue per carload	$304	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	13,272	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrade cost)	1,116	
Cost incurred beyond the branch line	14,746	
Total variable (avoidable) cost		29,134
Net contribution (loss): total		(13,940)
Average per carload	(279)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 300 crossties (an average of 214 crossties per mile).

Service to this line generated a loss of $13,940 in 1973. Recovery of this loss would require approximately a thirty-twofold increase in traffic or a 92-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

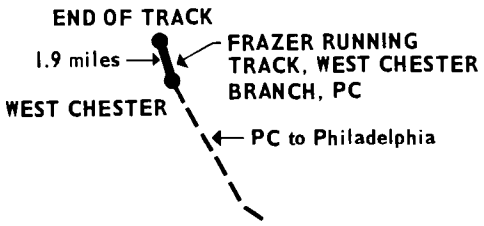
The Fort Washington Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FRAZER RUNNING TRACK

USRA Line No. 143

Penn Central

The Frazer Running Track, formerly part of the Pennsylvania RR, extends from Milepost 29.5 to Milepost 30.7, a distance of *1.9 miles, at West Chester*, Chester County, Pa. This line is a continuation of the West Chester Branch.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Chester[1]	12
Total carloads generated by the line	12
Average carloads per week	0.2
Average carloads per mile	6.3
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	24
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The length of the segment was shown in the Plan as 1.2 miles. A review of the USRA's calculation indicates they used 1.9 miles in their viability analysis.

Information for Line-Transfer Decision

Revenue received by PC		$2,039
Average revenue per carload	$170	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	17,383	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,257	
Cost incurred beyond the branch line	2,011	
Total variable (avoidable) cost		24,651
Net contribution (loss): total		(22,612)
Average per carload	(1,884)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 474 crossties per mile).

Testimony suggested that the mileage was in error. The mileage of 1.9 used for cost calculations was correct. There are two sets of mileposts, thus they are not additive.

Service to this line generated a loss of $22,612 in 1973. Recovery of this loss would require approximately an eight-hundredfold increase in traffic or an 1,100-percent rate increase.

Disposition

The Frazer Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PHOENIXVILLE BRANCH

USRA Line No. 173a

Penn Central

This portion of the Phoenixville Branch, extending from *Phoenixville* (Milepost 0.0) to *Devault, Pa.* (Milepost 6.0), a distance of *6.0 miles*, in Chester County, Pa., a line which was recommended for inclusion on page 716 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NEW HOLLAND SECONDARY TRACK

USRA Line No. 175/176

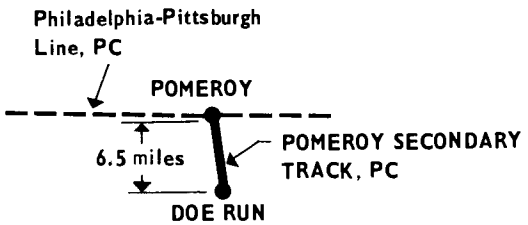
Penn Central

This portion of the New Holland Secondary Track, extending from *Honey Brook* (Milepost 17.6) to *New Holland, Pa.* (Milepost 28.0), a distance of *10.4 miles*, in Chester and Lancaster Counties, Pa., a line which was recommended for inclusion on page 716 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

POMEROY SECONDARY TRACK

USRA Line No. 177

Penn Central



The Pomeroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Pomeroy* (Milepost

0.0) to *Doe Run, Pa.* (Milepost 6.5), a distance of *6.5 miles*, in Chester County, Pa. This line connects with the Philadelphia-Pittsburgh Line at Pomeroy.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Doe Run	239
Buck Run	278
Pomeroy [1]	20
Total carloads generated by the line	537
Average carloads per week	10.3
Average carloads per mile	88.0
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,750
Train crew size	4

[1] Includes only shippers on this segment.

Public Comments on Preliminary System Plan

The Pennsylvania General Paper Corp., at Buck Run, objects strenuously to the Association's recommendation that this line not be included in ConRail.

USRA's traffic and operating information shows 150 round trips for 1973, but General Paper testified bad weather or derailments resulted in fewer than 150.

General Paper points out that the USRA analysis makes no provision for the cost of dismantling and restoration work on highway crossings and bridges as required by Pennsylvania law in abandonment situations.

As an alternative to abandoning the entire 6.1 miles, the company proposes that the line be retained from Pomeroy to its siding at Buck Run (approximately 3 miles).

The Pennsylvania Public Utility Commission points out that USRA states 2,100 ties are required to bring the line up to Class I, while Penn Central's waiver petition to FRA indicated only 234 ties would be required.

Information for Line-Transfer Decision

Revenue received by PC		$153,702
Average Revenue per carload	$286	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	73,117	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrade cost)	15,646	
Cost incurred beyond the branch line	123,797	
Total variable (avoidable) cost		212,560
Net contribution (loss): total		(58,858)
Average per carload	(110)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 344 crossties per mile).

Testimony suggested a subsequent analysis be made to Buck Run. This subsegment also generated a substantial loss.

Given the traffic volume and the length of the line, 150 trips per year is an appropriate service frequency.

Service to this line generated a loss of $58,858 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 38-percent rate increase.

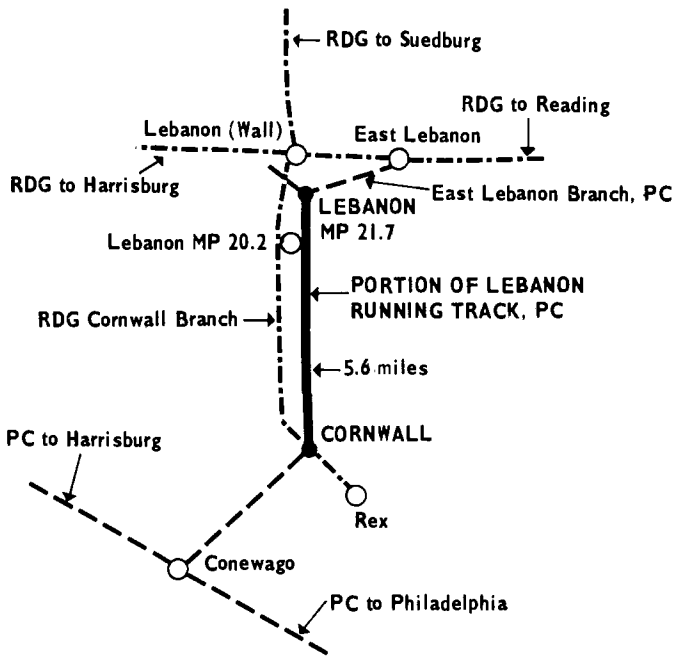
Disposition

The Pomeroy Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF LEBANON RUNNING TRACK

USRA Line No. 180

Penn Central



This portion of the Lebanon Running Track, formerly part of the Pennsylvania RR, extends from

Cornwall (Milepost 16.1) to *Lebanon, Pa.* (Milepost 21.7), a distance of *5.6 miles* in Lebanon County, Pa. A continuation of this line extends southwestward from Cornwall to Conewago (see Line No. 179). This line connects with the Reading Co.'s Lebanon Valley Branch and Lebanon & Tremont branches at Lebanon (see Line No. 915). This line also connects with the East Lebanon Branch of the PC at Lebanon (see Line No. 181). This PC line is out of service because of flood damage in June 1972; service is being provided by the Reading Co. over its Cornwall Branch (see Line No. 914).

Public Comments on Preliminary System Plan

Despite assurance by USRA that shippers will continue to be served by the RDG, the Pennsylvania Public Utility Commission states it is not possible for the RDG to serve Alcoa, Midway Mills, Olin Matheson, the Lebanon Daily News, Lebanon Paper Box or Brooks Bologna unless part of the line is included in ConRail.

The Commission believes the line generated 1,647 carloads in 1973. It notes that USRA did not give any traffic figures for the line and questions on what basis the recommendation for exclusion from ConRail was reached.

USRA states that continuation of the line southward from Cornwall to Conewago (Line No. 179) is "also under study in this Report." This line is not analyzed in the Plan and is simply listed under "Lines Not Now Being Served."

The Lebanon Valley Chamber of Commerce does not oppose abandonment from Cornwall to Conewago as long as present service continues between Cornwall and Lebanon.

Information for Line-Transfer Decision

Since tropical storm Agnes in 1972 the PC has been unable to serve this line. Since this line is parallel to a Reading line, service to the shippers can be retained by connecting the PC line to the Reading line at Milepost 20.2 and retaining the PC line from Milepost 20.2 to Milepost 21.7, and by connecting the Reading to the Alcoa plant at Milepost 16.8.

Disposition

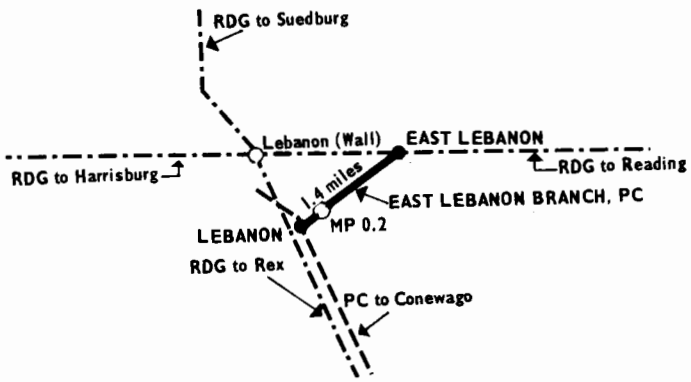
The portion of the Lebanon Running Track from Milepost 20.2 to Milepost 21.7 shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie System provide the local freight service to this portion of the line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie System (RDG tracks).

The portion of the Lebanon Running Track from Milepost 16.1 to Milepost 20.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

EAST LEBANON BRANCH

USRA Line No. 181

Penn Central



The East Lebanon Branch, formerly part of the Pennsylvania RR, extends from *Lebanon* (Milepost 0.0), to *East Lebanon, Pa.* (Milepost 1.4), a distance of *1.4 miles*, in Lebanon County, Pa. This line connects with the PC Lebanon Running Track near Lebanon (see Line No. 180). It also connects with the Reading Company's Lebanon Valley Branch, Cornwall Branch and Lebanon & Tremont Branch (see Line Nos. 914 and 915) at Lebanon.

Public Comments on Preliminary System Plan

The Pennsylvania Public Utility Commission says this apparently out-of-service line, which received 94 cars in 1973, is required for a connection to the Lebanon Running Track (USRA Line No. 180). It questions how USRA determined that the line should not be included in ConRail since no traffic figures are given in the Plan.

The Pennsylvania Office of Planning and Development shows 2 shippers on the line. It estimates that loss of service would cause 3 people to lose their jobs.

The City of Lebanon does not object to abandonment of the line. The Lebanon County Housing Redevelopment Authority would acquire the property, and shippers would continue to receive service from the RDG.

Information for Line-Transfer Decision

At this time, the shippers on this line are being served by the Reading. Flood damage prevents PC service. All but 0.2 mile of this line is to be sold to the Lebanon Redevelopment Authority. The east end of the line serves Bethlehem Steel and a chemical company. Other shippers will be relocated by the Lebanon Redevelopment Authority.

Disposition

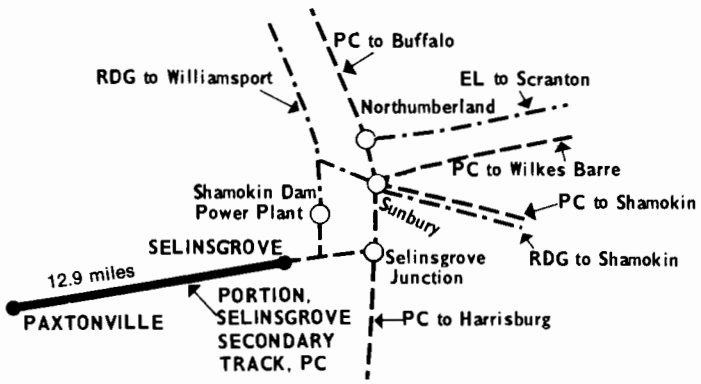
The portion of the East Lebanon Branch from Milepost 0.0 to Milepost 0.2 shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie System provide the local freight service to this portion of the line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie System (RDG tracks).

The portion of the East Lebanon Branch from Milepost 0.2 to Milepost 1.4 is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations see section C of this appendix.

PORTION OF SELINSGROVE SECONDARY TRACK

USRA Line No. 185/186

Penn Central



This portion of the Selinsgrove Secondary Track, formerly part of the Pennsylvania RR, extends from *Paxtonville* (Milepost 30.1) to *Selinsgrove, Pa.* (Milepost 43.0), a distance of *12.9 miles*, in Snyder County, Pa. A continuation of this line extends eastward to Selinsgrove Junction where it connects with the PC Harrisburg-Buffalo line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clifford	5
Kreamer	220
Middleburg	271
Paxtonville	31
Total carloads generated by the line	527
Average carloads per week	10.1
Average carloads per mile	39.3
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The PSP states that these line segments totaled 13.8 miles; however, USRA's viability analysis used a 14.5 mile figure.

Governor Shapp claims that USRA charges the second half of the line with two and a half times the annual cost of the first part of the line even though the railroad said it served the end of the line only one-seventh as often as it served the first part.

The Snyder County Planning Commission recommends that, as a minimum, milepost 43.9 to milepost 33.0 (Middleburg) be included in ConRail.

The Commission's survey showed that USRA understated the 1973 carloads by 141 at Selinsgrove, 15 at Clifford, 18 at Kreamer and 34 at Middleburg-Paxtonville. Also 8,309 cars were received by the Pennsylvania Power and Light Co. at Shamokin by way of a 3.2 mile spur off this line at milepost 43.9.

The Pennsylvania Department of Transportation says there were 334 cars at Middleburg-Paxtonville, not 294 as reported by USRA.

Universal Manufacturing has constructed a new plant on the line.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The Pennsylvania Office of Planning and Development says that discontinuing service on this line will force at least one company to close, resulting in the loss of 347 jobs.

The Regional Rail Task Force (SEDA–COG) reported that Middleburg generated 285 carloads in 1973.

Information for Line-Transfer Decision

Revenue received by PC		$223,351
Average revenue per carload	$424	

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	$136,945	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	45,557	
Cost incurred beyond the branch line	153,723	
Total variable (avoidable) cost		$336,225
Net contribution (loss): total		(112,876)
Average per carload	(214)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,520 crossties (an average of 412 crossties per mile).

This line was reanalyzed with the number of trips reduced to 156 and the time per trip was reduced to 4 hours. Due to a major data error in the analysis of the portion of the line from Selinsgrove to Kreamer, this portion was recommended for inclusion in ConRail. A reanalysis showed a 95-percent traffic increase or a 26.7-percent rate increase would be required for the line to become viable.

The mileposts at Selinsgrove were adjusted 0.9 mile to allow continued service to those shippers located at Selinsgrove. A further analysis of the line from west of Selinsgrove to Kreamer indicated a 112-percent traffic increase or a 39-percent rate increase required for the line to become viable.

Service to this line generated a loss of $112,876 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 51-percent rate increase. The existence of an additional 67 carloads on this line, as indicated in the testimony, would reduce this loss to approximately $104,000.

Disposition

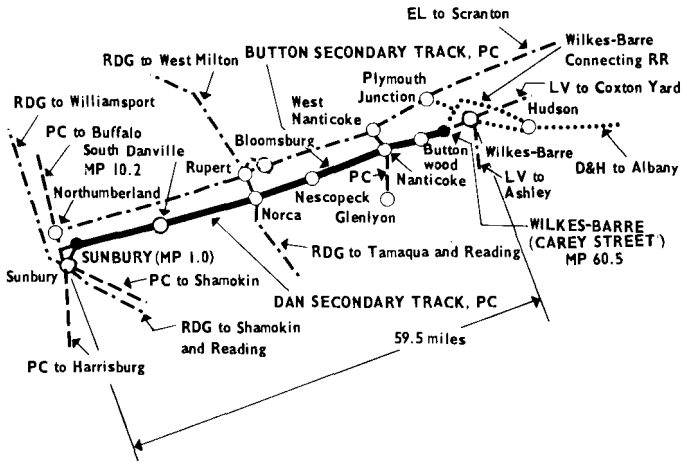
This portion of the Selinsgrove Secondary Track is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BUTTON AND DAN SECONDARY TRACKS

USRA Line No. 192/192a/192b

Penn Central

The Button and Dan Secondary Tracks, (sometimes called the Buttonwood Line) formerly part of the



Pennsylvania RR, extend from *Sunbury* (Milepost 1.0) to *Wilkes-Barre, Pa.* (Milepost 60.5), a distance of *59.5 miles*, in Northumberland, Montour, Columbia and Luzerne Counties, Pa. This line connects at Sunbury with the Harrisburg-Buffalo line and the Shamokin Secondary Track of the PC (see Line No. 659). At Norca, this line is intersected by the Catawissa Branch of the Reading to West Milton and Tamaqua (see Line No. 923). At Nanticoke, the line connects with the Glenlyon Branch of the PC (see Line No. 191). At Wilkes-Barre the line connects with the LV line to Coxton, and with the Wilkes-Barre Connecting Railroad (jointly owned by the PC and D&H) (see Line No. 192c).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Danville	838
Catawissa Junction	0
Catawissa	8
East Bloomsburg	0
Creasy	0
Nescopeck	35
Wapwallopen	2
Retreat	2
Honey Pot	0
Nanticoke	1
Buttonwood	0
Wilkes-Barre	138
Total carloads generated by the line	1,024
Average carloads per week	19.7
Average carloads per mile	17.2
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	9.6
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania Office of Planning and Development found 11 users who generated 694 carloads in 1973 on

this line. A new shipper had 142 in 1974. Testimony stated that with better service the line could generate 944 cars per year.

The Regional Railroad Task Force claimed 1,218 carloads in 1973.

Air Products & Chemicals, Inc., must have the portion of the line between its plant in Wilkes-Barre and the Lehigh Valley RR interchange at South Main Street open in order to continue manufacturing items of extreme size and weight.

The line is part of a critical clearance route between New England and New York power generation manufacturers and the South.

Pennsylvania DOT says this route is part of the shortest and best route from Pittsburgh, Johnstown and Altoona to New England and Montreal. They contend that the proposed exclusion will add over a million dollars in annual operating costs while saving only $400,000 on track maintenance.

The Northumberland County Planning Commission points out that USRA did not consider bridge traffic which exceeded 40,000 carloads in 1974.

Congressman Flood insists that the line cannot be dropped because of the Emergency Rail Facilities Restoration Act, Public Law 92–591.

The Railroad Task Force for the Northeast Region says that 15 shippers located along the line from South Danville to Wilkes-Barre generated 1,200 cars in 1973, and 1,381 in 1974. It points out that USRA's 1973 figures cover only the last 4 months of 1973. The line was not restored to service after the 1972 Agnes flood until September 1973.

Allan's Scrap Yard at Nanticoke says it did not have service for 3 months in 1973 because of flood damage. It had 130 carloads in 1974 and with the installation of a new hydraulic shear expects 300 carloads in 1975 and 600 in the near future.

City of Nanticoke wants rail service to its 600 acre industrial park, the park has a potential of 2,400 carloads per year.

Pennsylvania Office of Planning and Development estimates that abandoning service to 3 companies would cause 108 people to lose their jobs.

The Delaware & Hudson RR contends that USRA's designation of this line as secondary is wrong because it has physical attributes and traffic density peculiar to primary track. It is the D&H's principal access to the large markets exclusively served by PC as well as an alternate north-south route. According to PC's figures, it spent in excess of $250,000 to rehabilitate the line in 1973. To abandon it would be a waste of public monies. From experience, the D&H knows that the EL's Bloomsburg Branch is not a replacement for this line.

The state of Pennsylvania reports that the Glenlyon Branch feeds into this branch. It has a closed colliery at the end, and more than 35.9 million tons of deep and strip anthracite coal are located nearby.

Consideration could be given to reducing the number of round trips per year. Substantial savings would result from switching to every other day service.

Information for Line-Transfer Decision

Revenue received by PC		$623,008
Average revenue per carload	$609	
Variable (avoidable) cost of continued service:		
Cost incurred on branch line	535,779	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	307,388	
Total variable (avoidable) cost		843,167
Net contribution (loss): total		(220,159)
Average per carload	(215)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line is required for interchange of traffic with the D&H.

Disposition

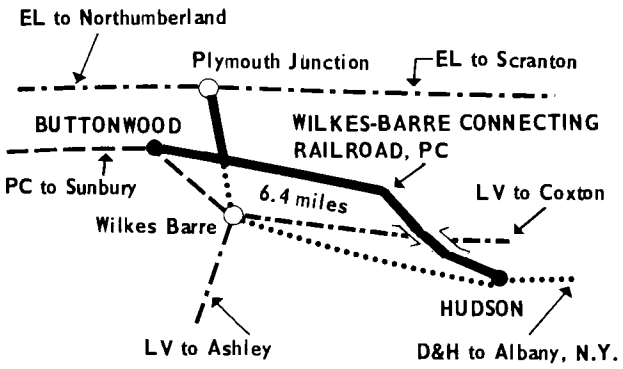
The Button and Dan Secondary Tracks shall be offered for sale to the Delaware & Hudson Ry., a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

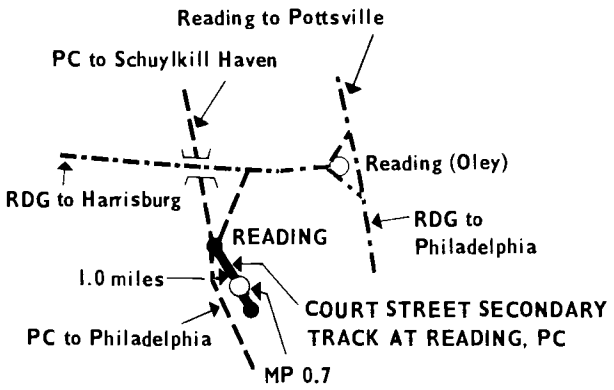
WILKES-BARRE CONNECTING RAILROAD

USRA Line No. 192c

Penn Central (and Delaware & Hudson)

The Wilkes-Barre Connecting Railroad extends from *Buttonwood* (Milepost 0.0) to *Hudson, Pa.* (Milepost 6.4), a distance of *6.4 miles*, in Luzerne County, Pa. The Wilkes-Barre Connecting Railroad is jointly owned by the Penn Central and Delaware & Hudson Railroads on a 50–50 basis. It provides a "bridge" for interchange between the two railroads. At Buttonwood this line connects with the Button Secondary Track of the PC (see Line No. 192/192a/192b). At Hudson, the line connects with the Delaware & Hudson Ry. to Albany, N.Y. At Plymouth Junction it connects with the Bloomsburg Branch of the EL.





Public Comments on Preliminary System Plan

Pennsylvania PUC believes this line is required for the interchange of bridge traffic from Penn Central to the D&H at Hudson Yard. ConRail might need it as a clearance route for heavy, and high-and-wide shipments.

The Wilkes-Barre Chamber of Commerce believes it is needed to assure competition.

The Pennsylvania Office of Planning and Development contends that the line generated 174 carloads in 1973.

Information for Line-Transfer Decision

There are two shippers on this line, both of whom are served by the D&H. This line is required for the interchange of traffic with the D&H.

Disposition

The Wilkes-Barre Connecting Railroad shall be offered for sale to the Delaware & Hudson Ry., a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

COURT STREET SECONDARY TRACK

USRA Line No. 194

Penn Central

The Court Street Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.0, a distance of *1.0 miles, at Reading* in Berks County, Pa. This line has been used as an interchange track with the Reading Ry. It connects with the Schuylkill Secondary Track of the Penn Central at Reading (see Line Nos. 197a and 197b).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Reading [1]	308
Total carloads generated by the line	308
Average carloads per week	5.9
Average carloads per mile	1,026.7
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	0.9
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on this segment.

Public Comments on Preliminary System Plan

USRA says the line does not serve any shippers; however, the City of Reading reports the following rail users based on PC records.

Company:	*Traffic for first 10 months of 1974*
Chestnut Operating Co	108
Hyde Park Bedding	18
Georgia Pacific	48
O'Brien's Moving and Storage (Columbian Warehouse)	42
Total	216

Georgia Pacific reports directly that its Hopper Paper Division generated 442 carloads in 1973 and 484 carloads in 1974.

UGI Corporation at 4th and Canal Streets received 132 cars in the last 12-month period. It expects to receive 308 cars in the next 12 months because the growing shortage of natural gas necessitates a greater reliance on propane gas. If rail service is not available next winter, 900 tractor trailer deliveries will have to be scheduled over the 150-day winter season.

Pennsylvania Office of Planning and Development reports that the line generated 227 carloads in 1973.

Two companies report the termination of service on this line will result in the loss of 140 jobs.

Information for Line-Transfer Decision

Revenue received by PC		$174,154
Average revenue per carliod		$565
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	24,123	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,635	
Cost incurred beyond the branch line	92,907	
Total variable (avoidable) cost		120,665
Net contribution: total		53,489
Average per carload	174	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, the upgrading would include the replacement of a total of 450 crossties.

The portion of this line from Milepost 0.0 to Milepost 0.7 is out-of-service. The above analysis considers only the 0.3 mile of the line now being served.

Disposition

The portion of the Court Street Secondary Track from Milepost 0.7 to Milepost 1.0 shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie System provide the local freight service to this portion of the line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie System (RDG Tracks).

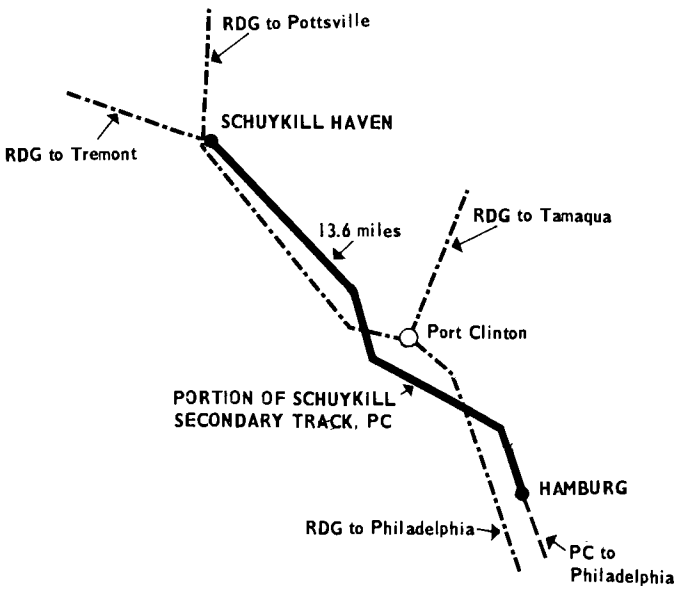
The portion of the Court Street Secondary Track from Milepost 0.0 to Milepost 0.7 is *not* designated for transfer to Chessie or to the Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SCHUYLKILL SECONDARY TRACK

USRA Line No. 196

Penn Central

This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from *Hamburg* (Milepost 76.9) to *Schuylkill Haven, Pa.* (Milepost 90.5), a distance of *13.6 miles*, in Schuylkill and Berks Counties, Pa. This line continues southeastward from Hamburg (see Line No. 197b). The Reading has a parallel line from Hamburg to Schuylkill Haven.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	95
Schuylkill Haven	92
Total carloads generated by the line	187
Average carloads per week	3.6
Average carloads per mile	13.8
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania PUC reports that USRA traffic figures are inaccurate. 1973 carload figures should show Auburn with 124 and Schuylkill Haven 103.

In Auburn, Griffith Ladder Corp. and Phillips Film Co. are dependent on rail service. Phillips receives polyvinyl chloride in jumbo hopper cars. It received 81 cars in 1973 and expects 120 in 1975. Griffith Ladder plans to use about 100 cars of lumber. The two companies employ 405 people with an annual payroll of $3.5 million. They pay $30,161 in area taxes.

The Committee of 14 to retain the line questions the $51,723 branch maintenance figure. They speak of reports that no maintenance was performed on the line in 1973. The line is about 45 feet centerline to centerline from a paralleling Reading line. It is estimated that a connection enabling the Reading to serve Griffith and Phillips could be built for $40,000.

The U.S. Bureau of Mines shows 9.9 billion tons of coal reserves in the area served by this line.

Based on the 1973 traffic level and the length of the line, the number of round trips per year and the estimated time per round trip appears to be high.

Information for Line-Transfer Decision

Revenue received by PC		$98,820
Average revenue per carload	$528	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	111,163	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	6,791	
Cost incurred beyond the branch line	71,730	
Total variable (avoidable) cost		189,684
Net contribution (loss): total		(90,864)
Average per carload	(486)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 74 crossties per mile).

Although this line passes through anthracite reserves, those coal reserves can easily be served by the parallel Reading (ConRail) line running between Hamburg and Schuylkill Haven.

This line was reanalyzed and the number of trips reduced to 52.

Service to this line generated a loss of $90,864 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 92-percent rate increase. The existance of an additional 40 carloads on this line in 1973, as indicated by the Pennsylvania PUC, would reduce this loss to approximately $85,000.

Disposition

This portion of the Schuylkill Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197

Penn Central

This portion of the Schuylkill Secondary Track, extending from *Norristown* (Milepost 18.1) to *Pottstown, Pa.* (Milepost 40.3) a distance of *22.2 miles*, in Chester and Montgomery Counties, Pa., a line which was recommended for inclusion on page 722 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197a

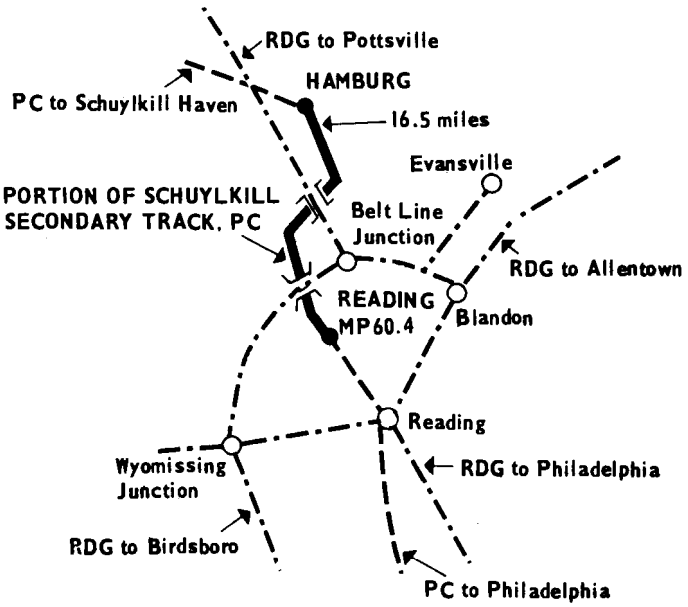
Penn Central

This portion of the Schuylkill Secondary Track, extending from *Pottstown* (Milepost 40.3) to *Reading, Pa.* (Milepost 60.4), a distance of *20.1 miles*, in Berks and Montgomery Counties, Pa., a line which was recommended for inclusion on page 723 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE SCHUYLKILL SECONDARY TRACK

USRA Line No. 197b

Penn Central



This portion of the Schuylkill Secondary Track, formerly part of the Pennsylvania RR, extends from *Reading* (Milepost 60.4), to *Hamburg, Pa.* (Milepost 76.9), a distance of *16.5 miles*, in Berks County, Pa. A continuation of this line extends northwestward from

Hamburg and southeastward from Reading (see Line Nos. 196 and 197a). Connections include the Reading's East Pennsylvannia Branch, Lebanon Valley Branch and Philadelphia-Pottsville line at Reading.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Temple	207
Leesport	209
Shoemakersville	193
Hamburg	400
Total carloads generated by the line	1,009
Average carloads per week	19.4
Average carloads per mile	61.2
Average carloads per train	11.2
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	9.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The Reading to Hamburg Rail Service Research Committee submitted a report disputing USRA's branch line profitability analysis on an item-by-item basis. The Committee's calculations show the line made a profit in 1973 of $13,208.

The Pennsylvania Office of State Planning and Development says that because of a discrepancy in the milepost designation of the major shipper in Reading, USRA included service to milepost 58.3 when it discussed Line No. 197a, but excluded service between milepost 58.3 and 76.9 when it treated this segment. At least 17 shippers who generated a minimum of 5,293 carloads in 1973 will be excluded if service on this line is discontinued. If service is discontinued, 6 shippers would lay off 553 employees.

Pennsylvania DOT reported that the line handled 425 cars of bridge traffic from Line No. 196.

Glen-Gery Corp. built a new plant in 1972 and doubled its capacity in 1974, rebuilding its siding that year at a cost of $15,000. The company generated 175 cars in 1973 while projecting 350 annual carloads. If service is abandoned, ConRail will lose about $95,000 in revenue from Glen-Gery.

USRA says that some shippers will receive service from the RDG but the river is said to separate this line and the Reading tracks. (*Note: This proposal was forwarded by shippers on the line*, not *by USRA.*)

Information for Line-Transfer Decision

Revenue received by PC	$411,795
Average revenue per carload	$408
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	175,899
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	44,306
Cost incurred beyond the branch line	341,467
Total variable (avoidable) cost	561,671
Net contribution (loss): total	(149,876)
Average per carload	(149)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,580 crossties (an average of 338 crossties per mile).

The mileposts on this line were misstated in the PSP but are correct as stated above.

Service to this line generated a loss of $149,876 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 36-percent rate increase. A review of the traffic generated on this line in 1974 indicated an increase of 11 carloads over the 1973 level. Coal reserves which may be in the area can be adequately served by the alternate lines.

Disposition

This portion of the Schuykill Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MONTANDON INDUSTRIAL TRACK

USRA Line No. 201

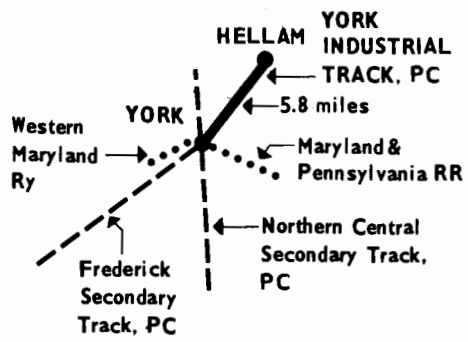
Penn Central

The Montandon Industrial Track, extending from *Lewisburg* (Milepost 1.6) to *Mifflinburg, Pa.* (Milepost 11.6), a distance of *10.0 miles*, in Union County, Pa., a line which was recommended for inclusion on page 725 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

YORK INDUSTRIAL TRACK

USRA Line No. 202

Penn Central



The York Industrial Track, formerly part of the Pennsylvania RR, extends from *Hellam* (Milepost 7.0) to *York, Pa.* (Milepost 12.8), a distance of *5.8 miles*, in York County, Pa. This line connects with the Penn Central Northern Central Secondary Track at York. It also connects with the PC Frederick Secondary Track, the Western Maryland Ry. and the Maryland & Pennsylvania RR at York.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
York [1]	2,665
Total carloads generated by the line	2,665
Average carloads per week	51.3
Average carloads per mile	459.5
Average carloads per train	10.7
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Caterpillar Tractor Co. reports that despite its repeated attempts to set the record straight, USRA omitted its 1973 traffic of 708 carloads plus 1,720 trailers of piggyback traffic on this line. In 1974 it had 628 carloads plus 2,028 piggyback trailers. It is located midway on the 5.8-mile line. There is a good possibility this plant will expand its capacity within the year.

The Manufacturers' Association of York presented the following traffic data for this line:

	USRA	Manufacturing Association of York
1973 carloads	985	2,648
Average carloads per week	18.9	50.92
Average carloads per mile	169.8	456.55
Average carloads per train	6.6	9.74
1973 round trips	150	272
Estimated time per trip (hours)	4	7
Train crew	4	5
Revenue received by PC	$308,557	$1,159,000
Average revenue per carload	$313	$437.93

Company	1973 carloads	1974 carloads
York Dispatch	59	72
United Cabinet	21	0
Swift Distributors	45	52
Ettline Grocery	55	60
Quaker City Paper	118	121
Molybdenum Corp	81	46
York Ice and Storage	45	44
Standard Concrete	0	2
Kramers	78	68
Thonet Industries	13	0
Borg Warner	0	0
Wolf Distributing	47	54
York Shipley	1	0
Sears Roebuck	27	0
Caterpillar Tractor	708	728
Edgecomb Steel	50	43
G. McNew	688	334
York Container	324	368
Standard Register	179	193
Carew Steel	0	8
Fincor	0	0
Ace Beer Distributors	0	0
Campbell Chain	52	82
Motter Printing	0	5
Perlite	50	54
Lok-Box	7	8
Car-Box		
Total	2,648	2,342

York Container estimates its inbound freight costs on raw materials will increase 50 percent or some $16,000 a month if it loses rail service.

Lumber Distributors, Inc., said it had 30 carloads in 1973 and 63 in 1974.

Agrico Chemicals reported an average of 24 carloads annually.

The Pennsylvania PUC and the local UTU agree that the line handled 2,500 cars in 1973.

The Chessie is only interested in providing service to shippers at York.

Governor Shapp says the line handled 2,892 cars in 1973.

The Pennsylvania Office of Planning and Development claims that 10 companies report that unemployment would increase by 364–694 jobs if rail service were to be discontinued on this line.

Information for Line-Transfer Decision

Revenue received by PC	$1,128,903
Average revenue per carload	$424
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	175,610
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	10,314
Cost incurred beyond the branch line	749,558

Total variable (avoidable) cost	935,482
Net contribution: total	193,421
Average per carload	73

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,840 crossties (an average of 317 crossties per mile).

This line was reanalyzed using corrected 1973 carloadings.

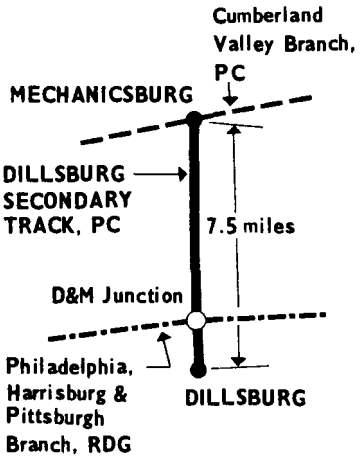
Disposition

The York Industrial Track shall be transferred to the Consolidated Rail Corp.

DILLSBURG SECONDARY TRACK

USRA Line No. 203

Penn Central



The Dillsburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Mechanicsburg* (Milepost 8.9) to *Dillsburg, Pa.* (Milepost 16.4), a distance of *7.5 miles*, in Cumberland and York Counties, Pa. This line connects with the Penn Central Cumberland Valley Branch at Mechanicsburg.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dillsburg	222
Total carloads generated by the line	222
Average carloads per week	4.3
Average carloads per mile	29.6
Average carloads per train	4.3

1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Pennsylvania DOT reports that the line generated 327 cars in 1973. The revenue was $142,245 with $113,115 in expenses generating a $29,130 contribution to the system. The DOT estimates the cost at $7,277 per mile for twice a week service.

A review of the Association's calculations indicates the Association's averages loss per carload should be $296.

J. H. Rearich & Son at Dillsburg receives 24 carloads annually. It estimates it would have cost $30–40,000 more in 1973 to receive lumber by truck. As a small business it needs rail service to remain competitive with larger businesses.

Lumber Distributors received 60 carloads in 1973, 61 in 1974, and expects to receive 66 in 1975. It employs 10 people and will close if rail service is discontinued.

Pennsylvania Office of Planning and Development reports that 29 to 37 employees will be unemployed if rail service is abandoned.

The Pennsylvania PUC states that the branch was retied 6 years ago at considerable expense to the PC. It estimates the time per trip at 4 hours and feels that 6 hours, stated by the Association, is too high.

Consideration could be given to reducing service from twice a week to weekly and thereby substantially reducing on-branch costs.

Information for Line-Transfer Decision

Revenue received by PC		$96,679
Average revenue per carload	$435	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	72,746	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	69,099	
Total variable (avoidable) cost		141,845
Net contribution (loss): total		(45,166)
Average per carload	(203)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The carload discrepancy between Penn. DOT and USRA could not be reconciled; however, an analysis

was made using 327 carloads. The line would still require an 89 percent traffic increase or a 25-percent rate increase for the line to be viable.

The number of trips was reduced to 52 and the hours serving the branch was reduced to 4.

Service to this line generated a loss of $45,166 in 1973. Recovery of this loss would require approximately a 164-percent increase in traffic or a 47-percent rate increase.

Disposition

The Dillsburg Secondary Track is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CUMBERLAND VALLEY BRANCH

USRA Line No. 204

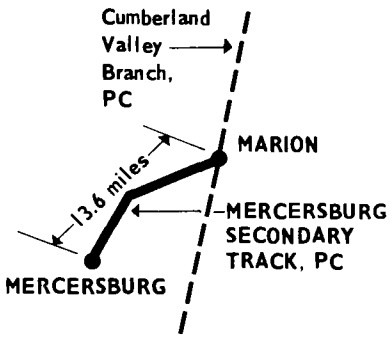
Penn Central

This portion of the Cumberland Valley Branch, extending from *New Kingston* (Milepost 11.8) to *Chambersburg, Pa.* (Milepost 51.6), a distance of *39.8 miles*, in Franklin and Cumberland Counties, Pa., a line which was recommended for inclusion on page 727 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

MERCERSBURG SECONDARY TRACK

USRA Line No. 206

Penn Central



The Mercersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Marion* (Milepost 59.1) to *Mercersburg, Pa.* (Milepost 72.7), a distance of *13.6 miles*, in Franklin County, Pa. This line connects with the Cumberland Valley Branch of the Penn Central at Marion (South Penn Jct.) (see Line No. 204a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Williamson	98
Lehmasters	30
Mercersburg	161
Marion	0
Total carloads generated by the line	289
Average carloads per week	5.6
Average carloads per mile	21.3
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Mercersburg Chamber of Commerce submitted the following traffic to correct the carload figure on the line as found in the PSP:

Company	*1973 cars handled*
Loewengart	31
Sniders Elevator	18
Smith Implement	14
PBS	40
Distillers Products	9
Shirley-Ayr	98
J. N. Snider & Son	4
Lehmaster Elevator	20
Dietrich Elevator	78
Mercersburg Building Supply	22
Cecil Mellot	200
S. V. Bridendolph	6
McConnellsburg Motor & Implement	3
D. C. Martin	1
Total	541

Testimony stated that it is possible that 200 carloads of railroad ties shipped by Cecil Mellott in 1973 were not counted because they are non-revenue traffic for Penn Central. The firm could supply as many as 15 cars per week or 800 cars a year.

Shirley-Ayr Farms, Inc. at Mercersburg projects 251 cars in 1975, 548 in 1976, 622 in 1977 and 670 in 1978.

Joseph Seagrams & Sons stated they would ship 900 cars a year if the railroad provided good service.

Testimony showed that Penn Central retied this branch approximately 5 years ago.

According to Pennsylvania DOT, revenue was $254,270 and expenses $202,169, so that $52,101 was contributed to the system. The car line cost per mile was $7,222.

Most of the commodities handled—ties, agricultural products and lumber—are well suited to rail transportation. The cost of trucking them would be much higher.

Roads could not handle the added truck traffic nor could the Borough of Mercersburg afford to upgrade them. The cost of constructing a truck terminal would be $479,807.

Franklin County Farmers Association reports that 4 grain elevators accounted for 120 inbound shipments.

Pennsylvania Office of Planning and Development says 9 rail users would be forced to terminate 60–221 employees if rail service is abandoned.

The estimated time per round trip appears to be high considering the traffic volume and the condition and length of the line.

Information for Line-Transfer Decision

Revenue received by PC		$140,656
Average revenue per carload	$487	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	123,134	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	96,255	
Total variable (avoidable) cost		219,389
Net contribution (loss): total		(78,733)
Average per carload	(272)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The carload discrepancy noted in the RSPO testimony was the result of crossties billed as company material and not reported basic traffic data. The crosstie source at Mercersburg does not justify the expense of maintaining this trackage. The ties can be trucked to Marion for loading.

A review of the time required indicated that 4 hours are needed to service the line.

Service to this line generated a loss of $78,733 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 56-percent rate increase. Analysis of the traffic projections provided by Shirley-Ayr Farms, Inc. indicates that the data is tenuous. In addition, reevaluation of the line based on traffic projections did not pass the viability criteria.

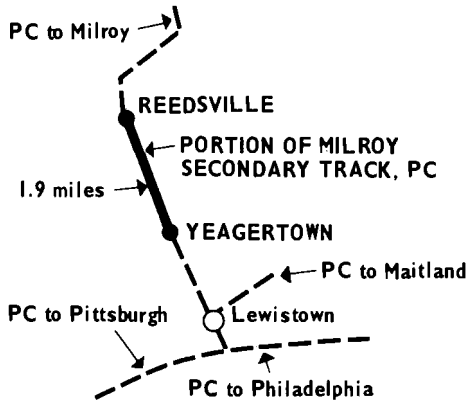
Disposition

The Mercersburg Secondary Track is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MILROY SECONDARY TRACK

USRA Line No. 208

Penn Central



This portion of the Milroy Secondary Track, formerly part of the Pennsylvania RR, extends from *Yeagertown* (Milepost 3.9) to *Reedsville, Pa.* (Milepost 5.8), a distance of *1.9 miles*, in Mifflin County, Pa. A continuation of this line extends southward to Lewistown and northward to Milroy (see Line Nos. 658 and 207).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Reedsville	207
Total carloads generated by the line	207
Average carloads per week	4.0
Average carloads per mile	108.9
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Testimony shows that 195 cars moved on this line to Reedsville in 1973. In 1974 the number was 170.

The nearest team track is 5–20 miles away.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available

information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$64,495
Average revenue per carload	$312	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	31,229	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,658	
Cost incurred beyond the branch line	45,928	
Total variable (avoidable) cost		78,815
Net contribution (loss): total		(14,320)
Average per carload	(69)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 120 crossties (an average of 63 crossties per mile).

This line was reanalyzed using corrected 1973 carloads. Reedsville traffic is billed at Burnham.

Service to this line generated a loss of $14,320 in 1973. Recovery of this loss would require approximately a 77-percent increase in traffic or a 22-percent rate increase.

Disposition

This portion of the Milroy Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MAITLAND INDUSTRIAL TRACK

USRA Line No. 209

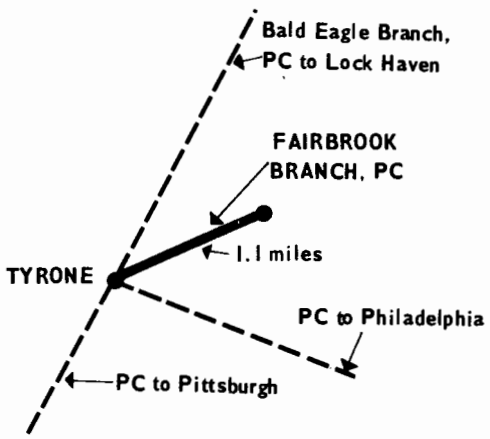
Penn Central

The Maitland Industrial Track, extending from *Lewistown* (Milepost 0.0) to *Maitland, Pa.* (Milepost 7.0), a distance of *7.0 miles*, in Mifflin County, Pa., a line which was recommended for inclusion on page 730 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

FAIRBROOK BRANCH

USRA Line No. 210

Penn Central



The Fairbrook Branch, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.1, *at Tyrone, Pa.*, a distance of *1.1 miles* in Blair County, Pa. This small segment is the last portion of the Fairbrook Branch. At Tyrone, this line connects with the PC Philadelphia-Pittsburgh line and the PC Bald Eagle Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tyrone[1]	40
Total carloads generated by the line	40
Average carloads per week	0.8
Average carloads per mile	36.4
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	24
Estimated time per round trip (hours)	0.5
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Pennsylvania PUC agrees with the Association's recommendation on this line. The only shipper on the line is relocating.

Information for Line-Transfer Decision

Revenue received by PC		$9,393
Average revenue per carload	$235	

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	10,175
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	1,895
Cost incurred beyond the branch line	9,459
Total variable (avoidable) cost	21,529
Net contribution (loss): total	(12,136)
Average per carload	(303)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 550 crossties (an average of 500 crossties per mile).

Service to this line generated a loss of $12,135 in 1973. Recovery of this loss would require approximately a one hundred eighty-fourfold increase in traffic or a 129-percent rate increase.

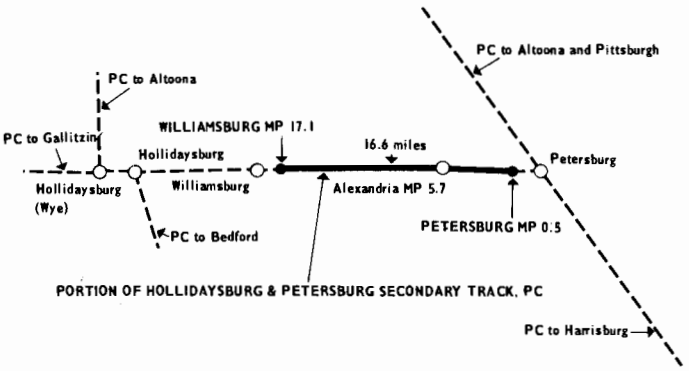
Disposition

The Fairbrook Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF HOLLIDAYSBURG & PETERSBURG SECONDARY TRACK

USRA Line No. 212/212a

Penn Central



This portion of the Hollidaysburg & Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from *Petersburg* (Milepost 0.5) to *Williamsburg, Pa.* (Milepost 17.1) a distance of *16.6 miles*, in Blair and Huntingdon Counties, Pa. A continuation of this line extends westward from Williamsburg to Hollidaysburg. This line also connects with the Penn Central Philadelphia-Pittsburgh line at Petersburg.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Alexandria	365
Total carloads generated by the line	365
Average carloads per week	7.0
Average carloads per mile	22.0
Average carloads per train	3.5
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Westab, a paper converter at Alexandria, had 319 carloads in 1973 and 450 in 1974. It projects 455 carloads in 1975 and 481 in 1976. It believes that the revenues used in analysis should judge the self-sufficiency of the 5.2 mile segment serving it, not the entire length of 16.6 miles. Plans for expansion are pending a decision on the future of the line.

Six firms dependent on this rail line agree that service over the 5.2 miles would be sufficient.

Testimony indicates that a tie producer is located on the 5.2 mile segment.

Alexandria generated 559 carloads in 1974.

The Pennsylvania DOT states that the Association did not credit the line with 73 cars. Although the line was abandoned, PC found the route essential as a short route from Williamsburg (5,412 cars annually) and the Hollidaysburg car shops. It is also potentially beneficial as a bypass for main line trouble spots. All flood damage was repaired and the line was operating on January 2, 1974; therefore, it must be continued under the terms of P.L. 93–236.

ConRail may find it necessary to use this track until the main line is upgraded and sufficient switching facilities are installed.

Altoona Enterprises, Inc. points out that the line services reserves of 90 million tons of trap rock.

Pennsylvania Office of Planning and Development says 4 shippers would be forced to terminate 67–267 jobs if service is abandoned.

Information for Line-Transfer Decision

Revenue received by PC	$110,204
Average revenue per carload	$302
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	134,962
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,494

Cost incurred beyond the branch line	70,425
Total variable (avoidable) cost	217,881
Net contribution (loss) : total	(107,677)
Average per carload	(295)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,500 crossties (an average of 151 crossties per mile).

This line was reanalyzed from Petersburg to Williamsburg using 1974 traffic.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.5 to Milepost 5.7 (serving shippers at Alexandria who generated 365 carloads in 1973) would generate $110,204 in revenue and $128,452 in costs with a resulting loss of $18,248 or $50 per carload. In 1974, shippers on this portion of the line generated 559 carloads. Based on this traffic level, service resulted in an estimated loss of approximately $3,801. Recovery of costs would require approximately a 6-percent increase in traffic or a 2-percent rate increase over the 1974 levels.

The remainder of the line does not directly serve any shippers. Overhead traffic will be routed via alternate lines.

Disposition

The portion of the Hollidaysburg & Petersburg Secondary Track from Milepost 0.5 to Milepost 5.7 shall be transferred to the Consolidated Rail Corp.

The portion of the Hollidaysburg & Petersburg Secondary Track from Milepost 5.7 to Milepost 17.1 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 214

Penn Central

This portion of the Morrison Cove Secondary Track, extending from *Martinsburg Junction* (Milepost 21.5) to *Curry, Pa.* (Milepost 24.2), a distance of *2.7 miles*, in Blair County, Pa., a line which was recommended for inclusion on page 732 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF BEDFORD SECONDARY TRACK

USRA Line No. 216

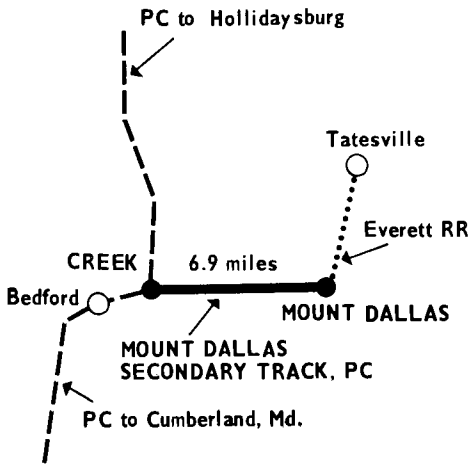
Penn Central

This portion of the Bedford Secondary Track, extending from *Brooke's Mills* (Milepost 14.2) to *Bedford, Pa.* (Milepost 46.5), a distance of *32.3 miles*, in Bedford and Blair Counties, Pa., a line which was recommended for inclusion on page 733 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

MOUNT DALLAS SECONDARY TRACK

USRA Line No. 218

Penn Central



The Mount Dallas Secondary Track, formerly part of the Pennsylvania RR, extends from *Creek* (Milepost 0.0) to *Mount Dallas, Pa.* (Milepost 6.9), a distance of *6.9 miles*, in Bedford County, Pa. At Creek, this line connects with the Penn Central Bedford Secondary Track (see line No. 216). This line connects with the Everett Railroad at Mount Dallas.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ashcom	5
Mount Dallas[1]	323
Total carloads generated by the line	328
Average carloads per week	6.3
Average carloads per mile	47.5
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes carloads interchanged with the Everett Railroad.

Public Comments on Preliminary System Plan

Pennsylvania DOT says the line generated 482 carloads in 1973. They claim that the 1973 revenue is $159,390 plus $14,490 in overhead traffic from the Bedford Secondary Track (USRA Line No. 216). Costs were $114,888, leaving a $58,922 contribution.

The return on salvage value is in question because a major bridge must be removed.

The Everett Railroad is a switching company for Penn Central. It operates about 6 miles of track and interchanges freight at Mount Dallas. USRA claimed the Everett RR served only 3 shippers. However, the railroad shows the following rail users:

	Carloads	
Company:	1973	1974
Everett Hardwood Lumber Co	71	127
Mellot & Klahre	46	59
J. Crotsley		
Central Chemical Corp	147	129
Everite Door Corp	51	40
Van Hessen	33	35
Farm Bureau	20	15
Hinish Feed & Farm Supply	4	11
Morris Farm Equipment	8	7
Sollenberger Farm Equipment	3	2
Buchanan Building Supply	8	8
Columbus Gas & Trans., Co		
Hopewell Hardwood Flooring	3	1
Miscellaneous	8	7
Total	402	441

The first three shippers listed ship rail ties. Prior to 1970, approximately 500 carloads left the Everett area.

Three coal producers are located on the line.

Pennsylvania Office of Planning and Development estimates that loss of rail service on this line would force the elimination of 61–79 jobs.

Information for Line-Transfer Decision

Revenue received by PC		$108,084
Average revenue per carload	$330	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	61,253	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	84,295	
Total variable (avoidance) cost		145,548
Net contribution (loss): total		(37,464)
Average per carload	(114)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line serves several active crosstie shippers on the Everett RR. These carloads are not reflected in the above traffic or cost data.

Service to this line generated a loss of $37,463 in 1973. Recovery of this loss would require approximately a 157 percent increase in traffic or a 35 percent rate increase. Available information indicates that coal shipments will increase during 1975. It is recommended that ConRail re-file the applicable tariffs as required to enable service to this line to generate a contribution.

This seven-mile line does serve an active mining operation. Correspondence received from Kenneth Elder indicates that this shipper expects traffic to increase to 8,000 to 10,000 tons per month. There is no rehabilitation cost associated with this line. The coal is rail loaded on the Everett RR. at a tipple at Tatesville, Pa. Swistock, Inc. has plans to produce coal for 300 cars per month.

Granville Coal Co. expects to load between 100 and 200 carloads/month within six months of completing negotiations for a tipple on the Everett RR.

The coal mining activities projected for this line and the Everett RR. involve the Broad Top Field. This Broad Top Field is made up of low volatile coal with a fixed carbon averaging 82.5 percent, and a medium level of sulphur content. This Broad Top Field is isolated from the main Appalachian bituminous field and lies in the center of a wide geological basin. The coal seams are broken by many secondary anticlines and synclines. As a result, dips are as high as 30 degrees compared to dips less than two degrees in the main bituminous deposits of Pennsylvania.

In Bedford County (the most dependent upon a Mount Dallas rail outlet) the estimated recoverable reserves over 24 inches thick are 70-million tons.

Penn Central records indicate that active production in this area ceased after World War II. Small family-type coal operations are currently serving a truck delivery type market. The coal referred to by Mr. Elder is being loaded on the Everett RR at Tatesville, Pa. The Penn Central suggests that the coal be loaded at Mount Union, Pa. which is on the ConRail main line through the state. However, the highway distance to

Mount Union from Tatesville is about 45 miles, one way. This is not an attractive service option.

The recommendation for inclusion in ConRail is made only because the line serves a fossil-fuel area, the volume of coal traffic is increasing and the line does not require rehabilitation at the moment (see discussion of coal access in chapter 9).

Disposition

The Mount Dallas Secondary Track shall be transferred to the Consolidated Rail Corp.

MIDDLE CANAL BRANCH

USRA Line No. 229

Penn Central

The Middle Canal Branch, extending from *VS 7+17* to *VS 15+36*, a distance of *0.2 miles at Williamsport* in Lycoming County, Pa., a line which was recommended for inclusion on page 735 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

MILL HALL INDUSTRIAL TRACK

USRA Line No. 243a

Penn Central

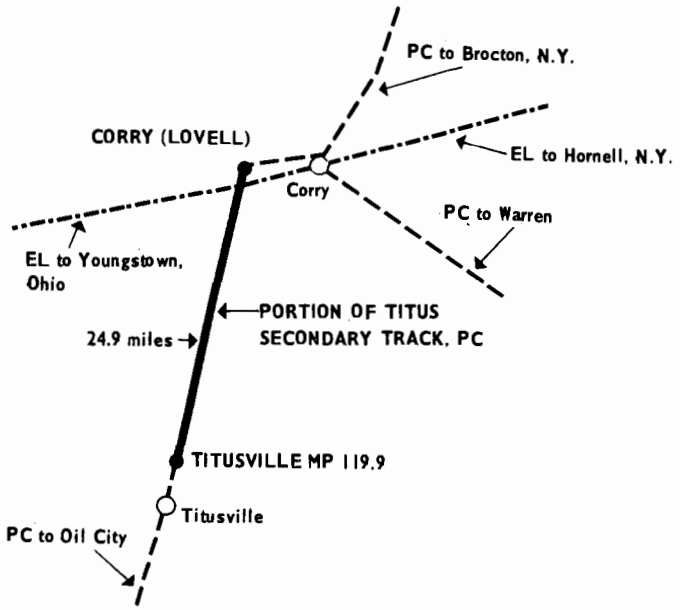
The Mill Hall Industrial Track, extending from *Lock Haven* (Milepost 11.3) to *Mill Hall, Pa.* (Milepost 14.0), a distance of *2.7 miles*, in Clinton County, Pa., a line which was recommended for inclusion on page 735 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF TITUS SECONDARY TRACK

USRA Line No. 250

Penn Central

This portion of the Titus Secondary Track, formerly part of the Pennsylvania RR, extends from *Corry* (Milepost 95.0) to *Titusville, Pa.* (Milepost 119.9), a distance of *24.9 miles*, in Crawford and Erie Counties, Pa. This line was part of a through line between Buffalo and Oil City (see Line Nos. 249 and 649). At Corry, this line also connects with the PC's Erie and Emporium Secondary Tracks (see Line Nos. 646 and 646a/246a) and the Chicago-to-Jersey City line of the EL (see Line No. 1255).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hydetown	2
Centerville	51
Spartansburg	76
Total carloads generated by the line	129
Average carloads per week	2.5
Average carloads per mile	5.2
Average carloads per train	2.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

This line segment is an extension of the Association Line No. 647a from Emlenton to Oil City and Line No. 649 from Oil City to Titusville.

The city of Oil City points out that the exclusion of this line will leave Oil City with ConRail Service 17 miles to the north and 36 miles to the south, but with no connection with a ConRail main line.

The Pennzoil refinery at Rouseville (USRA Line No. 649) would have no access to a ConRail main line. Pennzoil points out that if Line Nos. 250 and 649 were considered together, they would show a $24,000 profit.

Pennzoil states that traffic on Line No. 649 increased revenue car loadings by 1,647 in 1974 over 1973.

Ernst Steel Corp. at Titusville (Line No. 649) has increased inbound and outbound rail usage from 182

cars in 1973 to 189 in 1974 and 56 in just the first 2 months of 1975.

Other testimony pointed out that availability of secondary track (Line No. 649) without access to main lines (via Line No. 250) is no service at all.

Testimony received indicated concern that exclusion of Line Nos. 250, 647, and 648 will sever a good competitive route from Buffalo and Erie to Pittsburgh.

Information for Line-Transfer Decision

Revenue received by PC		$23,108
Average revenue per carload	$179	
Variable (avoidable)) cost of continued service:		
Cost incurred on the branch line	184,388	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost	0	
Cost incurred beyond the branch line	31,803	
Total variable (avoidable) cost		216,191
Net contribution (loss) : total		(193,083)
Average per carload	(1,497)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

No testimony was received concerning traffic actually generated on this line. Traffic currently moving overhead on this line will move over alternate routes.

Service to this line generated a loss of $193,083 in 1973. Recovery of this loss would require an 836-percent rate increase.

Disposition

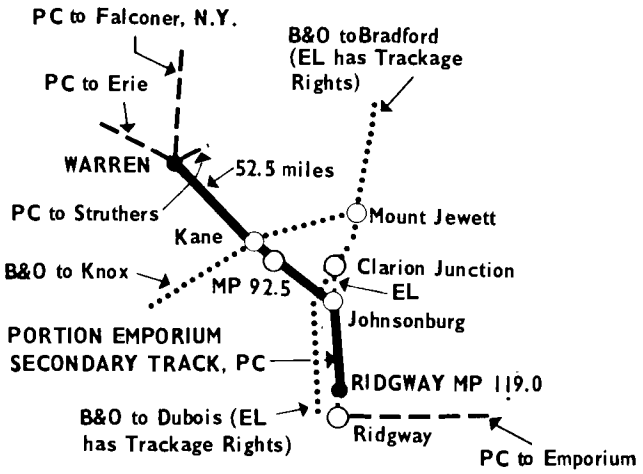
This portion of the Titus Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 252

Penn Central

This portion of the Emporium Secondary Track, formerly part of the Pennsylvania RR, extends from *Warren* (Milepost 66.5) to *Ridgway, Pa.* (Milepost 119.0), a distance of *52.5 miles*, in Warren, McKean and Elk Counties, Pa. Continuations of this line extend westward to Erie from Warren and eastward to Emporium from Ridgway (see Line Nos. 646a/246a and 253a). At Warren, the line connects with the Valley Branch of the PC to North Warren and Falconer (see Line Nos. 260a and 260). At Kane it connects with the B&O. It is paralleled by the B&O Pittsburgh-Buffalo line between Johnsonburg and Ridgway over which the EL also operates.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ridgway	58
Johnsonburg	618
Sergeant	46
Kane	1,178
Ludlow	0
Roystone	0
Sheffield	85
Tiona	117
Clarendon	65
Stoneham	0
Warren[1]	29
Total carloads generated by the line	2,196
Average carloads per week	42.2
Average carloads per mile	41.8
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	10
Locomotive horsepower	5,000
Train operating crew	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Industrial Council of St. Mary's and the North Central Pa. Regional Planning and Development Commission point out that the combined revenue for the entire Emporium Secondary Track between Erie (Milepost 2.9) and Emporium (Milepost 149.8), USRA Line Nos. 646, 646a, 252, 253a, and 253, totals $4,643,516. This exceeds the combined cost so that Council sees no justifi-

cation for breaking the Emporium Secondary track into segments.

North Central Pennsylvania estimates that 509 additional cars would have been shipped over this line in 1974 if service had been better. It believes USRA should include estimated revenue to be gained from improved service.

Testimony states that loss of rail service could place area shippers at a competitive disadvantage.

The Warren County Research Committee profitability calculation determined that this line should show a net profit of $185,399.

Warren County does not feel that its highways could handle the traffic that would result from abandonment of rail service.

Governor Shapp says at least 3,200 carloads were through routed over this line in 1973.

United Refining Co. at Warren generated 2,472 carloads in 1974. Almost two-thirds of its shipments go to the eastern points of Williamsport, New Kingston and Mt. Holly Springs. The resulting circuitous routing will add 57 miles and five classification yards. The added costs in time and charges to United Refining would exceed $376,000.

Hammermill Paper Co. has mills at Erie and Lock Haven and is interested in retaining direct service between these points. In 1973, it originated 92 carloads and in 1974, 168 from Tiona (Milepost 75.2). In 1973, it originated 853 carloads from Otter Creek Corp. at Milepost 93. These shipments increased to 1,024 in 1974. Hammermill has been assured that service will be continued at Otter Creek. They are certain that the milepost designated in the Preliminary System Plan is wrong. Trucking from Tiona and Otter Creek Corp. would result in 4,131 trips per year.

GTE Sylvania, Inc., and Struthers Wells Corp. support retention of service eastbound out of Warren.

The City of Erie fears abandonment of the line will adversely affect the growth of industries in Erie.

Airco Speer Carbon-Graphite at St. Mary's is in the process of a $3.5 million expansion which should increase its traffic to 275 cars in 1976. It believes abandonment of the line would result in circuitous routing and poor service. Airco Speer feels abandoning the entire Emporium Secondary Track is illogical.

The Borough of Kane objects to being placed at the end of a 56-mile spur. It says the correct car count for Kane is 1,634.

Kane Hardwood is completing a new plant and expects to ship 650 cars annually. If this line is abandoned, it expects service and car supply will be adversely affected.

The North Central Pa. Regional Planning and Development Commission believes future traffic will satisfy USRA's requirement.

Pennsylvania PUC states that revenue from a recent rate increase will make the branch economically viable.

Information for Line-Transfer Decision

Revenue received by PC		$717,489
Average revenue per carload	$327	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	627,668	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	335,426	
Total variable (avoidable) cost		963,094
Net contribution (loss): total		(245,605)
Average per carload	(112)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed at Kane as the milepost limits were incorrect in the Preliminary System Plan. The line was reviewed for through service at the request of OSPD, but it was determined that overhead traffic will move via alternate routes.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 92.5 to Milepost 119.0 (serving shippers at Ridgway, Johnsonburg, Sergeant, and Kane who generated 1,900 carloads in 1973) would generate $640,436 in revenue and $686,821 in costs with a resulting loss of only $46,385 or $24 a carload. A 13-percent growth in traffic or a 7-percent rate increase would make this portion of the line financially self-sufficient.

Service to the remainder of the line (from Milepost 66.5 to Milepost 92.5 serving shippers at Sheffield, Tiona, Clarendon, and Warren who generated 267 carloads in 1973) would generate $68,778 in revenue and $278,824 in costs with a resulting loss of $210,046. Recovery of costs would require approximately a tenfold increase in traffic or a 305-percent rate increase over the 1973 levels.

Disposition

The portion of Emporium Secondary Track from Milepost 92.5 to Milepost 119.0 shall be transferred to the Consolidated Rail Corp.

The portion of the Emporium Secondary Track from Milepost 66.5 to Milepost 92.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 253

Penn Central

This portion of the Emporium Secondary Track, extending from *Saint Marys* (Milepost 130.0) to *Emporium, Pa.* (Milepost 149.8), a distance of *19.8 miles*, in Elk and Cameron Counties, Pa., a line which was recommended for inclusion on page 738 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF EMPORIUM SECONDARY TRACK

USRA Line No. 253a

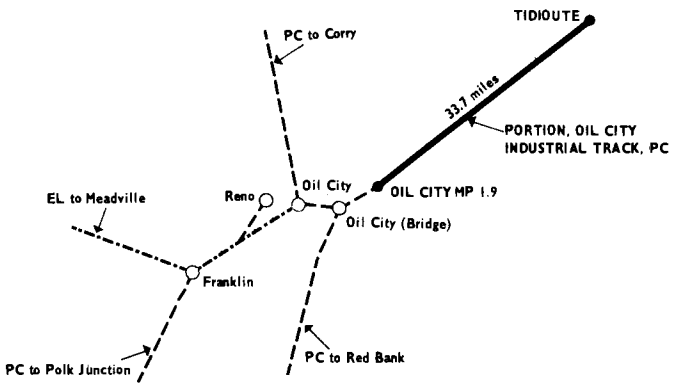
Penn Central

This portion of the Emporium Secondary Track, extending from *Ridgway* (Milepost 119.0) to *Saint Marys, Pa.* (Milepost 130.0), a distance of *11.0 miles*, in Elk County, Pa., a line which was recommended for inclusion on page 739 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

OIL CITY INDUSTRIAL TRACK

USRA Line No. 254

Penn Central



The Oil City Industrial Track, formerly part of the Pennsylvania RR, extends from *Oil City* (Milepost 1.9), to *Tidioute, Pa.* (Milepost 35.6), a distance of *33.7 miles*, in Venango, Forest and Warren Counties, Pa. This line is a branch off the Penn Central's old Buffalo-to-Pittsburgh route via Corry, Titusville and Kiskiminetas Junction. At Oil City this line connects with the Oil City and Titus Secondary Tracks (see Line Nos. 647a and 649). At Oil City, the line also connects with the Franklin Branch of the Erie Lackawanna Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tidioute	29
West Hickory	102
Tionesta	0
Total carloads generated by the line	131
Average carloads per week	2.5
Average carloads per mile	3.9
Average carloads per train	2.9
1973 operation information:	
Number of round trips per year	45
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Forest County Commissioners and the Forest County Planning Commission indicate that Endeavor Lumber Co., a division of Hammermill Paper at West Hickory, Pa. will close its plant if it loses rail service.

Pennsylvania Office of Planning and Development shows 145 as the number of actual carloadings in 1973.

Information for Line-Transfer Decision

Revenue received by PC		$43,171
Average revenue per carload	$330	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	222,789	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	38,464	
Total variable (avoidable) cost		261,253
Net contribution (loss): total		(218,082)
Average per carload		(1,665)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $218,082 in 1973. Recovery of this loss would require approximately a fortysixfold increase in traffic or a 505-percent rate increase. The existence of 145 carloads on this line, as reported by the Pennsylvania Office of Planning and Development, would reduce the above loss to about $217,500.

Disposition

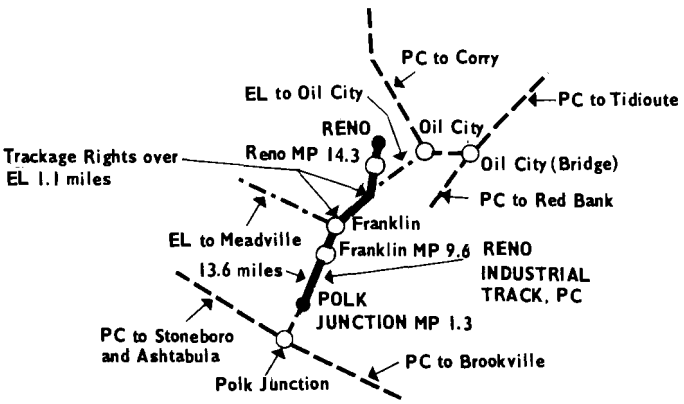
The Oil City Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for

subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

RENO INDUSTRIAL TRACK

USRA Line No. 256

Penn Central



The Reno Industrial Track, formerly part of the New York Central RR, extends from *Polk Junction* (Milepost 1.3) to *Reno, Pa.* (Milepost 14.9), a distance of *13.6 miles*, in Venango County, Pa. This line extends from the JF&C Branch at Polk Junction to Franklin, where Erie Lackawanna trackage rights are used for 1.1 miles, and then continues to Reno. The connecting EL line is the Franklin Branch from Oil City to the EL Chicago-Jersey City line at Meadville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Franklin	736
Polk Junction	0
Reno	181
Total carloads generated by the line	917
Average carloads per week	17.6
Average carloads per mile	67.4
Average carloads per train	9.2
1973 operating information:	
Number of round trips per year	100
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Venango County Industrial Development Corp. submitted the following from on-line users:

Company	Milepost location	1973 carloads
Barrett Flats Industrial Park	[1] 73.00	----------
Brown Boiler Works	76.56	8
Erickson's Feed	76.73	47
Arnold Business Forms	76.73	44
Joy Manufacturing Co	76.73	----------
Franklin Steel (Car for switching to EL)	77.40	[1] 583
Mooney Chemical Co	78.60	122
Wolf's Head Oil	81.80	322
Total		1,126

[1] Approximate.

Governor Shapp pointed out that analysis of the entire line showed it to be economically viable yet USRA arbitrarily excluded the last 4.3 miles serving Reno.

Wolf's Head Refining Co. shipped and received 212 tank cars in 1974.

Mooney Chemical points out that while its traffic is credited to Franklin the switch connection to its siding is at Milepost 78.6, 1 mile west of where USRA would have service terminated. PC switched about 83 cars between its plant and the EL track in 1973 earning revenue of $106,000. Mooney Chemicals expects to increase its plant capacity by 260 percent during the next 5 years.

Information for Line-Transfer Decision

Revenue received by PC		$384,457
Average revenue per carload	$419	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	121,904	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	36,173	
Cost incurred beyond the branch line	194,775	
Total variable (avoidable) cost		352,852
Net contribution: total		31,605
Average per carload	34	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 240 crossties per mile).

This line was reanalyzed as the shippers could be better served by the EL. Shippers at Franklin between Milepost 9.6 and Milepost 11.8 will be served via EL trackage. The line from Polk Junction (Milepost 1.3) to Franklin (Milepost 9.6) serves no shippers.

Shippers in Reno will be served via EL trackage. There are no shippers between Milepost 14.3 and Milepost 14.9. PC has trackage rights over the EL from Milepost 11.8 to Milepost 12.9.

Disposition

The portion of the Reno Industrial Track from Milepost 9.6 to Milepost 14.3 (including the trackage rights

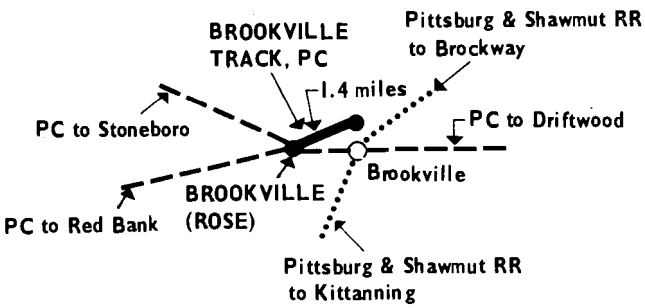
over the EL) shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie system provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie system (EL tracks) from Oil City.

The portion of the Reno Industrial Track from Milepost 1.3 to Milepost 9.6 and from Milepost 14.3 to Milepost 14.9 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BROOKVILLE TRACK

USRA Line No. 257

Penn Central



The Brookville Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 1.4, *at Brookville, Pa.* a distance of *1.4 miles*, in Jefferson County, Pa. This line connects with the PC Low Grade Secondary Track at Brookville and with the Pittsburg & Shawmut RR Brockway-Kittanning line at Brookville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brookville[1]	42
Total carloads generated by the line	42
Average carloads per week	0.8
Average carloads per mile	30
Average carloads per train	1.7
1973 operating information:	
Number of round trips per year	25
Estimated time per round trip (hours)	1.0
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Pennbro Corp. manufactures locomotives. It currently averages 42 carloads a year but expects to use 15 or 20 more. It purchased the facility in 1974. In that year it produced 12 locomotives, this year it will produce 18 and next year expects to produce 24.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$14,017
Average revenue per carload	$334	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	13,960	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,166	
Cost incurred beyond the branch line	9,220	
Total variable (avoidable) cost		32,346
Net contribution (loss): total		(18,329)
Average per carload	(436)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 857 crossties per mile).

Service to this line generated a loss of $18,329 in 1973. Recovery of this loss would require approximately a four fold increase in traffic or a 131-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

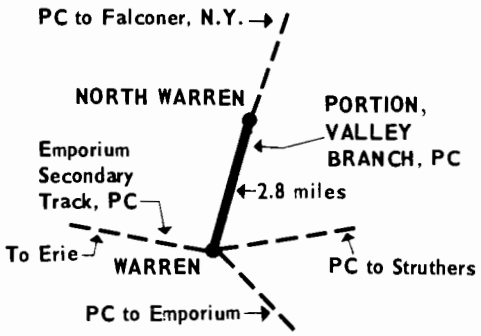
The Brookville Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF VALLEY BRANCH

USRA Line No. 260a

Penn Central

This portion of the Valley Branch, formerly part of the New York Central RR, extends from *North Warren*



(Milepost 51.3) to *Warren, Pa.* (Milepost 54.1), a distance of *2.8 miles*, in Warren County, Pa. A continuation of this line extends northward from North Warren (see Line No. 260). At Warren, this line connects with the Emporium Secondary Track, PC, extending northwest to Corry and southeast to Ridgway, and with the Struthers Running Track, PC (see Line Nos. 646a/246a and 252).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
North Warren	126
Warren [1]	20
Total carloads generated by the line	146
Average carloads per week	2.8
Average carloads per mile	52.1
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip	2
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

West Penn Oil Co. shipped 123 cars in 1973 and could ship more than 350 cars per year if it could receive three switches a week instead of the one it now receives.

The Warren County Railroad Task Force believes a reappraisal of the data it has submitted to USRA will show that the branch could be profitable.

Pennsylvania PUC says that comparing costs per car on this line with an extension of the same line, Line No. 260, shows

Costs per car:	*260*	*260a*
On-branch	$425	$194
Off-branch	218	283
Total	643	477

The difference in costs for handling a car on the same branch, one segment being 2.8 miles long and the other an extension of an additional 19.2 miles appears suspect.

Cutting off 2.8 miles of a branch generating revenue according to the USRA of $60,764 and 51.8 cars per mile needs to be reappraised.

Warren Co. Rail Task Force states that a substantial portion of the costs incurred on the line is the expense of providing taxi and motel accommodations for a four-man crew, which commutes 100 miles from Buffalo in order to run the train 38.4 miles.

Information for Line-Transfer Decision

Revenue received by PC		$61,228
Average revenue per carload	($419)	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	28,171	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	17,869	
Cost incurred beyond the branch line	41,460	
Total variable (avoidable) cost		87,500
Net contribution (loss): total		(26,272)
Average per carload	(180)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 500 crossties per mile).

The cost arguments put forth by the Pennsylvania PUC were reviewed by the Association. The variance in the on-branch cost per carload between this line and Line 260 is the result of different levels of service, different carloads generated and different line characteristics. The time spent on the branch was reviewed and found to be valid. The cost for the crew to be taxied from Buffalo was never included in this analysis.

West Penn Oil testified they could ship three times as many carloads if they received three switches per week. Service is now on an "as required" basis. During the winter, West Penn Oil receives three switches per week; during the summer, once-a-week service is provided because of a lower business level.

Service to this line generated a loss of $26,272 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 43-percent rate increase.

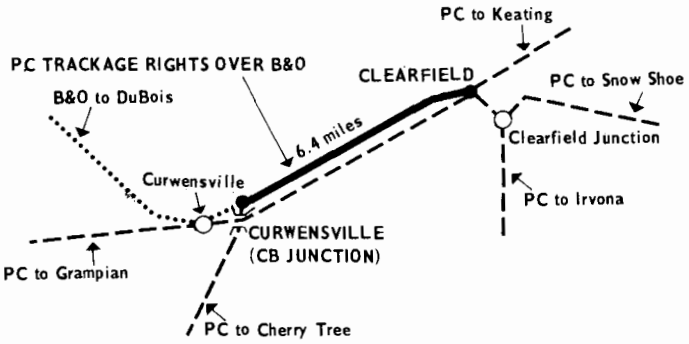
Disposition

This portion of the Valley Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRACKAGE RIGHTS OVER B&O

USRA Line No. 264

Penn Central



These trackage rights over the Baltimore & Ohio RR extend from *Curwensville (CB Junction)* (Milepost 19.3), to *Clearfield, Pa.* (Milepost 25.7), a distance of *6.4 miles*, in Clearfield County, Pa.

This line is a part of the through PC line from Clearfield to the Cherry Tree coal district. At Clearfield it connects with the Snow Shoe Branch and the WBV Branch to Keating, both PC. At Clearfield, it connects with the PC line to Grampian which runs in the same valley, and the PC Madera Branch. The B&O continues northwestward from Curwensville to DuBois.

Information for Line-Transfer Decision

These trackage rights are required for the movement of unit coal trains.

Disposition

Trackage rights over this portion of the B&O shall be transferred to the Consolidated Rail Corp.

PORTION OF McGEES SECONDARY TRACK

USRA Line No. 295

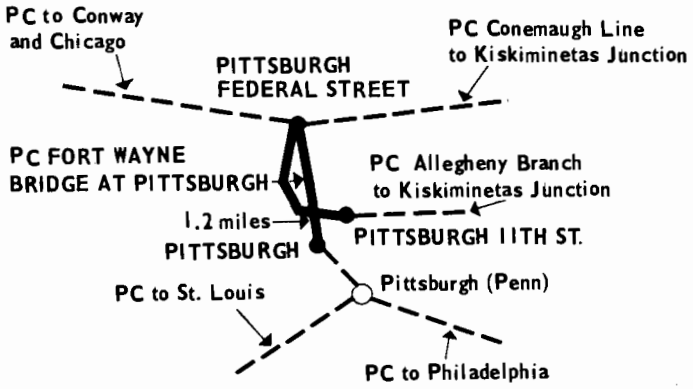
Penn Central

This portion of McGees Secondary Track, extending from *McGees* (Milepost 41.0) to *Glen Campbell, Pa.* (Milepost 48.7), a distance of *7.7 miles*, in Clearfield and Indiana Counties, Pa., a line which was recommended for inclusion on page 743 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

FORT WAYNE BRIDGE

USRA Line No. 312

Penn Central



The Fort Wayne Bridge, formerly part of the Pennsylvania RR, extends from VS5959+07 to VS5962+97, from VS7+38 to VS37+44, from VS5+65 to VS15+85 and from VS15+85 to VS37+44, a distance of *1.2 miles at Pittsburgh, Pa.* in Allegheny County, Pa. This bridge connects with the following PC lines at Pittsburgh: the Conemaugh line to Kiskiminetas Junction, the Allegheny Branch (see Line No. 315), the Pittsburgh-to-Philadelphia line and the Pittsburgh-to-Chicago line (see Line No. 313). The Allegheny Branch uses the lower level of this bridge, while the Pittsburgh-Chicago line is on the upper level.

Public Comments on Preliminary System Plan

Testimony was for USRA Line Nos. 312 and 315 collectively.

The City of Pittsburgh and the Commonwealth of Pennsylvania oppose abandonment because the proposed alternative routing for main line freight is over a more circuitous northerly route. This routing avoids the southwestern corner of Pennsylvania so that service to the area would be reduced and jobs at Conway Yard would be lost.

The Port Authority of Allegheny County supports abandonment, stating that some of the area's important public improvements have been delayed for years pending the abandonment and removal of these segments.

Numerous citizens and groups such as the League of Women Voters, who favor mass transit and intercity rail passenger service spoke for or against the proposal.

The Pennsylvania PUC maintains that the bridge will sever the PC main line between New York and Chicago and require unfavorable rerouting of about 12,000 trains, including passenger trains, per year.

USRA says that no local shippers depend on the line; however, at least two shippers voiced reservations about what this proposal would do to their service.

Papercraft generates more than 2,250 cars at Pittsburgh annually. A shift of main line traffic to the Conemaugh Division main line will increase greatly the number of trains operating on this line. Papercraft is concerned that its need to shift, load, and unload traffic daily will be given lower priority for track use than through passenger and freight trains.

Nabisco received approximately 1,200 cars of flour last year, most of it in jumbo hoppers. It anticipates that the abandonment will cause greater use of the Brilliant Bridge and trusts that the necessary strengthening of this bridge has been accomplished before the added traffic creates an intolerable situation.

The City claims that several businesses in the Strip District representing approximately 100 car-loads per year would be without service and that rail users from downtown Pittsburgh eastbound to and including Wilkinsburg, Homewood, Edgewood and Swissvale would be adversely affected.

Information for Line-Transfer Decision

A reevaluation of this bridge determined that it is required for the movement of through trains.

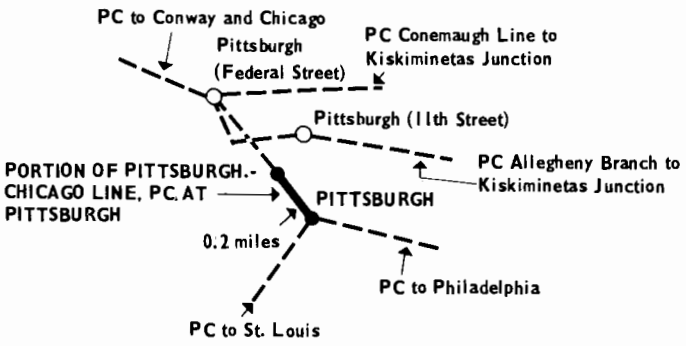
Disposition

The Fort Wayne Bridge shall be transferred to the Consolidated Rail Corp.

PORTION OF PITTSBURGH-CHICAGO LINE

USRA Line No. 313

Penn Central



This portion of the Pittsburgh-Chicago line, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to Milepost 0.2, at *Pittsburgh, Pa.*, a distance of *0.2 miles*, in Allegheny County, Pa. A continuation of this line extends westward to Chicago (see Line No. 312). This line connects with the PC line to St. Louis at Pittsburgh (see Line No. 314). Pittsburgh is also served by the B&O main line Philadelphia-Chicago and the B&O to Cincinnati.

Public Comments on Preliminary System Plan

The position of the City, state, Port Authority and public witnesses are identical to that set out in the comment on Line 312.

Pennsylvania DOT says the segment is the passenger station used by four Amtrak and 20 freight trains passing through to Line 312 daily.

Information for Line-Transfer Decision

A reevaluation of this line determined that it is required for the movement of through freight trains.

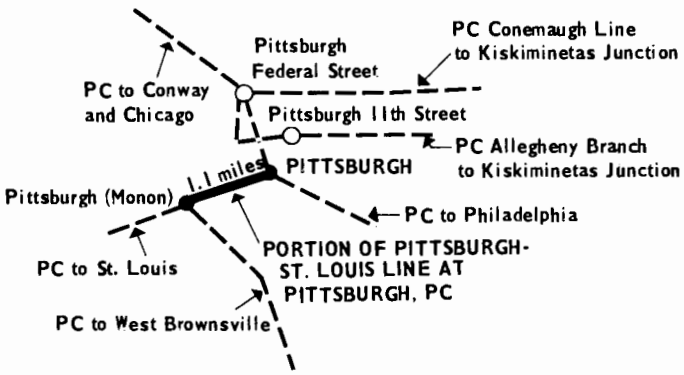
Disposition

This portion of the Pittsburgh-to-Chicago line shall be transferred to the Consolidated Rail Corp. There is disagreement as to whether Penn Central or the Commonwealth of Pennsylvania actually owns this property. In the event that the Commonwealth is found to be the rightful owner, they have agreed to lease to ConRail, on reasonable terms, two or more running tracks on this portion of Pittsburgh-to-Chicago line.

PORTION OF PITTSBURGH-ST. LOUIS LINE

USRA Line No. 314

Penn Central



This portion of the Pittsburgh–St. Louis line, formerly part of the Pennsylvania RR, extends from the passenger depot (Milepost 0.0) to the southwest end of the Panhandle Bridge (Milepost 1.1), a distance of *1.1 miles at Pittsburgh, Pa.*, in Allegheny County, Pa. A continuation of this line extends westward to St. Louis from Pittsburgh. Pittsburgh is also served by B&O lines Philadelphia-Chicago and Pittsburgh-Cincinnati. This line also connects with the PC line to Chicago (see Line No. 313) and New York.

Public Comments on Preliminary System Plan

Position of the city, state, port authority and public witnesses are the same as has been noted in the comments on Line No. 312.

Information for Line-Transfer Decision

This line does not serve directly any shippers and is not required for through trains.

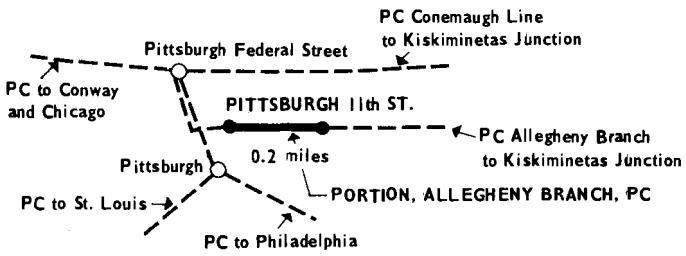
Disposition

This portion of the Pittsburgh-to-St. Louis line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ALLEGHENY BRANCH

USRA Line No. 315

Penn Central



This portion of the Allegheny Branch, formerly part of the Pennsylvania RR, extends a distance of *0.2 miles at Pittsburgh*, in Allegheny County, Pa. A continuation of this line extends northeastward from Pittsburgh (see Line No. 650a). In the other direction, the line goes across the lower level of the Fort Wayne Bridge to Pittsburgh (Federal Street) (see Line No. 312).

Public Comments on Preliminary System Plan

Position of the City, State, Port Authority and public witnesses is treated in the comments for Line No. 312.

Pennsylvania PUC asserts that this line's primary value is in conjunction with the Fort Wayne Bridge route (Line No. 312). It provides a much shorter route to the many shippers along the Allegheny Branch and it may be desirable to retain it for this reason.

Information for Line-Transfer Decision

This line was reevaluated and is not necessary for through trains and does not serve directly any local shippers.

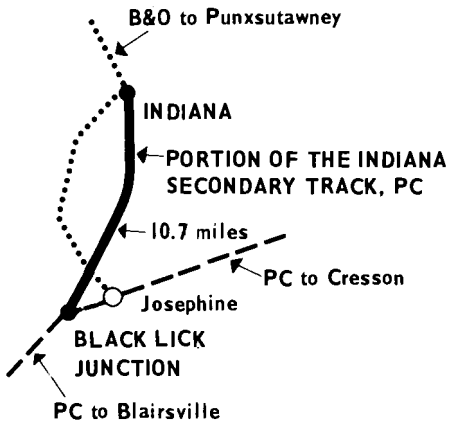
Disposition

This portion of the Allegheny Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE INDIANA SECONDARY TRACK

USRA Line No. 326

Penn Central



This portion of the Indiana Secondary Track, formerly part of the Pennsylvania RR, extends from *Black Lick Junction* (Milepost 7.3) to *Indiana, Pa.* (Milepost 18.0), a distance of *10.7 miles*, in Indiana County, Pa. At Black Lick Junction the line continues south to Blairsville (see Line No. 655a). The line connects with the Baltimore & Ohio to Punxsutawney at Indiana, and PC's Black Lick Secondary Track at Black Lick Junction (see Line No. 655).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Graceton	0
Homer City	18
Indiana	288
Total carloads generated by the line	306
Average carloads per week	5.9
Average carloads per mile	28.9
Average carloads per train	7.7
1973 operating information:	
Number of round trips per year	40
Estimated time per round trip (hours)	3.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Indiana County Planning Commission objects to the proposed abandonment. It disagrees with USRA's statement that the area's coal reserves can be served from adjacent Line No. 327, since this line is listed as recently abandoned.

This line is being sold to Blairsville & Indiana RR for a short-line railroad. This sale is pending before the Commission in Finance Docket 27666.

General Electric Co. says this segment is the only rail means of delivering shipments to the Pennsylvania Electric and New York Gas powerplant at Homer City. General Electric will have in excess of 30 carloads to Homer City.

Pennsylvania PUC would not include this segment in ConRail on the expectation that B&O will provide the existing shippers with service. B&O has filed to abandon the southern 3.23 miles of its line from the town of Indiana. The matter is pending in ICC Docket AB–19 (Sub-No. 10). Penn Central has a trackage agreement permitting it to use the B&O northward to the town of Indiana from Black Lick, from which all its customers can be served except those on the team track at Homer City. Customers involved could more readily be served by the B&O from the town of Indiana.

Pennsylvania Office of Planning and Development says the accurate car count for 1973 was 423 not 305.

The 287 cars from Indiana station shown in the Preliminary System Plan are not shown in supporting questionnaires.

The line traverses large coal reserve fields which presently serve the Homer City powerplant. Pennsylvania Electric and New York Gas insist that one rail outlet must remain to both the powerplant and the reserves. Retention of this branch is vital due to the B&O's abandonment application.

Plans for the coal development on the Yellow Creek Branch (USRA Line No. 327) are being delayed due to the questionable status of the Indiana Branch. This development would insure the through-routing of over 500,000 tons of coal annually over this branch in the near future.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The B&O is only interested in providing service to shippers at Indiana.

Information for Line-Transfer Decision

Revenue received by PC		$123,132
Average revenue per carload	$402	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	85,266	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,370	
Cost incurred beyond the branch line	67,187	
Total variable (avoidable) cost		175,823
Net contribution (loss): total		(52,691)
Average per carload	(172)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,564 crossties (an average of 336 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that the majority of coal produced in this region is trucked to mine-mouth plants in the area. This line is not used for coal shipments by rail.

This line has been leased by the Blairsville & Indiana RR for a short-line railroad operation. Freight service can be continued by this company.

Service to this line generated a loss of $52,691 in 1973. Recovery of this loss would require approximately a 94-percent increase in traffic or a 43-percent rate increase. The additional 117 carloads in 1973, as reported by the Pennsylvania Office of Planning and Development, would reduce this loss to $31,300.

The Chessie System has expressed an interest in acquiring the track necessary to serve the traffic generated at Indiana.

Disposition

This portion of the Indiana Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

The portion of this line necessary to serve the traffic generated at Indiana shall be offered for sale to the Chessie System. This sale would preserve rail service to 306 carloads or 100 percent of the traffic generated on this line.

It is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials also have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

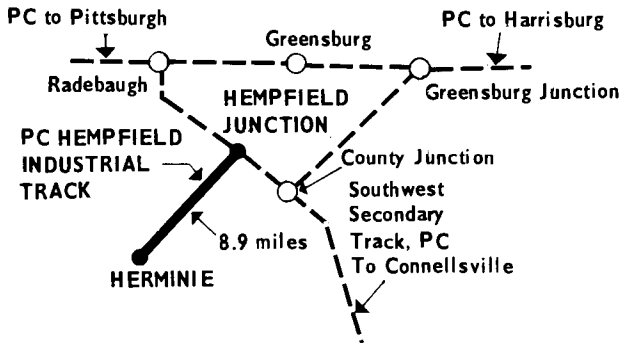
It is presently expected that continued service will be provided by the Blairsville & Indiana RR.

HEMPFIELD INDUSTRIAL TRACK

USRA Line No. 331

Penn Central

The Hempfield Industrial Track, formerly part of the Pennsylvania RR, extends from *Hempfield Junction* (Milepost 0.0) to *Herminie, Pa.* (Milepost 8.9), a



distance of *8.9 miles*, in Westmoreland County, Pa. This line connects at Hempfield Junction with the Southwest Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eisaman	74
Madison	19
Herminie	104
Sinclair	0
Cribb	0
Total carloads generated by the line	197
Average carloads per week	3.8
Average carloads per mile	22.1
Average carloads per train	3.9
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania Office of Planning and Development states that the branch formerly served several large coal companies. Some of their mines were closed when 40–50 percent of the coal had been recovered and some of the companies had acquired rights to the deeper Freeport Veins which have not yet been mined. In 1973 actual car use was 243 not 196.

Shuster's Building Components near Herminie projects that shippers on the line will use 247 cars in 1975, 297 in 1976, 356 in 1977, 428 in 1978, 512 in 1979 and 617 in 1980.

Pennsylvania PUC suggests that this line be retained for potential traffic because it serves a growing industrial area and the untouched Freeport Vein coal.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC		$61,379
Average revenue per carload	$312	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	70,085	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	17,568	
Cost incurred beyond the branch line	48,792	
Total variable (avoidable) cost		136,445
Net contribution (loss): total		(75,066)
Average per carload		(381)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,484 crossties (an average of 391 crossties per mile).

Service to this line generated a loss of $75,066 in 1973. Recovery of this loss would require approximately a six fold increase in traffic or a 122-percent rate increase. The existence of 243 carloads on this branch in 1973, as reported by the Pennsylvania Office of Planning and Development, would reduce the above loss to $59,096. The elimination of the rehabilitation costs would reduce the loss to $57,498.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. In addition, most of the shippers in Herminie use team track service and they could use the facility at Greensburg.

An evaluation of the coal reserves by USRA and Penn Central staff indicates that there are no significant reserves or potential loading points along this line. Coal reserves in adjacent areas can be served by other rail lines.

Disposition

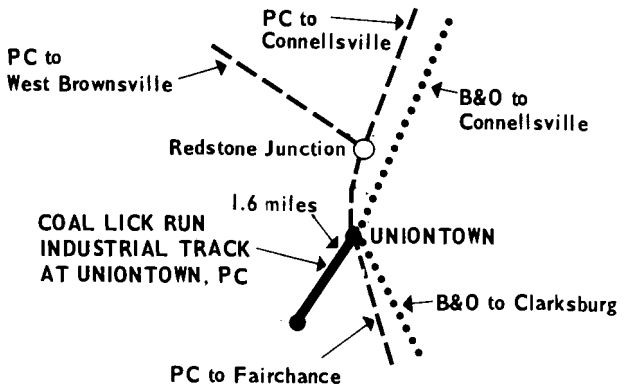
The Hempfield Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

COAL LICK RUN INDUSTRIAL TRACK

USRA Line No. 335

Penn Central

The Coal Lick Run Industrial Track, formerly part of the Pennsylvania RR, extends from Milepost 0.0 to



Milepost 1.6 *at Uniontown, Pa.*, a distance of *1.6 miles*, in Fayette County, Pa. This segment connects with the PC Southwest Secondary Track at Uniontown (see Line No. 663). This line also connects at Uniontown with the B&O.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Uniontown [1]	12
Total carloads generated by the line	12
Average carloads per week	0.2
Average carloads per mile	7.5
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	24
Estimated time per round trip (hours)	0.7
Locomotive horsepower	3,000
Train crew size	4

[1] Includes only shippers on segment.

Public Comments on Preliminary System Plan

Pennsylvania Office of Planning and Development says that this line generated 200 cars in 1973.

Pennsylvania PUC submitted the following traffic data. The figures show more than a 50-percent increase in traffic, which USRA said was needed to recover costs.

Company:	*Carloads*
Art Snyder Sanitary Co	15
Agway	30
Agway Home & Garden	12
Wilson Packing	52
Foundry Tech	17
Bauer Lumber & Home Building	104
Total	230

All these users are on the first mile of track.

The Fayette County Board of Commissioners support retention of service. They point out that service is dependent on line 663 which USRA recommended not be included in ConRail.

The City of Uniontown's "Disaster Urban Renewal Project" has indicated an interest in acquiring the line.

The Chessie is only interested in providing service to shippers at Uniontown.

Information for Line-Transfer Decision

Revenue received by PC		$3,507
Average revenue per carload	$292	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	11,321	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	5,088	
Cost incurred beyond the branch line	3,461	
Total variable (avoidable) cost		19,870
Net contribution (loss): total		(16,363)
Average per carload	(1,364)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 360 crossties (an average of 225 crossties per mile).

This line was reanalyzed on the basis that all shippers except Foundry Tech *can* be served from the Southwest Branch (Line No. 663).

Service to this line generated a loss of $16,363 in 1973. Recovery of this loss would require approximately a four-hundredfold increase in traffic or a 467-percent rate increase.

Disposition

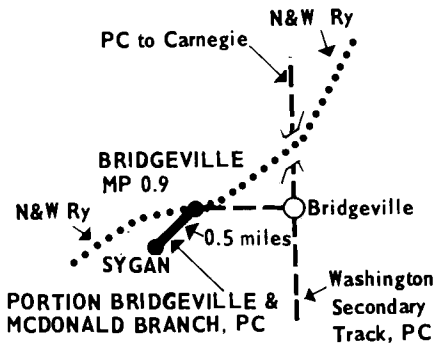
The Coal Lick Run Industrial Track shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to 12 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BRIDGEVILLE & McDONALD BRANCH

USRA Line No. 344

Penn Central

This portion of the Bridgeville & McDonald Branch, formerly part of the Pennsylvania RR, extends from



Bridgeville (Milepost 0.9) to *Sygan, Pa.* (Milepost 1.4), a distance of *0.5 mile*, in Allegheny County, Pa. At Bridgeville, this line connects with the Washington Secondary Track, PC. Both Sygan and Bridgeville are also served by the Norfolk & Western Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bridgeville[1]	7
Total carloads generated by the line	7
Average carloads per week	0.1
Average carloads per mile	14.0
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	14
Estimated time per round trip (hours)	0.5
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only shippers on segment.

Public Comments on Preliminary System Plan

Testimony stated that there are extensive undeveloped deep coal reserves in this area, owned primarily by U.S. Steel. At some future date an underground mine may be developed; however, presently, there is potential for a strip gathering tipple location.

Pennsylvania PUC believes the line does not generate enough traffic to warrant retention.

Desmet Lumber and Supply Co., 84 Lumber Co., Ionics, Inc., Mulach Steel Corp., and Nicholson Pile Co. want service continued. Nicholson Pile used 35 cars in 1974. All of these rail users are at Bridgeville except Desmet which is at Cecil.

Lumber Distributors, Inc., at Bridgeville received 74 cars in 1974 and expects to use 95 in 1975.

A review of USRA's calculations indicates that the first "average carloads per train" should read "average carloads per week," and the figure should be .13 not 1.5.

Information for Line-Transfer Decision

Revenue received by PC	$1,823
Average revenue per carload	$260
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	5,434
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	1,239
Cost incurred beyond the branch line	1,130
Total variable (avoidable) cost	7,803
Net contribution (loss): total	(5,980)
Average per carload	(854)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 201 crossties (an average of 402 crossties per mile).

Future development of coal reserves can be handled by other lines in the immediate vicinity.

Service to this line generated a loss of $5,981 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 328-percent rate increase.

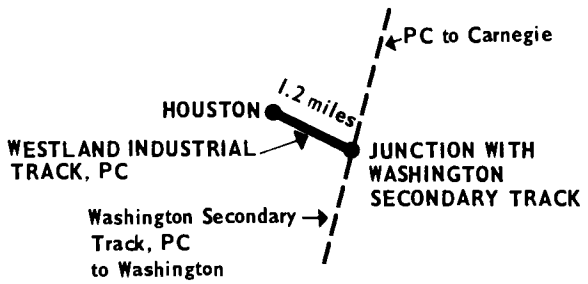
Disposition

This portion of the Bridgeville & McDonald Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WESTLAND INDUSTRIAL TRACK

USRA Line No. 345a

Penn Central



The Westland Industrial Track, formerly part of the Pennsylvania RR, extends for *1.2 miles at Houston*, in Washington County, Pa. This line is a branch off the PC Washington Secondary Track, formerly known as the Chartiers Branch. (See Line No. 664.)

Traffic and Operating Informaion

Stations (with their 1973 carloads) served by this line:	
Houston [1]	332
Total carloads generated by this line	332
Average carloads per week	6.4
Average carloads per mile	276.7
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	1.0
Locomotive horsepower	1,200
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Pennsylvania Office of Planning and Development shows this line handled 306 cars in 1973.

This line is in active use for almost a mile west of the Borough of Houston, serving the Washington Steel plant. Washington Steel has averaged 300 carloads annually and expects to use over 400 as a result of expansion. This line is the only rail line it has available.

Pennsylvania PUC points out that abandonment of this line from Milepost 3 to Milepost 5 was authorized by the ICC at AB–5 (Sub-31) on September 13, 1972. It believes that the line beyond the Washington Steel plant should be retained because of the potential coal traffic.

The Bituminous Processing Company, Inc. owns approximately 200 acres of land in the area. This includes approximately 30 acres of Pittsburgh seam coal which will be opened for stripping in the near future. Estimates of recoverable coal reserves located near this branch line are 2 million tons. This firm anticipates transporting over this line and Line 345.

The Director of Coal Development at Penn Central stated that they will serve a new Consolidated Coal Company mine at Westland and a cleaning plant which will be developed in 4 to 6 years to replace the then obsolete Montour mines. The new mine would produce 2.5 million tons annually, and demand service from the north and the south, therefore employing the Penn Central Westland Branch.

Information for Line-Transfer Decision

Revenue received by PC		$104,422
Average revenue per carload	$315	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	22,965	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	6,742	
Cost incurred beyond the branch line	43,180	
Total variable (avoidable) cost		72,887
Net contribution: total		31,535
Average per carload	95	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of 1,215 crossties (an average of 1,012 crossties per mile).

Disposition

The Westland Industrial Track shall be transferred to the Consolidated Rail Corp.

LANGELOTH BRANCH

USRA Line No. 348b

Penn Central

The Langeloth Branch, extending from *Langeloth Junction* (Milepost 0.0) to *Langeloth* (Milepost 0.5), a distance of *0.5 miles*, in Washington County, Pa., a line which was recommended for inclusion on page 749 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

BURGETTS BRANCH

USRA Line No. 348c

Penn Central

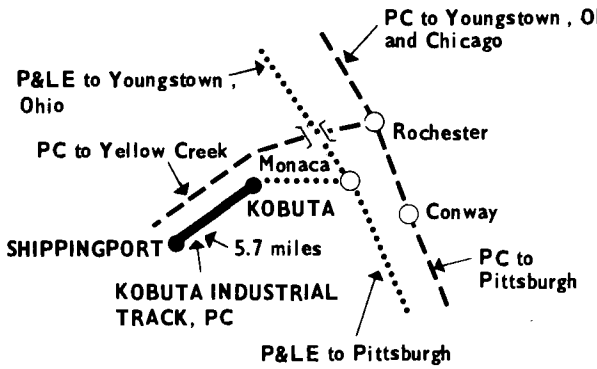
The Burgetts Branch, extending from *Burgettstown* (Milepost 0.0) to *Atlasburg, Pa.* (Milepost 4.3), a distance of *4.3 miles*, in Washington County, Pa., a line which was recommended for inclusion on page 749 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

KOBUTA INDUSTRIAL TRACK

USRA Line No. 352

Penn Central

The Kobuta Industrial Track, formerly part of the Pennsylvania RR, extends from *Shippingport* (Milepost 28.7), to *Kobuta, Pa.* (Milepost 34.4), a distance of *5.7 miles*, in Beaver County, Pa. This line connects with a branch of the Pittsburgh & Lake Erie RR at Kobuta.



Public Comments on Preliminary System Plan

Duquesne Light Co. objects to the proposed discontinuance of service. It leased the right of way between mileposts 28.76 and 33.5 from Penn Central Transportation Co. in 1969. Duquesne has a proprietary interest with other electric public utilities in five major generating units under construction along the right-of-way. All are located in Shippingport. Two are nuclear units and three are coal fired.

The 0.95 mile segment of this line between the leased portion and Kobuta belongs to the PC. The Pittsburgh & Lake Erie has trackage rights over this portion and is providing service over the entire line. USRA proposes that the current arrangement be continued, or that Duquesne assume Penn Central's 0.95 mile. Duquesne does not find this acceptable because it is fraught with legal and financial complications.

The Shippingport Atomic Power Station operated by Duquesne is adjacent to the power plants. The reactor at the power station is owned by the United States Energy Research and Development Administration.

Rail service is necessary during construction and will be vital for the operation and maintenance of these plants.

Pennsylvania Office of Planning and Development says the line generated 64 carloads in 1973.

Pennsylvania PUC points out that the P&LE shippers on the 0.95 mile section of PC track are not mentioned in the Preliminary System Plan.

Information for Line-Transfer Decision

The PC does not serve this line. The Duquesne Light Co. has leased 4.75 miles of this line and rail service is being provided by the P&LE via its own lines and trackage rights over 0.95 mile of the PC. Service can be continued under the current arrangement or by the assumption of less than one mile of track by the Duquesne Light Co. or by the P&LE. An evaluation of coal reserves by USRA staff indicated that there are no significant reserves adjacent to this line.

The P&LE has expressed an interest in acquiring this line.

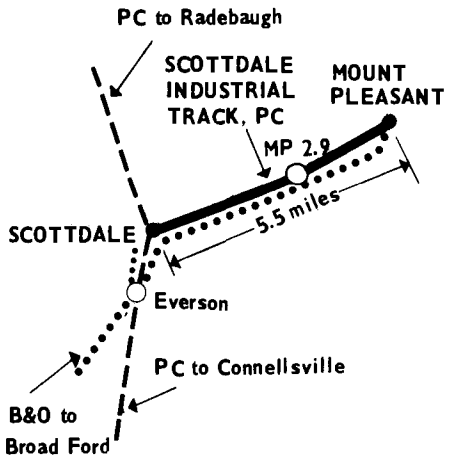
Disposition

The Kobuta Industrial Track shall be offered for sale to the Pittsburgh & Lake Erie RR, a profitable railroad operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

SCOTTDALE INDUSTRIAL TRACK

USRA Line No. 355

Penn Central



The Scottdale Industrial Track, formerly part of the Pennsylvania RR, extends from *Scottdale* (Milepost 0.0) to *Mount Pleasant, Pa.* (Milepost 5.5), a distance of *5.5 miles*, in Westmoreland County, Pa. At Scottdale, this line connects with the Southwest Secondary Track, PC. The Baltimore & Ohio RR also serves Scottdale and Mount Pleasant.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mount Pleasant	193
Standard	204
Total carloads generated by the line	397
Average carloads per week	7.6
Average carloads per mile	72.2
Average carloads per train	5.3
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	2.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

This line traverses an area replete with coal reserves. Over 50 small and medium size operations are now stripping in the area.

Sinter Fuel Co. ships an average of 200 carloads annually over this line. Sinter indicated it would be forced to close if rail service were not available. As Sinter is located on the west side of Jacob's Creek, the Baltimore & Ohio Railroad's Scottdale Branch is not a feasible alternative.

Two strip operators developing mines in the area have plans to temporarily ship from the Sinter Fuel tipple. Sinter indicated that these developments could result in the shipment of over 1,800 carloads annually from their plant within the next 2 to 5 years.

Pennsylvania Office of Planning and Development shows the line generating 588 carloads in 1973.

Shipper surveys indicate 15–23 employees would lose their jobs if service were abandoned.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The Chessie is only interested in providing service to shippers at Mt. Pleasant.

Information for Line-Transfer Decision

Revenue received by PC		$134,137
Average revenue per carload	$338	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	60,096	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,463	
Cost incurred beyond the branch line	73,204	
Total variable (avoidable) cost		143,763
Net contribution (loss): total		(9,626)
Average per carload	(24)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,227 crossties (an average of 405 crossties per mile).

This line was reanalyzed including the Sinter Fuel Coal which is billed at Standard, Pa. The Association was unable to verify the presence of 588 carloads on this line. The existence of an additional 191 carloads would change this loss to a contribution of approximately $20,000.

Service to this line generated a loss of $9,626 in 1973. Recovery of this loss would require approximately a 16 percent increase in traffic or a 7-percent rate increase.

The Chessie System has offered to acquire this line via a connection with their line at Mount Pleasant and serve shippers at Mt. Pleasant and traffic billed at Standard.

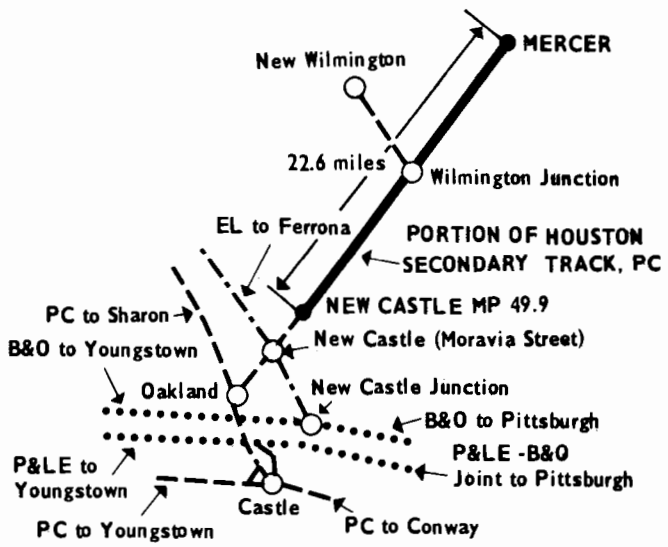
Disposition

The Scottdale Industrial Track shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie System provide the local freight service (see section 206(g) of the Act).

PORTION, HOUSTON SECONDARY TRACK

USRA Line No. 356

Penn Central



This portion of the Houston Secondary Track, formerly part of the Pennsylvania RR, extends from *New Castle* (Milepost 49.9) to *Mercer, Pa.* (Milepost 72.5), a distance of *22.6 miles*, in Lawrence and Mercer Counties, Pa. The Wilmington Branch, PC, connects with this line at Wilmington Junction (see Line No. 357). The following lines also serve New Castle: PC Erie & Pittsburgh Branch, Erie Lackawanna Ry New Castle Branch (see Line No. 1256); Pittsburgh & Lake Erie RR, and the Baltimore & Ohio RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mercer	224
Volant	0
Houston Junction	0
Total carloads generated by the line	224
Average carloads per week	4.3
Average carloads per mile	9.9
Average carloads per train	4.3

1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

The Lawrence County Board of Commissioners points out that Line No. 357, the Wilmington Branch, shown as an out-of-service line, is a 2.9 mile spur off this track, and is presently serving New Wilmington. If the two lines were analyzed as one, the car count would be 310 for 1973.

Local officials questioned a per car cost of $787 on this branch and only $85 car cost on the Walford Branch, another line in the county which USRA analyzed and found profitable.

Pennsylvania Office of Planning and Development says the line generated 233 cars in 1973.

Pennsylvania PUC stated that although this branch does not generate sufficient traffic to be viable using USRA methodology, it is vital to the survival of the Reznor plant.

Information for Line-Transfer Decision

Revenue received by PC		$69,106
Average revenue per carload	$309	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	173,040	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	26,115	
Cost incurred beyond the branch line	52,017	
Total variable (avoidable) cost		251,173
Net contribution (loss): total		(182,067)
Average per carload	(813)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,200 crossties (an average of 141 crossties per mile).

Information received from the Penn Central indicates this line has been out of service since December 1974 due to unsafe track conditions, and since Line No. 357 is out of service, no analysis of the two lines together was attempted.

Service to this line generated a loss of $182,067 in 1973. Recovery of this loss would require approximately an elevenfold increase in traffic or a 263-percent rate increase. The existence of an additional nine carloads on this line in 1973, as reported by the Pennsylvania Office of State Planning and Development, would reduce this loss to approximately $181,400.

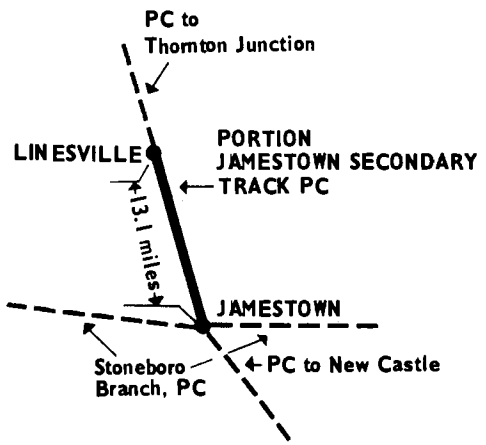
Disposition

This portion of the Houston Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE JAMESTOWN SECONDARY TRACK

USRA Line No. 360

Penn Central



This portion of the Jamestown Secondary Track, formerly part of the Pennsylvania RR, extends from *Jamestown* (Milepost 90.5) to *Linesville, Pa.* (Milepost 103.6), a distance of *13.1 miles*, in Mercer and Crawford Counties, Pa. A continuation of this line extends northward from Linesville (see Line No. 360a). The PC Stoneboro Branch and the Erie & Pittsburgh Branch connect with this line at Jamestown, Pa. (see Line No. 712).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Westford	33
Linesville	4
Espyville	0
Total carloads generated by the line	37
Average carloads per week	0.7
Average carloads per mile	2.8
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,700
Train crew size	4

Public Comments on Preliminary System Plan

The Jamestown-Linesville Rail Service Research Committee estimates that farmers would experience increased operational costs of $800–$1300 annually if service is abandoned. The Committee sees this proposal as an economic constraint on the farmer and a hindrance to local industrial growth.

The Rockwell International Toteline plant in Linesville anticipates increasing production. They envision using at least five additional carloads per month.

The City of Erie believes abandonment of this line would jeopardize port traffic. It would eliminate service over the most direct rail route between Erie and Pittsburgh.

The Pennsylvania PUC thinks that USRA's on-branch and off-branch costs per car appear unreasonable.

This line is one of many north-south routes in western Pennsylvania recommended for abandonment, or relegated to stub and branch tracks. Concern has been expressed over the potential impact on service of this proposed circuity.

Penn DOT reported 80 carloads generated by this line.

Information for Line-Transfer Decision

Revenue received by PC		$10,216
Average revenue per carload	$276	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	93,797	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	10,610	
Cost incurred beyond the branch line	7,709	
Total variable (avoidable) cost		112,116
Net contribution (loss): total		(101,900)
Average per carload	(2,754)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 102 ties.

The line north of Linesville is out-of-service, thus there are no through trains to Erie, Pa. Further, a direct, high capacity route exists between Pittsburgh and Erie (via the P&LE–N&W).

Service to this line generated a loss of $101,900 in 1973. Recovery of this loss would require approximately a forty-onefold increase in traffic or a 997-percent rate increase. The existence of an additional 43 carloads in 1973, as reported by the Pennsylvania DOT, would reduce this loss to approximately $99,000.

Disposition

This portion of the Jamestown Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WALFORD SECONDARY TRACK

USRA Line No. 361

Penn Central

The Walford Secondary Track, extending from *Coverts* (Milepost 0.0) to *Walford, Pa.* (Milepost 4.7), a distance of *4.7 miles*, in Lawrence County, Pa., a line which was recommended for inclusion on page 752 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

It is recommended that the portion of this line from Milepost 3.4 to Milepost 4.5 (serving shippers at Walford) be sold to the P&LE RR and that the portions of the line from Milepost 0.0 to Milepost 3.4 and from Milepost 4.5 to Milepost 4.7 (which does not directly serve any shippers) be abandoned (see section 206(g) of the act).

ERIE SECONDARY TRACK

USRA Line No. 646

Penn Central

The Erie Secondary Track, extending from *Erie* (Milepost 2.9) to *Corry, Pa.* (Milepost 37.0), a distance of *34.1 miles*, in Erie County, Pa., a line which was recommended for inclusion on page 754 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE EMPORIUM SECONDARY TRACK AND STRUTHERS RUNNING TRACK

USRA Line No. 646a/246a

Penn Central

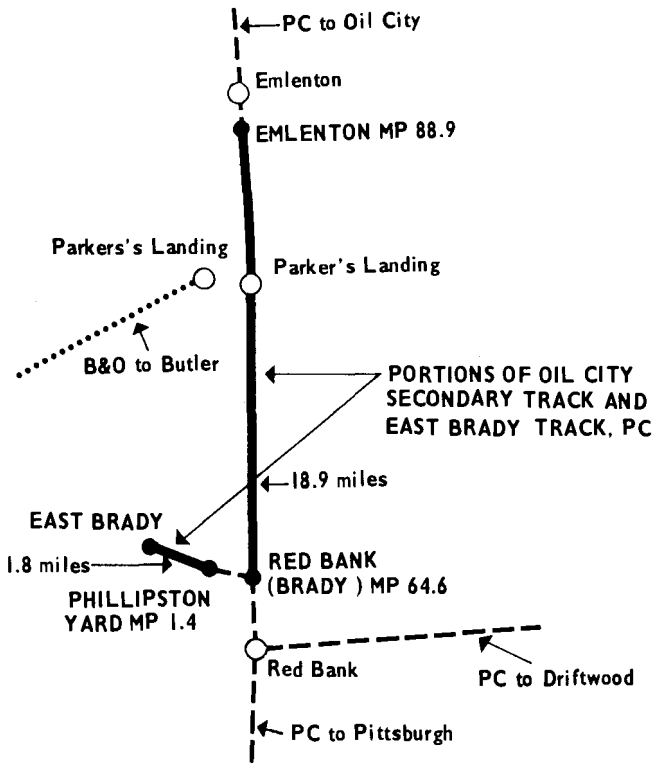
This portion of the Emporium Secondary Track and Struthers Running Track, extending from *Corry* (Mile-

post 37.0) to *Warren, Pa.* (Milepost 66.5), and from Milepost 55.7 to Milepost 58.6 in the vicinity of *Struthers*, a total distance of *32.4 miles*, in Erie and Warren Counties, Pa., lines which were recommended for inclusion on page 755 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE OIL CITY SECONDARY TRACK AND THE EAST BRADY TRACK

USRA Line No. 647

Penn Central



These portions of the Oil City Secondary Track and the East Brady Track, formerly part of the Pennsylvania RR, extend from *Red Bank (Brady)* (Milepost 64.6) to *Emlenton* (Milepost 88.9) and from *Phillipston Yard* (Milepost 1.4) to *East Brady, Pa.* (Milepost 3.2), a total distance of *20.7 miles*, in Venango and Clarion Counties, Pa. This line connects with the Allegheny Secondary Track (see Line No. 648) and the PC Low Grade Secondary Track at Red Bank. Parkers Landing is also served by the Baltimore & Ohio RR (opposite side of the Allegheny River). At Emlenton this line continues on to Oil City (see Line No. 647a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Brady	322
Parkers Landing	1
Foxburg	35
Total carloads generated by the line	358
Average carloads per week	6.9
Average carloads per mile	17.3
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Testimony was for this line and Line No. 648.

The Lake Erie, Franklin & Clarion RR, a privately owned short line operating between Clarion and Summerville, opposes abandonment of this line. In the first 2 months of 1975, it moved 27 cars of coal from Donald Dietz Co., destined for the Quaker State Refining Co. at Emlenton. This is expected to yield about $11,000 in revenue in 1975. Also, abandonment would shut off the EL as a source of cars to be used for shipments by the Hanley Co. at Summerville and Owens-Illinois Glass Manufacturing plant at Clarion. The EL supplied the LEF&C with 127 cars from Oil City in 1974. Without these cars the LEF&C would have lost $10,800 in revenue.

Rex Hide, Inc., at East Brady used 321 cars in 1973 and 500 in 1974. Without adequate rail service, the company will close and 240 to 260 people will lose their jobs.

Quaker State Oil Refining Corp. at Emlenton ships or receives lube oil additives and coal. Its traffic totaled 2,274 carloads in 1973, and 2,827 in 1974. It believes the route to Pittsburgh is the most feasible way of having its facility served by rail.

The city of Erie believes abandonment of service would damage the port's competitive position by eliminating the most direct rail route between Erie and Pittsburgh.

The Pennsylvania Office of State Planning and Development says that the stations of East Brady, Parkers Landing and Foxburg generated 449 carloads in 1973.

Pennsylvania PUC points out that if service on this line is abandoned, the only remaining north-south routes available to western Pennsylvania will be at Buffalo, N.Y. and Ashtabula, Ohio; USRA evidently looked at lines individually and did not consider their potential for efficient, economical service to the system. The circuity caused by the abandonment of this line will be tremendous. A derailment or catastrophe could

virtually stop ConRail's north-south movements in Pennsylvania.

The C&K Coal Co. of Clarion County objects to the abandonment of this line. It has estimated coal reserves of 65 million tons and is located on the Sligo Branch of the PC. This branch feeds into USRA Line No. 648.

Information for Line-Transfer Decision

Revenue received by PC		$171,861
Average revenue per carload	$480	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	167,258	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,319	
Cost incurred beyond the branch line	103,111	
Total variable (avoidable) cost		279,689
Net contribution (loss): total		(107,828)
Average per carload	(301)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information this upgrading would require the replacement of a total of 185 crossties.

This line was redefined at Red Bank, since Phillipston Yard is required to serve the Low Grade Branch. A subsegment analysis was undertaken on the portion of this line from Phillipston Yard to East Brady (1.8 miles). The mileposts at Emlenton were redefined to place Emlenton traffic on Line No. 647a.

This line was reviewed for overhead service at the request of OSPD. It was decided that any overhead traffic could be moved via alternate routes at only a small cost in circuity. Coal cars now supplied to C&K coal at Sligo from Conway Yard via the Allegheny Secondary Track will have to be supplied from another yard point by ConRail.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 1.6 to Milepost 3.2 (serving shippers at East Brady who generated 322 carloads in 1973) would generate $149,917 in revenue and $128,208 in costs with a resulting contribution of $21,709.

Service to the remainder of the line (from Milepost 64.6 to Milepost 88.9 serving shippers at Parkers Landing and Foxburg who generated 36 carloads in 1973) would generate $21,944 in revenue and $146,473 in costs with a resulting loss of $124,529. Recovery of costs would require approximately a fourteenfold increase in traffic or a 567-percent rate increase over the 1973 levels.

Disposition

The portion of the East Brady Track from Milepost 1.4 to Milepost 3.2 shall be transferred to the Consolidated Rail Corp.

The portion of the Oil City Secondary Track from Milepost 64.6 to 88.9 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF OIL CITY SECONDARY TRACK

USRA Line No. 647a

Penn Central

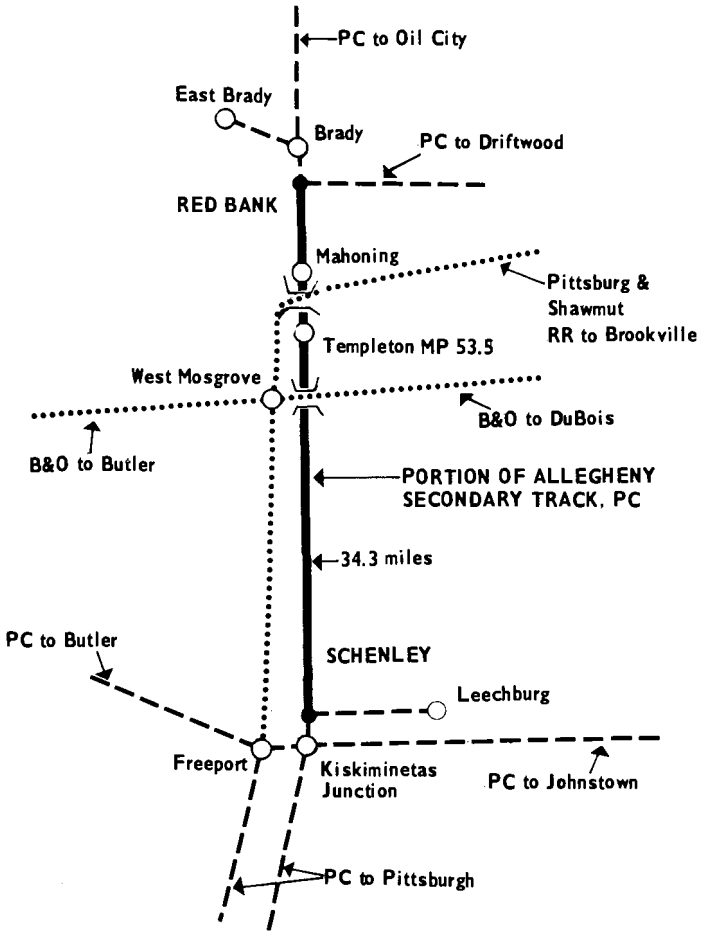
This portion of the Oil City Secondary Track, extending from *Emlenton* (Milepost 88.9) to *Oil City, Pa.* (Milepost 132.3), a distance of *36.5 miles*, in Venango County, Pa., a line which was recommended for inclusion on page 756 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. (*Note: The mileposts have been redefined to include all traffic at Emlenton.*) It is recommended that the Chessie system provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie system (EL tracks), or ConRail will provide the local service and interchange with the Chessie at Oil City.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 648

Penn Central

This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Schenley* (Milepost 29.2) to *Red Bank, Pa.* (Milepost 63.5), a distance of *34.3 miles*, in Clarion and Armstrong Counties, Pa. This line continues south to Kiskiminetas Junction and north to Oil City (see Line Nos. 647 and 647a). The PC Low-Grade Secondary Track meets this line at Red Bank. The B&O crosses at Mosgrave and the Pittsburg & Shawmut RR runs parallel from Schenley to Mahoning and then runs east.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Godfrey	94
Kelly	0
Logansport	0
Ford City	983
Kittanning	867
Templeton	461
Rimerton	1
Total carloads generated by the line	2,406
Average carloads per week	46.3
Average carloads per mile	70.1
Average carloads per train	7.1
1973 operating information:	
Number of round trips per year	340
Estimated time per round trip (hours)	10.0
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

Testimony was submitted jointly for this line and Line No. 647.

In a news release dated March 14, 1975, USRA announced that the portion of Line No. 648 would be included in the ConRail system.

The Lake Erie, Franklin & Clarion RR, a privately owned short line operating between Clarion and Summerville, opposes abandonment of this line. It points out that USRA's map does not show the PC's Low-Grade Secondary Track.

In 1973 the LEF&C forwarded 465 carloads and received 1,058 carloads over the Red Bank-to-Schenley Branch. It received $119,917 in freight revenues on this traffic or 28 percent of its 1973 income.

In 1974, 2,230 carloads moved over this track for the account of the LEF&C and this generated $146,308 or 24 percent of its income.

Respondents said the recommendation to divert this traffic north on the Low Grade Secondary Track or west on the JF&C Branch to the Ashtabula, Ohio area could only be made with a complete lack of understanding of current track conditions, volume of traffic flow and the area's lack of yard and storage tracks.

The major commodity moving over this line is silica sand to Owens-Illinois, Inc., at Clarion. Traffic is expected to reach 1,200 shipments a year. If this line is abandoned, service would go from 4th or 5th day delivery to 10th or 11th day delivery. The traffic might be lost to trucks if the rail rate goes up because of increased mileage and handling.

Governor Shapp says this abandonment eliminates a through route for coal. The traffic totals 1.8 million tons annually and an average of 5.5 unit trains use the line weekly.

Some 700,000 tons of coal from C&K Coal Co. moved over this line to customers in the Great Lakes Region in 1974. The line also serves to supply empty hopper cars from Pittsburgh and points west. In 1973, about 10,000 cars moved over this line from C&K. In 1974 this increased to over 13,000. C&K objects to the rerouting and car supply problems that will occur if service is abandoned.

According to the Pennsylvania PUC, 20,727 cars of bridge traffic moved north from Kiski to Red Bank in 1974. There is no other way to handle this traffic except by longer, more circuitous routes.

Pennsylvania Office of State Planning and Development says car usage of the line between Templeton and Red Bank for 1973 is 275. It estimates that 6 firms will terminate 1,018 jobs if service is discontinued.

Pennsylvania Glass & Sand Corp., the sand shipper referred to by the LEF&C, concurs in the railroad's position on the need for this line to move sand to Clarion from Mapleton, Pa.

The Elyir Plumbingware Division of the Wallace Murray Corp. in Ford City says it receives service at the most 3 times a week so that USRA's round trip figure of 340 is much too high. Also, it questions the 5-man crew and 4,000 horsepower locomotives considering

that smaller crews and lower horsepower units are being used on USRA Line Nos. 647a, 649 and 650.

PPG Industries' plant in Ford City received 67 carloads in 1973 and 22 in 1974.

Harbison-Walker Refractories at Templeton says its records show that Templeton generated 495 cars in 1973 and 549 in 1974. It questions other data used by USRA such as the number of switches, crew size and locomotive horsepower.

Allegheny Sand, Inc., in Godfrey ships more than 15,000 tons of sand and scrap primarily to steel mills within a 300 mile radius. The loss of rail service would damage the company irreparably because the cost of trucking sand is prohibitive.

Information for Line-Transfer Decision

Revenue received by PC		$892, 920
Average revenue per carload	$371	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	509, 514	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	22, 914	
Cost incurred beyond the branch line	541, 896	
Total variable (avoidable) cost		1, 074, 324
Net contribution (loss): total		(181, 404)
Average per carload	(75)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties.

The need for this line as an overhead route was reevaluated by the Association's Office of Operations Planning. Due to the existence of alternative routes, through trains will not use this line. The LEF&C will have alternate routing available.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 29.2 to Milepost 53.5 (serving shippers at Godfrey, Ford City, Kittanning and Templeton who generated 2,405 carloads in 1973) would generate $892,504 in revenue and $882,155 in costs with a resulting contribution of $10,349.

Service to the remainder of the line (from Milepost 53.5 to Milepost 63.5 serving shippers at Rimerton who generated 1 carload in 1973) would generate $416 in revenue and $80,019 in costs with a resulting loss of $79,603. Recovery of costs would require approximately a five-hundred-nineteenfold increase in traffic or a 19,135-percent rate increase over the 1973 levels.

Disposition

The portion of the Allegheny Secondary Track from Milepost 29.2 to Milepost 53.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Allegheny Secondary Track from Milepost 53.5 to Milepost 63.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE TITUS SECONDARY TRACK

USRA Line No. 649

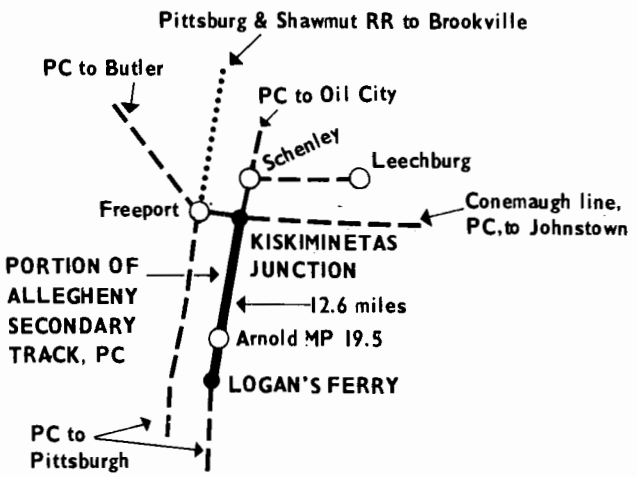
Penn Central

This portion of the Titus Secondary Track, extending from *Titusville* (Milepost 119.9) to *Oil City, Pa.* (Milepost 137.0), a distance of *17.1 miles*, in Crawford and Venango Counties, Pa., a line which was recommended for inclusion on page 758 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie system provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie system (EL tracks), or ConRail will provide the local service and interchange with the Chessie at Oil City.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 650

Penn Central



This portion of the Allegheny Secondary Track, formerly part of the Pennsylvania RR, extends from *Logan's Ferry* (Milepost 16.1) to *Kiskiminetas Junction, Pa.* (Milepost 28.7), a distance of *12.6 miles*, in Westmoreland and Allegheny Counties, Pa. Continuations of this line run north to Schenley and south to Pittsburgh (see Line No. 650a). This line also connects with the Conemaugh line, PC, at Kiskiminetas Junction.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Logan's Ferry [1]	484
Parnassus	0
New Kensington	2,572
Braeburn	7
Total carloads generated by the line	3,063
Average carloads per week	58.9
Average carloads per mile	243.1
Average carloads per train	12.3
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	11
Locomotive horsepower	1,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

Standard Terminal, Inc., is located in Arnold at Milepost 19.3. USRA recommends that only the portion of the line between Mileposts 16.1 and 18.6 be included. Standard believes it should continue to receive service at Arnold and that there is confusion because the traffic it generates at Arnold is consigned to it at New Kensington, where it has another facility. PC serves Arnold from its New Kensington yard. In 1974 Standard received 1,721 cars (150,000 tons) and shipped 134 cars (11,000 tons). Standard requests that USRA extend the portion of this line to be included by 1.4 miles to Milepost 20.0.

There is an industrial park 0.7 of a mile north of Milepost 18.6 which will be left without service if the line is discontinued. Westmoreland County urges extension of the line to serve this industrial development.

Information for Line-Transfer Decision

Revenue received by PC		$1,329,191
Average revenue per carload	$434	
Variable (avoidable) cost of continued services:		
Cost incurred on the branch line	288,770	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	26,426	
Cost incurred beyond the branch line	685,088	
Total variable (avoidable) cost		1,000,284
Net contribution (loss): total		328,907
Average per carload	107	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,740 crossties (an average of 296 crossties per mile).

Testimony from Standard Terminal indicated the milepost at New Kensington should have been 19.5. This was verified and the portion of the line to receive continued rail service has been lengthened.

Although service to the entire line generates a contribution, service to that portion of the line from Milepost 16.1 to Milepost 19.5 (serving shippers at Logan's Ferry and New Kensington who generated 3,056 carloads in 1973) would generate $1,327,461 in revenue and $820,392 in costs with a resulting contribution of $507,068.

Service to the remainder of the line (from Milepost 19.5 to Milepost 28.7 serving shippers at Braeburn who generated 7 carloads in 1973) would generate $1,730 in revenue and $90,913 in costs with a resulting loss of $89,183. Recovery of costs would require approximately a ninety-sevenfold increase in traffic or a 516-percent rate increase over the 1973 levels.

At the request of OSPD, this line was reviewed for through freight service. Operations Planning at USRA determined that through freight could move via alternate routes.

Disposition

The portion of the Allegheny Secondary Track from Milepost 16.1 to Milepost 19.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Allegheny Secondary Track from Milepost 19.5 to Milepost 28.7 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ALLEGHENY SECONDARY TRACK

USRA Line No. 650a

Penn Central

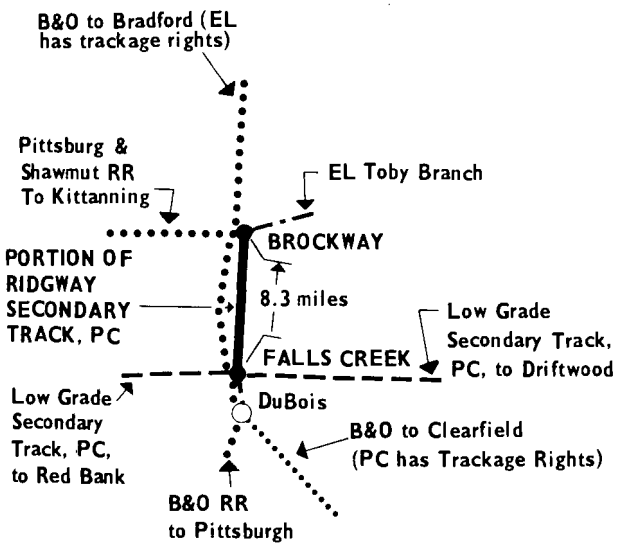
This portion of the Allegheny Secondary Track, extending from *Pittsburgh (11th Street)* (Milepost 4.6) to *Logan's Ferry, Pa.* (Milepost 16.1), a distance of *11.5 miles*, in Allegheny County, Pa., a line which was recommended for inclusion on page 760 of the Preliminary

System Plan, shall be transferred to the Consolidated Rail Corp.

RIDGWAY SECONDARY TRACK

USRA Line No. 651

Penn Central



The Ridgway Secondary Track, formerly part of the Pennsylvania RR, extends from *Brockway* (Milepost 19.0) to *Falls Creek, Pa.* (Milepost 27.3), a distance of *8.3 miles*, in Jefferson County, Pa. The Pittsburg & Shawmut RR and the Erie Lackawanna Ry. connect with this line at Brockway (see Line No. 1252). This line continues south to Clearfield via trackage rights over the B&O (see Line No. 263). The Low Grade Secondary Track, PC, connects at Falls Creek and runs west to Red Bank and east to Driftwood. The Baltimore & Ohio RR runs parallel to this line and continues north to Ridgway and south to Clearfield or Pittsburgh, forking near DuBois.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Minns	627
Total carloads generated by the line	627
Average carloads per week	12.1
Average carloads per mile	130.6
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	120
Estimated time per round trip (hours)	4.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Benjamin Coal Co. has a tipple located near Brockway and ships 1,000 tons of coal daily by rail.

Service at Brockway was stopped two years ago when a portion of track was washed out. The Esquire Fuel Co. trucks approximately 100,000 tons of coal annually 7–8 miles to the Pittsburg & Shawmut Railroad. Attempts to use the EL or the B&O have failed.

Pennsylvania Public Utility Commission's position is that because the line is now in use to load coal at Minns, it should be retained at least until major repairs are necessary. This is in accord with the statement on page 340 of the Plan on the Association's position on service to fossil-fuel resources.

The PUC also points out that PC indicated in a track waiver petition to FRA that 930 crossties were required, not 1,250, the number used by the Association.

The estimated time per round trip appears to be high considering the traffic and the length of the line.

The Chessie is interested in acquiring approximately 3 miles of the line between Brockway and Minns. (*Note: The Chessie system has disaffirmed its interest in this project.*)

Information for Line-Transfer Decision

Revenue received by PC		$160,710
Average revenue per carload	$256	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	69,859	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,764	
Cost incurred beyond the branch line	128,778	
Total variable (avoidable) cost		206,401
Net contribution (loss): total		(45,691)
Average per carload	(73)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,250 crossties (an average of 260 crossties per mile). The portion of this line from Milepost 19.0 to Milepost 22.5 is out-of-service. The line was reanalyzed using a length of 4.8 miles and an estimated time per trip of 4 hours. The out-of-service portion is not reflected in the cost data. Chessie has proposed to build a connection from the B&O at Milepost 23.5 and to purchase 4,000 feet of PC track to serve the coal at Minns.

Service to this line generated a loss of $45,691 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 28-percent rate increase.

Disposition

The Ridgway Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for

subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

IRVONA BRANCH

USRA Line No. 653

Penn Central

The Irvona Branch, extending from *Cresson* (Milepost 0.0) to *Glasgow, Pa.* (Milepost 37.3) a distance of *37.3 miles*, in Clearfield and Cambria Counties, Pa., a line which was recommended for inclusion on page 761 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

BLACK LICK SECONDARY TRACK

USRA Line No. 655

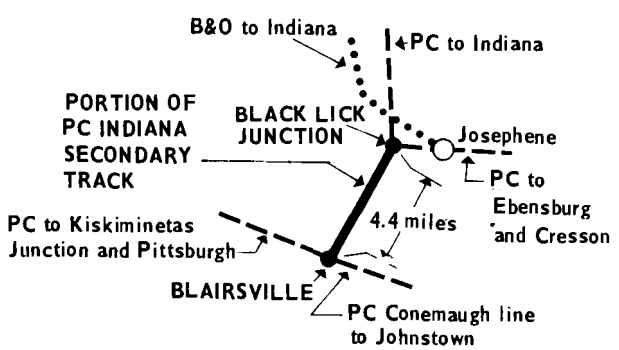
Penn Central

The Black Lick Secondary Track, extending from *Ebensburg Junction* (Milepost 6.4) to *Black Lick Junction, Pa.* (Milepost 43.3), a distance of *36.9 miles*, in Cambria and Indiana Counties, Pa., a line which was recommended for inclusion on page 762 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF INDIANA SECONDARY TRACK

USRA Line No. 655a

Penn Central



This portion of the Indiana Secondary Track, formerly part of the Pennsylvania RR, extends from *Blairsville* (Milepost 2.9) to *Black Lick Junction, Pa.* (Milepost 7.3), a distance of *4.4 miles*, in Indiana County, Pa. At Blairsville this line connects with the Penn Central Conemaugh line. At Black Lick Junction, the line continues north to Indiana (see Line No. 326), and the PC Black Lick Secondary Track to Ebensburg Junction diverges (see Line No. 655).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Smith	1
Total carloads generated by the line	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	2
Estimated time per round trip (hours)	2
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The USRA announced on March 14, 1975, that further evaluation of coal reserves in the vicinity of this line has resulted in its being recommended for inclusion in ConRail.

Information for Line-Transfer Decision

Revenue received by PC		$263
Average revenue per carload	$263	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	28,306	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,544	
Cost incurred beyond the branch line	397	
Total variable (avoidable) cost		33,247
Net contribution (loss): total		(32,984)
Average per carload	(32,984)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 136 crossties per mile).

This line is required for the through movement of westbound unit coal trains.

Disposition

This portion of the Indiana Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 656

Penn Central

This portion of the Morrison Cove Secondary Track, extending from *Hollidaysburg* (Milepost 8.0) to *Brooke's Mills, Pa.* (Milepost 14.2), a distance of *6.2 miles*, in Blair County, Pa., a line which was recommended for inclusion on page 763 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF MORRISON COVE SECONDARY TRACK

USRA Line No. 657

Penn Central

This portion of the Morrison Cove Secondary Track, extending from *Brooke's Mills* (Milepost 14.2) to *Martinsburg, Pa.* (Milepost 21.5 plus Milepost 0.0 to Milepost 0.8), a distance of *8.1 miles*, in Blair County, Pa., a line which was recommended for inclusion on page 764 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF MILROY SECONDARY TRACK

USRA Line No. 658

Penn Central

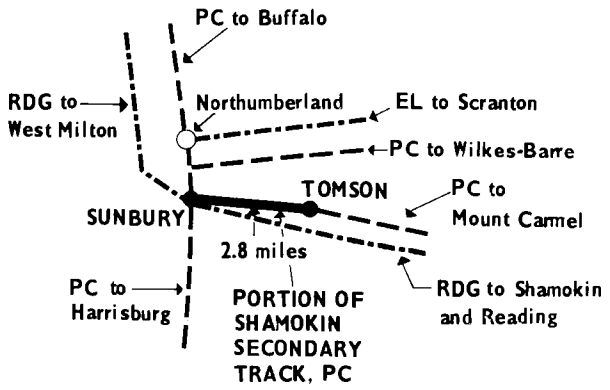
This portion of the Milroy Secondary Track, extending from *Lewistown* (Milepost 0.0) to *Yeagertown, Pa.* (Milepost 3.9), a distance of *3.9 miles*, in Mifflin County, Pa., a line which was recommended for inclusion on page 765 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF SHAMOKIN SECONDARY TRACK

USRA Line No. 659

Penn Central

This portion of the Shamokin Secondary Track, formerly part of the Pennsylvania RR, extends from



Sunbury (Milepost 0.0) to *Tomson, Pa.* (Milepost 2.8), a distance of *2.8 miles*, in Northumberland County, Pa. A continuation of this line runs from Tomson to Mount Carmel (see line No. 659a). At Sunbury the Harrisburg-Buffalo line connects with this line. Also at Sunbury, the Reading Railroad intersects the Harrisburg-Buffalo line and runs eastward to Shamokin, parallel to this line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sunbury [1]	113
Tomson	0
Total carloads generated by the line	113
Average carloads per week	2.2
Average carloads per mile	40.4
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4
Locomotive horsepower	2,000
Train crew size	4

[1] Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Regional Railroad Task Force knows of no local rail users between Sunbury, Milepost 0.0, and Tomson, Milepost 2.8 and concurs in the recommendation that service be abandoned.

Pennsylvania PUC contends that this line must be kept in ConRail to serve Line No. 659a. This line is essential for hauling coal traffic. Also, USRA shows 180 ties for Line No. 659 and 1,620 for Line No. 659a, or a total of 2,179 to bring the lines up to FRA Class I track standards. PC in a waiver petition to FRA showed 1,447 ties required to bring these lines up to FRA Class I track standards.

U.S. Bureau of Mines shows that this line serves coal reserves of 1.9 million short tons.

Information for Line-Transfer Decision

Revenue received by PC		$57,511
Average revenue per carload	$509	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	36,581	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,556	
Cost incurred beyond the branch line	29,419	
Total variable (avoidable) cost		69,556
Net contribution (loss): total		(12,045)
Average per carload	(107)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed at 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 180 crossties (an average of 64 crossties per mile).

M. E. Wallace, located on this line, shipped 80 cars in 1973. The Reading also has a siding into this plant.

At this time, USRA has found no evidence of economically recoverable reserves of anthracite which would be totally dependent upon this line. Coal traffic currently moving overhead on this line will be rerouted via the Reading RR, which will be part of the ConRail System.

Service to this line generated a loss of $12,045 in 1973. Recovery of this loss would require approximately a 43-percent increase in traffic or a 21-percent rate increase.

Disposition

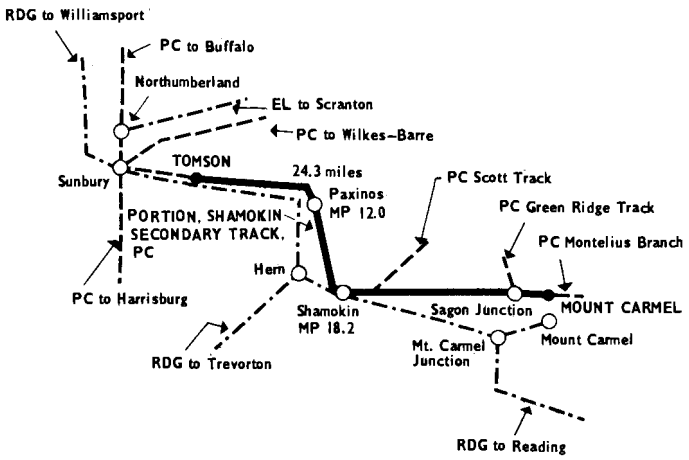
This portion of the Shamokin secondary track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SHAMOKIN SECONDARY TRACK

USRA Line No. 659a

Penn Central

This portion of the Shamokin Secondary Track, formerly part of the Pennsylvania RR, extends from *Tomson* (Milepost 2.8) to *Mount Carmel, Pa.* (Milepost 27.1), a distance of *24.3 miles*, in Northumberland County, Pa. A continuation of this line runs from



Tomson to Sunbury (see Line No. 659). The Reading Railroad runs parallel to this line between Mount Carmel and Sunbury.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Snydertown	2
Paxinos	106
Shamokin	3,153
Locust Gap Junction	9
Sagon Junction	0
Mount Carmel	6
Total carloads generated by the line	3,276
Average carloads per week	63.0
Average carloads per mile	133.8
Average carloads per train	21.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	10.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Due to two industrial parks in the Paxinos area, a feed mill at Weighscales and a large mine in Shamokin, Northumberland County requests that the line be included between Mileposts 12.0 and 18.8. A crossover is recommended to eliminate parallel PC and RDG lines from Tomson, 2.8, to Paxinos, Milepost 12.0.

The County further recommends abandonment of PC track within the city of Shamokin to provide a right-of-way for proposed highway construction.

A second connection between the RDG line and the remainder of the Shamokin Secondary Track should be made to serve coal deposits located on the line between Mileposts 19.0 and 27.1.

The Brown Packaging Co. and Consolidated Cigar Co.'s new plant at Paxinos expect to receive 36 carloads annually of paperboard from Alabama. The average roll weighs 1,500 pounds and is five feet in diameter. Truck rates are 130-percent higher than rail. Rail revenue on this traffic is 160 percent of cost so that it is desirable traffic. Brown is agreeable to receiving service from the RDG.

The Regional Rail Task Force supports abandonment of the section between Tomson, Milepost 2.8, and Paxinos, Milepost 12.0, because it does not serve any shipper. However, there are six shippers and two industrial parks between Paxinos and Mount Carmel. Four of these operated 3,641 carloads in 1973; two did not begin operating until 1974 but they have expectation of 70 carloads.

Pennsylvania Office of State Planning and Development shows a 1973 car count for this line and Line No. 659a of 4,100 compared with USRA's combined total of 3,317.

Glen Burn Colliery, Inc., at Mount Carmel also has access to the RDG. It expects to need 1,900 hopper cars in 1975. The book value of its assets are over $5 million and it could not continue operating without rail service.

Information for Line-Transfer Decision

Revenue received by PC		$642,254
Average revenue per carload		$196
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	320,447	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	22,785	
Cost incurred beyond the branch line	365,946	
Total variable (avoidable) cost		709,178
Net contribution (loss): total		(66,924)
Average per carload	(20)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,620 crossties (an average of 67 crossties per mile).

A portion of this line was analyzed between Shamokin and Paxinos. A connection will be built from the Reading at Milepost 18.2 to the PC line.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 12.0 to Milepost 18.2 (serving shippers at Snydertown, Paxinos, and Shamokin who generated 3,259 carloads in 1973) would generate $639,115 in revenue and $512,351 in costs with a resulting contribution of $126,764.

Service to the remainder of the line (from Mileposts 2.8 to 12.0 and from Milesposts 18.2 to 27.1 serving shippers at Locust Gap Junction and Mount Carmel who generated 15 carloads in 1973) would generate $3,939 in revenue and $163,721 in costs with a resulting loss of $159,782. Recovery of costs would require approximately a one-hundred-and-ninefold increase in traffic or a 4,052-percent rate increase over the 1973 levels.

There is a coal cleaning plant on Line No. 189, a line which is currently out of service. The plant is 70-percent complete. The shipper is expected to generate sufficient traffic to warrant retention of a portion of the Shamokin Secondary Track to serve Line No. 189. A connection will be built from the Reading to this PC line.

Disposition

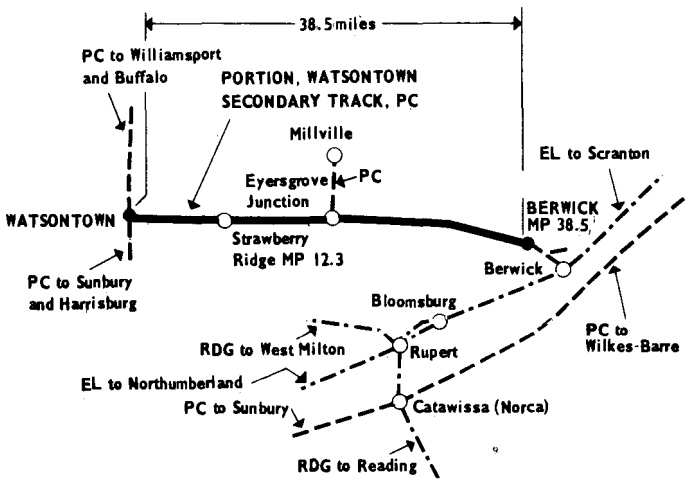
The portion of the Shamokin Secondary Track from Milepost 12.0 to Milepost 18.2 and from Milepost 23.0 to Milepost 26.0 (at Mount Carmel) shall be transferred to the Consolidated Rail Corp.

The portions of the Shamokin Secondary Track from Milepost 2.8 to Milepost 12.0, from Milepost 18.2 to Milepost 23.0 and from Milepost 26.0 to Milepost 27.1 are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATSONTOWN SECONDARY TRACK

USRA Line No. 660

Penn Central



This portion of the Watsontown Secondary Track, formerly part of the Pennsylvania RR, extends from

Watsontown (Milepost 0.0) to *Berwick, Pa.* (Milepost 38.5), a distance of *38.5 miles*, in Northumberland, Montour and Columbia Counties, Pa. This line continues eastward for a short distance at Berwick (see Line No. 225). The line connects with the Harrisburg-to-Buffalo line of the PC at Watsontown. The Millville Branch, PC, connects with this line at Eyersgrove Junction (see Line No. 226). The EL Bloomsburg Branch also serves Berwick (see Line No. 1228).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Turbotville	35
Schuyler	23
Ottawa	10
Strawberry Ridge	29,581
Eyersgrove Junction	0
Light Street	11
Berwick	1,437
Total carloads generated by the line	31,097
Average carloads per week	588.0
Average carloads per mile	807.7
Average carloads per train	90.9
1973 operating information:	
Number of round trips per year	342
Estimated time per round trip (hours)	12
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC		$6,735,195
Average revenue per carload	$217	
Variable (avoidable) cost of continued Service:		
Cost incurred on the branch line	868,924	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	87,892	
Cost incurred beyond the branch line	5,157,893	
Total variable (avoidable) cost		6,114,709
Net contribution (loss): total		620,486
Average per carload	20	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,500 crossties (an average of 273 crossties per mile).

This line, which was recommended for inclusion in the PSP, was reanalyzed in conjunction with 1228-PA (EL line Northumberland-Berwick). Shippers at Berwick will receive service from the EL Line No. 1228 (Mileposts 38.1 to 38.5).

Although service to the entire line generates a contribution, service to that portion of the line from Milepost 0.0 to Milepost 12.3 (serving shippers at Turbotville, Schuyler, Ottawa, and Strawberry Ridge who generated 29,649 carloads in 1973) would generate $6,167,577 in revenue and $3,664,621 in costs with a resulting contribution of $2,502,956.

Service to the remainder of the line from Milepost 12.3 to Milepost 38.1 (serving shippers at Light Street who generated 11 carloads in 1973) would generate $2,488 in revenue and $246,853 in costs with a resulting loss of $244,365. Recovery of costs would require approximately a six-hundred-twenty-eightfold increase in traffic or a 9,822-percent rate increase over the 1973 levels. Shippers at Berwick will receive service from the EL Line No. 1228 (Mileposts 38.1 to 38.5).

Disposition

The portion of the Watsontown Secondary Track from Milepost 0.0 to Milepost 12.3 and from Milepost 38.1 to Milepost 38.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Watsontown Secondary Track from Milepost 12.3 to Milepost 38.1 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

COLUMBIA BRANCH

USRA Line No. 661

Penn Central

The Columbia Branch, extending from *Lancaster* (Milepost 68.5) to *Columbia, Pa.* (Milepost 80.1), a distance of *11.6 miles*, in Lancaster County, Pa., a line which was recommended for inclusion on page 768 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NEW HOLLAND SECONDARY TRACK

USRA Line No. 662

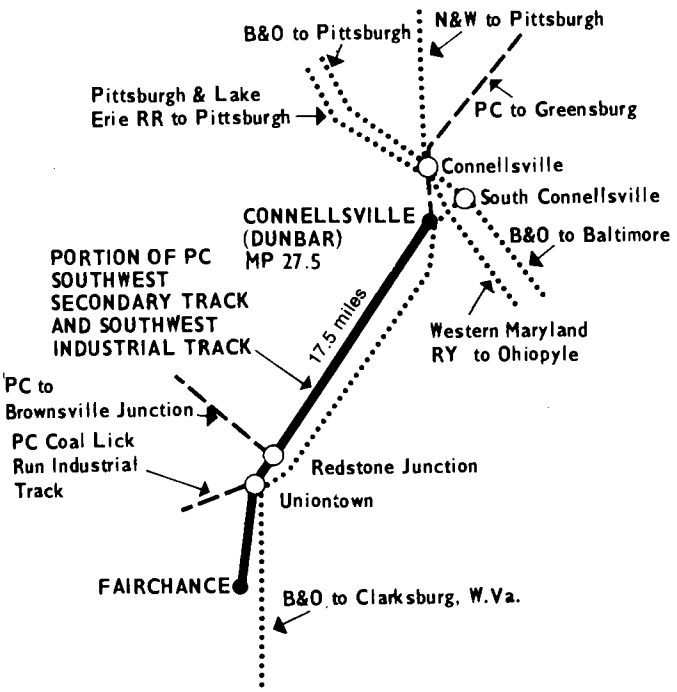
Penn Central

This portion of the New Holland Secondary Track, extending from *New Holland* (Milepost 28.0) to *Lancaster, Pa.*, (Milepost 40.0), a distance of *12.0 miles*, in Lancaster County, Pa., a line which was recommended for inclusion on page 769 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF SOUTHWEST SECONDARY TRACK

USRA Line No. 663

Penn Central



This portion of the Southwest Secondary Track, formerly part of the Pennsylvania RR, extends from *Connellsville* (Milepost 27.5), to *Fairchance, Pa.* (Milepost 44.2 plus 0.75 mile of the Fairchance Branch), a distance of *17.5 miles*, in Fayette County, Pa. At Connellsville the line continues north to Greensburg. At Uniontown it connects with the PC's Coal Lick Run Industrial Track (see Line No. 335). At Redstone Junction this line connects with the Redstone Secondary Track of the PC. It also connects with B&O Connellsville-to-Fairmont Branch, the N&W line to Pittsburgh and the Western Maryland line to Baltimore at Connellsville. This line also connects with the P&LE branch to McKeesport and Pittsburgh at Connellsville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Dunbar	8
Mt. Braddock	4
Stambaugh	0
Uniontown	390
Hutchinson Siding	2
Fairchance	9
Laughead Ovens	319
Total carloads generated by the line	732
Average carloads per week	14.1
Average carloads per mile	41.8
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	7
Locomotive horsepower	5,000
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania Public Utility Commission points out that the PC reports carloads by stations in 1973 as follows:

Dunbar	9
Mt. Braddock	7
Uniontown	488
Hutchinson Siding	998
Fairchance	282
Total	1,785

Compared with 1,032 carloads given by USRA, this is more than the 150-percent increase in traffic USRA says is needed for viability.

This line parallels a Baltimore & Ohio main line. Service could possibly be furnished by the B&O if appropriate connections were made.

A review of USRA's calculations indicates that, even accepting the accuracy of their data, a 47-percent increase in rates is necessary to recover costs, not a 165-percent increase as stated in the PSP.

Steel Scaffolding operates plants at Uniontown and Connellsville. It has averaged 21 carloads for the last 3 years. It also trucked 66 trailers to Pittsburgh for loading on flatcars in 1973.

Freuhauf Corp. used the Braddock Station to ship 18 trailers in 1973.

Pennsylvania DOT says that abandonment of service on this line would cut off service to Line Nos. 335 and 336.

PC's Southwest Branch traverses an area replete with strip and deep coal reserves. Much of this area has been extensively mined. Water drainage problems, which

could be resolved today, precluded complete exploitation of many former mines.

The Ruane Coal Coke Co. (Loughead Ovens) purchased and rehabilitated the U.S. Steel Beehive Coke Ovens at Ryle. It controls 20 million tons of coal in the area, half of which is not presently being mined and claims an additional 22 million tons of deep reserves are available for lease. In 1973, Ruane shipped 505 carloads of coke. By 1976, it expects to ship approximately 1,200 carloads annually.

The Chessie is only interested in providing service to shippers at Watts Transfer, Uniontown and Loughead Ovens (Chessie intersections).

A Uniontown city official stated that he favored abandonment of this line from Uniontown to Fairchance so that the city might continue development of the central business district.

Information for Line-Transfer Decision

Revenue received by PC		$263,117
Average revenue per carload	$359	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	190,651	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	49,787	
Cost incurred beyond the branch line	192,363	
Total variable (avoidable) cost		432,801
Net contribution (loss): total		(169,684)
Average per carload	(232)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,600 crossties (an average of 575 crossties per mile).

There are no shippers at Hutchinson Siding. Hutchinson Mine (1,000 cars per year) is located on the Yukon Branch which meets the Southwest Secondary Track at Milepost 8.8.

According to the PC coal and ore department, they found no record of coke shipments. The 1973 Pennsylvania State Report shows that this firm shipped 12,712 tons of strip coal by truck and 21,049 tons of coke by truck. It shows no rail shipments.

Watts Transfer traffic actually is on the B&O. All shippers on Line No. 335 except one can be served from Line No. 663, therefore all Uniontown traffic now is assigned to this branch. ConRail will continue to interchange traffic with the B&O at Dunbar.

The B&O has expressed an interest in building connections at Loughead Ovens and Uniontown.

Service to this line generated a loss of $169,685 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 64-percent rate increase.

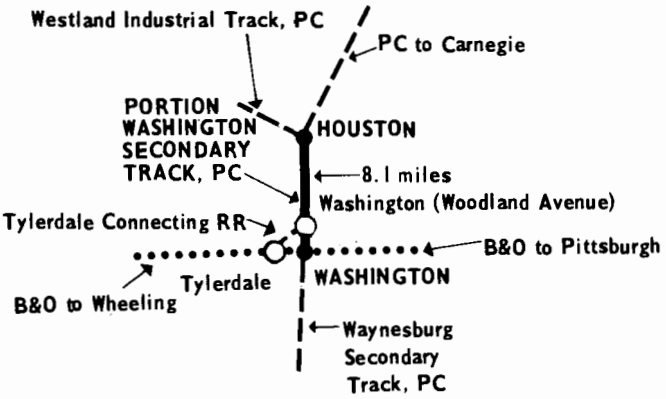
Disposition

The portions of the Southwest Secondary Track from Milepost 27.5 to Milepost 27.8, from Milepost 36.0 to Milepost 38.0, from Milepost 42.4 to Milepost 44.2 and 3,420 feet of the industrial lead to Loughead Ovens shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 709 carloads or approximately 97 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WASHINGTON SECONDARY TRACK

USRA Line No. 664

Penn Central



This portion of the Washington Secondary Track, formerly part of the Pennsylvania RR, extends from *Houston* (Milepost 15.5) to *Washington, Pa.* (Milepost 23.6), a distance of *8.1 miles*, in Washington County, Pa. A continuation of this line extends north from Houston to Carnegie. At Houston the line connects with the Westland Industrial Track, PC (see Line No. 345a). At Washington, this line connects with the Waynesburg Secondary Track, PC, to Waynesburg (see Line No. 664a) and with the Baltimore & Ohio RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Meadow Lands	318
Arden	121
Washington	379
Total carloads generated by the line	818
Average carloads per week	15.7
Average carloads per mile	100.9
Average carloads per train	5.4
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania Office of Planning and Development says that this line generated 1,263 cars in 1973 and 200 more were shipped in 1974 by a new company.

Pennsylvania PUC claims 1974 traffic figures show 733 cars for Meadow Lands, 48 for Arden and 613 for Washington. This represents a 71-percent increase over 1973 figures. It appears that 480 cars of nonrevenue traffic (brake shoes) were omitted from this line.

This line leads to the Waynesburg Secondary Track which Penn Central has carefully retained for 40 years. It serves huge coal reserves.

Manor Real Estate, Consolidated Coal, Republic Steel and Hillman Coke & Coal together control approximately 300 million tons in the vicinity of this line. Consolidated Coal indicated it plans to develop a deep mine in the area within the next 10 years and would expect to produce one to two million tons annually.

Pennsylvania Power & Light Co., recently purchased a large coal field north of Waynesburg which it estimates contains 300 million tons. It plans to develop five or six mines, each with an estimated annual production of 1.5 to 2 million tons. If the section of track north of Waynesburg were rehabilitated in time to meet their needs, this route would be preferable, as it would provide the most direct access to their reserves.

Bethlehem mines have a reserve field southeast of Washington with 70 to 80 million tons.

McGraw-Edison at Canonsburg, 2 miles north of Houston, says the line handles at least 100 cars a month. Users are served two or three times a week by an engine and caboose domiciled in Canonsburg. This same engine and caboose perform work on the line between Houston and Washington. McGraw-Edison questions whether this fact has been considered by USRA in costing operations on the line.

Carter Lumber Co. used 22 cars in 1974.

It would cost Federal Paper Board at Washington more than $59,196 to receive its inbound materials by truck. It considers continued service over this line essential.

Federal Paper Board questions USRA's data base since it credits the Arden station for 121 cars in 1973, yet it used 190 cars at this point. Federal used 235 cars in 1974 and expects a 5-percent growth in car use over the next 5 years.

Washington County produced the following traffic summary of line use:

	Carloads	
Company and location	*1973*	*1974*
Washington Steel, Houston	296	300
Templeton Feed Co., Houston	30	30
Mac Plastic, Meadow Lands		(1)
Abex, Meadow Lands	520	633
Washington Grocers, Meadow Lands	70	70
Carter Lumber, Meadow Lands	(2)	10
Federal Paper Board, Arden	235	
Grief Bros. Corp., Arden	83	25
Tri-State Engineering, Washington	10	
Jessop Steel, Washington	(3)	
I. Richman & Co., Washington	93	120
O'Brien Steel, Washington	8	12
Washington Steel, Washington		
Al Lorenzi Steel, Washington		
Total	1,345	1,200

[1] Plant constructed in 1974.
[2] Plant built in 1974.
[3] In 1973 Jessop shipped out 135 by B&O; some of this would have been shipped by PC if cars had been available.

Washington County will open a new industrial park in Arden in 1976.

Carter Lumber Co. says it received 22 cars in 1974 and expects to increase its carload level to 40 to 80 a year in the next 4–5 years. It just invested nearly $170,000 to open this facility, based on assurance of service from PC. Loss of rail service would make it noncompetitive.

The Chessie is interested in acquiring approximately 5 miles of the line from Washington to Meadow Lands. (*Note: The Chessie System has disaffirmed its interest in this project.*)

Information for Line-Transfer Decision

Revenue received by PC		$280,952
Average revenue per carload	$344	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	128,823	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24,523	
Cost incurred beyond the branch line	161,951	
Total variable (avoidable) cost		315,297
Net contribution (loss): total		(34,345)
Average per carload	(42)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include

the replacement of a total of 4,000 crossties (an average of 494 crossties per mile).

The reported higher traffic level on this line in 1973 could not be verified. However, a 1974 traffic volume of 1,394 carloads was verified. The higher 1974 traffic level generated a contribution of approximately $25,600.

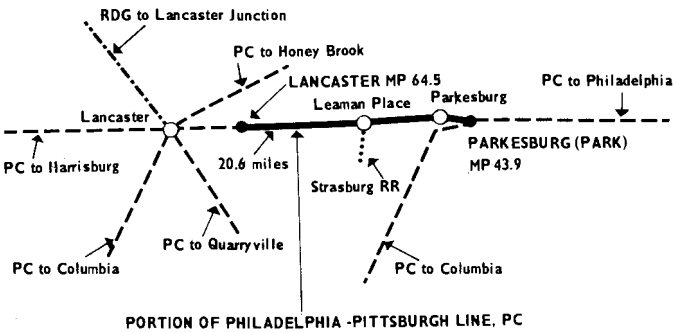
Disposition

This portion of the Washington Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691

Penn Central



This portion of the Philadelphia-Pittsburgh line, formerly part of the Pennsylvania RR, extends from *Parkesburg* (Milepost 43.9), to *Lancaster, Pa.* (Milepost 64.5), a distance of *20.6 miles*, in Chester and Lancaster Counties, Pa. Continuations of this line extend eastward from Parkesburg to Philadelphia and westward from Lancaster to Pittsburgh (see Line No. 691c). The line connects with the PC Susquehanna Branch at Parkesburg and the Strasburg RR at Leaman Place.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Atglen	95
Christiana	52
Gap	11
Vintage	0
Leaman Place	461
Bird-in-Hand	145
Witmer	60
Gordonville	188
Total carloads generated by the line	1,012
Average carloads per week	19.5
Average carloads per mile	49.1
Average carloads per train	20.2
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

General Electric points out that this segment of the Philadelphia-Pittsburgh line is the only clearance route open for extremely heavy export shipments to the Port of Newark. It suggests that consideration be given to allowing these specialized movements to move along this line during off-passenger hours.

The Parkesburg to Lancaster Committee (PLC) representing 17 rail users analyzed USRA's branch line profitability calculation and determined the line made a profit of $36,200 in 1973. The committee thinks 10 hours per round trip is too high and questions the salvage value of $49,246 calculated using USRA data if the line will still be used for passenger service.

Further, the PLC said at least two companies will expand and use 90 more cars if assured of rail service, and an estimated 190 people will lose their jobs if service is abandoned.

The Pennsylvania Public Utility Commission says the line handled 1,098 carloads in 1973 and does not think that alternative freight routes will be able to handle the added traffic.

The Strasburg RR's only interchange is at Leaman Place. It cannot continue to operate if this line is abandoned.

Since the line was being maintained for freight only, costs that should be considered are the direct out-of-pocket costs for operating local freight trains. The result should be less than under the normal branch line formula.

Carter Lumber at Lancaster says conversion to truck and team track unloading is too costly and wonders why USRA failed to credit the line with 1,100 carloads of bridge traffic.

Governor Shapp points out that this is one of three segments of this main line which USRA proposes to eliminate, abolishing an electrified route for an inferior diesel route. Through service to Lancaster would be eliminated.

Information for Line-Transfer Decision

Revenue received by PC		$439,048
Average revenue per carload	$434	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	[1] 144,126	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	326,336	
Total variable (avoidable) cost		470,462
Net contribution (loss): total		(31,414)
Average per carload	(31)	

[1] Excludes ownership costs due to passenger operations by Amtrak.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Parkesburg. The time serving the branch was reduced to 8 hours and the ownership costs removed because the line will be transferred to Amtrak as part of the Northeast Corridor.

Local freight service to this line generated a loss amounting to $31,414. A 28-percent increase in traffic or a 7-percent rate increase is required for viability.

Disposition

This portion of Philadelphia-to-Pittsburgh line is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. If this conveyance to Amtrak (or ConRail) is consummated, then ConRail will provide local freight service on this line.

If this recommended transfer to Amtrak is not effected, then ConRail will *not* acquire this line for its own account and will *not* provide local freight services.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691a

Penn Central

This portion of the Philadelphia-Pittsburgh line, extending from *West of Lancaster* (Milepost 73.0) to *Conewago, Pa.* (Milepost 90.5), including 1.0 mile of the Lebanon Running Track from Milepost 0.0 to Milepost 1.0 at Conewago, a total distance of *18.5 miles*, in Lancaster County, Pa., a line which was recommended for inclusion on page 772 of the Preliminary System Plan, is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. If this conveyance to Amtrak (or ConRail) is consummated, then ConRail will provide local freight service on this line.

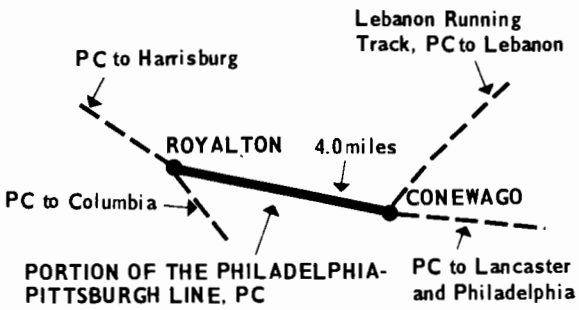
If this recommended transfer to Amtrak is not effected, then ConRail will acquire this line for its own account and will provide local freight service.

PORTION OF THE PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691b

Penn Central

This portion of the Philadelphia-Pittsburgh line, formerly part of the Pennsylvania RR, extends from



Conewago (Milepost 90.5) to *Royalton, Pa.* (Milepost 94.5), a distance of *4.0 miles*, in Dauphin and Lancaster Counties, Pa. A continuation of this line runs eastward to Lancaster (see Line Nos. 691, 691a and 691c). At Conewago this line connects with the Lebanon Running Track, PC (see Line No. 179). At Royalton, this line continues westward to Harrisburg and connects with the Susquehanna Branch of the PC.

Public Comments on Preliminary System Plan

No testimony was received on this line; however, Pennsylvania has objected to the elimination of service on Line Nos. 312, 313 and 691 for the reason that they are main-line segments and their abandonment would result in costly detours. The same reasoning is applicable here.

Information for Line-Transfer Decision

This line serves no shippers and is not required to serve any line recommended for inclusion in the ConRail System. Information from USRA and Penn Central staff indicates through service only—no local service. Amtrak presently uses this route for intercity trains to and from the Midwest, as well as for Harrisburg-Philadelphia service.

Overhead traffic currently using this line will be rerouted.

Disposition

This portion of the Philadelphia-to-Pittsburgh line is designated for transfer to ConRail on the condition that it will be transferred to Amtrak under sale, lease or other acquisition. ConRail will *not* provide local freight service on this line.

If this recommended transfer to Amtrak is not effected, then ConRail will *not* acquire this line for its own account and will *not* provide local freight service.

PORTION OF PHILADELPHIA-PITTSBURGH LINE

USRA Line No. 691c

Penn Central

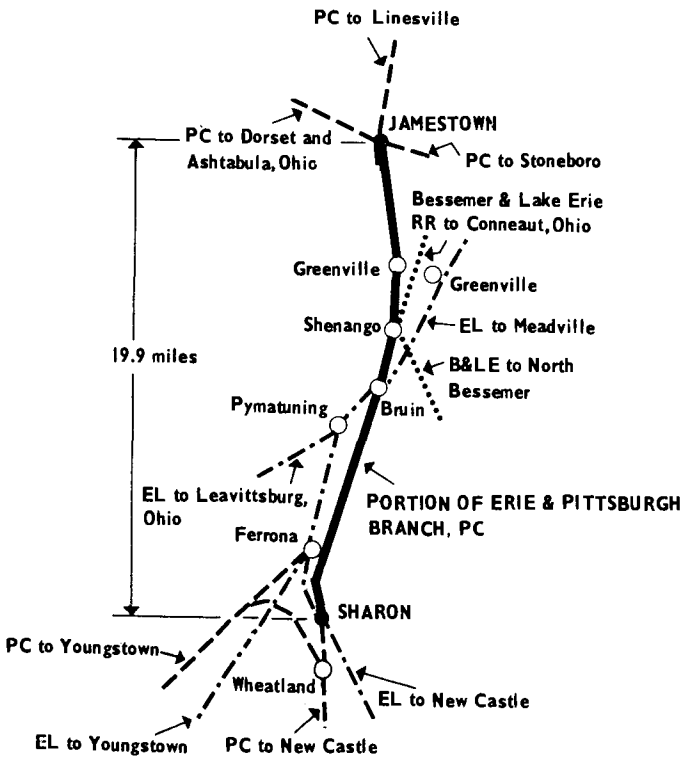
The USRA board has included Philadelphia-Harrisburg in the definition of Northeast Corridor properties to be transferred to Amtrak.

This portion of the Philadelphia-to-Pittsburgh line, extending from Milepost 64.5 to Milepost 73.0, a distance of *8.5 miles at Lancaster*, in Lancaster County, Pa., a line which was recommended for inclusion on page 772 of the Preliminary System Plan and is designated to ConRail for the exclusive purpose of leasing the line segment to Amtrak pursuant to section 206(c)(1)(C) of the Act. ConRail will continue to provide local freight service.

PORTION, ERIE & PITTSBURGH BRANCH

USRA Line No. 712

Penn Central



This portion of the Erie & Pittsburgh Branch, formerly part of the Pennsylvania RR, extends from *Sharon* (Milepost 70.6) to *Jamestown, Pa.* (Milepost 90.5), a distance of *19.9 miles*, in Mercer County, Pa. This line continues south from Sharon to New Castle. The PC Sharon Branch to Youngstown connects at Wheatland and the PC Stoneboro Branch connects at Jamestown. The EL runs parallel from Sharon to Greenville, crossing this line at Bruin Tower. The PC Jamestown Secondary Track extends from Jamestown to Linesville (see Line No. 360). The Bessemer & Lake Erie RR connects at Shenango.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sharpsville	597
Transfer	0
Shenango	37
Greenville	557
Total carloads generated by the line	1,191
Average carloads per week	22.9
Average carloads per mile	59.8
Average carloads per train	4.3
1973 operating information:	
Number of round trips per year	275
Estimated time per round trip (hours)	6
Locomotive horsepower	1,700
Train crew size	4

Public Comments on Preliminary System Plan

Westinghouse Electric Corp. says it is essential that the line from Milepost 69.8 at Sharon to and including the PC's interchange track with the EL at Milepost 72.0 at Sharpsville be included. This interchange is essential for handling large transformers that exceed 16'5" above the rail in height.

USRA states that the PC Sharon Branch to Youngstown is also under study in the report but witnesses said they could not find it.

National Castings Division, Midland-Ross Corp. wants to purchase a portion of the EL's Sharon to New Castle branch. It proposes to install crossover tracks to the PC. It wants to keep intramodal rail competition because it makes for better service, car supply and rates. In 1974 National Castings generated 1,035 carloads about equally divided between the PC and EL.

City of Erie is concerned that the future of the port will be damaged if it loses the most direct rail route to Pittsburgh.

The Pennsylvania Office of State Planning and Development claims that the line generated 1,498 cars in 1973.

The Pennsylvania Public Utility Commission says this line carries heavy traffic for the Bessemer & Lake Erie RR interchange at Shenango on a direct line to Youngstown. It reports that in 1974 the PC reported 1,079 cars at Sharpsville, 292 at Victory, 5 at Shenango and 662 at Greenville for a total of 2,038. This substantial increase plus the bridge traffic should make this line viable to ConRail.

Bessemer would be interested in acquiring the portion of the E&P branch from Shenango to Sharon, approximately 13 miles, providing the acquisition would include satisfactory facilities in the Sharon-Ferrell area for direct line-haul to Sharon Steel Corp. and for interchange with other railroads providing service between Sharon and Youngstown.

The Chessie would be interested in acquiring approximately 12 miles of the branch between Sharpsville and Greenville, assuming partial operation of EL properties by Chessie as proposed by USRA.

Information for Line-Transfer Decision

Revenue received by PC		$332,954
Average revenue per carload	$149	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	264,544	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,521	
Cost incurred beyond the branch line	232,067	
Total variable (avoidable) cost		510,132
Net contribution (loss): total		(177,178)
Average per carload	(148)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 200 crossties.

This line is required for through freight service. Local freight service will continue to be provided.

Disposition

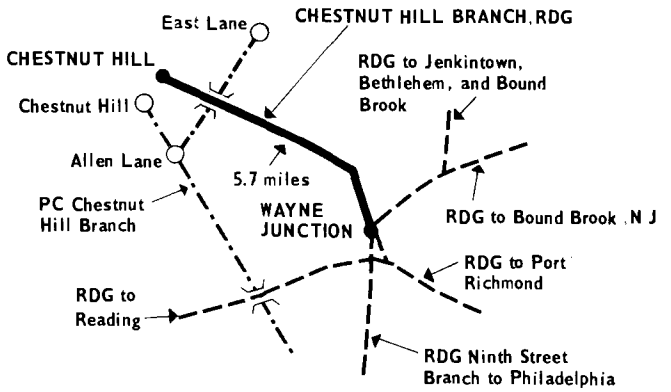
This portion of the Erie & Pittsburgh Branch shall be transferred to the Consolidated Rail Corp.

CHESTNUT HILL BRANCH

USRA Line No. 903

Reading

The Chestnut Hill Branch extends from *Wayne Junction* (Milepost 5.1) to *Chestnut Hill, Pa.* (Milepost 10.8), a distance of *5.7 miles*, in Philadelphia County, Pa. At Wayne Junction, this line connects with



the RDG Ninth Street Branch. Chestnut Hill is also served by the PC Chestnut Hill Branch (see Line Nos. 133, 133a and 133b).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Germantown	142
Chestnut Hill	1
Total carloads generated by the line	143
Average carloads per week	2.8
Average carloads per mile	25.1
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The branch is part of the Southeastern Pennsylvania Transportation Authority's commuter network. It carries an average of 6,153 passengers daily, with an additional 3,469 on weekends. Passenger revenue and passenger subsidy payments amounting to approximately $1.7 million annually cover the costs of maintenance-of-way. Freight traffic increased 60 percent in 1974 when 229 cars moved along the line. In 1975 the city of Philadelphia expects the traffic to climb to approximately 347 carloads.

In 1974 the total costs for switching amount to $33,800 and gross revenue attributed to the traffic was $21,564, for a net loss of $12,236. The loss may be eliminated in 1975 through increased usage and rate increases.

The frequency of service assigned to this line should be reviewed. It does not appear to be consistent with the freight traffic attributed.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 143 cars on this line generated a total revenue of $50,439; however, only $11,830 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$11,830
Average revenue per carload	$83	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	52,341	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,505	
Total variable (avoidable) cost		63,846
Net contribution (loss): total		(52,016)
Average per carload	(364)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $52,015 in 1973. Recovery of this loss would require approximately a one-hundred-and-sixtyfold increase in traffic or a 440-percent rate increase. This line was reanalyzed using 1974 traffic and would still require a 286-percent rate increase to become viable. Also, it was determined that the number of trips reported in the Preliminary System Plan was higher than that actually costed (52).

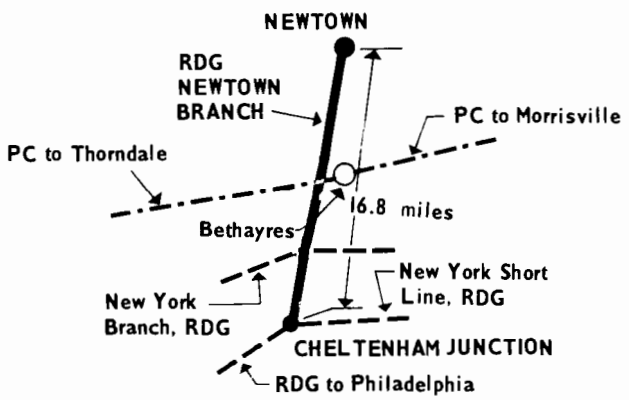
Disposition

The Chestnut Hill Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of this Act. *The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.*

NEWTOWN BRANCH

USRA Line No. 904

Reading



The Newtown Branch extends from *Cheltenham Junction* (Milepost 9.6) to *Newtown, Pa.* (Milepost 26.4), a distance of *16.8 miles*, in Philadelphia, Montgomery and Bucks Counties, Pa. This line connects at Cheltenham Junction with the Reading's New York Short Line between Newtown Junction and Neshaminy Falls. At Bethayres it crosses the Reading's New York Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Southampton	14
Newtown	107
Total carloads generated by the line	121
Average carloads per week	2.3
Average carloads per mile	7.2
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Users of the line stated that actual carloads in 1973 were 179.

Reported Traffic:	*1973 Carloads*
Company:	
Frost-Watson Lumber Corp	149
Agway Inc	12
Eisel Feed	2
CTI	5
Oskar Huber	4
Strathmann Lumber	6
Hyzner & Lewellen	1
Total	179

Frost-Watson brings in 60 to 80 carloads of timber from the West Coast with revenues accruing to the railroads of from $1,800 to $2,000 per car. If rail service is lost, the company will pay much higher freight charges by truck and the entire railroad system from the West Coast to the East Coast will lose revenue. The company testified that 1,500 truck trips would be needed to transport its material and these trucks would travel through a residential area and past a hospital and four schools.

Southeastern Pennsylvania Transportation Authority uses this line for commuter service. It is concerned about the source of funds to purchase the line if it is not included in ConRail.

The testimony is that this line carries over 452 commuters daily, with gross revenues of $115,000 per year.

The Bucks County Board of Commissioners testified that the Newtown area is "slated for drastic growth" with an increase in population of over 43,000 "in the near future." Nine industrial developments which will increase the employment in the area by more than 12,500 jobs are planned.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 121 cars on this line generated a total revenue of $140,465; however, only $14,692 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$14,962
Average revenue per carload	$124	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	125,470	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	11,707	
Total variable (avoidable) cost		137,177
Net contribution (loss): total		(122,215)
Average per carload	(1,010)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $122,215 in 1973. Recovery of this loss would require approximately a thirty-eightfold increase in traffic or an 817-percent rate increase. The existence of an additional 58 carloads on this line in 1973 as indicated in the RSPO testimony would reduce this loss to approximately $120,700.

Disposition

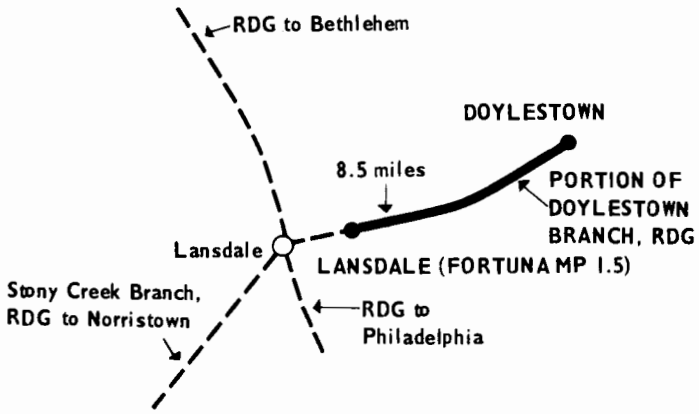
The Newtown Branch is *not* designated for transfer to Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.*

PORTION, DOYLESTOWN BRANCH

USRA Line No. 905

Reading Railroad

This portion of the Doylestown Branch extends from *Lansdale* (*Fortuna*) (Milepost 1.5) to *Doylestown, Pa.*



(Milepost 10.0), a distance of *8.5 miles*, in Bucks and Montgomery Counties, Pa. At Lansdale, this line connects with the Reading's Philadelphia-to-Bethelehem line and Stony Creek Branch (see Line No. 935).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Colmar	56
Chalfont	98
New Britain	0
Doylestown	275
Total carloads generated by the line	429
Average carloads per week	8.2
Average carloads per mile	50.5
Average carloads per train	4.1
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The RDG records indicated that the correct total for 1973 is 1,439 carloads. This error could be because the traffic of American Olean Tile Co. and the Lansdale Warehouse Co. was omitted. The billing station for these two users is Lansdale.

Using $144 revenue per carload with the correct carload total of 1,439, revenue for this line is $207,216. Comparing the freight revenue to the total variable cost listed in the Plan the line shows to be a viable operation, making a profit of over $51,000.

The Bucks County Board of Commissioners said that loss of rail service would put over 5,700 truck round trips per year on Route 202, causing severe congestion.

Lansdale Warehouse Co. said that even though cars are loaded and unloaded at its siding, the freight charges are billed to its customers. There is a distinct possibility that some of the revenue generated at the company's siding is not being properly credited to this line.

American Olean Tile Co. believes the line generated 1,567 cars in 1973. The firm has a capital investment in its plant of approximately $23 million. It employs 1,240 people with an annual payroll of about $10 million. Local property taxes amount to over $275,000. If rail service is lost, the company will have to relocate.

The FMC Corp. ships heavy machinery that must move by rail because if its height and width.

Mrs. Paul's Kitchens, Inc. is planning an expansion that will increase its facilities 40 percent, at a total cost of $1 million. If rail service is discontinued, this expansion will be abandoned.

Reported traffic:

	Carloads	
Company	1973	1974
American Olean Tile	671	829
Lansdale Warehouse	467	----
Mrs. Paul's Kitchens	93	----
FMC Corp	35	35
Lumber Distributor	106	120
Total	1,372	984

Southeastern Pennsylvania Transportation Authority uses the line for commuter service and is concerned about the source of funds to purchase the line if it is not included in ConRail.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 429 cars on this line generated a total revenue of $434,436; however, only $61,786 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by Reading		$61,786
Average revenue per carload	$144	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	95,210	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	45,767	
Total variable (avoidable) cost		140,977
Net contribution (loss): total		(79,191)
Average per carload	(185)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). This line was described incorrectly in the Preliminary System Plan. All shippers, including American Olean Tile and Lansdale Warehouse at Lansdale will continue to receive service and the mileposts were adjusted accordingly.

Service to this line generated a loss of $79,192 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 129-percent rate increase.

This line has been reviewed with the Chessie system concerning the long-haul potential of the involved traffic.

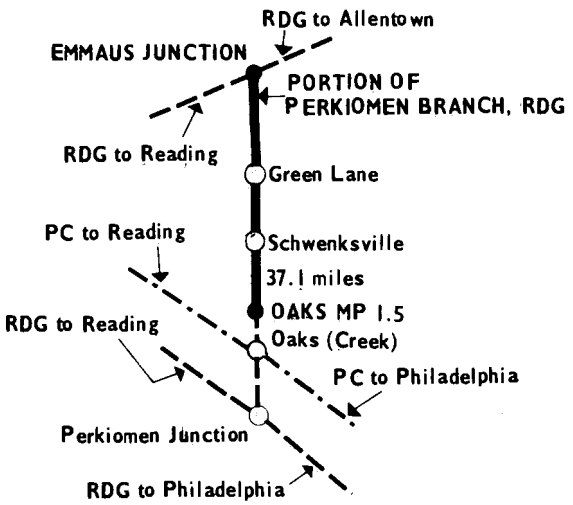
Disposition

This portion of the Doylestown Branch is *not* designated for transfer to Chessie or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.*

PERKIOMEN BRANCH

USRA Line No. 906

Reading



The Perkiomen Branch extends from *Oaks* (Milepost 1.5) to *Emmaus Junction, Pa.* (Milepost 38.6), a distance of *37.1 miles*, in Lehigh, Berks and Montgomery Counties, Pa. At Oaks the line continues southward to Perkiomen Junction. At Emmaus Junction, the line connects with the Reading's East Pennsylvania Branch. Also at Oaks, the line intersects the PC Schuylkill Secondary Track (see Line No. 197).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Yerkes	86
Collegeville	58
Grater's Ford	3
Schwenksville	22
Green Lane	53
Pennsburg	815
Palm	19
Dillinger	2
Total carloads generated by the line	1,008
Average carloads per week	19.4
Average carloads per mile	27.2
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	208
Estimated time per round trip (hours)	3.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The line is broken into two segments by a washed-out portion approximately 20 miles south of Emmaus.

Pennsylvania Office of State Planning and Development estimates that 425 jobs would be lost if service ends.

The branch is a possible future passenger route for SEPTA so that retention of the entire right-of-way is vital.

Montgomery County is willing to acquire the right-of-way between Collegeville and Green Lane. They believe freight service should be retained between Perkiomen Junction and Collegeville and between Green Lane and Emmaus Junction.

The Mayor of Schwenksville says area highways would be unable to handle the traffic and the county has no program through 1990 for improving them. Pennsylvania Public Utility Commission says the line handled 4,939 cars in 1973.

Amsat Corp. at East Greenville used 179 cars in 1974 and expects to use 103 cars in 1975. In 1974, 3,000 tons of bauxite were trucked to the plant from Baltimore because of a shortage of hoppers.

Pillsbury's plant at East Greenville is switched 3 times a week so the correct figure is about 200 round trips per year rather than the 312 cited in the Plan. It used 525 cars in 1973.

The route is the shortest one between Philadelphia and Allentown.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 4,592 cars on this line generated a total revenue of $3,491,815; however, only $641,983 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$179,716
Average revenue per carload	$178	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	279,471	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	105,663	
Total variable (avoidable) cost		385,134
Net contribution (loss): total		(205,418)
Average per carload	(204)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed because a portion is out of service from Schwenksville (Milepost 11.0) to Green Lane (Milepost 18.1). The remaining two portions were reanalyzed separately. Both portions failed the viability criteria by a substantial margin. The above data is the consolidated results of the two analyses.

Service to this line generated a loss of $205,418 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 114-percent rate increase.

Traffic generated at Oaks will continue to receive service, and the mileposts were adjusted accordingly.

Disposition

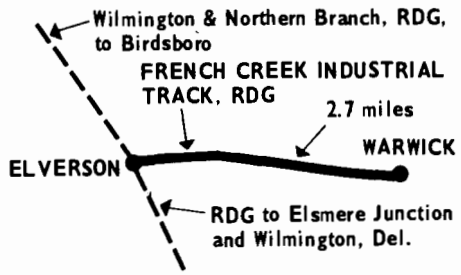
The Perkiomen Branch is *not* designated for transfer to Chessie system, a profitable carrier in the Region, or to the Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FRENCH CREEK INDUSTRIAL TRACK

USRA Line No. 908

Reading

The French Creek Industrial Track extends from *Elverson* (Milepost 0.0) to *Warwick, Pa.* (Milepost 2.7), a distance of *2.7 miles*, in Chester County, Pa. At Elverson this line connects with the Reading's Wilmington & Northern Branch (see Line No. 907/939).



Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Available information indicates that no shippers are directly served by this line. The Reading Railroad indicated that Bethlehem Steel has iron ore rights adjacent to this line which have never been developed.

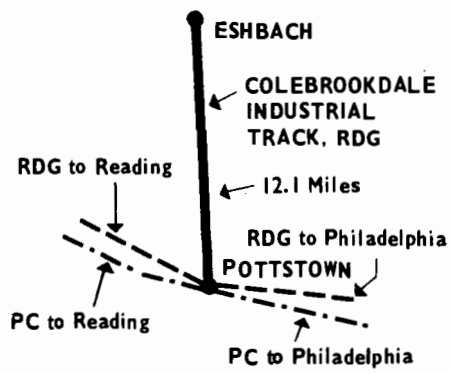
Disposition

The French Creek Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

COLEBROOKDALE INDUSTRIAL TRACK

USRA Line No. 909

Reading



The Colebrookdale Industrial Track extends from *Pottstown* (Milepost 0.0) to *Eshbach, Pa.* (Milepost 12.1), a distance of *12.1 miles*, in Montgomery and Berks Counties, Pa. At Pottstown, this line connects with the Reading's Philadelphia-to-Pottsville line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pine Forge	14
Colebrookdale	7
Boyertown	1,087
New Berlinville	12
Bechtelsville	23
Total carloads generated by the line	1,093
Average carloads per week	21.0
Average carloads per mile	90.8
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania Office of Planning and Development shows a car count of 1,270 for 1973.

Rail Service Research Committee submitted a detailed analysis of USRA's branch-line profitability calculations. It found that the revenue after track improvement to Class II would be $570,628.

Pennsylvania PUC states that Pottstown shippers are apparently not credited to the line. (*Note: There are no Pottstown shippers on this line.*)

Testimony shows a great potential for industrial growth on the line.

Pennsylvania Office of Planning and Development projects 111 job losses with discontinuance of rail service.

Retaining this line for 8+ miles to Boyertown would keep 1,058 cars or 97 percent of the traffic. This would produce $158,700 revenue based on the average per car.

Testimony indicated that the average 84.7 carloads per mile appears high for this to be considered a light-density line.

Consideration must be given to the total revenue that would be lost to ConRail if this line were not included in the Final System Plan. In 1973, 1,093 cars on this line generated a total revenue of $1,127,349; however, only $163,408 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG	$163,408
Average revenue per carload	$150

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	146,797	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	106,455	
Total variable (avoidable) cost		253,252
Net contribution (loss): total		(89,844)
Average per carload	(82)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed and the hours serving the branch reduced to 4.0.

Service to this line generated a loss of $89,845 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 55-percent rate increase. The existence of an additional 177 carloads on this line in 1973, as indicated by the Pennsylvania Office of State Planning, would reduce this loss to approximately $80,700. The portion of the line from Pottstown to Boyertown was reanalyzed using ConRail (merged) operations, costs and revenues. Service to this portion of the line generated a loss amounting to approximately $51,503.

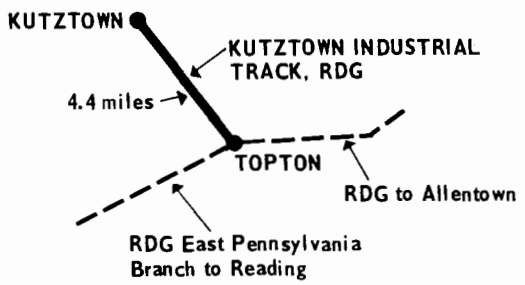
Disposition

The Colebrookdale Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

KUTZTOWN INDUSTRIAL TRACK

USRA Line No. 910

Reading



The Kutztown Industrial Track extends from *Topton* (Milepost 0.0), to *Kutztown, Pa.* (Milepost 4.4), a distance of *4.4 miles*, in Berks County, Pa. At Topton this line connects with the Reading's East Pennsylvania Branch to Allentown and Reading.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kutztown	408
Total carloads generated by the line	408
Average carloads per week	7.8
Average carloads per mile	92.7
Average carloads per train	3.9
1974 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	3.0
Locomotive horsepower	600
Train crew size	4

Public Comments on Preliminary System Plan

Detailed analysis by the Kutztown Rail Service Committee found that the line had net revenue, after improving track to FRA Class II standards, of $160,922.

Testimony showed 60 jobs would be lost if service ended.

The Pennsylvania PUC believes that cars at Topton were not included in USRA's calculations. (*Note: Topton is not on this branch. It is on the East Pennsylvania Branch.*)

Testimony stated that this is the only rail service available to the borough of Kutztown. Shippers would be forced to use trucks if service on the line were discontinued.

Kutztown Foundry and Machine Corp., receives coke, pig iron and molding sands, all commodities best handled by rail.

Reading says the average annual maintenance cost of this track is $13,500.

Berks Products Corp., at Kutztown, would be satisfied with service once a week.

Pennsylvania DOT questions use of a 5-man crew. Other lines in the area use 4.

Pennsylvania Office of Planning and Development says the branch handled 447 cars in 1973.

Testimony indicated the possibility of reducing the number of annual trips to 52.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 408 cars on this line generated a total revenue of $296,492; however, only $66,893 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG	$66,893
Average revenue per carload	$164

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	56,130	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	35,388	
Total variable (avoidable) cost		91,518
Net contribution (loss): total		(24,625)
Average per carload		(60)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $24,625 in 1973. Recovery of this loss would require approximately an 80-percent increase in traffic or a 37-percent rate increase. The existence of an additional 39 carloads on this line in 1973, as indicated by the Pennsylvania Office of Planning and Development, would reduce this loss to approximately $21,600. Analysis of this line based on ConRail (merged) operation resulted in a loss of approximately $65,500. Reducing the number of trips using ConRail operations reduced the loss to $47,787.

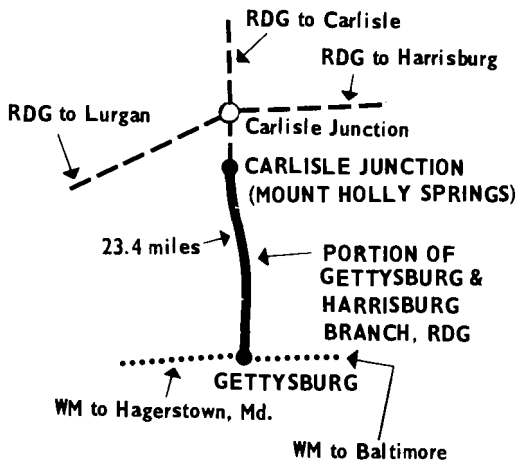
Disposition

The Kutztown Industrial Track is *not* designated for transfer to Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE GETTYSBURG & HARRISBURG BRANCH

USRA Line No. 912

Reading



This portion of the Gettysburg & Harrisburg Branch extends from *Carlisle Junction* (Milepost 7.8) to *Gettysburg, Pa.* (Milepost 31.2), a distance of *23.4 miles*, in Adams and Cumberland Counties, Pa. At Gettysburg this line connects with the Western Maryland Ry. to Hagerstown and Baltimore. At Carlisle Junction, this line connects with the Reading's PH&P Branch and it also continues northward to Carlisle (see Line No. 911).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Peach Glen	86
Gardners	208
Bendersville	266
Biglerville	959
Gettysburg	71
Total carloads generated by the line	1,590
Average carloads per week	30.6
Average carloads per mile	67.9
Average carloads per train	10.2
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	6.0
Locomotive horsepower	2,500
Train crew size	4

Public Comments on Preliminary System Plan

This line is used as a clearance route in conjunction with the Western Maryland to Baltimore. It is capable of handling large units on 12, 16, 20 and 24 axle rail cars and provides clearance up to 18 feet above top of rail. The alternate route is not adequate for these large units. Several public utilities in the area receive this type of traffic.

Testimony shows that the line handled 121 oversize loads in 1973.

General Electric Co. spent $8,000 in 1974 to upgrade the track in the area east of Biglerville.

The Shippers Research Committee for the line found an operating deficit in 1973 of $26,255. They predict car use to be 2,500–3,000 by 1978.

Bridge traffic on this line averaged 12,000 carloads.

The line appears to be at FRA Class II level.

Testimony produced the following table of rail users:

Company	*Carloads 1973*	*Carloads 1974*
Coyle Lumber	10	12
Peter J. Schweitzer Div	78	82
Eaton-Dikeman	69	68
Knouse Foods Coop., Inc	75	146
Musselman Div., Pet, Inc	105	115
Zeigler Bros., Inc	87	91
Pfaltzgraff Co		67
Duffy-Mott Co., Inc	243	230
Mount Orchard Coop, Inc	9	10
Pa. Mineral & Mining Co.[1]		46
Inland Container Corp	888	794
Agway, Inc	24	24

See footnote at end of table.

Company	Carloads 1973	1974
Keystone Lumber & Millwork	40	40
W. D. Wentzel Machine Co	4	-------
Musselman Div., Pet Inc	140	182
Mount Valley Farms & Lumber Prod., Inc		2
Westinghouse Electric Corp	2	4
Wageman Iron & Metal	98	115
Total	1,872	2,028

[1] Did not start operations until June and July 1974.

Testimony showed that USRA's figures did not include prepaid or COD shipments.

Consideration must be given to a total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 1,590 cars on this line generated a total revenue of $1,371,739; however, only $216,415 was attributed to the line.

The Chessie is interested in acquiring the entire line.

Information for Line-Transfer Decision

Revenue received by RDG		$216,415
Average revenue per carload	$136	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	283,526	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	134,591	
Total variable (avoidable) cost		418,117
Net contributions (loss): total		(201,702)
Average per carload	(127)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The mileposts at Carlisle Junction were redefined since all Mount Holly Springs shippers were to continue to receive service. The entire line was reanalyzed as well as the portion from Carlisle Junction to Biglerville. The latter would require a 41-percent rate increase to become viable.

Service to this line generated a loss of $201,702 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 93-percent rate increase. The existence of an additional 282 carloads in 1973 as indicated in the RSPO testimony would reduce this loss to approximately $187,200.

This line has been reviewed with the Chessie System and would be required by them as a viable through freight route. The line is *not* required by ConRail as a through freight service route.

Disposition

This portion of the Gettysburg & Harrisburg Branch shall be offered for sale to the Chessie system, a profitable carrier operating in the Region. This sale would preserve rail service to 1,590 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CORNWALL BRANCH

USRA Line No. 914

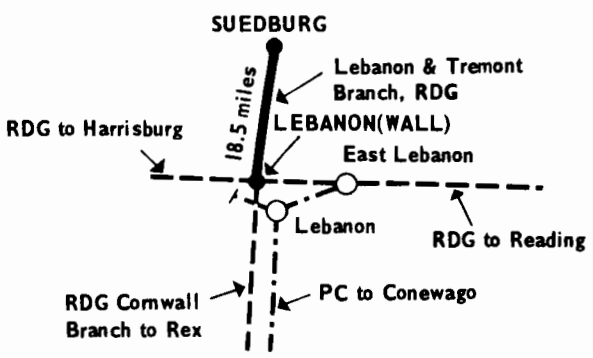
Reading

The Cornwall Branch, extending from *Lebanon* (Milepost 0.0) to *Rex, Pa.* (Milepost 6.5), a distance of *6.5 miles*, in Lebanon County, Pa., a line which was recommended for inclusion on page 781 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

LEBANON & TREMONT BRANCH

USRA Line No. 915

Reading



The Lebanon & Tremont Branch extends from *Lebanon* (Milepost 0.0) to *Suedburg, Pa.* (Milepost 18.5), a distance of *18.5 miles*, in Schuylkill and Lebanon Counties, Pa. At Lebanon, this line connects with the Lebanon Valley Branch and the Cornwall Branch (see Line No. 914), both of the Reading, and the PC Lebanon Running Track (see Line No. 180).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jonestown	113
Indiantown Gap	27
Suedburg	0
Total carloads generated by the line	140
Average carloads per week	2.7
Average carloads per mile	7.6
Average carloads per train	2.7
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	900
Train crew size	4

Public Comments on Preliminary System Plan

The branch line committee reports that the line handled 735 cars in 1973, generating $85,198 in railroad revenue and a profit of $35,695.

The RDG would not supply the committee with cost information making it difficult to check accuracy of data.

If service is abandoned, 349 jobs and a total payroll of $3½ million will be jeopardized because branch line firms would be placed at a competitive disadvantage.

This line serves the Indiantown Gap Military Reservation which is used by the Pennsylvania National Guard and U.S. Army Reserve. The Reservation has priority in the National Mobilization Plan, and uses the line to move its equipment and supplies.

The U.S. Bureau of Mines shows that 1 million short tons of coal reserves are located near this line.

Pennsylvania Office of State Planning and Development expects that four firms would terminate 349 jobs if service were abandoned.

Lebanon Packaging Corp. says abandonment would cost $22,600–$55,640 annually.

Swatara Coal Co. favors retention of the line citing the potential development of deep mine reserves at either end of the track.

A planned industrial park would be hurt if the line between Lickdale and Lebanon were abandoned.

The Schneck Coal Co. at Suedburg buys raw coal from independent coal operators in adjacent parts of the Southern Anthracite Field. They have no direct rail access. Schneck shipped 240 carloads in 1973 and 621 carloads in 1974, all by truck shipment to a rail tipple at Suedburg.

The Oakwood and Franklin Coal Cos. shipped 222 carloads from Suedburg in 1973 and shipped to the rail tipple by truck.

The Pennsylvania DOT believes that access to the Suedburg coal plant and tipple must be retained to allow producers access to industrial consumers dependent on rail. It believes that if the line from Lickdale to Suedburg is abandoned, the line from Pine Grove to Suedburg should be rebuilt. However, the line from Pine Grove to Suedburg was broken by Pennsylvania's construction of Interstate 81 between 1966 and 1969. Thus, to reconnect these two points, the state would be expected to build a rail grade separation at considerable expense.

The line between Suedburg and Lebanon was scheduled to be abandoned due to the planned construction of the Swatara Creek Dam and the completion of a state park along the right-of-way.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 140 cars on this line generated a total revenue of $144,078; however, only $25,373 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$25,373
Average revenue per carload	$181	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	152,486	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)		
Cost incurred beyond the branch line	12,166	
Total variable (avoidable) cost		164,652
Net contribution (loss): total		(139,279)
Average per carload	(995)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $139,279 in 1973. Recovery of this loss would require approximately an elevenfold increase in traffic or a 549-percent rate increase. The above traffic (see Traffic and Operating Information table), revenue and cost data does not reflect the movement of approximately 375 carloads of coal from Suedburg in 1973. The inclusion of these cars would reduce the above loss of $139,279 to approximately $104,000.

Coal companies currently truck coal to the limited tipple facilities at Suedburg for transloading to rail. It is recommended that the Suedburg tipple be closed, and that the companies truck their coal an additional 7–10

miles (via State Route 125 and I–81) to the Tremont tipple and that the Tremont tipple be upgraded.

If this line is required for defense purposes, it is recommended that the Defense Department, or other Federal agency as appropriate, acquire or subsidize the line.

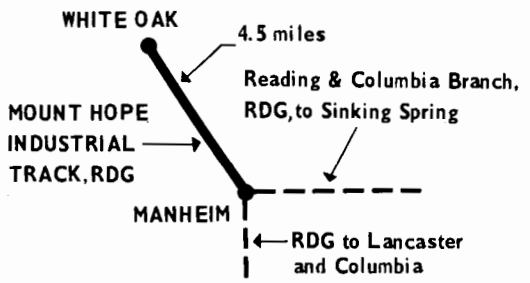
Disposition

The Lebanon & Tremont Branch is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recomendations, see section C of this appendix.

MOUNT HOPE INDUSTRIAL TRACK

USRA Line No. 916

Reading



The Mount Hope Industrial Track extends from *Manheim* (Milepost 0.0) to *White Oak, Pa.* (Milepost 4.5), a distance of *4.5 miles*, in Lancaster County, Pa. At Manheim, this line connects with the Reading & Columbia Branch of the Reading (see Line Nos. 918 and 920).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
White Oak	42
Total carloads generated by the line	42
Average carloads per week	0.8
Average carloads per mile	9.3
Average carloads per train	0.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

Pennsylvania PUC stated that the actual carload figure for 1973 was 63. They also stated that on-branch costs were too high.

Information for Line-Transfer Decision

Revenue received by Reading		$5,015
Average revenue per carload	$119	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	38,189	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	4,580	
Total variable (avoidable) cost		42,768
Net contribution (loss): total		(37,753)
Average per carload	(899)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

On-branch costs were reviewed and found to be valid.

Service to this line generated a loss of $37,753 in 1973. Recovery of this loss would require approximately an eighty-sevenfold increase in traffic or a 752-percent rate increase. The existence of an additional 21 carloads on this line in 1973, as indicated by the Pennsylvania PUC, would reduce this loss to approximately $37,500. The Pennsylvania Public Utilities Commission has also indicated that Myers Propane Gas has increased its traffic volume by 50 carloads per year. The addition of this traffic would reduce the above loss to approximately $37,000.

Disposition

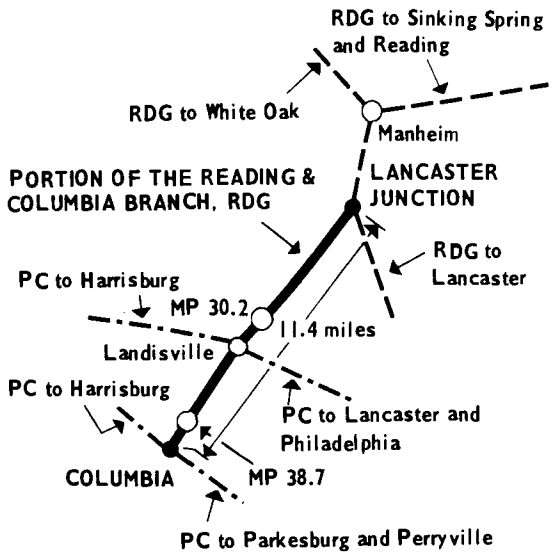
The Mount Hope Industrial Track is *not* designated for transfer to Chessie System or to the Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE READING & COLUMBIA BRANCH

USRA Line No. 917

Reading

This portion of the Reading & Columbia Branch extends from *Lancaster Junction* (Milepost 28.3) to *Columbia, Pa.* (Milepost 39.7), a distance of *11.4 miles*, in Lancaster County, Pa. At Lancaster Junction, this line continues northeast to Sinking Spring and Reading and southeast to Lancaster (see Line Nos. 918 and 919). At Landisville, this line intersects the PC Philadelphia-to-Pittsburgh line (see Line No. 691a).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lancaster Junction	0
Landisville	398
Bruckarts	0
Cordelia	0
Columbia	1,309
Total carloads generated by the line	1,707
Average carloads per week	32.8
Average carloads per mile	149.7
Average carloads per train	6.6
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Pennsylvania PUC stated that the entire Reading & Columbia Branch from Columbia to Sinking Spring should be analyzed as a single line, rather than in segments which results in exclusion of four of the five segments, and cuts out a through route. PUC's traffic count for the entire branch in 1974 is 11,113 as opposed to USRA's count of 9,030 cars in 1973.

Armstrong Cork points out that this 39.6 mile branch has been segmented into four parts ranging from 2.3 to 21.3 miles. The shortest segment, Line 918, has no shippers or receivers so it could not possibly be found viable.

A survey of users on the entire branch showed a total of 7,004 carloads in 1973.

F. W. Woolworth has opened a warehouse at Denver. It estimates 1,000–1,300 cars a year.

ITT Grinnell opposes abandonment of the 0.97 mile of track between its facilities in Columbia and the Penn Central interchange in Columbia. Grinnell used 1,406 cars in 1973 and believes revenue on this line would increase if car supply improved.

Reading has an abandonment application pending with the ICC in Docket No. AB–50 (Sub No. 13) and before USRA in Docket No. 75–5.

Rail service is a must for Amherst Industries at Landisville because it does maintenance, repair, and conversions of rail freight cars. In 1973 it serviced 438 cars, constructed 60 new cars and received 32 loaded cars of sand and steel. It would be satisfied with service two or three days a week.

Amherst Industries purchased 22 acres for expansion in 1973. If it is not serviced by ConRail, it will consider purchasing the line that ties into the proposed ConRail siding in Landisville.

It is not feasible for J. JC. Snavely & Sons, Inc., at Landisville to receive lumber by truck.

Frank Sahd Salvage Center at Columbia, a processor of ferrous and nonferrous metals, cannot switch to truck because most steel mills will not accept truck shipments. In 1974, it shipped 121 gondolas.

Penn Ag Industries points out that this entire run could be served by one crew and one engine in 1 day. Yet USRA has charged 8 hours and a five-man crew in costing each segment.

Consideration must be given to the total revenue that would be lost to ConRail if this line were not included in the Final System Plan. In 1973, 1,707 cars on this line generated a total revenue of $1,000,547; however, only $299,445 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by Reading		$299,445
Average revenue per carload	$175	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	216,306	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	180,300	
Total variable (avoidable) cost		396,606
Net contribution (loss): total		(97,161)
Average per carload	(57)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was analyzed from Columbia to Landisville. Con Rail revenues and 1974 traffic were used in the analysis. The line was costed at 10.4 miles as a portion

of the line is out of service between Milepost 38.7 and Milepost 39.7.

Although shippers on this line between Milepost 30.2 and Milepost 38.7 (serving shippers at Landisville and Columbia) generated only 1,707 carloads in 1973, they generated 2,017 carloads in 1974. The higher 1974 traffic level resulted in a contribution of $36,959 based on ConRail operations, costs and revenues. A portion of the passing siding will be extended to connect the two lines.

The portion of the line between Milepost 28.3 and Milepost 30.2 has no traffic.

Disposition

The portion of the Reading & Columbia Branch from Milepost 30.2 to Milepost 38.7 shall be transferred to the Consolidated Rail Corp.

The portion of the Reading & Columbia Branch from Milepost 38.7 to Milepost 39.7 and from Milepost 28.3 to Milepost 30.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 918

Reading

Line No. 918 from *Manheim* to *Lancaster Junction, Pa.*, has been incorporated into Line No. 920. The involved trackage is designated for transfer to Consolidated Rail Corp.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 919

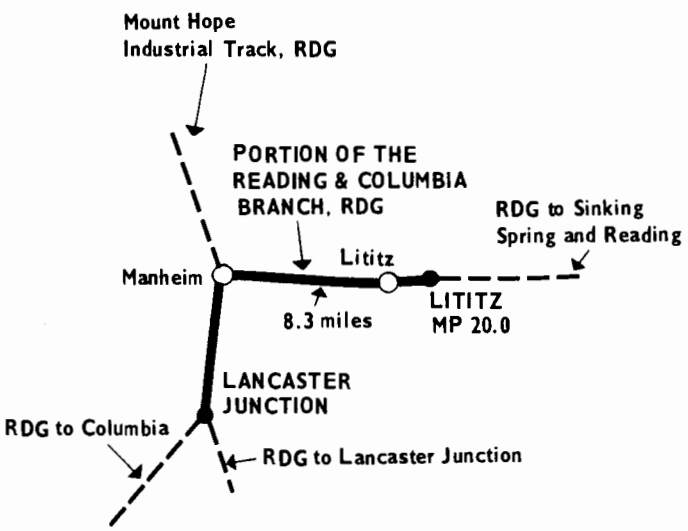
Reading

This portion of the Reading & Columbia Branch, extending from *Lancaster* (Milepost 0.0) to *Lancaster Junction, Pa.* (Milepost 7.9), a distance of *7.9 miles*, in Lancaster County, Pa., a line which was recommended for inclusion on page 785 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 920

Reading



This portion of the Reading & Columbia Branch extends from *Lititz* (Milepost 20.0) to *Lancaster Junction, Pa.* (Milepost 28.3), a distance of *8.3 miles*, in Lancaster County, Pa. Continuations of this line extend southward from Lancaster Junction and eastward from Lititz. At Manheim this line also connects with the Mount Hope Industrial Track of the Reading (see Line Nos. 916, 917, 919 and 920a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lime Rock	25
Manheim	1,337
Lititz	1,330
Total carloads generated by the line	2,692
Average carloads per week	51.8
Average carloads per mile	324.3
Average carloads per train	10.4
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Testimony treated the line between Columbia and Sinking Spring as a unit.

Warner Lambert's plant at Lititz has not been a heavy rail user; however, it will embark on a new production schedule in July 1975. It expects to be generating 495 cars a year.

One of Agway Inc.'s major facilities, at Manheim, produces annually 2¼ million tons of feed for the

dairy, poultry and livestock industry in 11 Northeast states. The mill represents an investment of approximately $1 million, employs 40 people, with an annual payroll of $350,000, and pays taxes of $10,000 to the local community.

Wilbur Chocolate Co. is completely dependent upon this rail line for delivery of over 30 million pounds each of bulk sugar and cocoa beans. These items cannot be handled adequately by over-the-road haulers. These commodities cannot be purchased as reasonably in less than rail car quantities. The company employs 250 people and loss of incoming service would cause it to relocate.

Nelson Weaver & Son is located 3 miles west of Lititz. It averages 200 cars a year and has just completed a $100,000 distribution center for receiving product in bulk hopper cars. Elimination of service would curtail its operation. Truck service is impossible because much of the material is from the Far West.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 1,354 cars on this line generated a total revenue of $922,109; however, only $231,803 was attributed to the line.

(See Lines 917, 918 and 920a)

Information for Line-Transfer Decision

Revenue received by RDG		$449,470
Average revenue per carload	$167	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	212,218	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	269,657	
Total variable (avoidable) cost		481,875
Net contribution (loss): total		(32,405)
Average per carload	(12)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined and reanalyzed. Line Nos. 918, 920 and part of Line 920a-Pa. were combined. Service to shippers will be from Lancaster.

Service to this line generated a loss of $32,405 in 1973. Recovery of this loss would require approximately an 18-percent increase in traffic or a 7-percent rate increase.

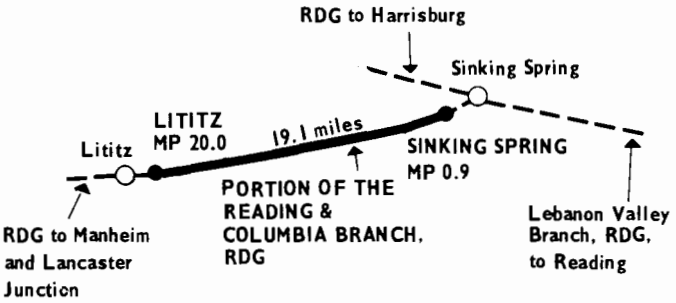
Disposition

This portion of the Reading & Columbia Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF READING & COLUMBIA BRANCH

USRA Line No. 920a

Reading



This portion of the Reading & Columbia Branch extends from *Sinking Spring* (Milepost 0.9) to *Lititz, Pa.* (Milepost 20.0) a distance of *19.1 miles*, in Lancaster and Berks Counties, Pa. At Lititz this line continues westward and southward through Manheim to Lancaster Junction where it forks into two segments (see Line No. 920). At Sinking Spring this line connects with the Reading's Lebanon Valley Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Montello	0
Reinholds	71
Denver	379
Stevens	79
Ephrata	866
Akron	2
Millway	0
Total carloads generated by the line	1,397
Average carloads per week	26.9
Average carloads per mile	73.1
Average carloads per train	9.0
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Testimony treated the line between Columbia and Sinking Spring as a unit.

F. W. Woolworth's Mid-Atlantic Distribution Center will become fully operational in June. It expects to generate 1,000–1,300 cars annually. If it does not continue to have rail service, it will be forced to review its distribution patterns.

Wilbur Chocolate says its traffic moves north and south and therefore it requires service on the line.

Wickes Corp. at Ephrata needs rail service or it will not be able to compete with other lumber dealers.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 2,732 cars on this line generated a total revenue of $2,013,576; however, only $461,908 was attributed to the line.

(See Lines 917, 918 and 920.)

Information for Line-Transfer Decision

Revenue received by RDG		$244,241
Average revenue per carload	$175	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	259,407	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	125,624	
Total variable (avoidable) cost		385,031
Net contribution (loss): total		(140,790)
Average per carload	(101)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined to exclude Lititz traffic which was reassigned to Line No. 920.

Although service to the entire line generated a loss, the portion of this line from Milepost 0.9 to Milepost 15.0 (serving shippers at Reinholds, Denver, Stevens and Ephrata) generated $244,208 in revenue and costs of $339,266 with a resulting loss of $95,058. A 79-percent increase in traffic or a 39-percent rate increase over the 1973 levels is required for viability. The Woolworth facility at Denver has begun shipping and available information indicates that the traffic growth from this facility will make rail service to this line viable.

Disposition

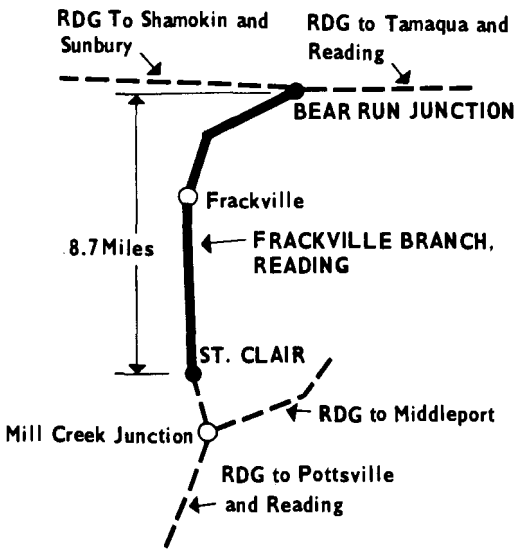
The portion of the Reading and Columbia Branch from Milepost 0.9 to Milepost 15.0 shall be offered for sale to the Chessie System, a solvent carrier operating in the Region. If this offer is not accepted, this portion shall be transferred to the Consolidated Rail Corp.

The remainder of the line from Milepost 15.0 to Milepost 20.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF FRACKVILLE BRANCH

USRA Line No. 921

Reading



This portion of the Frackville Branch extends from *St. Clair* to *Bear Run Junction* between Mileposts 4.1 and 9.9 and Mileposts 2.9 and 0.0, a total distance of *8.7 miles*, in Schuylkill County, Pa. At St. Clair it continues southward toward Pottsville. At Bear Run Junction it connects with the Mahanoy & Shamokin Branch of the Reading extending westward to Shamokin and eastward to East Mahanoy Junction and Tamaqua.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Frackville	346
Gilberton	2
Total carloads generated by the line	348
Average carloads per week	6.7
Average carloads per mile	40.0
Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The U.S. Bureau of Mines lists this line as serving an area capable of producing 9.9 billion tons of coal.

The Pennsylvania Public Utility Commission stated that this line is situated immediately adjacent to the southern segment of the Western Middle anthracite coal field which contains an estimated 1.96 billion tons of coal.

The Pennsylvania Office of State Planning and Development reported that there are no coal operators or tipples on this branch but several nearby strip mines could in the future support a precleaning plant or preparation plant. This branch could also be used as a through route between coal fields, allowing the Western Middle field to ship more directly to southern destinations and the Southern Field to northern destinations.

Witnesses reported that 538 carloads were generated along this branch in 1973.

The Rail Research Committee for this line maintains that the revenue figures are understated and the maintenance costs are overstated. The Committee found that this line generated a profit of $403,626 minus the cost of repairing the portion of track washed out in 1972.

Loss of service could result in the loss of 797 jobs and $6 million in income. The St. Clair Industrial Park and the Frackville Industrial Park would be hindered in attracting new industries.

Zapata Industries Inc. reported that its transportation costs would rise to $400,000 if rail service is eliminated.

The Penna. Bedding Manufacturing Co. reported that its transportation costs would increase by $1,500 if rail service is eliminated. Similarly, the Mettam Bros. Lumber Co. reported that costs would increase by $30,000 and Robbins Door & Sash Co. Inc. said its costs would increase by $100,000.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 391 cars on this line generated a total revenue of $380,645; however, only $74,305 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$67,214
Average revenue per carload	$193	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	66,657	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	36,967	
Total variable (avoidable) cost		103,624
Net contribution (loss): total		(36,410)
Average per carload	(105)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This information refers only to the portion of the line now being served.

Coal reserves adjacent to this line are restricted to a small area between Frackville and St. Clair. There is no active rail-coal service at the present time and no scheduled requirement for rail service. Coal could be trucked to alternate ConRail lines for cleaning and rail shipment.

This line was redefined at St. Clair. The portion between St. Clair (Milepost 4.1) and Frackville (Milepost 8.7) is out-of-service. St. Clair shippers will continue to receive service. The portion remaining in service is Mileposts 8.7–9.9 and 0.0–2.9, a total distance of 4.1 miles. Only the in-service portion is reflected in the above cost data.

Service to this line generated a loss of $36,410 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 54-percent rate increase. The existence of an additional 190 carloads on this line in 1973, as indicated by the RSPO testimony, would reduce this loss to approximately $20,000. Reanalysis of a subsegment of this line from Bear Run Junction to Frackville based on ConRail (merged) operations, revenues and costs indicated that this portion of the line would require a 100-percent increase in traffic or a 46-percent rate increase over the 1973 levels to be viable.

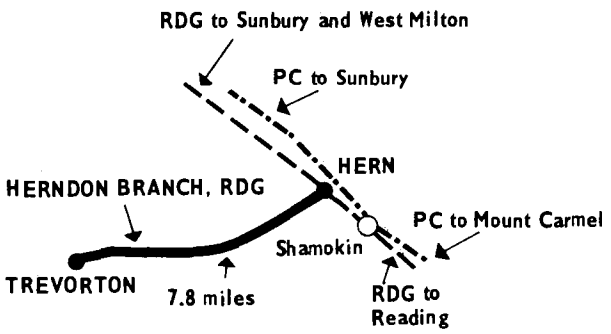
Disposition

This portion of the Frackville Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

HERNDON BRANCH

USRA Line No. 922

Reading



This portion of the Herndon Branch extends from *Hern* (Milepost 0.0) to *Trevorton, Pa.* (Milepost 7.8), a distance of *7.8 miles*, in Northumberland County, Pa. At Hern, which is just west of Shamokin, this line connects with the RDG line between Reading, Shamokin and West Milton.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kulps	1
Trevorton	2
Total carloads generated by the line	3
Average carloads per week	0.1
Average carloads per mile	0.5
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	6
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

While describing this line as between Herndon and Trevorton, the USRA analyzed it as if it were between Trevorton and Shamokin which appears to be where it actually is. The track between Herndon and Dunkelsbergers, a town 1.5 miles west of Trevorton, has been removed and the track between Dunkelsbergers and Trevorton has been approved for abandonment. Herndon is located on the PC mainline between Harrisburg and Sunbury.

The U.S. Bureau of Mines lists this line as serving an area capable of producing 1.9 million tons of coal.

The Reading Anthracite Co. has an active coal breaker at Trevorton which shipped 1,100 carloads in 1973 and has plans to increase this amount by another 100–200 cars a year.

The Regional Railroad Task Force and the Pennsylvania Office of State Planning and Development agree that the branch generated around 1,100 carloads in 1973.

Both the Reading Anthracite Co. and the L-Co. Cabinet Co. would be forced to close without rail service; this would result in the loss of 200 jobs and $1,800,000 in personal income.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. Based on USRA data in the plan three cars on this line in 1973 would have generated total revenue of $5,486; however, only $483 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$483
Average revenue per carload	$161	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	63,444	
Cost of upgrading branch line to FRA Class I: (1/10 of the total upgrading cost)	0	
Cost incurred beyond branch line	392	
Total variable (avoidable) cost		63,835
Net contribution (loss): total		(63,352)
Average per carload	(21,117)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was described incorrectly in the Preliminary System Plan, but is correctly described above.

Trevorton Breaker near Milepost 6 generated 1,100 carloads of coal in 1973 and 904 carloads in 1974. This traffic is billed at Reading, Pa., and is not included in the above traffic, revenue or cost data. This line is required for the movement of coal.

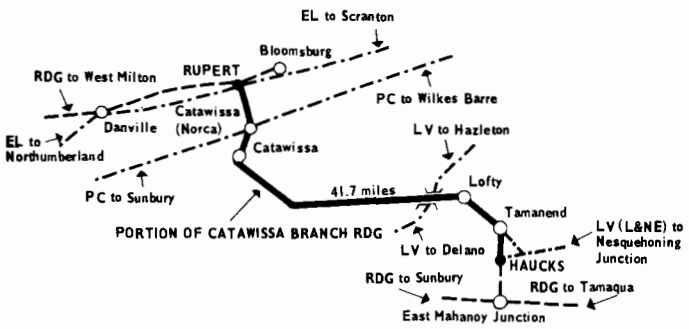
Disposition

This portion of the Herndon Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CATAWISSA BRANCH

USRA Line No. 923

Reading



This portion of the Catawissa Branch extends from *Haucks* (Milepost 105.4) to *Rupert, Pa.* (Milepost 147.1), a distance of *41.7 miles*, in Columbia and Schuylkill Counties, Pa. This line connects with the Erie-Lackawanna Scranton-Northumberland line at Rupert (see Line No. 1228) and the Reading Bloomsburg Branch. It is also crossed by the PC's Dan

Secondary Track at Norca (Catawissa) (see Line No. 192/192a/192b). The Catawissa Branch continues westward to West Milton (see Line No. 924).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brandonville	1
Ringtown	109
Catawissa	85
Total carloads generated by the line	195
Average carloads per week	3.8
Average carloads per mile	4.7
Average carloads per train	3.8
1973 operating information:	
Number round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The U.S. Bureau of Mines lists this line as serving an area capable of producing 9.9 billion tons of coal.

Swatara Coal Co. said the Catawissa Branch is an active and strategic through-route between Harrisburg and Philadelphia, and points in New York, Canada and New England via the EL and the D&H. The segment from Lofty to Rupert has potential to service the Southern and Middle Anthracite Fields during the next 10 years of expected expansion in coal production.

The Rail Service Research Committee for this line found that average freight revenue is $1,440 per car. Based upon 195 carloads, revenue generated would be $280,800. Using USRA's data and the branch line profitability formula, the committee calculates a $74,853 profit for this line during 1973.

Without rail service an estimated 2,665 jobs and $3,728,718 in personal income would be lost.

The Pennsylvania Office of State Planning and Development reported 364 carloads originating or terminating along this branch in 1973.

The Pennsylvania Public Utility Commission reported that this line was rebuilt at the cost of $419,279 following Hurricane Agnes.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 195 cars generated a total revenue of $214,686; however only $35,144 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$35,144
Average revenue per carload	$180	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	302,272	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	21,206	
Total variable (avoidable) cost		323,478
Net contribution (loss): total		(288,334)
Average per carload		(1,479)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a minimum safe operating speed of 10 m.p.h.).

Deep reserves of anthracite coal are located near this line. There is no evidence of any near term new mine development along Line No. 923. Prospects for mining are greater in other parts of the anthracite fields.

Service to this line generated a loss of $288,334 in 1973. Recovery of this loss would require approximately a twenty-fourfold increase in traffic or an 820-percent rate increase. The existence of an additional 169 carloads on this line in 1973, as indicated by the Pennsylvania OSPD, would reduce this loss to approximately $276,300. Reanalysis of the portion of this line from Lofty to Ringtown also failed the viability criteria.

Disposition

This portion of the Catawissa Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

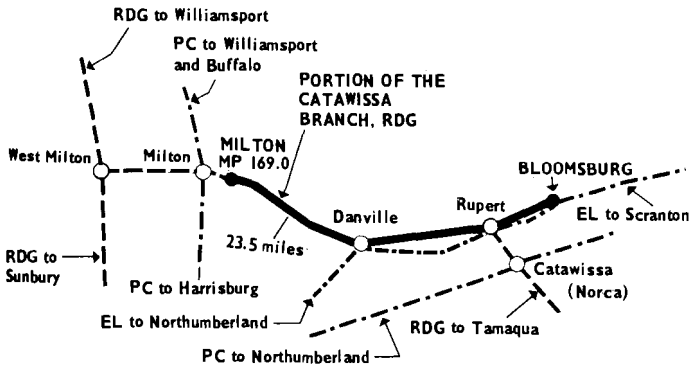
It is recommended that this line be considered for inclusion in a fossile-fuel rail bank. Public officials also have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CATAWISSA BRANCH AND THE BLOOMSBURG BRANCH

USRA Line No. 924

Reading

This portion of the Catawissa Branch and the Bloomsburg Branch extend from *Rupert* (Milepost 147.1) to *Milton* (Milepost 169.0) and *Rupert* (Milepost 0.0) to *Bloomsburg* (Milepost 1.6) a distance of *23.5 miles*, in Northumberland, Montour, and Columbia Counties, Pa. Continuations of the Catawissa Branch extend northward from Milton and southeastward from



Rupert (see Line Nos. 923 and 934). At West Milton, this line connects with the Reading Shamokin, Sunbury & Lewisburg Branch. Other connections are the PC Harrisburg-to-Buffalo Line at Milton and the Erie Lackawanna Scranton-Northumberland line at Rupert and Danville (see Line No. 1228).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Danville [1]	107
Mausdale	3
Pottsgrove	14
Rupert [1]	10
Bloomsburg [1]	578
Total carloads generated by the line	712
Average carloads per week	13.7
Average carloads per mile	30.3
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	5.0
Locomotive horsepower	1,500
Train crew size	4

[1] Shippers will receive service from EL Line No. 1228.

Public Comments on Preliminary System Plan

Testimony indicates that traffic generated by businesses located in Milton was left out of USRA's analysis. A spokesman for 7 shippers reported that Milton generated 3,775 cars on this branch in 1973 and 3,510 cars in 1974. Considering these additional carloads the line should have generated a profit of $602,019.

Danville shippers could operate without this branch providing the Erie Lackawanna continues to serve Danville. Assuming that service to Danville is continued by the EL, Milton shippers request that 1.53 miles of the extreme western end of Line No. 924 together with connecting sidetracks by recommended for inclusion in ConRail.

A connection of the RDG track with the north-south PC line through Milton is not feasible due to the physical layout of Milton and its industries.

The Pennsylvania Office of State Planning and Development reported that 4,902 carloads were generated along this branch in 1973. The Office also reported that without rail service 3 companies would either reduce production or close down completely, leaving approximately 527 workers unemployed.

In defining the end points of this line, USRA designates West Milton as Milepost 169.0; however, the RDG track chart shows Milepost 169.0 on the east side of Milton.

The Pennsylvania Public Utility Commission stated that the on-branch cost per car figure of $1,394 and the off-branch cost figure of $103 are unreasonable. Revenue per car appears understated and revenue generated by the interline carrier should be credited to the line, thereby increasing average revenue.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 124 cars on this line generated a total revenue of $69,690; however, only $16,979 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by RDG		$114,783
Average revenue per carload	$161	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	216,748	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgraded cost)	0	
Cost incurred beyond the branch line	69,071	
Total variable (avoidable) cost		285,819
Net contribution (loss): total		(171,036)
Average per carload	(240)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed as Rupert and Bloomsburg traffic was omitted from the Preliminary System Plan. Shippers at Milton and West Milton will continue to receive service.

The traffic generated at Rupert, Danville, and Bloomsburg was analyzed in conjunction with Line No. 1228 and will continue to receive service from that line and the limits of this line have been redefined to reflect this. Service to this line generated a loss of $171,036 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 149-percent rate increase.

Disposition

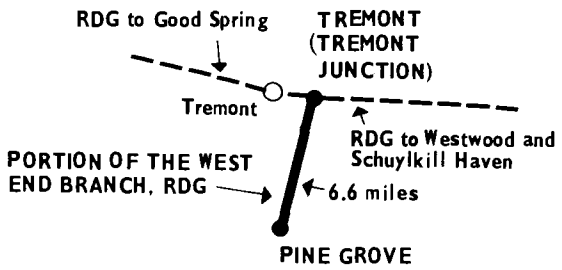
The portions of the Bloomsburg Branch from Milepost 0.0 to 0.6 and the Catawissa Branch from Milepost 154.7 to 155.2, shall be offered for sale to the D&H or be transferred to ConRail.

The remainder of the Catawissa Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WEST END BRANCH

USRA Line No. 925

Reading



This portion of the West End Branch extends from *Pine Grove* (Milepost 23.0) to *Tremont, Pa.* (Milepost 29.6), a distance of *6.6 miles*, in Schuylkill County, Pa. At Tremont this line splits with one segment continuing westward to Good Spring and the other continuing eastward to Westwood (see Line Nos. 926 and 929).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pine Grove	253
Tremont	0
Total carloads generated by the line	253
Average carloads per week	4.9
Average carloads per mile	36.7
Average carloads per train	4.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

Newport Homes reported that this line was rebuilt after Hurricane Agnes; therefore maintenance costs should be low.

Testimony stated that abandoning this branch could result in the loss of 537 jobs, approximately $4 million in personal income, and $36,500 in property taxes.

The coal tributary to this branch includes one-third to one-half of all the reserves in the 12th district. The Pennsylvania Department of Environmental Resources local mine inspector estimates it contains 3 billion tons of recoverable reserves.

A large number of independent strip coal operators are located along this line. In 1973 these operations generated 362 carloads.

Newport Homes generated over 260 carloads in 1973.

The Pennsylvania Office of State Planning and Development reported that 1,480 carloads were generated along this branch in 1973.

The Schneck Coal Co. will probably utilize this branch if the line from Lickdale to Suedburg is abandoned. Schneck and Oakwood Coal together could generate as much as 6,300 carloads annually.

The U.S. Bureau of Mines lists this line as serving an area capable of producing 407,000 tons of coal.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 253 cars on this line generated a total revenue of $278,530; however, only $35,477 was attributable to the line.

The number of locomotives assigned and the number of round trips per year appear to be inconsistent with the traffic attributed to the line by USRA.

Information for Line-Transfer Decision

Revenue received by RDG		$35,477
Average revenue per carload	$140	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,584	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	24,963	
Total variable (avoidable) cost		90,547
Net contribution (loss): total		(55,070)
Average per carload	(218)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). There is no coal being loaded on this line at the present time.

There is a coal tipple at Tremont (Milepost 23.0). This tipple will continue to receive service and has been recommended for upgrading. For the rest of the service on this line, the number of trips was reduced to 52 and the number of locomotives was reduced to 1.

Service to this line generated a loss of $55,070 in 1973. Recovery of this loss would require approximately a sixfold increase in traffic or a 155-percent rate increase. The deficit was not reduced significantly when analyzed using ConRail (merged) operations.

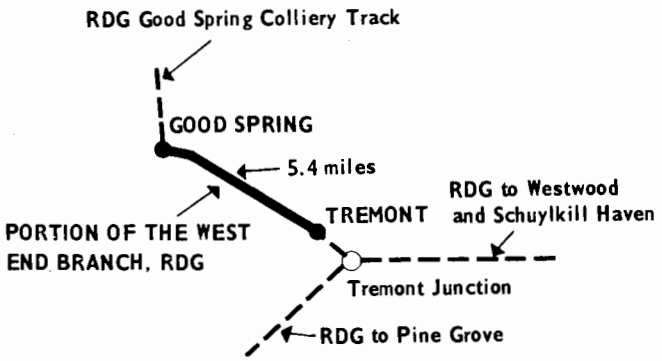
Disposition

This portion of the West End Branch is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WEST END BRANCH

USRA Line No. 926

Reading



This portion of the West End Branch extends from *Tremont* (Milepost 29.9) to *Good Spring, Pa.* (Milepost 35.3), a distance of *5.4 miles*, in Schuylkill County, Pa. At Tremont, this line continues eastward through Tremont Junction to Westwood (see Line No. 929). At Tremont Junction, a line goes to Pine Grove (see Line No. 925).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Good Spring	16
Total carloads generated by the line	16
Average carloads per week	0.3
Average carloads per mile	3.0
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	32
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

This line is essential to carry traffic from line 927 to 947.

Kocher Coal Co. shipped 2,409 carloads at Good Spring in 1973. Kocher has an annual carload potential of more than 3,300 carloads.

Manbeck Dredging Co. shipped 1,025 carloads of coal in 1973 and will soon reach 2,160 carloads per year.

The Superior Coal Co. and the Pine Creek Coal Co. shipped a total of 187 carloads in 1973. These companies have a maximum capacity of 1,188 carloads annually.

Testimony indicated that 2,289 carloads were generated at Good Spring in 1973.

The Pennsylvania Office of State Planning and Development reported that 3,391 carloads of originating/terminating and overhead traffic were transported on this line.

The Pennsylvania Office of State Planning and Development reported that this branch serves the western end of the southern anthracite field, coinciding with the 11th Pennsylvania State DER Deep Mining District. The local mine inspector has estimated the recoverable reserves to be 2.5 billion tons. There are over 25 independent coal operators supplying raw coal to 8 active preparation plants located along the line.

The U.S. Bureau of Mines lists this line as serving an area capable of producing 9.9 billion tons of coal.

Within 10 years the New York Gas & Electric Co. expects to demand 2 million tons of semi-anthracite coal annually.

The F. A. Potts Coal Co. is planning to revive large scale deep mining in the area and expects to produce 1 million tons a year.

The costs for this line reflect the use of two locomotives per trip which does not appear to be consistent with the traffic involved. The estimated time per round trip appears to be high considering the length of this line and the traffic.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 16 cars on this line generated a total revenue of $23,263; however, only $2,180 was attributed to the line.

Information for Line-Transfer Decision

Revenue reveived by RDG		$2,180
Average revenue per carload		$136
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	45,068	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,600	
Total variable (avoidable) cost		44,668
Net contribution (loss): total		(44,488)
Average per carload		(2,780)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line is required to allow continued service to Kocher Coal Co. (947–Pa) which shipped 2,456 cars in 1973 and 2,238 cars in 1974. This line itself generated 740 cars of coal in 1974. This coal traffic is billed at Reading and does not appear in the carloadings or revenues reported above. In addition to the existing coal traffic, there are scheduled plans to develop increased coal production.

Disposition

This portion of the West End Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE WEST END BRANCH

USRA Line No. 929

Reading

This portion of the West End Branch, extending from *Westwood* (Milepost 0.0) to *Tremont, Pa.* (Milepost 9.2), a distance of *9.2 miles*, in Schuylkill County, Pa., a line which was recommended for inclusion on page 791 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

SWATARA COLLIERY TRACK

USRA Line No. 930

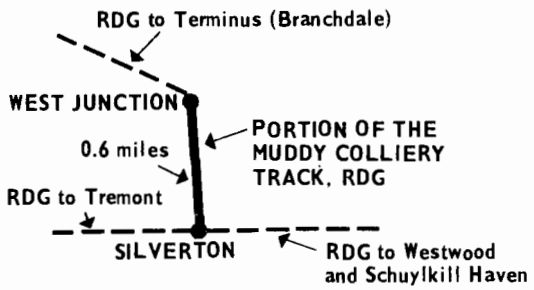
Reading

The Swatara Colliery Track, extending from *Swatara Junction, Pa.* (Milepost 0.0) to *Terminus* (Milepost 1.8), a distance of *1.8 miles*, in Schuylkill County, Pa., a line which was recommended for inclusion on page 792 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF MUDDY COLLIERY TRACK

USRA Line No. 931

Reading



This portion of the Muddy Colliery Track extends from *Silverton* (Milepost 2.0) to *West Junction, Pa.* (Milepost 2.6), a distance of *0.6 miles*, in Schuylkill County, Pa.

At West Junction, this line continues to Terminus (see Line No. 932). At Silverton, this line connects with the Reading West End Branch (see Line No. 929).

Public Comments on Preliminary System Plan

CLS Coal Co. buys spot coal from at least 8 independent strippers for preparation in its plant. It controls 8.5 million tons of reserves and plans to expand rail shipments to 175 carloads in 1974, and 350 in 1975. Demand for anthracite is increasing rapidly and CLS is one of the few remaining coal breakers in this area that still have rail service.

CLS Coal is committed to spend $1 million within the next 2 years on equipment for further expansion.

The U.S. Bureau of Mines lists this line as serving an area capable of producing 9.9 billion tons of coal.

Racho Co. and the Pennsylvania PUC recommended that Lines 931 and 932 be analyzed as one line.

The Committee in Defense of Branch Line 931 reported that this line is the sole link from CLS Coal Co. to the West End Branch, Line No. 929.

Information for Line-Transfer Decision

An active coal-loading facility is located on Line No. 932, which is reached via this line segment. See discussion for Line 932.

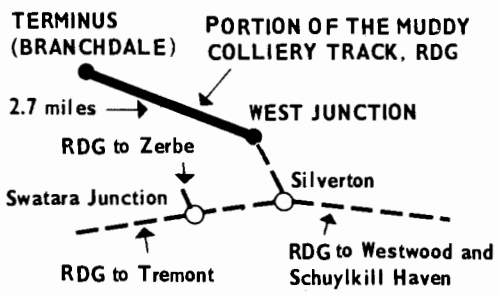
Disposition

This portion of the Muddy Colliery Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE MUDDY COLLIERY TRACK

USRA Line No. 932

Reading



This portion of the Muddy Colliery Track extends from *West Junction, Pa.* (Milepost 0.0) to *Terminus* (Milepost 2.7), a distance of *2.7 miles*, in Schuylkill County, Pa.

At West Junction, this line continues to the Reading West End Branch at Silverton (see Line No. 931).

Public Comments on Preliminary System Plan

The Pennsylvania Public Utility Commission reported that this line and Line No. 931 operate as one line and are located in a fossil fuel reserve area. Therefore, the Commission recommends this line as well as Line No. 931 should be included in ConRail.

The Pennsylvania Office of State Planning and Development reported that the CLS Coal Co. buys spot coal from at least eight independent strippers for preparation in their plant, for which the company plans to spend $1 million for new equipment in the next 2 years. They control 8.5 million tons of reserves and plan to expand rail shipments to 175 carloads in 1974 and 350 in 1975. Demand for anthracite is increasing rapidly and CLS is one of the few remaining coal breakers in this area that has rail service.

The U.S. Bureau of Mines lists this line as serving an area capable of producing 9.9 billion tons of coal.

Information for Line-Transfer Decision

This line is an active coal line. CLS Coal at Branchdale shipped 89 cars in 1973, 190 cars in 1974, and projects 350 cars in 1975. The growth in rail shipments justifies retention of this line.

Disposition

This portion of the Muddy Colliery Track shall be transferred to the Consolidated Rail Corp.

FRANKFORD BRANCH

USRA Line No. 933

Reading

The Frankford Branch, extending from *Frankford Junction* (Milepost 8.1) to *Frankford, Pa.* (Milepost 10.7), a distance of *2.6 miles*, in Philadelphia County, Pa., a line which was recomended for inclusion on page 792 of the Preliminary System Plan, shall be offered for sale to the Chessie system, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF CATAWISSA BRANCH

USRA Line No. 934

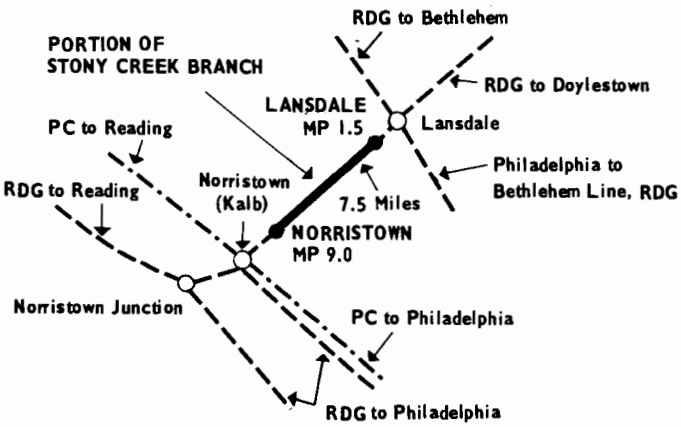
Reading

This portion of the Catawissa Branch, extending from *Milton* (Milepost 169.0) to *Newberry Junction, Pa.* (Milepost 203.5), a distance of *34.5 miles*, in Lycoming, Union and Northumberland Counties, Pa., a line which was recommended for inclusion on page 794 of the Preliminary System Plan, will be transferred to the Consolidated Rail Corp.

PORTION, STONY CREEK BRANCH

USRA Line No. 935

Reading



This portion of the Stony Creek Branch extends from *Lansdale* (Milepost 1.5) to *Norristown, Pa.* (Milepost 9.0), a distance of *7.5 miles*, in Montgomery County, Pa. At Norristown this line connects with the Reading Norristown Branch, and the Reading Philadelphia-to-Pottsville line. At Lansdale it connects with the Reading Philadelphia-to-Bethlehem line and the Doylestown Branch (see Line No. 905).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belfry	3
Hartranft	18
West Point	129
Total carloads generated by the line	150
Average carloads per week	2.9
Average carloads per mile	20.0
Average carloads per train	2.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Abandonment of the Stony Creek Branch would force considerable traffic through the complex and congested Philadelphia terminal and eliminate a service route and a detour bypass for the RDG East Penn Line.

The Container Corp. of America testified that without rail service its transportation costs for 1973 would have increased by about $210,000, and its 1974 transportation costs would have increased by almost $330,000.

Witnesses reported that over 1,800 carloads were generated along this line in 1973, not 21 as reported in the Plan. Consequently traffic revenues should have read $288,864 not $2,868. The Pennsylvania Office of State Planning and Development stated that 1,056 carloads were generated along this line in 1974.

The RDG uses this branch for a nightly train of approximately 87 cars making a minimum of 325 trips per year. To divert this train through Philadelphia would cost the RDG an additional $100,000.

Pakwell Paper Products stated that its transportation costs would increase 50 to 60 cents per hundredweight if it is forced to truck from a team track to its plant. Furthermore, Pakwell would lose a $200,000 investment in its rail siding and would be forced to spend $200,000 more to modify its facilities.

Pennsylvania Public Utility Commission reported that this branch carries 225,621 carloads of overhead traffic to and from the Bethlehem Branch. Additionally, the Commission questioned USRA's figure of 42 round trips and USRA's on branch cost figure of $3,677 per car.

J.O.N. Millwork Co. reported that, due to weight, length, and long haul involved, lumber must be brought into its plant by rail transportation. The company also said that a recalculation of this line's net contribution using correct revenue figures would reveal a profit of $237,899.

Zenith Electronics Corp. reported that its plant shut down in the beginning of 1975 due to the economic recession. Zenith anticipates using 1,100 trailers (TOFC) in 1976.

SEPTA reported that it is interested in using this line for commuter service.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 21 cars on this line generated a total revenue of $29,089; however, only $2,868 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by Reading		$26,709
Average revenue per carload	$178	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	65,921	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	15,127	
Total variable (avoidable) cost		81,048
Net contribution (loss): total		(54,339)
Average per carload	(362)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The milepost limits on this line were found to be in error and have been corrected to allow continued service to shippers at Norristown and Lansdale as was intended in the PSP. West Point should have been included in the station listing.

Service to this line generated a loss of $54,339 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 203-percent rate increase.

The Chessie System will acquire this line as a through freight route.

Disposition

This portion of the Stony Creek Branch shall be offered for sale to the Chessie System, a solvent carrier operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public pur-

poses if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MUNCY BRANCH

USRA Line No. 946

Reading

The Muncy Branch, extending from Milepost 0.0 to Milepost 0.6, a distance of *0.6 mile, at Muncy* in Lycoming County, Pa., a line which was recommended for inclusion on page 946 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

GOOD SPRING COLLIERY TRACK

USRA Line No. 947

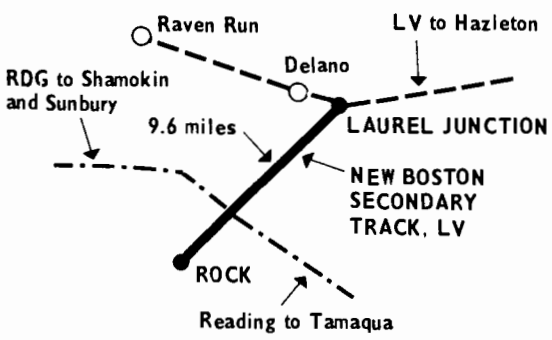
Reading

The Good Spring Colliery Track, extending from *Good Spring, Pa.* (Milepost 0.0) to *Terminus* (Milepost 1.4), a distance of 1.4 miles, in Schuylkill County, Pa., a line which was recommended for inclusion on page 795 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

NEW BOSTON SECONDARY TRACK

USRA Line No. 1007

Lehigh Valley



The New Boston Secondary Track extends from *Laurel Junction* (Milepost 157.5) to *Rock, Pa.* (Milepost 167.1), a distance of *9.6 miles*, in Schuylkill County, Pa. At Laurel Junction, this line connects with the Lehigh Valley line to Hazleton and the Lehigh Valley Delano Secondary Track to Kohinoor Junction and Raven Run (see Line No. 1008).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Skytop Coal	121
Total carloads generated by the line	121
Average carloads per week	2.3
Average carloads per mile	12.6
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.7
Locomotive horsepower	800
Train crew size	4

Public Comments on Preliminary System Plan

The Morea Colliery of the Lehigh Valley Anthracite Co., closed temporarily, is located at the end of this line. It has an annual capacity of 300,000 tons of prepared coal, all to be shipped by rail. Lehigh Valley Anthracite controls over 10 million tons of coal around New Boston and is studying the possibility of reopening Morea.

Skytop Coal Co. ships 16,200 tons of coal annually. It expects to increase production to 30,375 tons next year. The plant has a maximum capacity of 40,500 tons annually. It controls 4 million tons of reserve and leases 2 million tons.

In 1973 Skytop shipped 121 carloads, in 1974 it shipped 61.

Locust Valley Coal Co. controls 5 million tons of raw anthracite bank materials. The plant has been out of operation since 1965. It plans to begin production soon, producing 1,500–2,000 tons daily. One-half of their production is expected to be shipped by rail.

Rail access is vital because of the terrain.

An industrial site of 100 acres is being considered as the location of a rail-using warehouse.

Skytop Coal, Inc. testified that it is unaware of the existence of Buck Mountain College allegedly served by the line. Skytop estimates that abandonment would result in the loss of 135 jobs and $432,894.83 in personal income.

The branch-line defense committee calculated that this line produced a profit of $63,591 for 1973.

Nitka Manufacturing Co. reported that it has a present rail potential of 70 to 95 cars per year. Assuming success in its 2 to 4 year expansion program, its carload use could increase to 300 cars per year.

The U.S. Bureau of Mines lists this line as serving an area capable of producing 9.9 billion tons of coal.

The Pa. Office of State Planning and Development reported that the actual number of carloads generated by this line is 207.

Information for Line-Transfer Decision

Revenue received by LV		$28,737
Average revenue per carload	$237	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	80,514	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7,321	
Cost incurred beyond the branch line	20,721	
Total variable (avoidable) cost		108,556
Net contribution (loss): total		(79,819)
Average per carload	(660)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 156 crossties per mile).

This line was reanalyzed using verified 1973 carload totals. It would still require a tenfold traffic increase or a 278-percent rate increase to become viable. The only traffic on the line is coal moving from Skytop Coal.

Skytop Coal Co. lies about midway between Laurel Junction and Morea Colliery. Locust Valley Coal controls some 5 million tons of reserves and expects to start shipments in 1975. There are about 10 million tons of reserves controlled by Lehigh Valley Anthracite near the Morea Colliery, and they are considering reopening their facility, but have not yet committed the company to the necessary facility rehabilitation.

Although I–81 parallels this branch line, it at present offers no opportunity for intermodal transfer service to a new railhead. It may, however, be possible for the state to take the lead in studying the possibility of access ramps in order to allow coal trucks to move between New Boston and Mahanoy City, or between New Boston and Delano for subsequent line-haul shipment by rail.

For less than 300 carloads per year at Skytop Coal, and given a rehabilitation cost for this line in excess of $70,000, it is not appropriate to place this line in ConRail.

The line should, therefore, be landbanked until such time as traffic levels from all of the possible shippers can be agreed upon. In the meantime, Skytop Coal can either subsidize service, or truck down the mountain towards Mahanoy City and the ConRail (Reading) line, for intermodal transfer.

Disposition

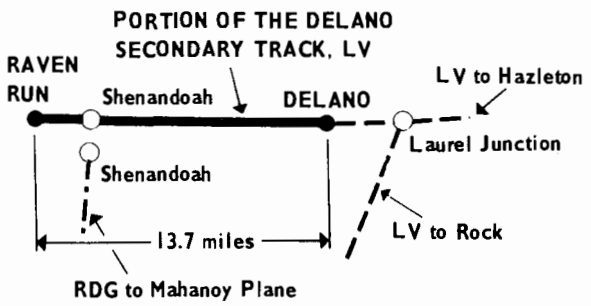
The New Boston Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

It is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE DELANO SECONDARY TRACK

USRA Line No. 1008

Lehigh Valley



This portion of the Delano Secondary Track extends from *Delano* (Milepost 158.4) to *Raven Run, Pa.* (Milepost 172.1), a distance of *13.7 miles*, in Schuylkill County, Pa. A continuation of this line extends eastward from Delano.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Delano	174
Park Place	2
Raven Run	1
Shenandoah	31
Total carloads generated by the line	208
Average carloads per week	4.0
Average carloads per mile	19.8
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower	800
Train crew size	4

Public Comments on Preliminary System Plan

The Pennsylvania Office of State Planning and Development reported that this line is an essential northern access route for coal from the Girardville area reserves of the Western Middle Anthracite Field. The only outlet for this branch is through Hazleton and Weatherly to the Lehigh Valley main line between New York and Buffalo.

The Girard Mammoth Colliery at Raven Run serviced this coal field until recently, generating approximately 1,750 carloads annually. The L. V. Anthracite Co. is studying the possibility of reactivating the Girard Mammoth Colliery in the near future.

There are at least 33 million tons of strip and coal reserves in this area owned by Lehigh Valley Anthracite Co. and the Girard Estate.

An experimental coal gasification plant in Hazleton may depend on coal from this field. This branch would be the only route in that direction.

Not all the coal operators in the area agree retention of this branch is essential.

The U.S. Bureau of Mines has listed that this line serves an area capable of producing 9.9 billion tons of coal.

United Wiping Cloth, located at Shenandoah, objected that its 30–35 carloads were not included in the USRA analysis. The company reported that the length of this line, based upon the Lehigh Valley Railroad timetable #9, published Oct. 27, 1968, is 10.8 miles. United Wiping said there were 430 carloads generated at Delano in 1974, a 150-percent increase over 1973, and that abandonment would result in the loss of 88 jobs and a $616,000 payroll. The company is negotiating for an extension of their services which could add 100 jobs.

The Pennsylvania Office of State Planning and Development said its figures reveal that 438 carloads were generated along this line.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 171 cars on this line generated a total revenue of $86,922; however, only $21,791 was attributed to the line.

The Pennsylvania Public Utilities Commission recommends that the portion of this line between Milepost 158.4 and Milepost 159.5 be retained to serve the Delano Industrial Park area which generated 348 carloads in 1973.

Information for Line-Transfer Decision

Revenue received by LV		$26,878
Average revenue per carload	$129	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	79,780	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	16,441	
Cost incurred beyond the branch line	19,094	
Total variable (avoidable) cost		115,315
Net contribution (loss): total		(88,437)
Average per carload	(425)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,900 crossties (an average of 181 crossties per mile).

The portion of the line from Shenandoah to Raven Run (Milepost 168.8 to Milepost 172.1) is out of service.

Service to this line generated a loss of $88.436 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 329-percent rate increase. This line was reanalyzed based on 1974 traffic and ConRail (merged) operations, costs and revenues, in addition to incorporating the 227 cars at Delano which were billed at Allentown. With 1974 traffic, the line would still require a 60-percent rate increase. Also in 1974, the industrial park at Milepost 159.5 generated only 4 carloads.

This 14-mile branch runs parallel to the Reading in a coal producing valley area west of Interstate 81. The line used to climb to the top of the mountain west of Shenandoah, Pa. and serve mines at Raven Run. However, the track between Raven Run and Shenandoah has been removed.

Although there are coal culm banks between Delano and Shenandoah (near Shenandoah), the coal does not appear to be loaded on the LV. There is a large volume of truck activity in the valley between Mahanoy City and Shenandoah, with most of the attractive places for preparing and rail-loading the coal found along the Reading's Tamaqua and Sunbury Line (via Mahanoy Tunnel).

With the availability of a network of well-maintained highways, and the evidence of an available supply of both coal-hauling trucks and preparation/loading facilities along the (Reading) line, it appears feasible for local companies to handle their coal via intermodal transfer. The involved roadway rehabilitation expenses for Line 1008 would be better used in upgrading preparation plants and the old Reading line to Shenandoah.

Disposition

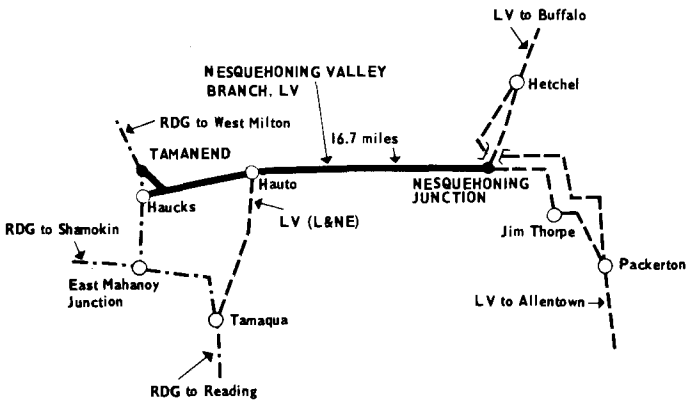
This portion of the Delano Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

It is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

NESQUEHONING VALLEY BRANCH

USRA Line No. 1009

Lehigh Valley



The Nesquehoning Valley Branch extends from *Nesquehoning Junction* (Milepost 0.0) to *Tamanend, Pa.* (Milepost 16.7), a distance of *16.7 miles*, in Carbon and Schuylkill Counties, Pa. This line connects with the Lehigh & New England Ry (operated by LV) at Hauto. This line meets the Reading's Catawissa Branch (see Line No. 923) at Haucks and Tamanend. At Nesquehoning Junction this line connects with the LV line south to Packerton and north to Hetchel (see Line No. 1011).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Nesquehoning	25
Hauto	34
Hometown	426
Haucks	4
Total carloads generated by the line	489
Average carloads per week	9.4
Average carloads per mile	29.3
Average carloads per train	5.2
1973 operating information:	
Number of round trips per year	95
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The U.S. Bureau of Mines lists this line as serving an area capable of producing 11.6 billion tons of coal.

Coal mined in the Panther Valley has traditionally been shipped on this branch.

Northeast Land Co., Kovatch Brothers, Seaboard Industries and the Marsden Coal Co. have fly ash refuse banks with large recoverable tonnages, which would move on this line.

Bethelem Steel recently purchased the Greenwood Co. in Panther Valley and plans to produce about 800,000 tons of coal per year, of which 50 percent would have to move on this line owing to lack of capacity on the L&NE and because it provides direct access to Bethlehem's steel plants served by the LV.

Manbeck Dredging Co. expects to ship 100,000 tons of coal per year.

Testimony indicated that this line serves 5 plants and 3 industrial parks.

Reported traffic:

	Carloads		
Company	*1973*	*1974*	*Projected*
Air Products & Chemicals, Inc	24	35	75
Diversified Industries	426	420	600
Ametek, Inc.[1]	----	----	432
Tonelli Corp. Ltd.[2]	----	----	[3] 40,000
Kovatch Truck Center	778	12	110

[1] Ametek is in the process of building a $4 million plant in the Green Acres Industrial Park in Nesquehoning.

[2] Tonelli is scheduled to commence operations in June 1975.

[3] Tons.

The Pennsylvania Public Utility Commission reported that the line handled 532 carloads in 1973. The PUC suggested excluding Milepost 0.0 to Milepost 12.6 and serving shippers at Hometown and Haucks from the RDG by renewing the Haucks interchange.

The Nesquehoning Branch Shipper's Committee forecasts 1,073 carloads for 1976. Using 1973 carloads, revenues, off-branch and on-branch costs, and the same formulas applied to the revised 1973 calculations, the committee estimates a $230,195 "net return" in 1976.

The Rail Service Research Committee reported abandonment would eliminate 256 jobs which produce approximately $2,204,800 in personal income per year. $53,500 in annual property taxes would also be lost as would $12,233,513 in capital investments.

Air Products & Chemicals receives ethylene oxide and anhydrous hydrogen chloride, substances which cannot move by trucks under DOT regulations. Air Products anticipates spending $2,000,000 to double its existing fluorine plant and increase the size of its specialty chemical production area.

Kovatch Truck Center projects a $35,000 expenditure for facility expansion; Diversified Industries projects a $2,000,000 expansion.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 489 cars on this line generated a total revenue of $390,599; however, only $126,567 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV		$126,567
Average revenue per carload	$259	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	149,337	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,711	
Cost incurred beyond the branch line	51,409	
Total variable (avoidable) cost		215,457
Net contribution (loss): total		(88,890)
Average per carload	(182)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,200 crossties (an average of 141 crossties per mile).

This line was reanalyzed as it is out of service between Milepost 15.6 and Milepost 16.7. An analysis of the portion from Haucks to Hometown had a contribution of $9,700. The cost of rebuilding the connection with the Reading plus rehabilitating the 1.1 miles out of service does not warrant the inclusion of the line in ConRail.

Service to this line generated a loss of $88,890 in 1973. Recovery of this loss would require approximately a 120-percent increase in traffic or a 70-percent rate increase. The existence of an additional 43 carloads on this line in 1973, as reported by the Pennsylvania PUC, would reduce this loss to approximately $82,300.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

The most important Anthracite coal reserves lie within the mountain ridge forming the southern boundary of the Panther Valley. These reserves were formerly exploited principally along the Lehigh & New England RR. The L&NE Branch paralleled this L.V. line between Nesquehoning and Tamaqua, in the valley immediately to the south of the Panther Valley.

The only active rail-coal loading today takes place on the east side of Tamaqua on the old L&NE. The cars are placed and pulled by the Reading RR via the L&NE line. If Bethlehem Steel Co. restores the Hauto Tunnel, then service to this active mine could be provided via Haucks.

Bethlehem Steel Co. has purchased the coal rights to this area between Tamaqua and Lansford, Hometown and Nesquehoning. They use the mine product in their Bethlehem, Pa. plant and may develop the mine for feeding other plants.

Disposition

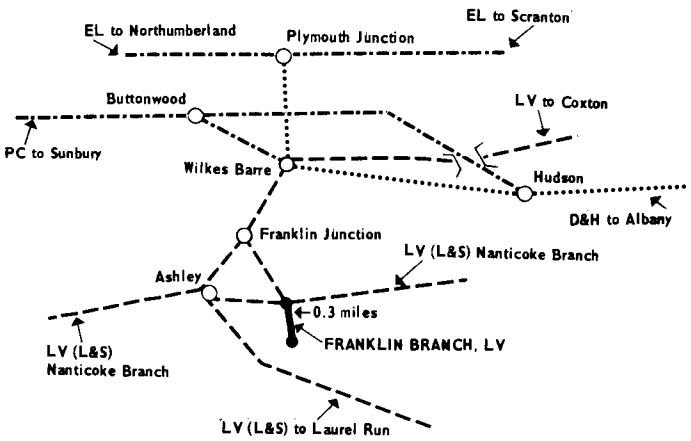
The Nesquehoning Valley Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

It is recommended that this line be considered for inclusion in a fossil-fuel rail bank. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FRANKLIN BRANCH

USRA Line No. 1012

Lehigh Valley



The Franklin Branch extends from a crossing of the LV Nanticoke Branch to *Franklin Breaker, Pa.*, a distance of *0.25 mile*, in Luzerne County, Pa. From the Nanticoke Branch crossing the line continues to Franklin Junction where it connects with other LV lines in the Wilkes-Barre area.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Wilkes-Barre	106
Total carloads generated by the line	106
Average carloads per week	2.0
Average carloads per mile	424.0
Average carloads per train	2.0
1973 operating information:	
Number round trips per year	52
Estimated time per round trip (hours)	0.6
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

This branch serves the closed Franklin Colliery of Lehigh Valley Anthracite which has 4–5 million tons of deep coal reserves. If operations are resumed, about 3,000 carloads of coal could be generated on this branch each year. The coal will not be mined without this rail spur.

The USRA gave to the Commonwealth of Pennsylvania a list provided by the LV of users of the line. The Pennsylvania Office of State Planning and Development believes that USRA's difficulty in analyzing the line stems from the LV billing of all of the traffic on this line to Wilkes-Barre.

Users include Air Products & Chemicals Inc. and Wickes Building Center. The State Planning and Development Office reported that these 2 firms generated 144 carloads in 1973 and projects an increase in use over this line. A third company plans to build a scrap processing plant which will generate 100 to 150 carloads of scrap metal per week when completed. The office also estimated that without rail service 415 jobs could be lost.

Air Products & Chemical Inc. stated it has no objections to service via the LV's Nanticoke Branch provided height and weight clearance on the branch are improved. A 100-yard-long connection would have to be built to join the two branches.

The Pennsylvania Public Utility Commission reported that the map in the Preliminary System Plan is in error. According to the PUC only the horizontal dark line is the LV's Franklin Branch. The vertical dark line is L&S (Lehigh Coal & Navigation) property needed by the city of Wilkes-Barre for a sewer line. Service to the real Franklin Branch can still be provided, however, by installing a connection to the Nanticoke Branch where they cross, at grade, along Route 309 in Wilkes-Barre.

Information for Line-Transfer Decision

Revenue received by the LV		$16,440
Average revenue per carload	$155	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	7,778	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	3,897	
Cost incurred beyond the branch line	11,837	
Total variable (avoidable) cost		23,512
Net contribution (loss): total		(7,072)
Average per carload	(67)	

This line would require upgrading to meet the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 143 crossties.

This line was reanalyzed with the carload figures supplied by the LV.

The Lehigh Valley Anthracite Co. controls reserves adjacent to the Franklin Branch, however there is no firm plan to reopen this mine on a fixed schedule.

Conversations with coal company executives indicated that it would be preferable to truck coal a small additional distance to other rail heads than to incur a surcharge to cover the losses of a branch line.

Service to this line generated a loss of $7,072 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 43-percent rate increase. The existence of an additional 38 carloads on this line in 1973, as indicated by Pennsylvania OSPD, would reduce this loss to approximately $5,500 or $39 per carload. The plans for a proposed scrap-processing plant provide an insufficient basis for projecting near term traffic growth.

Disposition

The Franklin Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1013

Lehigh Valley

This portion of the Jersey City-to-Buffalo line, extending from *Mehoopany* (Milepost 214.1) to *Towanda, Pa.* (Milepost 254.8), a distance of *40.7 miles*, in Wyoming and Bradford Counties, Pa., a line which was recommended for inclusion on page 798 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1014

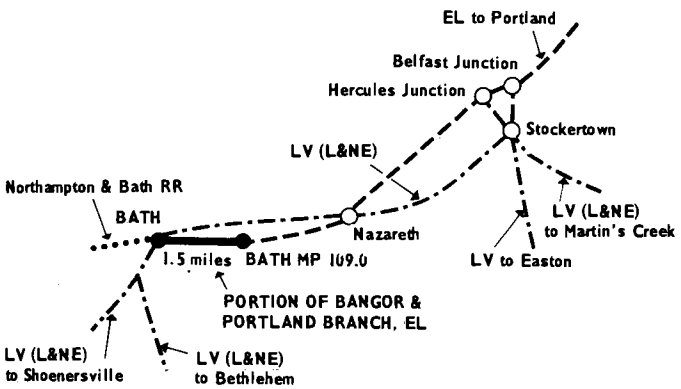
Lehigh Valley

The portion of the Jersey City-to-Buffalo line, extending from *Towanda* (Milepost 254.8) to *Sayre, Pa.* (Milepost 271.0), a distance of *16.2 miles*, in Bradford County, Pa., a line which was recommended for inclusion on page 799 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF BANGOR & PORTLAND BRANCH

USRA Line No. 1222

Erie Lackawanna



This portion of the Bangor & Portland Branch extends from Milepost 109.0 to Milepost 110.5, a distance of *1.5 miles, at Bath* in Northampton County, Pa. At Milepost 109.0 the line continues to Portland, Pa. At Bath it connects with the Lehigh & New England Ry. and the Northampton & Bath RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bath	7
Total carloads generated by the line	7
Average carloads per week	0.1
Average carloads per mile	4.7
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year	14
Estimated time per round trip (hours)	0.5
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

According to Pennsylvania DOT, this line serves as a principal connection between the EL and two other railroads: the Northampton & Bath and the Lehigh & New England.

The EL uses the branch to bring coal in great quantities to the Northampton & Bath for delivery to the Keystone Portland Cement Co.

Movements by the EL and Northampton & Bath totaled 1,179 carloads in 1973 and 1,717 in 1974.

A parallel Lehigh & New England line is being operated by the Lehigh Valley under ICC order. If this service terminates, the EL line would become increasingly important.

The Metropolitan Edison Co. wants the line retained because it provides a necessary western route to Portland Station from Belfast. Coal shipped over this line and Line Nos. 1252 and 1258 represents 87 percent of the coal burned at the station in 1973 and 89 percent in 1974.

In 1972 when Hurricane Agnes caused a temporary cessation of rail operations over the northern route to Portland, this line provided the means of delivering coal to the Portland Station. Metropolitan Edison believes that this line should be retained as an emergency route and that abandonment of it would affect the service Metropolitan Edison provides the public.

The Pennsylvania Public Utility Commission questioned the likelihood that cessation of service on this line would save $1,422 per car avoidable on-branch costs and expressed fear that if EL is operated separately from big ConRail, the loss of this line would prevent any connection with the Northampton & Bath or the Lehigh & New England.

According to the Railway Industrial Clearance Association, this line has no restrictions and is part of a clearance route from Bethlehem through Stockertown and Belfast Junction to the EL main line.

Information for Line-Transfer Decision

Revenue received by EL		$1,700
Average revenue per carload	$243	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	9,945	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	1,331	
Total variable (avoidable) cost		11,276
Net contribution (loss): total		(9,576)
Average per carload		(1,368)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Traffic interchanged at Bath with the Northampton & Bath RR will continue to be interchanged at Northampton, and traffic interchanged with the Lehigh &

New England Ry. will continue to be interchanged at Bethlehem.

Service to this line generated a loss of $9,576 in 1973. Recovery of this loss would require approximately a twenty-sixfold increase in traffic or a 563-percent rate increase, however Chessie requires this line for a connection to the Northampton & Bath RR.

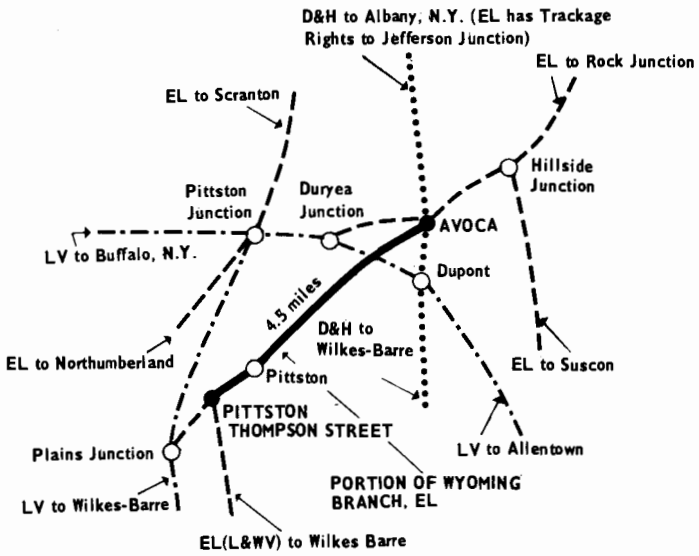
Disposition

This portion of the Bangor & Portland Branch shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to 7 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WYOMING BRANCH

USRA Line No. 1224

Erie Lackawanna



This portion of the Wyoming Branch extends from *Pittston (Thompson Street)* (Milepost 1.8) to *Avoca, Pa.* (Milepost 6.3), a distance of *4.5 miles*, in Luzerne County, Pa. At Avoca, this line continues east to Rock Junction. At Pittston (Thompson Street) it continues southwestward to Plains Junction (see Line No. 1223) and connects with the Lackawanna & Wyoming Valley Ry. At Avoca it connects with an EL line to Duryea Junction and with the D&H Albany-Wilkes-Barre line. The EL has trackage rights over the D&H from Avoca to Jefferson Junction (see Line No. 1226).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pittston	32
Scranton [1]	1,239
Total carloads generated by the line	1,271
Average carloads per week	24.4
Average carloads per mile	282.4
Average carloads per train	6.1
1973 operating information:	
Number of round trips per year	208
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes traffic interchanged with the L&WV.

Public Comment on Preliminary System Plan

According to the Railroad Task Force for Northeast Region and the Economic Development Council of Northeast Pennsylvania, the line generated 475 carloads in 1973. These include the following shipments: Falcone Beverage, 40 carloads; Wilkes-Barre Clay, 400 carloads; Mitchell Lumber, 15 carloads; and Milazzo Coal, 20 carloads.

Several shippers served by a solvent EL subsidiary, the Lackawanna & Wyoming Valley Ry., which operates between Scranton and Wilkes-Barre, are concerned because loss of this line will cut off their access to the north and to service they presently receive via Scranton. In addition, service to these shippers from the south via the Lehigh Valley through Wilkes-Barre might not be feasible.

The Railway Industrial Clearance Association noted that this is not an exceptional clearance route but pointed out that it could be used as an alternate route if the Pittston Junction gateway should ever be out of service.

The Railroad Task Force for Northeast Region stated that it is unbelievable that this line is not included in ConRail. The traffic data available to the task force indicates that the line should be showing a profit.

The Pennsylvania DOT reported that a planned plant expansion by Continental Gas at Pittston will increase its rail shipments by 100 percent in 1977.

If the line were abandoned, Pennsylvania DOT estimated that one plant would close, eighteen jobs would be eliminated with $250,000 in payroll losses, and transportation costs of local shippers would increase by $2,000.

Pennsylvania PUC records reveal that the USRA traffic count of 32 cars at Pittston is erroneous; in excess of 450 cars should be credited to this line at Pittston. This increase in car loadings would make this segment profitable. The PUC is not sure if total ConRail revenue was credited to this line or just Erie Lackawanna reve-

nue. Avoidable on-branch costs of $1,142 per car seemed unreasonably high to Pennsylvania PUC, and it noted that circuity of movements to service shippers located near the end of the Lackawanna & Wyoming Valley Railway should be considered.

Information for Line-Transfer Decision

Revenue received by EL		$404,921
Average revenue per carload	$319	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	103,139	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	209,220	
Total variable (avoidable) cost		312,359
Net contribution: total		92,562
Average per carload	73	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The carloads reported by the EL were verified as correct. Wilkes-Barre Clay is a broker which generated 400 cars, but they did not move over this line segment.

This line is used to serve the Lackawanna & Wyoming Valley Ry., which is a subsidiary of the EL. The Chessie is negotiating with the EL to purchase the L&WV, and Line No. 1224 would be required to serve it.

Service to this line generated a contribution of $92,562 in 1973.

Disposition

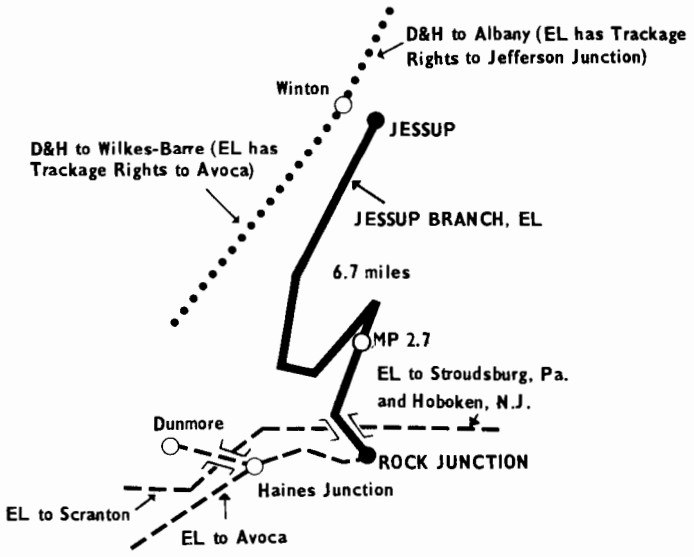
This portion of the Wyoming Branch shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to 1,239 carloads or 100 percent of the traffic generated on this line, or interchanged with the L&WV. If this offer is *not* accepted, the line shall be transferred to Consolidated Rail Corp.

JESSUP BRANCH

USRA Line No. 1225

Erie Lackawanna

The Jessup Branch extends from *Rock Junction* (Milepost 0.0) to *Jessup, Pa.* (Milepost 6.7), a distance of *6.7 miles*, in Lackawanna County, Pa. At Rock Junction this line connects with the EL's Wyoming Branch.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Underwood	0
Jessup	124
Scranton[1]	256
Total carloads generated by the line	380
Average carloads per week	7.3
Average carloads per mile	56.7
Average carloads per train	7.3
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	6.0
Locomotive horsepower	1,500
Train crew size	4

[1] Includes only traffic on this segment at Dunmore.

Public Comment on Preliminary System Plan

The Railroad Task Force for Northeast Region, Inc. thinks it unbelievable that USRA would eliminate this line which serves the well-established Keystone Industrial Park in the Dunmore-Scranton area. The area has potential industrial development and the group finds glaring differences between its carload data and that used by USRA.

The Greater Scranton Chamber of Commerce is in the closing phase of negotiations with a company which will locate in Dunmore and use 700 carloads annually.

CAN–DO, the Industrial Development Organization of Hazleton, revealed that the Lackawanna County Development organization has acquired 431 acres served by this line which are adjacent to Keystone. Based on experience, 85 percent of those considering locating in this new park will require rail service. The new park has a potential of 2,000 cars annually from 28 industries which will have a minimum of 2,200 employees.

According to the EL, the branch is in the Northern Anthracite fields where only strip and bank reserves are economically feasible since deep coal is badly flooded.

The Economic Development Council of Northeast Pennsylvania pointed out that the line serves the 320-acre Keystone Industrial Park and straddles approximately 10,000 undeveloped acres of land available for industrial and commercial use. The Council stated that abandonment would destroy the area's future industrial and commercial potential and thousands of related jobs.

Abandonment would produce $15,000 in increased transportation costs.

The Lackawanna County Commissioners voiced concern that loss of tax revenue would cause massive cutbacks in services at the local level.

The Trane Co. and RCA have over $2.7 million invested in land and improvements in the boroughs of Dunmore and Throop and pay over $103,144 in property taxes.

Congressman Joseph M. McDade urges USRA to reconsider its recommendation as rail service over this line would serve as an incentive to major industrial expansion.

According to the EL trustees, there are 400 acres of prime industrial land served by this line near Underwood and a new industry has tentative plans to locate at the old Litton plant just north of Rock Junction.

The Pennsylvania Public Utility Commission reported that freight rates have increased 22 percent since 1973, which is 3 percent more than the 19 percent required by USRA to make the line viable.

Information for Line-Transfer Decision

Revenue received by EL		$115,942
Average revenue per carload	$305	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	73,677	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	63,814	
Total variable (avoidable) cost		137,491
Net contribution (loss): total		(21,549)
Average per carload	(57)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A new shipper, which has fully documented immediately increasing traffic amounting to 700 carloads per year, is locating in the industrial park on this line.

Service to the remainder of the line from Milepost 2.7 to Milepost 6.7 (serving shippers at Jessup who generated 124 carloads in 1973) would generate $30,620 in revenue and $49,245 in costs with a resulting loss of $18,625. Recovery of costs would require approximately a 113-percent increase in traffic or a 61-percent rate increase over the 1973 levels.

Disposition

The portion of the Jessup Branch from Milepost 0.0 to Milepost 2.7 shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Jessup Branch from Milepost 2.7 to Milepost 6.7 is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRACKAGE RIGHTS OVER D&H RY

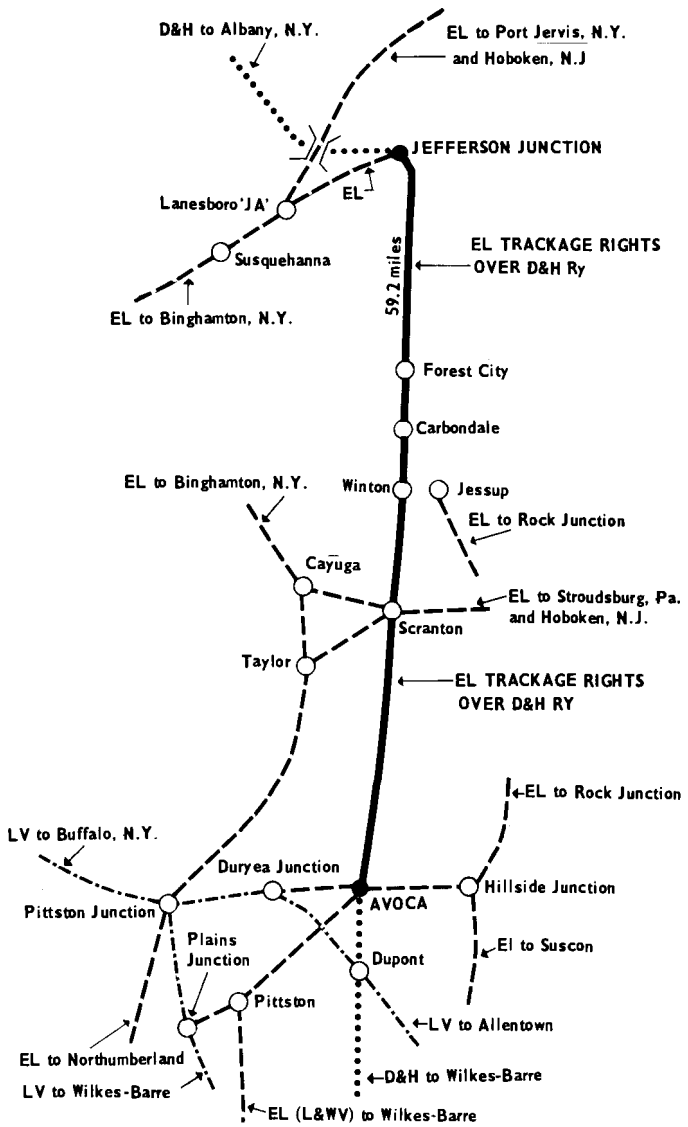
USRA Line No. 1226

Erie Lackawanna

These trackage rights over the D&H Ry. extend from *Jefferson Junction* (Milepost 140.9) to *Avoca, Pa.* (Milepost 200.1), a distance of *59.2 miles*, in Luzerne, Lackawanna, Wayne and Susquehanna Counties, Pa. At Jefferson Junction, the EL continues to Lanesboro on its own tracks (see Line No. 1254) and the D&H extends northward to Albany, N.Y. At Avoca the D&H runs south to Wilkes-Barre, and the EL Wyoming Branch (see Line No. 1224) and a line to Duryea Junction intersect. At Scranton, the EL Hoboken-Binghamton line via East Stroudsburg and the Bloomsburg Branch intersect (see Line No. 1228).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Thompson	98
Uniondale	2
Forest City	2
Carbondale	0
Total carloads generated by the line	102
Average carloads per week	2.0
Average carloads per mile	2.0
Average carloads per train	2.0
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,600
Train crew size	4



Public Comment on Preliminary System Plan

The Railroad Task Force for Northeast Region agreed with USRA's recommendation, provided the D&H serves on-line local shippers.

Pennsylvania DOT stated that the line generated 203 carloads in 1973. If the lines were abandoned, 1 plant would close, 12 jobs would be eliminated, payroll losses would total $91,000 and local shippers' transportation costs would increase by $16,000.

Local 1933 of the UTU believes EL's trackage rights should be preserved for use when detour movements of trains become necessary.

The Pennsylvania Public Utility Commission reported that when D&H purchased this line from EL in 1955, the agreement provided that D&H need not provide local service. Pennsylvania PUC urged that USRA see that either ConRail or D&H provide local service.

The Railway Industrial Clearance Association recommends retention of this line, especially the Jefferson Junction interchange. This line is one of the major clearance gateways in the east and protects all of General Electric Port of New York dimensional traffic.

Information for Line-Transfer Decision

Revenue received by EL		$35,392
Average revenue per carload	$347	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line[1]	48,987	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	17,842	
Total variable (avoidable) cost		66,829
Net contribution (loss): total		(31,437)
Average per carload	(308)	

[1] Excludes ownership and maintenance costs due to D&H ownership and use.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was lengthened to include all of the trackage rights over the D&H. There are no shippers served by the EL on that portion.

This line is owned by the D&H for use as a through route; therefore, local services may be continued by the D&H.

Disposition

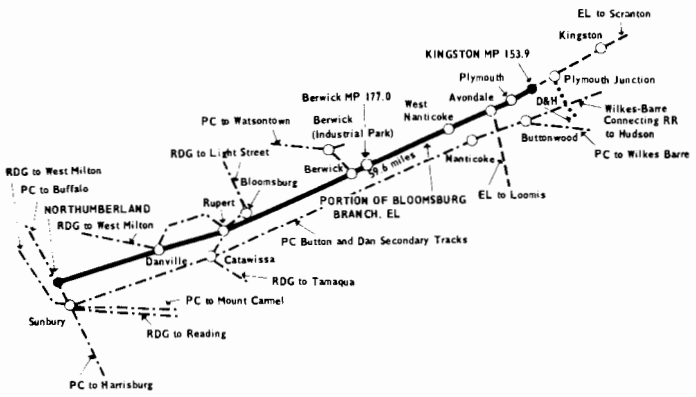
The local service trackage rights over this portion of the D&H are *not* designated for transfer to the Chessie System or Consolidated Rail Corp.

PORTION OF BLOOMSBURG BRANCH

USRA Line No. 1228

Erie Lackawanna

This portion of the Bloomsburg Branch extends from *Kingston* (Milepost 153.9) to *Northumberland, Pa.* (Milepost 213.5), a distance of *59.6 miles*, in Luzerne, Columbia, Montour and Northumberland Counties, Pa. At Kingston, this line continues northeastward to Scranton; at Avondale an EL branch diverges to Loomis (see Line No. 1272). At Northumberland the line connects with the PC Harrisburg-Buffalo line and at Berwick with the PC (see Line No. 660). It connects with the RDG's Catawissa Branch at Rupert and Danville, and with the RDG's Bloomsburg Branch at Rupert (see Line Nos. 923 and 924).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Plymouth Junction	3
Plymouth	6
West Nanticoke	7
Shickshinny	0
Hicks Ferry	1
Lime Ridge	504
Almedia	0
Espy	0
Bloomsburg	515
Rupert	2
Danville	366
Northumberland	346
Total carloads generated by the line	1,750
Average carloads per week	33.6
Average carloads per mile	29.3
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	12.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

Witnesses objected to USRA's statement that no specific information concerning various EL lines was received at the RSPO hearings because the EL lines were not the subject of hearings or evaluation at that time. Also USRA ignored the evidence on the EL that was presented.

Westinghouse Electric Corp. pointed out that, while USRA states use of PC Line No. 192/192a/192b will preserve local service to the majority of traffic, this EL line is separated from the PC by the Susquehanna River so that neither line can serve shippers on the other.

The only intermediate connection between the EL and PC lines is via a bridge on Reading Line No. 923, Rupert-Catawissa. Yet the preliminary recommendation in the PSP was that this line not be included, although the possibility of immediately increasing revenue was to be explored.

The Railroad Task Force for Northeast Region finds it unbelievable that this line should not be included in the ConRail System. The Task Force found glaring differences between its carload figures and the USRA data.

Metropolitan Edison consigned 9,779 cars over this line in 1973 and 4,974 cars in 1974. It believes that the Preliminary System Plan fails to include transfer carloads. Coal cars are interchanged at the Northumberland and Rupert yards, both located on this line.

The New York-Pennsylvania Shipper's Association and CAN-DO, the Industrial Development Organization of Hazleton, believe the basic fault of the Preliminary System Plan, which has not been corrected in the Supplement, is that it uses faulty data and, more significantly, it precludes the possibility of future growth.

Berwick Forge & Fabricating, of Berwick, builds and rehabilitates rail cars. It used 5,596 cars in 1973. It is possible that USRA did not credit Berwick with a substantial number of these non-revenue cars. It is served by EL and PC but uses EL 70 percent of the time because of weight restrictions on the PC and because PC only serves it three times a week. If Berwick lost EL's daily service, it would be forced to reduce production by 15 percent, eliminating over 150 jobs and reducing its payroll by $1.2 million. Improved rail service is an important factor in enhancing the company's growth opportunities.

Champion Valley Farms, Inc., at Lime Ridge, generated 818 carloads in 1973. It could not use the PC as there is no physical connection between its plant and PC line (Line No. 660) which serves Berwick. Plant expansion hinges on continued rail service.

Wise Foods at Berwick used 610 cars in 1973 and slightly more in 1974. As the result of an expansion, it expects to use 800 cars annually by late 1976. Loss of rail service would increase its transportation costs by $300,000 annually.

Pennsylvania Power & Light is building two nuclear units at Hicks Ferry, 5 miles northeast of Berwick. During the construction period, 1974 to 1980, it expects to ship 500 carloads annually to Hicks Ferry. In 1973 it received 7 carloads, in 1974, 84, and, in the first 4 months of 1975, 104. Neither of the two alternatives, PC's Button and Dan Secondary (Line No. 192/192a/192b) or PC's Watsontown Secondary (Line No. 660) are possible because of the lack of interchange points, the Susquehanna River, and the quality of track required for these heavy, over-dimensional loads.

The Regional Rail Task Force and the SEDA Council of Governments assigned 4,963 carloads to this line in 1973. The Task Force disputes USRA's contention that companies in Berwick could use PC's Watsontown Secondary Track and that local service could be provided by PC's Buttonwood Secondary.

Two new rail users, Dempsey Dumpster and Carter Industries, located in the Northumberland area in 1974, and two others, Wise Foods and Cabinet Industries, expect to increase their car usage.

Pennsylvania DOT reported that 48,463 cars were through-routed over this line in 1973, 1,500 of which carried coal from West Virginia to the Metropolitan Edison coal-fired generating station at Portland. USRA failed to consider bridge traffic in its viability calculations.

If service were abandoned, five plants would close, 816 jobs would be lost, payrolls would be reduced by over $5 million and transportation costs for local shippers would increase by $1.4 million.

The Wickes Corp. stated that it has a lumber and building supply center at Milepost 206.0 between Danville and Northumberland. The facility will receive approximately 110 carloads in 1975. The company noted from the PSP that the entire Bloomsburg branch generated 1,750 carloads on its 59.6 miles in 1973. The 11-mile portion between Danville and Northumberland accounts for 18 percent of the mileage and 40 percent of the traffic on the branch.

This is an alternate clearance route from Scranton through Rupert, Reading Co. to Montogomery and PC south to Harrisburg. Without this line, it would be impossible to move some generating units to Pittsburgh Power & Light's two new stations at Berwick. The parallel PC line (Line Nos. 192, 192a, 192b) has poor clearances and cannot match the dimensions of this EL line. Failure to retain this line would result in increased mileage and costs for all dimensional traffic shippers in the area.

Pennsylvania DOT is critical because USRA costed service for all the cars actually moving over the line but counted revenue from only selected local cars.

Local 1932 of the UTU stated that 41,950 cars used the line in 1973. This figure does not include the 3,810 cars that were generated locally. The UTU spokesman stated this line is the only railroad line that can efficiently service Berwick.

Congressman Joseph M. McDade stated that USRA's treatment of this line is a glaring example of how it has based calculations on misinformation and made decisions which contradict or fail to support earlier policy options.

Loss of this line would deny service to major rail users in Bloomsburg, Berwick and Danville. It would cause three plant closings with an estimated job loss of 650 workers.

USRA ignored traffic generated on this line at Berwick claiming that Berwick can be served by PC's Watsontown Secondary. The PC line is in poor condition and cannot handle 100-ton cars due to weight restrictions. If Berwick traffic were included, the line would probably be classified as marginal. Use of the line might be more beneficial than rehabilitating the PC line.

Congressman Herman T. Schneebeli is disturbed that abandonment of this line and PC's Button and Dan Secondary Tracks would add yet another burden to the economic troubles facing the region.

Rail service over this line is crucial to the future of the Kennedy Van Saun Corp. in Danville. It used 142 cars in 1973, 154 in 1974, and expects to use 160 in 1975 and a minimum of 170 per year by 1977. Abandonment of this line and the West Milton-Rupert Branch of the Reading would leave it without rail service, cause it to lose 10 percent of its current business, and eliminate 50 jobs.

SEDA–COG Regional Railroad Task Force estimates that abandonment as proposed by USRA would cause three plants to close, eliminate approximately 500 manufacturing jobs, diminish total income loss by some $6 million, and cost local shippers $1 million in additional transportation expense, result in 4,150 additional truckloads on area highways and increase airborne pollutants by 131,000 pounds.

The Susquehanna-Wayne County Environmental Action Team and the Citizens Against Nuclear Danger do not want the line included in ConRail because of the danger to people in the area from rail operations.

The Pennsylvania Public Utility Commission noted that Berwick-Erie Lackawanna customers cannot be reached from PC's Watsontown Branch except through a private siding and the Watsontown Branch between Strawberry Ridge (Milepost 12.0) and Berwick (Milepost 38.0) is in very bad shape with only 85-pound rail. This routing crosses three Berwick streets that handle over 14,000 vehicles per day. The PUC disputes USRA's claim that if the Delaware & Hudson Railway Co. used PC Line Nos. 192, 192a and 192b for through service, local service to the majority of the traffic generated on this EL line would be preserved because the lines are on different sides of the river and there is no physical connection.

The Economic Development Council of Northeast Pennsylvania wonders if data relating to line retention is being screened out by USRA because it is not suitable for the design of one large ConRail. The Council is particularly aware what restructuring the EL could do to the D&H and the connecting B&M which depend upon reasonable routes and connections to compete with PC or ConRail.

Information for Line–Transfer Decision

Revenue received by EL	$727,222
Average revenue per carload	$416

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	636,553
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	488,301
Total variable (avoidable) cost	1,124,854
Net contribution (loss): total	(397,632)
Average per carload	(227)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed in conjunction with Line Nos. 660 and 924. EL shippers between Northumberland and Berwick, as well as PC shippers at Berwick; and Reading shippers at Bloomsburg, Danville and Rupert, will continue to receive service.

Testimony suggested the possibility of a new power plant being constructed at Hicks Ferry. It is suggested that PP&L acquire the line from Berwick to Hicks Ferry in order to assure continued rail service.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 177.0 to Milepost 213.5 (serving shippers at Northumberland, Danville, Rupert, Bloomsburg, Espy, Almedia, Lime Ridge and Berwick who generated 5,933 carloads in 1973) would generate $2,089,945 in revenue and $1,756,-398 in costs with a resulting contribution of $333,547.

Service to the remainder of the line (from Milepost 153.9 to Milepost 177.0 serving shippers at Hicks Ferry, Shickshinny, West Nanticoke, Plymouth, and Plymouth Junction who generated 17 carloads in 1973) would generate $5,301 in revenue and $185,674 in costs with a resulting loss of $180,373. Recovery of costs would require approximately a eighty-sevenfold increase in traffic or a 3,403-percent rate increase over the 1973 levels.

Disposition

The portion of the Bloomsburg Branch from Milepost 177.0 to Milepost 213.5 shall be offered for sale to the Delaware & Hudson Ry., a profitable carrier operating in the Region. If the offer is not accepted, this portion of the Bloomsburg Branch shall be transferred to the Consolidated Rail Corp.

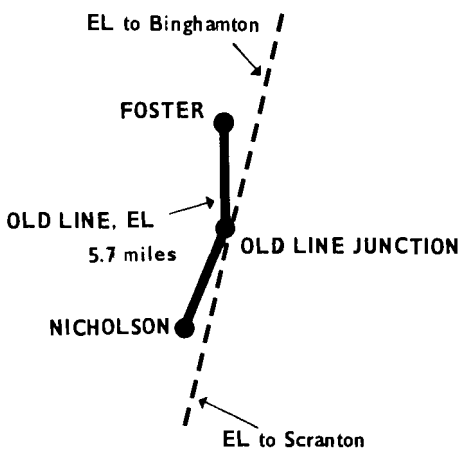
The portion of the Bloomsburg Branch from Milepost 171.0 to Milepost 177.0 shall be transferred to Consolidated Rail Corp. if agreement can be reached with PP&L *prior* to conveyance date for their subsequent acquisition of this portion of the line. If such an agreement cannot be reached, this portion of the Bloomsburg Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Bloomsburg Branch from Milepost 153.9 to Milepost 171.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

OLD LINE

USRA Line No. 1229

Erie Lackawanna



The Old Line extends from *Old Line Junction* (Milepost 155.0) to *Foster* (Milepost 157.8) and *Nicholson, Pa.* (Milepost 152.1), a distance of *5.7 miles*, in Susquehanna and Wyoming Counties, Pa. This line connects with the EL's Binghamton-Scranton line at Old Line Junction.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Nicholson	158
Foster	77
Total carloads generated by the line	235
Average carloads per week	4.5
Average carloads per mile	41.2
Average carloads per train	4.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

The Northern Tier Economic Advisory Committee reported traffic of 265 cars on this line in 1973.

Pennsylvania DOT criticized USRA for allocating overhead costs in determining line profitability. The 158 cars at Nicholson generated $57,000 in revenue in 1973. According to Pennsylvania DOT this portion of the branch could not cost more than $20,000 to operate with $30,000 for main line movement.

Rail users at Nicholson cannot conveniently transport shipments to the main line. The community would save $37,000 a year by not having to truck bulk agricultural commodities.

Congressman Joseph M. McDade urged retention of this line since estimates are that millers along the line would have to pay $3 to $5 per ton in increased transportation costs if they lost rail service. He believes that keeping this 5-mile spur open would require no additional crew costs because traffic can be handled by the crew handling Binghamton-Scranton traffic.

W. S. Crock & Sons of Nicholson estimated it would incur capital expenditures of $50,000, excluding land, and higher annual transportation costs of $23,185 if it lost rail service.

The Northern Tier Regional Planning and Development Commission and the Rail Service Coordinator for Bradford County are concerned that needed branch-line service be retained, and they support the land bank concept.

The Northern Tier Economic Development Committee identified the following rail users: W. S. Crock & Sons, Ross Bros. Feed Co., Rapps Packaging Co., Trail Implement and W. W. Novitch. The Committee believes the line could be profitable with some repair and improved service but that loss of service would eliminate 40 or 50 jobs.

Pennsylvania DOT estimated that abandonment would cause 2 plants to close, resulting in 21 job losses and $123,000 in payroll losses. Local shippers would incur $4,000 in increased transportation costs.

Pennsylvania PUC stated that the line should be credited with 262 cars. Using this figure in the USRA viability formula, the line would show a loss of only $9,429 which would be offset by recent rail freight increases or by reducing service from 52 to 43 round trips a year.

Information for Line-Transfer Decision

Revenue received by EL	$85,402
Average revenue per carload	$363
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	53,816
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	50,897
Total variable (avoidable) cost	104,713
Net contribution (loss): total	(19,311)
Average per carload	(82)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The number of annual trips was reviewed. Service to this line is on an "as required" basis. For this level of traffic, the appropriate number of trips per year is 52.

Service to this line generated a loss of $19,311 in 1973. Recovery of this loss would require approximately a 56-percent increase in traffic or a 23-percent rate increase. The existence of an additional 30 carloads on this line in 1973, as indicated in the RSPO testimony, would reduce this loss to approximately $15,000.

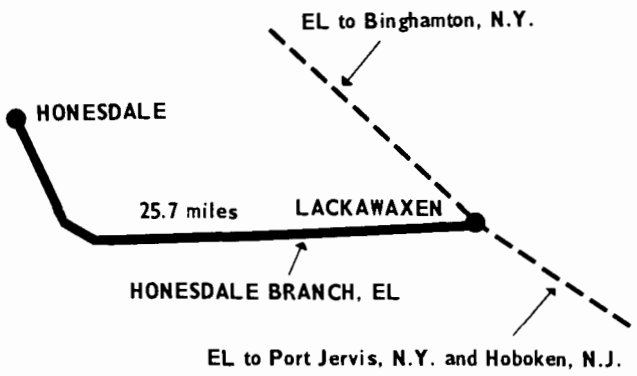
Disposition

The Old Line is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

HONESDALE BRANCH

USRA Line No. 1238

Erie Lackawanna



The Honesdale Branch extends from *Lackawaxen* (Milepost 109.3) to *Honesdale, Pa.* (Milepost 135.0), a distance of *25.7 miles*, in Pike and Wayne Counties, Pa. At Lackawaxen, this line connects with the EL Hoboken-Binghamton line via Port Jervis.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Phoenix	0
East Hawley	0
Church Street	0
Hawley	110
White Mills	60
East Honesdale	0
Honesdale	2,328
Total carloads generated by the line	2,498
Average carloads per week	48.0
Average carloads per mile	97.2
Average carloads per train	10.0
1973 operating information:	
Number of round trips per year	250
Estimated time per round trip (hours)	8.0
Locomotive horsepower	1,000
Train crew size	4

Public Comment on Preliminary System Plan

The New York State Commissioner of Agriculture and Markets is concerned that loss of traffic from this branch, 2,388 cars, would weaken the viability of EL's Port Jervis line which serves New York state farmers.

The Rail Road Task Force for Northern Region says the car count should be 2,700. The Task Force claims that this line is vital to the Honesdale-Wayne County area, that the loss of $131,351 per year stated by USRA is completely erroneous, and that the most conservative calculation shows the line would generate profits of over $200,000.

The Economic Development Council of Northeast Pennsylvania believes that this line is one of high density and would be profitable no matter what carrier operated it. This line is absolutely vital to both the dairy and manufacturing industries in the Honesdale and Wayne County area. The Council estimates that the line generates nearly 2,700 cars as against the 2,388 used by USRA.

Pennsylvania DOT commented that USRA reports an erroneous loss on the line of $131,351 per year and admitted that the community would be out $1,272,000 per year without it. Congress clearly intended to keep such lines. According to Penn DOT correct cost calculations would limit branch expense to $300,000 per year and line haul costs to $350,000 or less. Any remaining loss is so small that a correct count of carloads or an arbitrary assessment on shippers of $26 per car should solve the problem. It makes no sense to reduce transportation efficiency by $600,000 (Penn DOT) to $1,272,000 per year, to save perhaps $65,000 per year for ConRail.

If service were eliminated, Pennsylvania DOT estimates that 6 plants would close, 526 jobs would be eliminated, $4.4 million in payroll would be lost and $29,000 in added transportation costs would be incurred by local shippers.

A 25-percent expansion by Moore Business Forms, the largest employer in Wayne County, is contingent on continued rail service. Moore Business Forms estimates its rail car loadings will increase from 1,270 in 1973 to 1,720 in 1980. This traffic will produce revenues of $523,000 for MARC–EL or ConRail and $1,369,000 for other interline carriers. Truck service would cost more than $1 million more a year, a prohibitive obstacle to the company's ability to compete.

The Pennsylvania DOT shows actual carloads in 1973 were 3,098.

Cities Service Co. shipped 21 hopper cars of carbon black in 1973 and 24 cars in 1974 from points in Texas and Louisiana to Moore Business Forms at Honesdale. Cities Service wants service retained.

American Manufacturing, a new company in the area, is scheduled to start production shortly after July 1, 1975. It is delaying a $50,000 capital investment until the line's status is clear.

The Wayne Industrial Development Corporation and the Wayne County Development Authority spoke of the importance of rail service to the area's economic growth.

The Wayne County Planning Commission presented a detailed analysis of USRA's cost calculations. Among other things the Committee claims USRA omitted traffic from the Hawley stations at Church Street and East Hawley. It also differs with USRA on the cost of normalized maintenance, claiming it should be $58,600 for this line, $55,133 less than the amount estimated by USRA.

Worth Bat has increased its traffic from 50 to 88 cars.

The Sullivan County, N.Y. Board of Supervisors stressed the importance of this line to rail users of the EL Port Jervis main line. The Board listed 17 firms located on the Erie main line in Sullivan County, which use 2,206 cars per year. It also identified the following shippers on the Honesdale Branch in Wayne County, Pa.

Name of Company	*Location*	*Number of employees*	*Annual payroll*	*Cars per year*
Vogler & Son	Hawley	1	----------	15
Gumble Bros	Lakeville	100	$613,000	55
Worth Bat	White Mills	18	150,000	75
S. J. Bailey	Honesdale	225	1,400,000	775
Moore Business Forms	Honesdale	255	2,600,000	1,578
Honesdale Milling	Honesdale	16	140,000	230
Wayne Feed Supply	Honesdale	3	32,400	60
Agway	Honesdale	10	100,000	51
Kreitner Bros	Honesdale	6	55,000	12
Narrowsburg Lumber	Honesdale	16	129,548	25
Kinsman	Honesdale	17	157,000	2
Murrary Co	Honesdale	43	300,000	2
Wayne Co. Wool Growers	Honesdale	9	----------	1
Bold's Roadside	Honesdale			3
Wayne Independent	Honesdale	20	165,000	8
Waymart Bldg. Ctr	Waymart	6	64,868	12
Christian Farmers	Shohola	2	16,000	121
Sullivan Co. Highway	Shohola	195	1,700,000	2
McKean Pet Food	Lackawaxen			18
Total		942	7,622,816	3,045

The Southern Tier Rail Users Association is concerned that loss of branch line traffic would damage the profitability of the EL main line between Binghamton, N.Y. and Hoboken, N.J. via Port Jervis.

Congressman Matthew F. McHugh cited the close economic ties between Sullivan County, N.Y. and the area served by this line and asked that USRA reconsider its recommendation that this line not be included in the reorganized rail network.

Information for Line-Transfer Decision

Revenue received by EL		$621,042
Average revenue per carload	$249	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	330,589	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	420,087	
Total variable (avoidable) cost		750,676
Net contribution (loss): total		(129,634)
Average per carload	(52)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Neither the 2,700 carloads reported by the Railroad Task Force of the Northern Region nor the 3,098 carloads reported by Penn DOT could not be verified. The 110 cars generated at Hawley were verified and added to the analysis.

The majority of the traffic on this line is received from New England and is delivered to the EL at Utica or Binghamton. The short-haul nature of these shipments contributes to the low revenue received by the EL.

Service to this line generated a loss of $129,634 in 1973. Recovery of this loss would require approximately a 65-percent increase in traffic or a 21-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

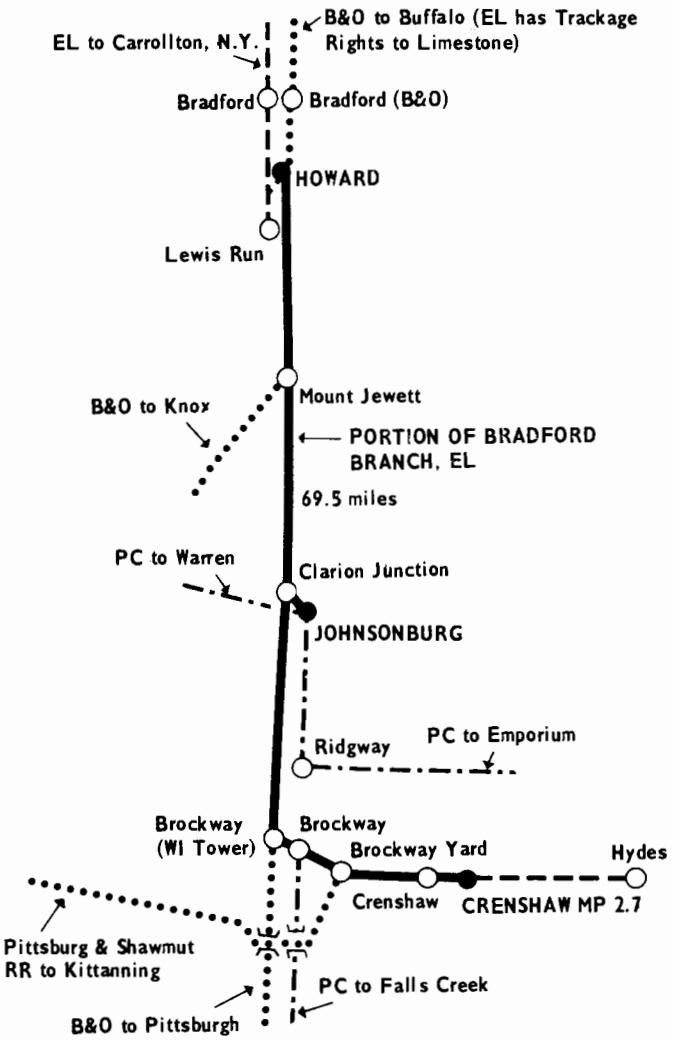
Disposition

The Honesdale Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BRADFORD BRANCH

USRA Line No. 1252

Erie Lackawanna



This portion of the Bradford Branch extends from *Howard* to *Crenshaw, Pa.*, a distance of *69.5 miles*, in McKean, Elk and Jefferson Counties, Pa. This line comprises EL trackage rights over the B&O from Howard (B&O Milepost 76.1) to Mount Jewett (B&O Milepost 57.2), 18.9 miles, and from Clarion Junction (B&O Milepost 36.8) to WI Tower (B&O Milepost 11.2), 25.6 miles, and the EL lines from Mount Jewett (EL Milepost 31.8) to Johnsonburg (EL Milepost 53.2), 21.8 miles and from WI Tower (EL Milepost 0.0) to Brockway (EL Milepost 0.9) and from Brockway (EL Milepost 0.0) to Crenshaw (EL Milepost 2.7). The B&O extends north from Howard to Limestone with EL operating via trackage rights (see Line No. 1251) and south from Brockway (WI Tower)) to Pittsburgh. The B&O line to Knox diverges at Mount Jewett. The EL line to Lewis Run connects at Howard and the EL continues on to Hydes at Crenshaw (see Line Nos. 1251

and 1269). The PC Emporium Secondary Track connects at Johnsonburg and the Ridgway Secondary Track connects at Brockway (see Line Nos. 252 and 651). The Pittsburg & Shawmut RR connects at Brockway Yard.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Mount Jewett	0
Freeman	0
Hutchins	0
Midmont	0
Rasselas	0
Ketner	0
Clarion Junction	0
Johnsonburg	531
Brockway	938
Total carloads generated by the line	1,469
Average carloads per week	28.3
Average carloads per mile	21.1
Average carloads per train	9.4

1973 operating information:

Number of round trips per year	156
Estimated time per round trip (hours)	20.0
Locomotive horsepower	2,500
Train crew size	4

Public Comment on Preliminary System Plan

According to the representative of the Metropolitan Edison Co., (Met-Ed), a wholly owned subsidiary of General Public Utilities Corp., portions of USRA Lines No. 1252, 1228, and 1222 are needed for shipments of coal to Met-Ed's Portland Station. Most of the 69.5 miles of Line No. 1252 are involved in this movement. The company contends that the carload statistics as shown in the Preliminary System Plan are incorrect due to the exclusion of transfer carloads. Met-Ed consigned traffic over this line primarily in 7,000-ton unit trains; for 1973 total tonnage was 173,975 or 2,367 cars. Total tonnage for 1974 was 355,729 or 4,073 cars. Truck transportation is not practical due to cost, highway conditions, and environmental impact.

Penntech Papers, Inc. of Johnsonburg, Pa., is concerned about the segmentation of lines 1251 and 1252. They feel that reevaluation of these lines will show a joint profit of over $205,000. Continued rail service is necessary for Penntech's existence at this location.

According to a statement from the Pennsylvania DOT, USRA has not reported data correctly for the line, since it seems obvious that trains would not operate 6 days per week when there are only five cars per train, over a 70-mile haul. Penn DOT estimates the operational cost could be only $210,000 per year for this line, not $408,579 since 3-day per week service will satisfy the traffic volume and since trackage rights do not require avoidable track maintenance. Through traffic on the line from the Pittsburg & Shawmut Railroad has been ignored (13,975 cars in 1974). The Penn DOT feels the best plan would be to coordinate the Chessie and the EL, so that this line would become a joint operation under one aegis.

A Penn DOT shipper survey shows that one plant would close as a result of abandoning this line, creating a loss of 761 jobs and a payroll loss of $5,475,000.

Brockway Glass Co., Inc. at Crenshaw received 167 carloads and shipped 549 carloads of freight in 1973. Trucking of the materials Brockway uses would make costs prohibitive and the firm would have to curtail production with at least a 50 percent reduction in its present manufacturing operation.

The Board of Public Utilities, Jamestown, N.Y., is concerned about the future of coal shipments routed over this line.

The North Central Pennsylvania Regional Planning and Development Commission opposes the abandonment of Line 1252 because the line is predominantly used for transportation of coal. The Commission suggested that the current branch line cost and revenue figures used by USRA are incomplete and highly suspect. The Pittsburg & Shawmut Railroad (P&S), a shortline coal hauler, has a terminus at the Brockway Yard.

If service along this line were left to only the B&O, it would need 14,000 cars to serve the coal industry alone.

The Pennsylvania PUC claims its records show an increase of 1,800 carloads of traffic should be credited to this line. It has no objections to excluding ConRail and other carriers from this area provided the B&O will purchase the facilities needed to provide service now given by the EL.

Portions of this segment are owned by the B&O, with the Erie Lackawanna operating over the B&O on trackage rights between Howard and Mount Jewett and between Clarion Junction and Brockway. Conversely, the B&O operates on trackage rights over EL trackage between Mount Jewett and Clarion Junction, a distance of 18.9 miles. The Chessie System stated that it will continue B&O operation over this line after discontinuance of EL service. The Chessie is interested in acquiring the segments of track necessary to continue service to Erie Lackawanna customers at Johnsonburg and at Brockway.

Information for Line-Transfer Decision

Revenue received by EL	$644,281
Average revenue per carload	$439

Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	356,327	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	352,595	
Total variable (avoidable) cost		708,922
Net contribution (loss): total		(64,641)
Average per carload	(44)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed. The number of trips was reduced to 156; the hours were increased to 20.

Service to this line generated a loss of $64,641 in 1973. Recovery of this loss would require approximately a 22-percent increase in traffic or a 10-percent rate increase. This cost-revenue relationship is only valid if the cost of the trackage rights over the Chessie System are *not* included. The cost of the trackage rights substantially increases this loss.

The majority of this line now is owned by the Chessie System and is used under a trackage rights agreement. Both Johnsonburg and Brockway are served by Chessie.

Disposition

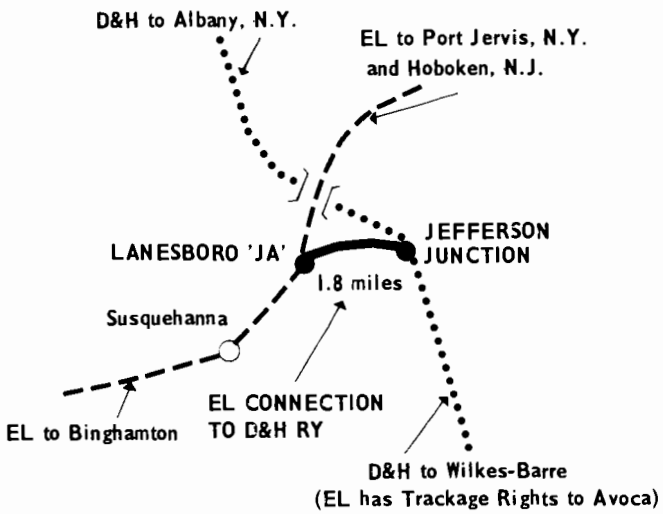
The portions of the Bradford Branch from Milepost 31.8 to Milepost 53.2 and from Milepost 0.0 to 0.9 and Milepost 0.0 to 2.7 shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. (The remainder of the line is owned by the Chessie System.) If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CONNECTION TO D&H RY

USRA Line No. 1254

Erie Lackawanna

This connection to the Delaware & Hudson Ry extends from *Jefferson Junction* (Milepost 1.7) to *Lanesboro, Pa.* (Milepost 3.5), a distance of *1.8 miles*, in Susquehanna County, Pa. At Jefferson Junction, this line connects with the D&H Ry Albany-Wilkes-Barre line. The EL operates south over the D&H from Jefferson



Junction under a trackage rights agreement (see Line No. 1226). At Lanesboro "JA", the line connects with the EL Hoboken-Binghamton line via Port Jervis.

Public Comment on Preliminary System Plan

Testimony regarding this line pointed out its importance as a high-and-wide-clearance route. The facts, as submitted by the Delaware & Hudson Railway, are that due to clearance limitations in D&H's tunnel (between Binghamton and Ninevah, N.Y.) the Jefferson Junction connection (Line 1254) has for years been used as an interchange point for abnormal clearance loads. Regular movements on this line include auto parts in 89-foot high-cube box cars as well as large open loads such as electric generators and turbines from General Electric Co. plants. The D&H-EL interchange for the year 1974 comprised 1,678 cars.

Richard Haupt, representing Ford Motor Co., stated this line is vital. Ford ships from its manufacturing plant in Green Island, N.Y. to 21 North American assembly plants. A majority of this traffic travels over line 1254 in high-cube box cars (17′ high, 10′ wide and 92′ 11″ long). Other interchanges from D&H to EL cannot be used. Shipments in other than the high-cube box cars would have a severe economic impact on Ford and the railroads involved as they would have to furnish twice as many rail cars to meet Ford's shipping requirements. Ford ships 650 carloads per year via this interchange, and these cars must be returned empty via Jefferson Junction. The only alternative connection from the D&H is to the Penn Central at Wilkes-Barre, involving Line No. 192/192a/192b which has not been recommended for inclusion in the ConRail System by USRA. Testimony from General Electric pointed out similar facts.

The Railroad Task Force for Northeast Region stated that this line is not only needed for its high and wide

clearance but also for taking care of any emergency derailments which might occur on other lines in the surrounding region.

Testimony received from Penn DOT and the United Transportation Union pointed out that the loss of high-wide capability and loss of detour alternatives would cost far more in time and money than the annual cost of maintaining this line.

The Pennsylvania Public Utility Commission would not object to acquisition of the line by D&H but questions whether the cost of operating the line should be imposed on D&H.

The Railway Industrial Clearance Association reported that this is an excellent clearance line with dimensions of 19 feet ATR and 13 feet 6 inches wide. It is part of the only east-west clearance route from New York to Chicago.

Information for Line Transfer Decision

Carloads with clearance problems can be routed via Line No. 192/192a/192b (now included in ConRail).

This line is used as a connection between the EL and the D&H to serve USRA Line No. 1226. The recommendation for Line 1226 is that it not be included in the ConRail System.

Disposition

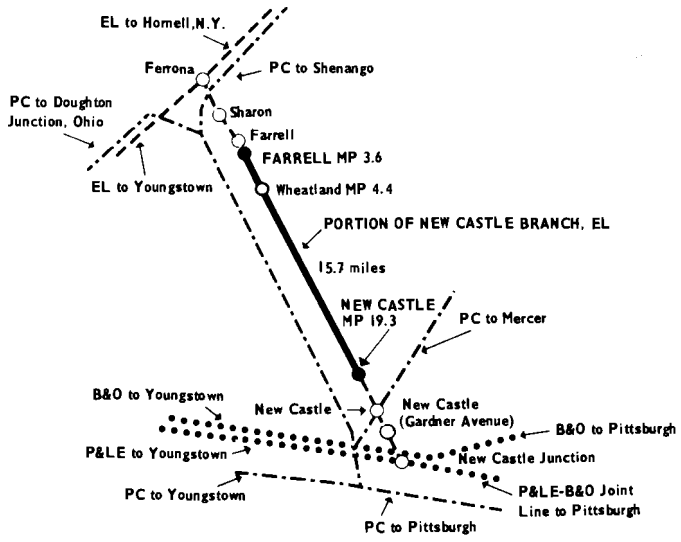
This connection to the Delaware & Hudson Ry. shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, this connection to the Delaware & Hudson Ry. is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF NEW CASTLE BRANCH

USRA Lino No. 1256

Erie Lackawanna

This portion of the New Castle Branch extends from *Farrell* (Milepost 3.6) to *New Castle, Pa.* (Milepost 19.3), a distance of *15.7 miles*, in Mercer and Lawrence Counties, Pa. At Farrell, the line continues north to Ferrona. At New Castle, it intersects the PC Houston Secondary Track (see Line No. 356).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Sharon[1]	380
Wheatland	158
West Middlesex	113
Pulaski	18
Nashua	0
Water Works Siding	0
Total carloads generated by the line	669
Average carloads per week	5.6
Average carloads per mile	14.7
Average carloads per train	2.3
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	7.0
Locomotive horsepower	2,500
Train crew size	4

[1] Includes shippers at West Middlesex who are billed at Sharon.

Public Comment on Preliminary System Plan

The Shenango Valley Chamber of Commerce reported that it is developing a 500-acre industrial park adjacent to Segment 1256 which would require rail service. Also, abandonment would eliminate rail service from users in West Middlesex since the Penn Central tracks and most industry are on opposite sides of the Shenango River. The Chamber felt that data used was not proper for accurate analysis and that overhead traffic should be considered.

The Westinghouse Electric Corp. operates a plant at Sharon which manufactures large transformers. Westinghouse considers it essential that it continue to receive from the Pittsburgh & Lake Erie RR (P&LE) via either trackage rights or purchase.

Clearances on this line are 16 feet 4 inches ATR and 13 feet 6 inches wide.

The P&LE emphasized its strong desire and intention to continue to serve shippers in Sharon, service presently provided via Line 1256, the P&LE's only access to Sharon. The P&LE owns a fleet of cars especially configured to serve some of its Sharon customers.

The Alpha Co., which owns 100 acres of land along the EL's Wheatland-to-New Castle line, opposes the abandonment of this line because its present plans call for extensive warehousing on its property contingent upon the availability of adequate rail transportation.

Fleming Steel Co., located at New Castle, reported that since occupying its facility at the end of 1973, it has generated 56 carloads for a total revenue of $30,000. According to Fleming, most of its inbound material and outbound shipments cannot be shipped by truck due to the width and length of the product. Fleming also reported that there is a 60-acre potential industrial site surrounding its plant.

Arthur Epstein, of the H. Wolfe Iron & Metal Co., stated that the EL is important to the growth of industry in the area. Also, as processors and recyclers of scrap iron and metals, H. Wolfe buys scrap from the EL which comes from anywhere on the line to New Castle, freight free. To pay an additional freight charge on top of the price for this scrap would not make H. Wolfe competitive. Business expansion would be difficult and job losses would incur. H. Wolfe reported that its carloadings from Youngstown, Ohio have been 31 cars in 1973 and 29 in 1974.

Pennsylvania DOT reported 1973 actual carloads were 532 as opposed to the 289 reported by USRA and contended that under normal conditions the line can generate 667 carloads (this includes Lane Metals Products and Young Galvanizing which opened in 1974). Since USRA does not include overhead traffic, Penn DOT feels the data is incomplete. A major industry reported that 3,800 cars of overhead traffic move annually via the New Castle Branch. Without rail service Penn DOT estimated there would be 5 plant closures, 209 jobs eliminated and a payroll loss of $2,641,000. Transportation costs would be increased by $90,000.

Thomas Shumaker, County Commissioner of Lawrence County, Pa., stated that the EL line serves the Pulaski Industrial Park which has 2 tenants who have a combined rail usage of approximately 80 cars per year. These firms chose this location due to availability of rail service. This line is also used in case of truck strikes by the Western Pennsylvania Water Co. to receive water treatment chemicals. Mesta Machine Co. must use this line due to the location of its suppliers of plate steel. Mesta's 1974 volume was 200 carloads.

Sharon Steel Corp. of Farrell, Pa., objected to USRA's recommendation unless an alternate arrangement is made which will allow the P&LE physical access to serve Farrell, Pa. Sharon Steel also believes overhead traffic should be included in the cost/revenue study.

The Pennsylvania Public Utility Commission indicated in excess of 500 carloads should be credited to this line.

Information for Line-Transfer Decision

Revenue received by EL		$203,689
Average revenue per carload	$304	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	161,519	
Cost incurred on the branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond th ebranch line	105,420	
Total variable (avoidable) cost		266,939
Net contribution (loss): total		(63,250)
Average per carload	(95)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony indicated that 380 additional cars were generated at West Middlesex, but were billed at Sharon. These cars were added to the analysis.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 3.6 to Milepost 4.4 (serving shippers at Wheatland who generated 158 carloads in 1973) would generate $55,359 in revenue and $40,279 in costs with a resulting contribution of $15,080.

Service to the remainder of the line (from Milepost 4.4 to Milepost 19.3 serving shippers at West Middlesex, Pulaski, Nashua, and Water Works Siding who generated 511 carloads in 1973) would generate $148,330 in revenue and $225,151 in costs with a resulting loss of $76,821. Recovery of costs would require approximately a 111-percent increase in traffic or a 52-percent rate increase over the 1973 levels.

Disposition

The portion of the New Castle Branch from Milepost 3.6 to Milepost 4.4. shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

The portion of the New Castle Branch from Milepost 4.4 to Milepost 19.3 shall be offered for sale to the

Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

RHODE ISLAND

Intrastate

PC

USRA Line Number	Terminals	Page
28	Newport to Portsmouth	483
36/36a	East Providence to Warren	484
38/38a	Cranston to Howard	485
43a	Kingston to Wakefield	486
677	Washington to Providence	486

Interstate

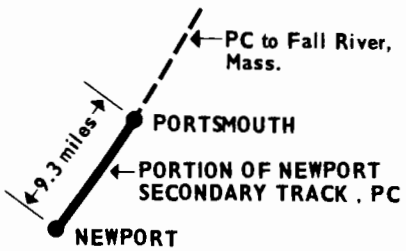
Rhode Island to Connecticut (this line is discussed under Connecticut)

43	Hills Grove, R.I. to Groton, Conn.	

PORTION OF NEWPORT SECONDARY TRACK

USRA Line No. 28

Penn Central



This portion of the Newport Secondary Track, formerly part of the New Haven RR, extends from *Portsmouth* (Milepost 21.2) to *Newport, R.I.* (Milepost 30.5), a distance of *9.3 miles*, in Newport County, R.I. The northerly continuation of this line extends from Portsmouth, R.I. to Fall River, Mass.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Newport	167
Total carloads generated by the line	167
Average carloads per week	3.2
Average carloads per mile	18.0
Average carloads per train	3.3

1973 operating information:

Number of round trips per year	50
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Rhode Island DOT reported that USRA's analysis of this line contained the following errors:

On-branch costs were overstated by $1,722; return on salvage value was overstated, since a 6.5 mile segment of the line reverts to the Navy upon abandonment; grade-crossing rehabilitation costs were not included; the weight of scrap iron to be removed is about 30 percent less than assumed; and no rehabilitation is necessary to bring the line up to FRA Class I standards.

Concern was expressed that abandonment of this line would adversely affect several industrial development projects now underway.

The City of Middletown has title to 90 acres which it plans to develop as a light industrial park and has received a grant of $600,000 from EDA matched by a local bond issue. A large tract of land, formerly part of the Navy base at Newport, is being developed by the Rhode Island Port Authority and Economic Development Corporation as a waterfront industrial park. This project is expected to ship 1,120 carloads per year by 1977.

Coddington Ship Building would like to locate on the line at Coddington Cove. They would generate 200 carloads per year.

The Department of Defense reported that it has a defense fuel support point at Mellville which receives, stores and ships seven grades of bulk petroleum products. It is the only government-owned facility in the northeastern United States which stocks ground fuels and is accessible by water. The facility is being upgraded by the installation of a fuel-loading rack. In 1977 it is expected to generate 600–1,000 carloads per year. The Department of Defense recommended that service to this facility be continued in the interests of national defense.

Aquidneck Island rail users shipped 192 carloads in 1973 and 105 in 1974.

Present and future users of the line were identified as J. T. O'Connell, Newport Ship Yard, Naval Base Supply, Solna Corp., Boulevard Nurseries, Defense Supply Agency (Mellville), Rhode Island Nurseries, Newport Electric, and Coddington Ship Building.

State Senator Erich Taylor opposes continued operation of this line and stated that the line is in terrible conditions.

Information for Line-Transfer Decision

Revenue received by PC		$54,759
Average revenue per carload	$328	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	73,451	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	14,388	
Cost incurred beyond the branch line	62,505	
Total variable (avoidable) cost		150,344
Net contribution (loss): total		(95,585)
Average per carload	(572)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 53 crossties per mile).

The "errors" mentioned by the Rhode Island DOT were reviewed in detail. The return on investment for the land which would revert to the Navy reduces on branch costs by $196. Since the line will be operated at a maximum of 10 to 8 m.p.h., at least 2.3 hours is required just for running time and the 3 hours included in the analysis represents a maximum service time. Finally, adequate grade-crossing rehabilitation costs are included in the analysis.

Service to this line generated a loss of $95,585 in 1973. Recovery of this loss would require both an increase in traffic and a rate increase. Numerous agencies testified that substantial investment in facilities designed to attract new industry is being undertaken on this line. Given the investment in these facilities, it is recommended that the rail line be acquired by State or local authorities and the rail service be subsidized until the traffic is sufficient for viable rail service.

If the line is required for national defense, it is recommended that it be acquired by the Department of Defense.

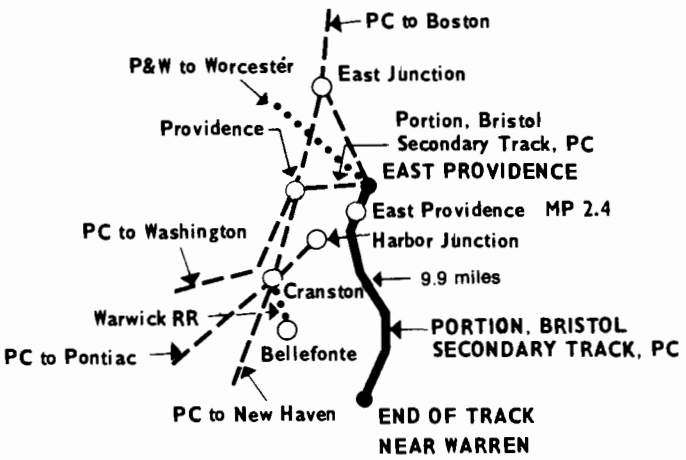
Disposition

This portion of the Newport Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE BRISTOL SECONDARY TRACK

USRA Line No. 36/36a

Penn Central



This portion of the Bristol Secondary Track, formerly part of the New Haven RR, extends from *East Providence* (Milepost 1.9), to *End of Track near Warren, R.I.* (Milepost 11.8), a distance of *9.9 miles*, in Providence and Bristol Counties, R.I. A continuation of this line extends from East Providence to Providence where it connects with the Shore Line and the Washington, R.I. Secondary Track, both PC (see Line No. 677).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Riverside	30
Barrington	168
Warren	172
Total carloads generated by the line	370
Average carloads per week	7.1
Average carloads per mile	37.3
Average carloads per train	3.6
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	4.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Rhode Island DOT reported that revenue on this line was understated by 50 percent and carloads by about 100 percent.

The State Rail Coordinator reported that $160,000 in additional revenue should be shown on this line.

The State Chamber of Commerce concurred with the Rail Coordinator's findings.

Testimony stated that over 300 people would be unemployed if service were discontinued on the line.

Witnesses stated the line was served 52 times during 1973 and average time on the branch was 3.5 hours per trip.

The Rhode Island DOT reported that branch revenue was $394,691, based on 759 carloads.

Information for Line-Transfer Decision

Revenue received by PC		$217,794
Average revenue per carload	$589	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	96,043	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line	156,172	
Total variable (avoidable) cost		252,215
Net contribution (loss): total		(34,421)
Average per carload	(93)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of $34,421. Recovery of this loss would require a 56-percent increase in traffic or a 16-percent rate increase.

Disposition

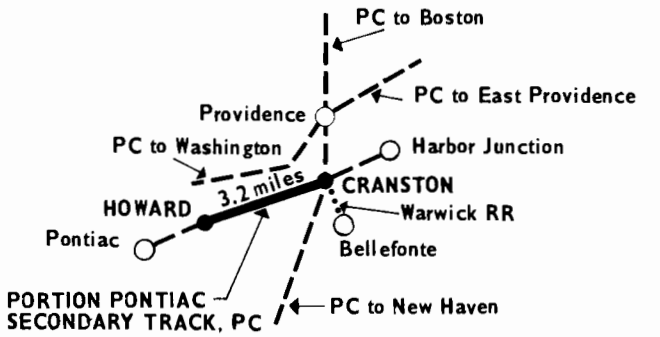
This portion of the Bristol Secondary Track shall be offered for sale to the Providence & Worcester RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall *not* be transferred to the Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PONTIAC SECONDARY TRACK

USRA Line No. 38/38a

Penn Central

This portion of the Pontiac Secondary Track, formerly part of the New Haven RR, extends from *Cranston* (Milepost 0.0) to *Howard, R.I.* (Milepost 3.2), a distance of *3.2 miles*, in Providence and Kent Counties, R.I. This line connects at Cranston with the



Shore Line of the PC. At Howard, the line continues to Pontiac.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Howard	47
Pontiac	1
Total carloads generated by the line	48
Average carloads per week	0.9
Average carloads per mile	15.0
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Rhode Island DOT reported that its analysis suggested the line could meet the criteria of 10 percent loss after USRA's Test VIII A. It feels inclusion in ConRail is warranted. According to the State Rail Coordinator, costs for the line were overstated by assuming that it was 5 miles long. The last 1.8 miles have been out of service for years.

Davol, Inc., a subsidiary of International Paper Co., reported it has approved a $60,000 project to ship by rail. It projects 8 carloads in 1976 and 35 in 1980 from its plant at Cranston.

The Director of the Rhode Island Department of Economic Development stated that the line serves Howard Industrial Park, an area under development. EDA has contributed $1,739,555 to the project and the State, $400,000. The park will be ready for its first occupants by late summer, 1975. The park's development corporation is budgeted to spend $75,000 for rail sidings and $345,000 for a rail bridge.

Testimony pointed out that the line serves the state hospital and correctional facility at Howard.

The Providence & Worcester proposes that the state acquire this branch and lease it to the P&W.

Witnesses stated the line was served 78 times during 1973 and time on the branch was 2.5 hours per trip.

The Rhode Island Department of Administration pointed out that the plan understated traffic at Howard. The state warehouse there generated 59 carloads.

Information for Line-Transfer Decision

Revenue received by PC		$20,486
Average revenue per carload	$427	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	31,169	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13,675	
Cost incurred beyond the branch line	19,075	
Total variable (avoidable) cost		63,919
Net contribution (loss): total		(43,433)
Average per carload	(905)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,250 crossties (an average of 703 crossties per mile).

This line was reanalyzed from Milepost 0.0 to Milepost 3.2 as the last 1.8 miles are out of service. The RSPO testimony also indicated the location of a new industrial park opening in 1975 at Howard. There were no specific traffic projections available for the analysis of the potential viability of rail service to this facility.

Service to this line generated a loss of $43,433 in 1973. Recovery of this loss would require approximately a thirtyfold increase in traffic or a 211-percent rate increase. The existence of an additional 12 carloads on this line in 1973, as indicated by the Rhode Island Department of Administration, would reduce the loss to approximately $43,600. Although one shipper served by this line provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. EDA and the state have contributed more than $2 million toward the development of an industrial park and the park's development corporation is budgeted to spend $420,000 for rail facilities. It is recommended that a rail service continuation subsidy be provided to allow the development of the park's rail traffic potential.

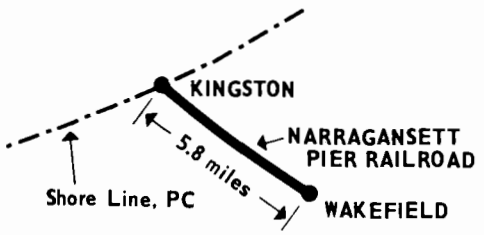
In addition, the P&W has expressed an interest in acquiring this line.

Disposition

This portion of the Pontiac Secondary Track shall be offered for sale to the Providence & Worcester Co., a profitable railroad operating in the Region. This sale would preserve rail service to 48 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

NARRAGANSETT PIER RR

USRA Line No. 43a



The Narragansett Pier RR extends from *Kingston* (Milepost 0.0) to *Wakefield, R.I.* (Milepost 5.8), a distance of *5.8 miles*, in Washington County, R.I. This line connects at Kingston with the Shore line of the Penn Central (see Line No. 43).

Public Comments on Preliminary System Plan

This line is operated by an independent carrier, the Narragansett Pier Railroad. In the Plan, USRA said access to connecting service would depend upon the availability of service continuation subsidy for Line No. 43. However, on March 14, 1975, the USRA announced that Line No. 43 had been reassessed and recommended for inclusion in ConRail.

Remarks

The Narragansett Pier Railroad is an independent carrier. Connecting service will continue to be provided to this railroad.

WASHINGTON SECONDARY TRACK

USRA Line No. 677

Penn Central

The Washington Secondary Track, extending from *Providence* (Milepost 0.0) to *Washington, R.I.* (Milepost 17.0), a distance of *17.0 miles*, in Providence and Kent Counties, R.I., a line which was recommend for inclusion on page 804 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

VIRGINIA

Intrastate

PC

USRA Line Number	Terminals	Page
165	Norfolk to Cape Charles (including car float)	487

Interstate

Virginia to Maryland (this line is discussed under Maryland)

166 Cape Charles, Va. to Pocomoke, Md.

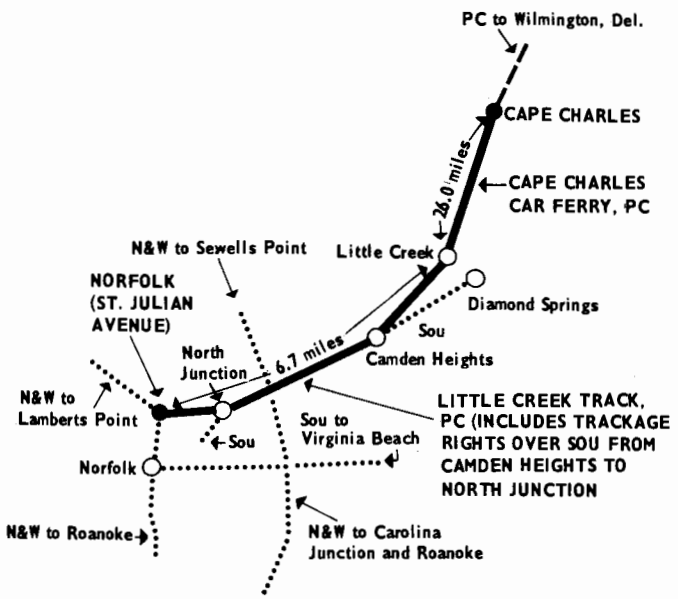
Virginia to West Virginia and Maryland (this line is discussed under Maryland)

205 Winchester, Va. to Hagerstown, Md.

LITTLE CREEK TRACK AND CAPE CHARLES CAR FERRY

USRA Line No. 165

Penn Central



The Little Creek Track and Cape Charles Car Ferry, formerly part of the Pennsylvania RR, extend from *Norfolk* (*St. Julian Ave.*) (Milepost 0) to *Little Creek* (Milepost 6.7), a distance of *6.7 miles*, and from *Little Creek* to *Cape Charles*, *Va.*, a distance of *26 miles*, for a total distance of *32.7 miles*, in several independent cities and Northampton County, Va. From North Junction, Milepost 1.0, to Camden Heights, Milepost 4.2, operation is by trackage rights over the Norfolk Southern Ry. At Norfolk, the line connects with lines diverging. At Little Creek it connects with the Norfolk & Portsmouth Belt Line RR, Southern Ry., and Norfolk & Western Ry. At Cape Charles it connects with the Delmarva Branch of Penn Central extending north to Pocomoke (see Line No. 166).

Public Comments on Preliminary System Plan

The Virginia State Corporation Commission points out that on March 21, 1972, Penn Central testified before the ICC (finance docket 26572) that the float operation was profitable.

Routing via Potomac Yard as an alternative was also criticised. A shipment from Norfolk, Va., to Pocomoke, Md., would travel 100 miles over one railroad using the float, compared to 416 miles via Potomac Yard, be transferred from one railroad to another three times, and traverse the already overloaded line going north from Washington.

Southern States Cooperative states that without the car float an additional 51,000 carloads per year would be channelled through Potomac Yard.

Because of clearance problems, Newport News Shipbuilding and Drydock Co. would have to utilize either the Hagerstown or Columbus gateways thus increasing the cost and transit time of material vital to the construction of both naval and commercial vessels.

The Railway Industrial Clearance Association calls the Cape Charles car float route the best clearance route between the East and South, noting that the alternate clearance route through Hagerstown restricts height to 17′2″ as opposed to 17′8″ through Delmarva, plus operating in an Amtrak corridor and doubling transit time from Philadelphia and Charlotte.

Witnesses mentioned the Summit Bridge accident in February, 1973, as a reason for inclusion of the float in the Final System Plan as an alternate route in case of disaster.

The Delmarva Power and Light Co. utilizes the car float to ship large transformers to facilities on the peninsula. Many of these exceed the legal size for truck loads.

Moore Business Forms receives more than 150 carloads per year at the company's Snow Hill plant via the car float. Due to higher costs and damage to paper rolls, a shift to trucking is not feasible.

Red/White Mills estimates that closing of the car float would cost the mill an additional $175,000 to $350,000 per year in freight charges.

The Virginia Potato and Vegetable Growers Association predicts 3,000 people would be unemployed if lines 165 and 166 are closed.

Perdue and Co. is building a new facility in North Carolina which will add 114 carloads per year to the car float operation.

According to several witnesses, the 120,000 carload figure USRA mentions as necessary for break-even of a new car float is attainable with better rail service throughout the peninsula. In 1956, 138,311 carloads moved via the car float, but in 1974 traffic dropped to 44,523 carloads due in part to poor service, according to William E. Carpenter.

Information for Line-Transfer Decision

Public comments indicate that this line represents an alternative routing to Potomac Yard and that it is a high-wide route. However, ConRail will have an alternative routing through Hagerstown, Md. The operating deficits and the capital requirements for this float operation cannot be justified given the alternative routes which exist. Chapter 9 of this report discusses the economics of this service in greater detail.

Disposition

The Little Creek Track and the Cape Charles Ferry shall be offered for sale to the Southern Ry, a profitable railroad operating in the Region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WEST VIRGINIA

Intrastate

PC

USRA Line Number	Terminals	Page
205a	Berkeley to Cumbo Yard	489
354	LaBelle Branch at Benwood	489
509/509a	Charleston to Blue Creek	489
512/512a	Blue Creek to Hitop	490
514b	Charleston to Nitro	490
514c	Peters Junction to Cornelia	491
514d	Charleston to Dickinson	491
514e	Dickinson to Cannelton	491
514f	Cannelton to Gauley Bridge	491
514g	Gauley Bridge to Swiss	491
645	Weirton Junction to Wheeling	491
713	Chester to Weirton Junction	492

Interstate

West Virginia to Maryland and Virginia (this line is discussed under Maryland)

205	Hagerstown, Md. to Winchester, Va.	

West Virginia to Ohio (these lines are discussed under Ohio)

353	Benwood, W. Va. to Martin's Ferry, Ohio	
514a	Nitro, W. Va. to Hobson, Ohio	

CUMBO SECONDARY TRACK

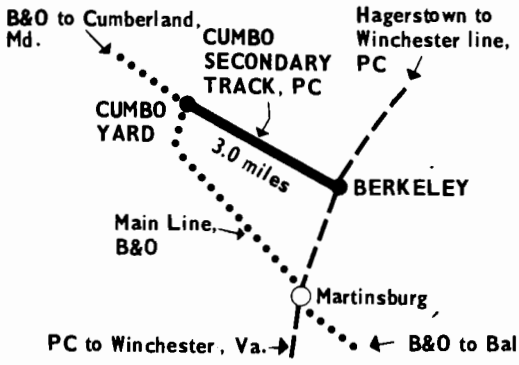
USRA Line No. 205a

Penn Central

The Cumbo Secondary Track, formerly part of the Pennsylvania RR, extends from *Berkeley* (Milepost 0.0) to *Cumbo Yard, W. Va.* (Milepost 3.0) a distance of *3.0 miles*, in Berkeley County, W. Va. At Cumbo Junction this line connects with the B&O main line. At Berkeley it connects with the PC line running from Hagerstown, Md. to Winchester, Va. (see Line No. 205).

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."



Information for Line-Transfer Decision

This line does not directly serve any shippers. It is used to interchange traffic with the Chessie System. This intercharge point is not necessary at this location.

Disposition

The Cumbo Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

LABELLE BRANCH

USRA Line No. 354

Penn Central

The LaBelle Branch, extending from Milepost 0.0 to Milepost 0.3, a distance of *0.3 mile, at Benwood* in Marshall County, W. Va., a line which was recommended for inclusion on page 808 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

TRACKAGE RIGHTS OVER BALTIMORE & OHIO RR

USRA Line No. 509/509a

Penn Central

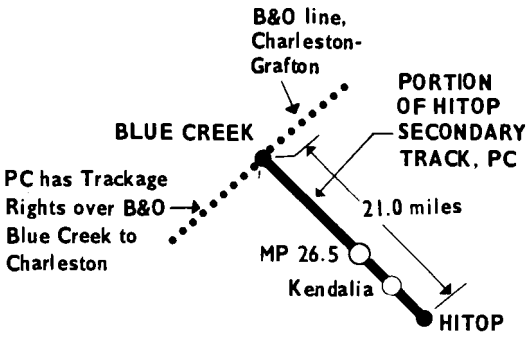
If the Chessie system *does not* acquire the PC trackage in the Charleston area, these trackage rights over the

Baltimore & Ohio RR, extending from *Charleston* (Milepost 113.8) to *Blue Creek, W. Va.* (Milepost 101.0), a distance of *12.8 miles*, in Kanawha County, W. Va., a line which was recommended for inclusion on page 808 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF HITOP SECONDARY TRACK

USRA Line No. 512/512a

Penn Central



This portion of the Hitop Secondary Track, formerly part of the New York Central RR, extends from *Blue Creek* (Milepost 13.4) to *Hitop, W. Va.* (Milepost 34.4), a distance of *21.0 miles*, in Kanawha County, W. Va. At Blue Creek, this line connects with the Baltimore & Ohio RR line running from Charleston to Grafton. The PC operates via trackage rights over the B&O line between Charleston and Blue Creek (see Line No. 509/509a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Morris Fork	8,511
Sanderson	65
Hitop	0
Total carloads generated by the line	8,576
Average carloads per week	164.9
Average carloads per mile	408.4
Average carloads per train	35.7
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	8.0
Locomotive horsepower	3,500
Train crew size	4

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

Information for Line-Transfer Decision

Revenue received by PC		$1,157,156
Average revenue per carload	$135	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line	414,662	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,770	
Cost incurred beyond the branch line	749,235	
Total variable (avoidable) costs		1,215,667
Net constribution (loss): total		(58,511)
Average per carload	(7)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,340 crossties (an average of 540 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 13.4 to Milepost 26.5 (serving shippers at Morris Fork and Sanderson who generated 8,576 carloads in 1973) would generate $1,157,156 in revenue and $1,132,180 in costs with a resulting contribution of $24,974.

The remainder of the line generated no traffic in 1973.

Disposition

The portion of the Hitop Secondary Track from Milepost 13.4 to Milepost 26.5 shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Hitop Secondary Track from Milepost 26.5 to Milepost 34.4 is *not* designated for transfer to the Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514b

Penn Central

This portion of the Kanawha Secondary Track, extending from *Nitro* (Milepost 108.5) to *Charleston*,

W. Va. (Milepost 125.6), a ditsance of *17.1 miles*, in Putnam and Kanawha Counties, W. Va., a line which was recommended for inclusion on page 810 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PETERS CREEK BRANCH

USRA Line No. 514c

Penn Central

The Peters Creek Branch, extending from *Peters Junction* (Milepost 0.0) to *Cornelia, W. Va.* (Milepost 13.9), a distance of *13.9 miles*, in Nicholas County, W. Va., a line which was recommended for inclusion on page 811 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514d

Penn Central

This portion of the Kanawha Secondary Track, extending from *Charleston* (Milepost 125.6) to *Dickinson, W. Va.* (Milepost 139.9), a distance of *14.3 miles*, in Kanawha County, W. Va., a line which was recommended for inclusion on page 811 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514e

Penn Central

This portion of the Kanawha Secondary Track, extending from *Dickinson* (Mileport 139.9) to *Cannelton, W. Va.* (Milepost 152.3), a distance of *12.4 miles*, in Kanawha and Fayette Counties, W. Va., a line which was recomended for inclusion on page 812 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF THE KANAWHA SECONDARY TRACK

USRA Line No. 514f

Penn Central

The Kanawaha Secondary Track, extending from *Cannelton* (Milepost 152.3) to *Gauley Bridge, W. Va.* (Milepost 163.0), a distance of *10.7 miles*, in Fayette County, W. Va., a line which was recommended for inclusion on page 813 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

SWISS RUNNING TRACK

USRA Line No. 514g

Penn Central

The Swiss Running Track, extending from *Gauley Bridge* (Mileport 163.0) to *Swiss, W. Va.* (Milepost 173.1), a distance of *10.1 miles*, in Fayette and Nicholas Counties, W. Va., a line which was recommended for inclusion on page 814 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

WHEELING SECONDARY TRACK

USRA Line No. 645

Penn Central

The Wheeling Secondary Track, extending from *Weirton Junction* (Milepost 0.0) to *Wheeling, W. Va.* (Milepost 24.1), a distance of *24.1 miles*, in Brooke and Ohio Counties, W. Va., a line which was recommended for inclusion on page 815 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

NEW CUMBERLAND SECONDARY TRACK

USRA Line No. 713

Penn Central

The New Cumberland Secondary Track, extending from *Weirton Junction* (Milepost 3.0) to *Chester, W. Va.* (Milepost 22.0), a distance of *19.0 miles*, in Hancock County, W. Va., a line which was recommended for inclusion on page 816 of the Preliminary System Plan, shall be offered for sale to the Pittsburgh & Lake Erie RR, a solvent carrier operating in the Region. If this offer is not accepted, this line shall be transferred to the Consolidated Rail Corp.

Section B

Lines Not Now Being Served or Receiving Only Intermittent Service

A total of 1,191 miles of roadway identified for analysis are not now receiving rail service. Each of these lines has been studied for the following:

- to assess the date each was last served
- to determine the reason for the absence of service
- to determine the potential for service to fossil-fuel reserves
- to determine the potential for near term development of sufficient traffic to support viable rail service.

These studies have involved many on-site inspections and discussions with shippers, trade groups and the carriers concerning both their near- and long-term potential. As a result of this study, 28.9 miles of roadway have been found to have sufficient near-term traffic development potential to support viable rail service and 4.5 miles is required for the movement of through trains. This mileage will be retained in the restructured system.

The remaining 1,157.5 miles of roadway which are not included in the restructured system involve 155 individual lines. One hundred nineteen of the one hundred fifty-five out-of-service lines have not had rail service for more than 3 years and 99 of the 155 lines are not serviced because they generate no traffic. Of the 56 lines not now being served due to track conditions, 38 were last served more than 3 years ago.

The following is a summary of the reasons for termination of service on the 155 lines.

No. of lines:	*Reason for discontinued service*
33	Last served prior to 1970—no demand for service.
68	Service discontinued between 1970 and June of 1972—no demand for service on 48 lines; track damage on 20 lines.
18	Last served June 1972—Track damage resulting from tropical storm "Agnes".
36	Service discontinued since June of 1972—Lack of demand on 18 lines; Track damage on 18 lines.

1. The Following Out of Service and Intermittently Served Lines Are Designated for Transfer to Consolidated Rail Corp.

Line No.	Termini	Status	Comments
		ILLINOIS	
607c_____	Sahara Mine (Milepost 0.0) to Harco (Milepost 0.5).	Out of service since Jan. 1, 1973, due to lack of demand.	This line serves considerable coal reserves. PC Coal Department indicates there is an active loading facility on this line and there will be substantial traffic in the immediate future. USRA staff analysis of the service area indicates that this line should be transferred to ConRail.
607d_____	Cairo Branch (Milepost 255.0 to Milepost 260.0) in Cairo area.	Served by captive PC switches.	This service will continue to be provided by ConRail. Negotiations have been initiated with the ICG and the C&EI (MP) to assume this switching service and such arrangement is recommended under section 206(g) of the Act.
		INDIANA	
591a_____	Springhill (Milepost 5.0) to south of Riley (Milepost 12.4).	Not served by PC, served by L&N. Under a lease agreement, L&N also maintains this trackage.	The traffic involved is more economically handled by a single carrier. The existing lease with L&N will be honored by ConRail.
		NEW YORK	
74_____	Carman (Milepost 156.4) to Schenectady (Milepost 160.9).	Out of service since Jan. 26, 1972, due to rerouting of Amtrak service.	Required to serve through freight trains.
		PENNSYLVANIA	
189_____	Sagon Junction (Milepost 0.0) to terminus (Milepost 1.4).	Out of service since Sept. 30, 1970, due to lack of demand and poor track conditions.	The Sun Coal Co. is completing installation of a new cleaning plant on this line. Coal production will begin in the immediate future. Pennsylvania OSPD estimated reserves at 7,000,000 to 8,000,000 tons. PC is now restoring the track to serviceable condition.
220_____	Ruthford (Milepost 2.0) to Lloydell (Milepost 4.8).	Out of service since June 1972, due to "Agnes" damage.	This line traverses considerable coal reserves. Pennsylvania OSPD indicated the M. & K. Coal Co. with 4,000,000 tons of reserves is building a washing plant and plans to construct a tipple on this line to ship reclaimed coal. PC coal department also has recommended that this line be included in ConRail. Recoverable reserves along this 2.8-mile segment are estimated at 85,000,000 tons.
274_____	Potts Run (Milepost 0.0) to Boardman (Milepost 1.3.).	Out of service since 1969 due to cessation of coal mining activity.	PC Coal Department recommended that this line be included in ConRail. This segment serves considerable coal reserves, estimated by Pennsylvania OSPD at 76,000,000 tons. It will be restored to service as demand develops. (Expected in the immediate future.)
286a_____	Faunce (Milepost 7.0) to Madera (Milepost 15.0).	Out of service since May 5, 1968, due to PC merger.	This segment will be restored to service as part of the "Clearfield Loop" to handle coal traffic.
286b_____	Madera Branch at Madera (Milepost 15.0 to Milepost 16.7).	Out of service since May 5, 1968, due to PC merger.	This segment will be restored to service as part of the "Clearfield Loop" to handle coal traffic.
718_____	Moshannon and Clearfield Branch (Milepost 2.5 to Milepost 7.5).	Out of service since December 1974, due to lack of demand.	A coal operator has recently begun construction of a fast-loading facility and a $4,500,000 cleaning plant on this segment. Reserves are estimated by Pennsylvania OSPD at 50,000,000 tons.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.

The following lines are *not* designated for transfer to Consolidated Rail Corp., and are available for subsidy pursuant to section 304 of the Act. The Association has recommended that certain of these lines be considered for inclusion in a fossil fuel rail bank. In addition, public officials have recommended that certain rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

Line No.	*Termini*	*Date Last Used*	*Reason Out of Service and Comments*
		CANADA	
716a	Essex (Milepost 0.0) to McGregor (Milepost 7.9).	May 10, 1974	Poor track conditions.
		CONNECTICUT	
45	Hazardville (Milepost 12.5) to East Windsor (Milepost 18.0).	Jan. 17, 1972	Lack of demand for service.
58	Stepney (Milepost 14.2) to south of Botsford (Milepost 14.6).	Sept. 1, 1963	Lack of demand for service. North end of the Botsford branch is in service for 500 feet. This portion will remain in service and is not included in these milepost limits.
64	CV connection at Norwich (Valuation Station 0+00 to Valuation Station 35+27).	Jan. 1, 1964	Inadequate clearance.
		DELAWARE	
138	Bank (Milepost 2.1) to Farnhurst (Mile-Post 4.1).	Aug. 30, 1972	Lack of demand for service. Most of the track has been removed.
938	Kentmere Junction (Milepost 0.0) to Kentmere (Milepost 2.3).	January 1974	Lack of demand for service. The last shipper served has relocated.
		ILLINOIS	
407	Englewood (Milepost 515.6) to LaSalle St. (Milepost 522.2) in Chicago area.	Jan. 1, 1969	Facilities no longer required due to PRR-NYC merger. RI runs over the 2 westerly tracks. PRR formerly used the 2 easterly tracks.
408	Chicago (Milepost 139.2) to Kankakee (Milepost 193.6) (Trackage rights over ICG).	May 1, 1971	Facilities not used for freight service since Amtrak began service. The line is owned by ICG and used only by Amtrak passengers trains.
415a	Frankfort (Milepost 33.2) to Joliet (Milepost 43.5).	Oct. 12, 1973	Interlocking breakdown. The last shipper served is at Milepost 33.2. Service to this firm, Universal Products, is not affected by the out-of-service portion.
569	Hillsboro (Milepost 194.4) to Litchfield (Milepost 208.0).	Apr. 29, 1973	Track damage due to washouts. Negotiations are underway between PC and shipper to arrange service by BN to International Paper Co. in Litchfield. Hillsboro will continue to be served from the St. Louis-Terre Haute line.
607a	Olmsted (Milepost 245.3) to Cairo (Milepost 255.0).	Mar. 28, 1973	Due to floods and washouts. The portion from Milepost 251.5 to Milepost 253.0 (in the Mound City area) is served by the ICG. This ICG service will continue. The Cairo area (Milepost 255.0 to (Milepost 260.0) is served by a captive PC switcher. This service will continue.
611a	Waynesville (Milepost 126.7) to Atlanta (Milepost 132.7).	April 1973	Track damage and washouts. The Bureau of Mines reports that there are substantial undeveloped coal reserves in the area. It is recommended that this line be considered for inclusion in a fossil-fuel land bank.
697	Hickory Creek (Milepost 0.0) to Des Plaines St. (Milepost 1.4) (in the Chicago area).	December 1973	Damaged RI interlock.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		INDIANA	
401a	Pleasant Lake (Milepost 35.7) to South of Angola (Milepost 39.7).	June 1970	Lack of demand for service. Last remaining customer ceased shipping after fire damage to his firm.
412	South Bend (Milepost 179.0) to Nutwood (Milepost 176.0).	Jan. 1, 1973	Lack of demand for service. Patrons north of Milepost 179.0 will continue to receive service. However, on the segment from Milepost 179.0 to Milepost 176.0, there is a very low and declining traffic level: 1972—12 cars; 1973—10 cars; 1974—9 cars. Available information indicates that the only remaining shipper on this line is Gentner Packing Co. at Milepost 177.25. This firm is served primarily by alternate means.
413	South Bend Branch at South Bend (Valuation Station 584+01 to Valuation Station 602+90).	Jan. 1, 1971	Lack of demand for service. Rose Fuel & Materials have indicated that they will purchase track required to serve their plant (from approximately Valuation Station 578+00 to Valuation Station 584+01) as previously planned.
563	Muncie Yard Running Track at Muncie (Milepost 41.9 to Milepost 39.7).	November 1973	Lack of demand for service. The portion of the Muncie Yard Running Track south of Vance Interlock is still in service.
564	Muncie (Milepost 39.7) to Matthews (Milepost 25.9).	November 1972	Lack of demand for service.
568	Snow Hill Branch west of Macksburg (Milepost 0.0 to Milepost 3.0).	December 1967	Depletion of economically recoverable coal reserves. Track was removed after mine closed.
572	Brookville (Milepost 43.9) to Connersville (Milepost 67.3).	Oct. 31, 1972	Poor track conditions and lack of demand for service.
588	Columbus (Milepost 2.5) to North Vernon (Milepost 19.1).	Mar. 5, 1973	Poor track conditions and lack of demand for service. A prior abandonment application included the section from Milepost 2.3 to 2.5. Due to new business developing, this portion was restored to service.
599	Bicknell (Milepost 102.9) to Vincennes (Milepost 118.26).	Sept. 24, 1974	Poor bridge conditions. B&O serves Milepost 116.4 to 116.9. L&N serves from Milepost 117.3 to Milepost 118.26. There are no shippers in the intervening section. The Bureau of Mines estimates 1,600,000,000 tons of coal reserves in this area. The production of sand and gravel is the only active mineral industry. All this mineral is shipped entirely by truck. Alternate rail service is available in this area. Recommended for consideration for inclusion in a fossil-fuel land bank.
613	Skelton (Milepost 132.0) to Evansville (Milepost 154.1).	Mar. 17, 1972	Poor track conditions and lack of demand for service. The Bureau of Mines reported considerable coal reserves in the area. It is recommended that this line be considered for inclusion in a fossil-fuel land bank.
613a	Evansville Secondary Track at Evansville (Milepost 154.1 to Milepost 160.0).	May 16, 1972	Lack of demand for service. This trackage is leased to L&N. It is recommended that this line segment be sold to L&N under the existing lease-purchase agreement.
693	Fort Wayne (Milepost 0.0) to Hugo (Milepost 2.07) (Trackage rights over N&W).	Mar. 1, 1968	Trackage rights no longer required due to consolidation of facilities after PC merger.
694	N&W trackage rights at Rushville (Milepost 203.8 to Milepost 204.5).	Oct. 1, 1973	Lack of demand. Line has not been used by PC since the abandonment of the Anderson-Greensburg Secondary Track between Carthage and Greensburg, Ind.
701	Columbia City Secondary Track at Columbia City (Milepost 56.5 to Milepost 57.2).	March 1967	Poor bridge conditions. The section from Milepost 55.3 to Milepost 56.5 handles heavy traffic volume and will continue to receive service.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	*Termini*	*Date Last Used*	*Reason Out of Service and Comments*
		MARYLAND	
155	East of Salisbury (Milepost 45.7) to Parsonsburg (Milepost 49.2).	May 5, 1973	Lack of demand for service. This line was approved for abandonment by the ICC on May 9, 1972. (AB5–Sub 198). PC operated the line for an additional year.
199	Fountain Rock (Milepost 65.2) to Frederick (Milepost 69.0).	June 23, 1972	Flood damage due to "Agnes". Industries at Frederick are served by the B&O.
		MASSACHUSETTS	
3	Riverside (Milepost 0.0) to Newton Lower Falls (Milepost 1.4).	May 30, 1972	Lack of demand for service. This segment includes the 0.2 mile of the Newton Highlands Branch in Riverside which runs from the main line to the junction with the Newton Lower Falls Branch.
		MICHIGAN	
396	Hillsdale (Milepost 360.6) to Osseo (Milepost 356.3).	Sept. 15, 1973	Lack of demand for service. Information received from the Penn Central indicates that the city of Hillsdale is negotiating to purchase a portion of the line for recreational use.
463c	Byron Center (Milepost 82.6) to Lamar, 28th St. at Wentworth Station (Milepost 89.8).	December 1960	Lack of demand for service.
530b	Cement City (Milepost 13.4) to Ackerson Lake (Milepost 5.7).	Oct. 1, 1971	Lack of demand for service.
696	18th St. (Milepost 0.0) to Fort St. (Milepost 2.5) in Detroit (Fort St. Union Depot trackage rights).	July 1, 1972	Duplicate freight handling facilities no longer required.
		NEW JERSEY	
170	Pendell Branch No. 2 at Delair (Valuation Station 0+00 to Valuation Station 40+40) and (Valuation Station 0+00 to Valuation Station 9+00).	Dec. 31, 1970	Lack of demand for service. The track has been removed.
1110	Broadway Branch at Elizabethport (Milepost 0.62 to Milepost 1.07).	Nov. 6, 1970	Poor track conditions.
1111	Royce (Milepost 3.1) to south of Three Bridges (Milepost 13.7).	Feb. 4, 1974	Poor track conditions.
1113	Morganville (Milepost 14.1) to Freehold (Milepost 23.0).	Apr. 12, 1973	Bridge damage and inadequate track structure.
1211	Netcong (Milepost 48.2) to Andover Junction. (Milepost 55.8)	Nov. 1, 1968	Lack of demand for service.
1802	Wildwood Junction (Milepost 72.5) to Wildwood (Milepost 76.5).	June 6, 1974	Lack of demand for service and poor bridge conditions. Traffic on the line was embargoed June 6, 1974 and the embargo was renewed Jan. 1, 1975. The line was formerly used for passenger service. Buses now provide passenger transportation.
		NEW YORK	
73	Hoffmans (Milepost 169.9) to west of Schenectady (Milepost 160.9).	Jan. 26, 1972	This segment was formerly used by Amtrak trains which have been rerouted.
77	Herkimer (Milepost −0.3) to Poland (Milepost 17.0).	May 30, 1972	Flood damage, deteriorated track and bridge washout.
94	Carthage Branch at Watertown (Milepost 12.0 to Milepost 14.0).	June 1, 1970	Lack of demand for service. The portion from 12.0 to 12.5 serves a shipper who receives 1 car per year. This volume is insufficient to justify continued operation by ConRail.
114b	Rochester branch at Rochester (Milepost 0.0 to Milepost 0.8) and (Milepost 3.9 to Milepost 5.2).	March 1968	Not required after PC merger consolidations. Formerly used as a connection between NYC and PRR.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		NEW YORK—Continued	
137a	Kingston Point (Milepost 0.0) to Kingston (Milepost 2.9).	May 1974	Lack of demand for service. Hudson Cement was the last shipper. Presently, the firm is receiving service by barge.
232	Penn Yan (Milepost 6.4) to Dresden (Milepost 0.0).	June 23, 1972	Damage due to "Agnes."
245	Olean (Milepost 113.1) to Allegany (Milepost 115.6).	June 23, 1972	Damage due to "Agnes." New York State Department of Transportation had previously been negotiating to buy a portion of this branch in order to build a highway.
699	Buffalo (Bailey Ave.) to Blackrock (Parish St.). (Trackage rights over EL (Mileposts 4.2 to 8.0) and (Milepost 0.0 to 3.0). Milepost 8.0 and Milepost 0.0 are same point at Main St.	Feb. 28, 1965	Cancellation of a Mar. 31, 1913 trackage rights agreement.
1001	Geneva (Milepost 344.5) to Rushville (Milepost 360.2).	Mar. 27, 1973	Poor track conditions. New York State Department of Transportation had recommended analysis of this line in conjunction with PC Segment No. 233. This reconfiguration was evaluated and was determined not to be economically viable.
1209	Orangeburg (Milepost 4.35) to Nanuet Junction. (Milepost 9.0)	Mar. 14, 1973	Lack of demand for service.
1249	Cattaraugus (Milepost 428.1) to Dayton (Milepost 437.7)	Oct. 27, 1970	Washouts.
1257	Lancaster (Milepost 382.5) to East Lancaster (Milepost 380.75)	November 1963	Lack of demand for service.
1268	Spring Valley (Milepost 31.5) to Thiells (Milepost 38.3)	Aug. 26, 1971	Lack of demand for service. Commuter territory to Woodbine Yard at Milepost 31.5 used for storage of commuter cars.
		OHIO	
368	Dillonvale (Milepost 82.6) to Piney Fork (Milepost 87.7).	Jan. 1, 1970	Lack of demand for rail service. The city of Dillonvale has expressed interest in acquiring this segment. There has been no required service or interchange with the N&W for several years.
370	Magnolia (Milepost 15.3) to Dover (Milepost 28.8).	Sept. 15, 1970	Tunnel damage. B&O formerly used this line to interchange with N&W. The Bureau of Mines reported considerable coal mining activity on contiguous line segments (No. 373 and No. 371). Although rail service has been available on these 2 segments, virtually all the coal is shipped by truck. The Bureau of Mines estimated coal reserves in the counties served by Line Segments 370, 371, and 373 at 2,500,000,000 tons. It is recommended that this line be considered for inclusion in a fossil-fuel rail bank.
381	Collinwood ("QD") (Milepost 0.0) to Fairhill Road (Milepost 4.8) (in Cleveland area).	Dec. 31, 1971	Amtrak service discontinued. The line was previously used for passenger service only.
382	Fairhill Road (Milepost 4.8) to Cleveland Union Terminal (Milepost 7.7)—trackage rights over N&W.	Dec. 31, 1971	Amtrak service discontinued. The line was previously used for passenger service only.
383	Cleveland Union Terminal (Milepost 7.7 to Milepost 11.2) trackage rights over C.U.T. Co.	Dec. 31, 1971	Amtrak service discontinued. The line was previously used for passenger service only.
384	West 25th St. (Milepost 11.2) to Clark St. (Milepost 12.9).	Dec. 31, 1971	Amtrak service discontinued. The line was previously used for passenger service only.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		OHIO—Continued	
388a	Bellevue (Milepost 250.8) to Clyde (Milepost 256.7).	Sept. 1, 1970	Lack of demand for service. An N&W line, in far better condition, runs parallel to this line. Since May 12, 1975, this line has been used intermittently to serve a grain elevator in Bellevue.
475	Miami crossing at Columbus (Milepost 141.5) to east of GN interlocking in Columbus (Milepost 139.0).	Sept. 27, 1971	Lack of demand for service.
487a	Johnstown (Milepost 119.3) to North of Granville (Milepost 128.0).	May 30, 1971	Damaged bridges and washouts.
492	Fultonham (Milepost 56.1) to Crooksville (Milepost 65.8).	June 30, 1970	Tunnel damage. The tunnel is located toward the middle of the line and does not affect shippers at either end of the line. This line, a former NYC through route, traverses an area that has been extensively strip mined. The remaining active strip mines are shipping by truck. The Bureau of Mines indicated the line is not essential to coal movement and did not recommend retention.
499	Scioto (Milepost 119.2) to Ostrander (Milepost 123.0).	December 1970	Lack of demand for service.
507a	Green Springs (Milepost 22.7) to Tiffin (Milepost 31.2).	Sept. 1, 1973	Lack of demand for service.
508	Tiffin (Milepost 36.2) to Berwick (Milepost 42.8).	Sept. 1, 1973	Lack of demand for service and poor track conditions. This segment was formerly out of service to Milepost 35.5, but 0.7 mile was restored to service as an industrial side track to serve the Wolohan Lumber Co.
516a	Waynesville (Milepost 68.9) to Morrow (Milepost 83.2).	July 1, 1973	Lack of demand for rail service.
516e	Middletown Secondary Track at Middletown Junction (Milepost 11.7 to Milepost 14.3).	December 1974	Lack of demand for service, poor track conditions. Through freight which formerly used this track has been rerouted. Connecting turnouts to the C&X Branch have been removed.
526	Dayton (Milepost 3.5) to Pasadena (Milepost 5.1).	Dec. 5, 1968	Lack of demand for service. City of Dayton is considering acquiring the line for rapid transit purposes. Active shippers on the Dayton to Hempstead line will continue to be served south out of Dayton and north out of Hempstead. There are no active shippers within these milepost limits.
550	Hewitt (Milepost 53.2) to Savona (Milepost 52.0).	June 2, 1972	Track structure and bridge deficiencies and lack of lack of demand for service.
552	Arcanum (Milepost 49.6) to Savona (Milepost 52.0).	June 2, 1972	Track structure and bridge deficiencies, and lack of demand for service. Arcanum will continue to be served. Traffic records indicate no traffic at Savona for several years.
553	Hewitt (Milepost 53.2) to Glen Karn (Milepost 60.4).	June 2, 1972	Lack of demand for service and poor track and bridge conditions.
558b	South of Mason (Milepost 36.5) to north of of Brecon (Milepost 39.5).	December 1970	Lack of demand for service. Brecon is served from Cincinnati and Mason is served from Middletown. This service will continue.
559	Middletown (Milepost 1.1) to Oxford Road (Milepost 3.7).	December 1967	City of Middletown has purchased this property.
695	B&O Bridge at Marietta B&O (Milepost 0.0 to Milepost 0.89) trackage rights.	June 1970	Poor bridge conditions. This bridge formerly provided PC access to the B&O.
702	Norwood (Milepost 10.7) to Cincinnati Union Terminal (Milepost 0.0).	May 1, 1971	Lack of demand for service. Former passenger train, "Cincinnati Limited," from Cincinnati to New York. Amtrak has built a new depot west of this C.U.T.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		PENNSYLVANIA	
140	Upland (Milepost 0.5) to Wawa (Milepost 6.1).	September 1971	Flood damage, and lack of demand for service.
171	Commerce St. Branch at Philadelphia (Valuation Station 20+56 to Valuation Station 35+29) and (Valuation Station 0+00 to Valuation Station 11+43).	Jan. 1, 1971	Lack of demand for service. Portions of this line have been paved over by the city. There are no active shippers on this portion of the Commerce St. Branch.
172	Church St. siding at Philadelphia (Milepost 0.0+867 ft. to Milepost 0+1,591 ft.).	Jan. 1, 1971	Lack of demand for service.
173	Phoenixville Branch at Devault (Milepost 6.0 to Milepost 6.3).	December 1970	Lack of demand for service. This track is on property owned by an industrial park. The park developer has indicated the track will be relocated at the park's expense. Service can be provided to the track as demand develops via the Phoenixville Branch (Line No. 173a).
178	Lancaster (Milepost 1.8) to Quarryville (Milepost 13.3).	June 23, 1972	Damage sustained during "Agnes." Active shippers will continue to receive service via the PC Atglen and Susquehanna Branch connection.
179	Conewago (Milepost 1.0) to Cornwall (Milepost 16.1).	June 23, 1972	Flood damage due to "Agnes." Service will continue to the first 1.5 miles (Milepost 0.0 to Milepost 1.0). Service will be provided by the Reading to shippers located on the Cornwall to Lebanon section, beyond Milepost 16.1.
184	Millersburg (Milepost 0.0) to Elizabethville (Milepost 9.9).	June 23, 1972	Damage sustained during "Agnes." There are considerable coal reserves in the area potentially served by this branch. It is recommended that this line be considered for inclusion in a fossil-fuel land bank.
191	Nanticoke (Milepost 0.0) to Glen Lyon Milepost 5.1).	Aug. 26, 1971	Coal mining activity ceased. There are considerable coal reserves in the area but plans to reactivate the mining operation have been hampered by flooding and a 1974 fire. It is recommended that this line be considered for inclusion in a fossil-fuel land bank.
200	Chambersburg (Milepost 0.0) to Waynesboro (Milepost 17.4).	May 17, 1972	Flooding and track conditions. The milepost interval understates the length of the out-of-service portion. The length is 18.9 miles. This track is paralleled by a Western Maryland track. The Pennsylvania Office of State Planning and Development reports that most of the shippers now use the Western Maryland track. The Pennsylvania Office of State Planning and Development has advocated retention of rail service north of Waynesboro over this line.
207	Reedsville (Milepost 5.8) to Milroy (Milepost 11.3).	Nov. 10, 1970	Poor track conditions. This line subsequently sustained further damage during "Agnes."
211	Lemont (Milepost 43.1) to Coburn (Milepost 64.8).	June 23, 1972	Damage caused by "Agnes." Pennsylvania DOT has reiterated its previously expressed opposition to abandonment of the 8.8-mile section from Lemont to Centre Hall. The traffic level projected by Pennsylvania DOT is equivalent to 34 carloads per mile per year.
221	Paint Creek Branch at Windber (Milepost 0.7 to Milepost 1.6).	Dec. 31, 1970	Lack of demand for service. The first 0.7 mile of this branch will continue in service, and is not included within these milepost limits. Considerable coal reserves are reported in the area of this line. It is recommended that this line be considered for inclusion in a fossil-fuel land bank.
225	Watsontown Secondary Track at Berwick (Milepost 38.5 to Milepost 38.8).	Jan. 1, 1973	Lack of demand for service. Berwick will receive service via EL trackage.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		PENNSYLVANIA—Continued	
226	Eyersgrove Junction (Milepost 0.5) to Millville (Milepost 2.8).		Insufficient demand for service. PC reported that Eyersgrove Junction generated 3 carloads in 1973. Millville generated 9 during that year. The total 1974 traffic volume was 13 carloads. This traffic generated less than $5,000 revenue for PC in 1974. Continuation of this service is not economically feasible.
227	Antlers (Milepost 243.4) to Williamsport (Milepost 245.6).	May 1, 1971	Lack of demand for service. Previously used for passenger service only.
239	Lawrenceville to Blossburg (Milepost 0.0 to Milepost 3.6) and (Milepost 23.2 to Milepost 46.7), trackage rights over EL. Note: Milepost 3.6 is same point as Milepost 23.2. Two milepost series are involved.	April 1952	Lack of demand for service. EL service (USRA Line No. 1245) also ceased after this line sustained damage during "Agnes" in June 1972. The Pennsylvania Office of State Planning and Development reported that 10 potential rail users project 2,250 carloads if the line were restored to service. A proposed U.S. Army Corps of Engineers dam project would require relocation of part of the line. Considerable coal reserves were reported by Pennsylvania OSPD. Recommended for consideration for inclusion in a fossil-fuel land bank.
242a	Mill Hall Industrial Track at McElhatten (Milepost 5.5 to Milepost 6.2).	Feb. 1, 1971	Lack of demand for service.
263	Curwensville to Falls Creek (Mileposts 0.0 to 19.3, Mileposts 74.7 to 77.7 and Mileposts 0.0 to 2.0). Three milepost series are involved. (Trackage rights over B&O).	July 25, 1964	Rerouting of coal traffic. This line has sharp curves and steep grades.
267	Wallaceton (Milepost 29.7) to Bigler (Milepost 31.5).	July 1969	Not required since the PC merger. Line has been partially removed. Bradford Coal Co. is interested in purchasing this line for storage of cars. This line is paralleled by a former NYC line.
268	Viaduct (Milepost 0.0) to Grass Flat (Milepost 2.9).	June 30, 1971	Cessation of coal mining activity. Considerable coal reserves remain. Recommended for consideration for inclusion in a fossil-fuel land bank.
278	Ednie Branch (Milepost 0.0 to Milepost 1.8).	Jan. 1, 1969	Lack of demand for service. The line traverses an area with considerable coal reserves. Recommended for consideration for inclusion in a fossil-fuel land bank.
286	Madera (Milepost 16.7) to Irvona (Milepost 26.7).	Jan. 1, 1969	Lack of demand for service. Recommended for consideration for inclusion in a fossil-fuel land bank. The line traverses an area with considerable coal reserves.
287	LaJose Branch near LaJose (Milepost 35.6 to Milepost 33.0).	Jan. 1, 1969	Lack of demand for service. The section from Milepost 36.1 to Milepost 35.6 remains in service and is used primarily for car storage. This trackage could be used to handle coal traffic if demand requires. Pennsylvania Office of State Planning and Development reported preliminary data indicating approximately 50,000,000 tons of coal reserves in the adjacent area. Recommended for consideration for inclusion in a fossil-fuel land bank.
295a	Glen Campbell Branch south of Glen Campbell (Milepost 0.0 to Milepost 0.2).	December 1972	Poor track conditions. Active coal production nearby. Recommended for consideration for inclusion in a fossil-fuel land bank.
299	Barnesboro (Milepost 0.0) to Terminus (Milepost 2.2).	Jan. 1, 1973	Depletion of economically recoverable deep mine coal reserves. Line could be used as a potential strip gathering point. Recommended for consideration for inclusion in a fossil-fuel land bank.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		PENNSYLVANIA—Continued	
302	Coal branch in vicinity of Dixonville (Milepost 0.0 to Milepost 0.3).	January 1974	Lack of demand for service. PC coal department indicated there are long-term coal prospects on this line. Recommended for consideration for inclusion in a fossil-fuel land bank.
303	Price Run Branch near Dixonville (Valuation Station 0+00 to Valuation Station 25+26).		Greensteel, Inc. receives 20 to 30 carloads per year. Mears Coal Co. also uses this trackage for car storage. The traffic volume at Greensteel does not justify continued service. Recommended for consideration for inclusion in a fossil-fuel land bank or sale to coal operator.
304	Dixonville (Milepost 19.7) to Terminus (Milepost 20.8).	January 1968	Lack of demand for service. Pennsylvania Office of State Planning and Development estimates reserves at 13,700,000 tons. It is recommended that this line be considered for inclusion in a fossil-fuel land bank.
310	Export (Milepost 10.2) to Delmont (Milepost 13.7).	July 1, 1972	Poor track conditions. Pennsylvania Office of State Planning and Development reported considerable coal reserves in the area a few miles east of this line. PC coal department indicated the possibility of long-term coal prospects in this area. Recommended for consideration for inclusion in a fossil-fuel land bank.
337	Brownsville (Milepost 52.5) to Redstone Junction (Milepost 68.5).	September 1974	Lack of demand for service and damaged bridge. Recommended for consideration for inclusion in a fossil-fuel land bank.
339	Vance Mill Branch near Bute (Milepost 65.0 to Milepost 70.4).	Jan. 1, 1969	Lack of demand for service. Pennsylvania Office of State Planning and Development reported considerable secondary reserves in the surrounding area. Recommended for consideration for inclusion in a fossil-fuel land bank.
345b	Westland Industrial Track (Milepost 1.2 to Milepost 3.0).	June 1963	Depletion of economically recoverable coal reserves. Penn Central coal department indicated that the remaining coal reserves merit protection of the right-of-way. Recommended for consideration for inclusion in a fossil-fuel land bank. Coal reserves can be served via Montour RR, at Westland.
346	Sugar Creek Branch at Tylerdale Junction (Milepost 0.0 to Milepost 0.7).	Jan. 1, 1969	Lack of demand for service. The Bureau of Mines has indicated that this line is in a bituminous coal area. The line is jointly owned by PC and B&O. Neither railroad has used the line for several years.
348a	Cherry Valley Industrial Track at Burgettstown (Milepost 1.3 to Milepost 4.0).	Jan. 1, 1969	Lack of demand for service. This line has been used for storage of shop cars which could be stored elsewhere. Pennsylvania Office of State Planning and Development indicates that Pettrica Coal Co. wishes to purchase a portion of this branch which has considerable coal reserves. Recommended for consideration for inclusion in a fossil-fuel land bank or sale to coal operator.
357	Wilmington Junction (Milepost 0.0) to New Wilmington (Milepost 2.9).	Sept. 17, 1973	Deteriorated track, unsafe operating conditions, lack of demand for service.
360a	Linesville (Milepost 103.6) to Thornton (Milepost 129.3).	Jan. 1, 1972	Lack of demand for service. This line formerly was a through route. Traffic has been rerouted.
652	Punxsutawney (Milepost 57.4) to Mundorf (Milepost 63.3).	Apr. 1, 1974	Lack of demand for service. Recommended for consideration for inclusion in a fossil-fuel land bank.
654	Glasgow (Milepost 37.3) to Blandburg (Milepost 41.0).	October 1972	Depletion of economically recoverable coal reserves. PC coal department recommended that this line not be included in ConRail. The PC has received no recent requests for service from potential operators on this line. Recommended for consideration for inclusion in a fossil-fuel land bank.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
	PENNSYLVANIA—Continued		
664a	Washington (Milepost 0.2) to Waynesburg (Milepost 27.1).	Jan. 1, 1960	Lack of demand for service. Beyond this segment (Milepost 27.1 to Milepost 28.52) there is a coal operation planned to start up in summer of 1975. This shipper will be served by the Monongahela RR. Recommended for consideration for inclusion in a fossil-fuel land bank.
704	Gardner Run Branch near Barnesboro (Milepost 0.0 to Milepost 1.1).	Jan. 1, 1973	Lack of demand for service. Track has been removed.
705	Brockway (Milepost 0.0) to Hydes (Milepost 6.2) Trackage rights over EL.	Jan. 1, 1969	Lack of demand for service. The last 3.5 miles, Crenshaw to Hydes, is also out of service on the EL(USRA Line No. 1269). Coal operations on this line have ceased. PC coal department reported that economically recoverable coal reserves have been depleted.
707	Sharpsville to West Middlesex (Milepost 85.1 to Milepost 81.6) and (Milepost 0.0 to Milepost 6.8). Milepost 81.6 and Milepost 0.0 are same point in Ferrona. Trackage rights over EL.	June 21, 1970	Trackage rights cancelled. Original trackage rights agreement dated Oct. 1, 1888.
717	Spring (Milepost 0.0 to H&P Branch (Milepost 0.6).	June 27, 1972	Lack of demand for service.
911	Carlisle Junction (Milepost 6.3) to Gettysburg Junction (Milepost 0.0).	June 1972	Flood damage due to "Agnes." P C serves the section from Milepost 0.0 to Milepost 0.8. This service will continue. The entire segment is out of service on the Reading.
913	Hummelstown (Milepost 0.8) to Middletown (Milepost 5.4).	June 1972	Damage due to "Agnes." This line remains in service from Milepost 0.0 to Milepost 0.8 and from Milepost 5.4 to Milepost 6.6. This service will continue.
941	Preston Branch (Valuation Station 0+00 to Valuation Station 78+15).	March 1972	Lack of demand for service. Recommended for consideration for inclusion in a fossil-fuel land bank.
942	Girard and Mammoth Colliery Branch (Valuation Station 0+00 to Valuation Station 85+90).	March 1972	Lack of demand for service. Recommended for consideration for inclusion in a fossil-fuel land bank.
944	Reading and Columbia Branch at Columbia (Valuation Station 2042+00 to Valuation Station 2093+16).	June 1972	Flood damage due to "Agnes." Only active shipper on this line is served by the PC over remaining serviceable portion of the damaged Reading track.
1004	Towanda Junction (Milepost 253.2) to Dushore (Milepost 234.0).	June 20, 1972	Flood damage due to "Agnes." The first 2 miles of this branch remain in service (not included within these milepost limits). Shippers at Towanda will continue to receive service. Pennsylvania OSPD reported 6,000,000 to 10,000,000 tons of coal reserves in the Dushore area which might be shipped by rail. Recommended for consideration for inclusion in a fossil-fuel land bank.
1005	Montrose (Milepost 234.2) to Tunkhannock (Milepost 207.3).	Feb. 28, 1973	Poor track conditions. Pennsylvania OSPD surveys indicated shipper interest in restoring this line.
1006	Pink Ash Junction (Milepost 144.1) to Drifton (Milepost 145.2).	Oct. 22, 1972	Poor track conditions. Pennsylvania OSPD reported 6,000,000 to 8,000,000 tons of reserves in this area and mining permits now applied for.
1008	Shenandoah (Milepost 168.8) to Raven Run (Milepost 172.1).	May 1973	Lack of demand for service. The Bureau of Mines and Pennsylvania OSPD reported that the adjacent area contains a substantial quantity of coal reserves. Recommended for consideration for inclusion in a fossil-fuel land bank.
1010	Freemansburg (Milepost 81.3) to West Easton (Milepost 74.4).	Apr. 1, 1972	Duplicate facilities as a result of LV taking over CNJ lines in Pennsylvania. Shippers at both ends of this segment will continue to receive service.
1011	Glen Onoko (Milepost 121.0) to Nesquehoning (Milepost 119.2).	Apr. 1, 1972	Lack of demand for service. Facilities not required as main line connection since Lehigh Valley assumed operation of CNJ lines in Pennsylvania.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	Termini	Date Last Used	Reason Out of Service and Comments
		PENNSYLVANIA—Continued	
1030	Silverbrook Junction (Milepost 0.0) to Audenried (Milepost 7.7).	Mar. 31, 1972	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1031	E. & W. Junction (Milepost 0.0) to Lehigh Valley RR connection (Milepost 4.36).	Mar. 31, 1972	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1032	Central Scrap (Milepost 2.4) to Wanamie (Milepost 14.7).	Mar. 31, 1972	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1033	Lee Mine Junction (Milepost 0.0) to Nanticoke (Milepost 1.5).	Mar. 31, 1972	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1034	Franklin (Milepost 0.0) to Buttonwood (Milepost 2.2).	Mar. 31, 1972	Lack of demand for service. Part of former Lehigh & Susquehanna RR that was taken over by the LV on Mar. 31, 1972.
1035	Laurel Run (Milepost 161.2) to Hudson Yard at Wilkes-Barre (Milepost 176.0).	Mar. 31, 1972	Lack of demand for service.
1036	Ashley (Milepost 10.1) to Terminus (Milepost 14.27).	December 1974	Lack of demand for service. Part of the former Lehigh & Susquehanna RR which was taken over by the LV. The line was leased to Blue Coal Co. but has been out of service since Blue Coal ceased operations at this location.
1223	Plains Junction (Milepost 0.0) to Pittston (Thompson St.) (Milepost 1.8).	December 1969	Lack of demand for service.
1245	Lawrenceville (Milepost 19.8) to Blossburg (Milepost 46.7).	June 22, 1972	Flood damage caused by "Agnes." PC has also discontinued service on this line (USRA Line No. 239). The Pennsylvania Office of State Planning and Development reports that 10 potential rail users project 2,250 carloads if the line were restored to service. A proposed U.S. Army Corps of Engineers Dam Project would require relocation of part of the line. Considerable coal reserves were reported by Pennsylvania OSPD. Recommended for consideration for inclusion in fossil-fuel land bank.
1269	Crenshaw (Milepost 2.7) to Hydes (Milepost 6.2).	December 1970	Lack of demand for service. This line is also out of service for the PC from Brockway (Milepost 0.0) to Hydes (Milepost 6.2), USRA Line No. 705. Coal operations on this line have ceased due to the depletion of economically recoverable reserves.
1270	Loomis Breaker (Milepost 156.5) to Hanover (Milepost 160.1).	June 22, 1972	Flood damage caused by "Agnes". This line, along with Lines 1271 and 1272 comprise the Hanover-Newport Branch which is in place, but badly damaged by "Agnes." The last service consisted of carloads of cinders. No coal has been loaded on the line in approximately 10 years.
1271	Warrior Run Branch at Hanover (Milepost 159.1 to Milepost 159.8).	December 1967	Lack of demand for service and flood damage.
1272	Avondale (Milepost 154.9) to Loomis (Milepost 156.5).	June 22, 1972	Flood damage caused by "Agnes." The last service consisted of carloads of cinders. No coal has been loaded on the line in approximately 10 years.
		RHODE ISLAND	
38	Howard (Milepost 3.2) to Pontiac (Milepost 4.9).	October 1971	Poor track conditions.
		WEST VIRGINIA	
510	Quinwood (Milepost 9.6) to Mar France (Milepost 10.40) (owned by C&O).	June 30, 1969	Depletion of economically recoverable coal reserves.
511	Beelick Knob (Milepost 0.83) to Terminus (Milepost 2.03) (owned by C&O).	June 30, 1966	Depletion of economically recoverable coal reserves.

2. The Following Out of Service and Intermittently Served Lines Are Not Designated for Transfer to Consolidated Rail Corp.—Continued

Line No.	*Termini*	*Date Last Used*	*Reason Out of Service and Comments*
		INTERSTATE LINES	
142	Wawa, Pa. (Milepost 18.0) to Colora, Md. (Milepost 59.7).	Sept. 9, 1971	Track washouts.
145	Hyde, Pa. (Milepost 54.6) to Cockeysville, Md. (Milepost 15.4).	June 23, 1972	Damaged by "Agnes." The Cockeysville Industrial Park lies south of Milepost 15.4 and will continue to receive service. The only connection to the Stewartstown RR is at New Freedom, Pa. on this line. There has been no freight interchange on the line since June 1972. Analysis of data submitted to the ICC and to USRA indicates that ConRail service to the New Freedom interchange would not be economically feasible.
217	Bedford, Pa. (Milepost 46.5) to Cumberland, Md. (Milepost 82.8).	June 23, 1972	Flood damage caused by "Agnes." This line has been intermittently out of service since June 23, 1972. A Westinghouse plant, located at Milepost 50.7, now generates approximately 1 carload per month. A proposed industrial park and a historic village are under construction between Milepost 46.5 and Milepost 50.7. The Western Maryland Ry. owns the portion of the line from the Pennsylvania/Maryland state line to Cumberland, Md. over which PC has trackage rights. PC is not using these trackage rights and has not done so since "Agnes."
230	Southport, N.Y. (Milepost 74.0) to Hepburnville, Pa. (Milepost 5.5).	June 23, 1972	Damage caused by "Agnes." Pennsylvania Office of State Planning and Development reports considerable coal reserves along this line. The coal is now moving by truck. Negotiations are reportedly underway for extensive development of these reserves. Recommended for consideration for inclusion in a fossil-fuel land bank.
406	Whiting, Ill. (Milepost 505.7) to Calumet River, Ill. (Milepost 509.5).	June 1960	PC merger. This line is the last remaining New York Central track. Formerly, there was duplicative service: 4 tracks operated by the PRR and by the NYC.
1253	Limestone, N.Y. (Milepost 6.2) to Bradford, Pa. (Milepost 9.9).	Jan. 30, 1975	Lack of demand for service from Milepost 6.2 to Milepost 8.0; highway construction from Milepost 8.0 to Milepost 9.9.

Section C

Alternative Public Uses of Abandoned Rail Properties

1. Lines Recommended for Consideration for Inclusion in a Fossil-Fuel Rail Bank

The Congress specifically directed the Association to preserve, to the extent possible, "existing railroad trackage in areas in which fossil-fuel natural resources are located" (section 206(a)(4) of the Act).

Use of the Region's coal reserves primarily depends on the ability of individual deposits to meet EPA requirements, their mineability, proximity to the market, expected use (metallurgy vs. steam production), and the price and availability of alternative fuels. Assessment of the extent to which each of these factors affects a given coal deposit requires a great quantity of detailed data as well as expert judgments. For example, not all lines in areas with fossil-fuel reserves actually serve or would be required to serve reserves which are economically recoverable. Further, some reserves may not be tapped for decades, if ever.

In an effort to develop line-specific coal production estimates, USRA has worked with the U.S. Department of Interior, Federal Energy Administration and the National Coal Association. USRA has reviewed all testimony provided at the RSPO hearings concerning access to fossil fuel, all communications received from coal producers and consumers and has conducted on-site studies of more than 800 miles of rail roadway currently or potentially serving coal reserves. The dispositions of individual lines are based on the following guidelines:

- On lines required to reach economically recoverable reserves where there are active mines, service now provided will be continued where it now is viable or can be expected to be viable based on identifiable near-term traffic growth. Where the line does not now pass this viability test, however, service will be maintained on a demand basis so long as no major roadway repairs are required.
- On those lines required to reach economically recoverable reserves and where there is not now service or where the existing service is not viable and near term traffic growth is inadequate for viability, the Association proposes that such lines be considered for inclusion in a fossil-fuel rail bank. Such a Federally funded rail bank would preserve rail access to coal where it is in the national interest. All lines recommended as candidates for inclusion in this rail bank are listed below.

ConRail will be an operating railroad seeking to provide an efficient rail service; it should not be responsible for the development of the rail banking program. To the extent that such a program is not funded under Title IV of the Act, USRA believes the responsibility should reside with an existing federal entity.

USRA has assigned priority rankings to lines proposed to be included in the rail bank based on extensive interviews with affected parties (including power

companies, mining companies, Federal and state agencies) and field inspections of coal lines which were both in and out of ConRail according to recommendations in the Preliminary System Plan. The priority rankings reflect the following criteria:

Very high priority lines pass through proven reserves. Should demand for coal from these reserves increase, these lines might be prohibitively expensive to reassemble, replace or reconstruct—unless held in a rail bank.

High priority lines pass through reserve areas which may be dependent upon that branch line but which also have some possibility of service via another rail line or via a short intermodal truck haul.

Medium priority lines pass through reserve areas with a relatively high possibility of service by alternative rail lines.

Low priority lines pass through reserve areas, but service is available over existing rights-of-way. These lines thus deserve little or no consideration as rail bank candidates.

Rehabilitation estimates are derived from abandonment applications, from line questionnaire data and line viability analyses. The unit costs incorporated in the viability analysis are at 1973 cost levels. Cost adjustment factors of 1.43 and 1.27 were applied to update the 1972 and 1973 cost estimates respectively to the 1975 levels. The cost estimates tend to be conservative and do not generally include replacement of unique structures such as bridges and tunnels.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
375/376/377.	Cambridge to Marietta, Ohio (PC).	Very high	Active	58. 8	$925, 000	No active mines dependent on this line. 1973 production exceeded 3. 100, 000, 000 tons of coal according to the Bureau of Mines. Total reserves are 3,500,000,000 tons.	High sulfur content (3 to 7 percent) coal adjacent to this line. None of this coal production was shipped over this line. New EPA rules may require service over 9 miles of this line near Cambridge in order to reach AEP power plant.
514	Corning to Hobson, Ohio (PC).	Very high	Active	56. 4	545, 000	No active mines dependent on this line. No scheduled plans to mine.	High sulfur content coal adjacent to this line. Bureau of Mines estimated 3,600,000,000 tons of reserves.
664a	Washington to Waynesburg, Pa. (PC).	Very high	Out of service	26. 9	35, 000, 000	No active mines. No scheduled plans to mine within this segment's limits.	Over 5,000,000,000 tons of high quality reserves adjacent to this line.
1007	Laurel Junction to Rock, Pa. (LV).	Very high	Active	9. 6	95, 000	One active mine. Possible opening of two mines, but schedule is not firm.	Alternative of trucking to main line loading site exists. There is local opposition to trucking. Coal reserves were estimated by local coal operators at 21, 000, 000 tons.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
184	Millersburg to Elizabethville, Pa. (PC).	High	Out of service	9. 9	190, 000	No active mines on line. No firmly scheduled plans.	Possible to truck rail from active mines in Lykens area. Possible restoration of line to Lykens in future years. Recoverable coal reserves in the county tributary to this line were estimated at 350,000,000 in the most recent Keystone Manual.
230	Southport, N.Y. to Hepburnville, Pa. (PC).	High	Out of service	68. 5	1, 300, 000	Active mining production shipped by truck. Present production levels were reported by Pennsylvania OSPD at 500,000 tons annually. Unconfirmed plans to increase production levels.	Jones and Brague Coal Co. is the principal coal operator. Increased production appears to be contingent on contracts not yet finalized. Reserves near Canton were estimated by Jones and Brague at 10,000,000 tons.
268	Viaduct to Grass Flat, Pa. (PC).	High	Out of service	2. 9	40, 000	No active mines. There are plans to open mines; however, plan schedules are not being met.	Pennsylvania OSPD estimated 11,000,000 tons of reserves on this line. One coal operator has indicated plans to rebuild necessary trackage.
286	Madera to Irvona, Pa. (PC).	High	Out of service	10. 0	315, 000	A small strip mining operation was reported by Pennsylvania OSPD. Reserves in the area estimated at 50,000,000 tons.	May be desirable in future years as a through route or to serve coal reserves on line via a northern routing through Clearfield, Pa.
310	Export to Delmont, Pa. (PC).	High	Out of service	3. 5	80, 000	Active mining has recently begun to the east of this branch according to Pennsylvania OSPD.	This branch could provide access to reserves estimated at 50,000,000 tons. The existence of substantial coal reserves was verified by the Pennsylvania State Geologist. This is largely an urbanized area; right-of-way would likely be difficult to reassemble.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
605a/605b/606.	Lawrenceville to Paris, Ill. (PC).	High	Active	88. 7	120, 000	No active mines. No scheduled plans. RR is intersected by crossing rail lines at 5 places.	Between 1,600,000,000 and 2,800,000,000 tons of reserves adjacent to this line. However, it is estimated that 80 percent of the reserves adjacent to the Cairo Branch will be served by ConRail.
613	Skelton to Evansville, Ind. (PC).	High	Out of service	22. 1	580, 000	No active mines. PC Coal Dept. estimated 500,000,000 tons of reserves in the area adjacent to this line.	PC Coal Dept. recommended that the right of way be protected. Development is projected to occur in 5 to 7 years.
925	Tremont to Pine Grove, Pa. (RDG).	High	Active	7. 0	0	Active mines and loading points do not use rail, but truck. Reserves estimated by Pennsylvania OSPD at 1,000,000,000 to 1,500,000,000 tons.	Possible future need for this line as a loading spur. Service is available at Tremont.
1004	Towanda Junction to Dushore, Pa. (LV).	High	Out of service	19. 2	550, 000	Active mining in Dushore area reported by Pennsylvania OSPD: 30,000 to 40,000 tons produced annually.	Pennsylvania OSPD indicated rail shipment potential of 4,000,000 to 6,000,000 tons of coal if leases now in the process of negotiation are implemented.
191	Glen Lyon to Nanticoke, Pa. (PC).	Medium	Out of service	5. 1	95, 000	No active mines on line. Reserves estimated at 14,000,000 tons by Pennsylvania Department of Environmental Resources.	Access to reserves handicapped by severe mine flooding problems and recent fire damage to mines. Northern Anthracite fields are flooded with estimated 262 billion gallons of water.
221	Paint Creek Branch near Windber, Pa. (PC).	Medium	Out of service	0. 9	235, 000	No active mines. Reserves estimated at 10,000,000 to 20,000,000 tons by Pennsylvania OSPD.	The Bureau of Mines reported that this line was not essential to coal recovery provided alternate rail service remained.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
278	Ednie Branch, Pa. (PC).	Medium	Out of service	1. 8	85, 000	No active mines. There are plans for opening new mine.	Pennsylvania OSPD estimated 8,300,000 tons of coal reserves adjacent to the Ednie Branch. However, there are two new loading facilities nearby on the M&C Branch of Con Rail.
295a	Glen Campbell Branch south of Glen Campbell Pa., off McGees Secondary Track (PC).	Medium	Out of service	0. 2	10, 000	Active mining. Tipple sites sought by several independent miners. Pennsylvania OSPD reported 300,000 tons current annual production. This production is moved by truck.	This branch is adjacent to Seg. No. 295; alternate rail service.
331	Hempfield Junction to Herminie, Pa. (PC).	Medium	Active	8. 9	225, 000	No active mines. Some potential for future Freeport Vein Coal.	PC Coal Dept. indicated coal reserves in area can be served via alternate routes.
337/338	Brownsville to Vance Mill Junction.	Medium	Out of service	16. 0	310, 000	Pennsylvania OSPD reported small scale strip mining activity, which generates coal transported by truck. There are no scheduled plans to initiate deep-coal mining.	Several billion tons of coal are reported by the Pennsylvania State Coal Geologist in the basin traversed by this line. These are secondary reserves.
371	Minerva to Magnolia, Ohio.	Medium	Active	10. 8	0	Active mining. Coal is virtually entirely moved by truck. 1973 coal production was over 350,000 tons according to Bureau of Mines.	This segment may be used for rail movement of coal in the future. However, service can be provided via alternate rail lines.
373	Dover to Newcomerstown, Ohio (PC).	Medium	Active	21. 2	0	Active mining. Over 650,000 tons of coal produced in 1973. Virtually all of this was shipped by truck. Reserves adjacent to this line estimated at 71,700,000 tons by a local coal producer.	This segment may be used for rail movement of coal in the future.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
374	Newcomerstown to Cambridge, Ohio (PC).	Medium	Active	19. 2	0	No active mines. No announced plans.	Most coal reserves are south of Cambridge. This route may be desirable if shippers wish a connection to ConRail rather than B&O.
609	Paris to Decatur, Ill. (PC).	Medium	Active	62. 4	1, 025, 000	No active mines. No plans for mining. Relatively flat terrain would minimize future reconstruction costs of this right-of-way.	The State of Ill. Geological Survey estimated 800,000,000 to 1,000,000,000 tons of reserves adjacent to this line. Service by other railroads is possible at 5 intermediate points.
921	St. Clair to Bear Run Junction, Pa. (Rdg).	Medium	Partially active, partially out of service.	8. 5	500, 000	No active mines. Anthracite reserves are located in the area. No tipples or preparation plants along line.	All expected coal can exit on other ConRail lines. There may be need for this line in the future as a mine spur.
923	Haucks to Brandonville, Pa. Portion of line segment (Rdg).	Medium	Active	13. 0	0	No active mines. Some long-term potential. Reserves estimated by Bureau of Mines at 25,000,000 to 50,000,000 tons. Almost all of this reserve base is concentrated in Northern Schuylkill County. Line segment between Haucks and Brandonville could serve the known coal reserves.	Most reserves of anthracite are located in fields served by other ConRail (Rdg.) lines. Future truck to rail loading could be performed at intersection of RR and State Rte. 924.
196	Hamburg to Schuylkill Haven, Pa. (PC).	Low	Active	13. 6	96, 000	No active mines. No plans for mines.	Reserves adjacent to this line are served by parallel ConRail (Rdg) line.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
287	LaJose Branch near LaJose, Pa. (PC).	Low	Out of service	2. 6	395, 000	No active mining or known plans to mine.	This line may be useful in the recovery of nearby coal reserves. Coal also can be trucked short distance to Con-Rail line (Cresson Branch) for loading.
299	Barnesboro to Terminus, Walnut Run Branch, Pa. (PC).	Low	Out of service	2. 2	105, 000	No active mines. There are no plans to begin mining on this branch. Pennsylvania OSPD reported an estimated 30,000,000 tons of coal reserves in the surrounding area.	Deep-coal mining activity has ceased in the immediate area. This branch may be useful to provide tipple sites for gathering strip-mined coal in the future.
302	Coal branch in the vicinity of Dixonville, Pa. (PC).	Low	Out of service	0. 3	15, 000	No active mines on this branch. Considerable reserves are located in the nearby area according to Pennsylvania OSPD.	There is little probability of mining in the near future. PC coal department reported that there were good long-term prospects for coal development. Coal can be loaded onto the ConRail System at points south of Mears Coal tipple.
303	Price Run Branch near Dixonville, Pa. (PC).	Low	Active	0. 5	38, 000	No active mines on branch. One light-volume noncoal shipper on line (20 to 30 cars per year). Track also used for occasional car storage by Mears Coal Co. No scheduled mining plans directly involving this line.	PC coal department indicated that this line has good long-term prospects for coal development. This branch is being considered as an access point by a major coal company according to Pennsylvania OSPD. Coal can be loaded near line at or just south of Mears Coal tipple.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
304	Dixonville, Pa. (Milepost 19.7) to Terminus. (PC).	Low	Out of service	1. 0	55, 000	No active mines. Pennsylvania OSPD estimates reserves at 13,-700,000 tons.	This line, if rehabilitated, could provide access to considerable coal reserves which are as yet unleased. Coal can be routed on Con-Rail line south of Dixonville and the Mears tipple.
326	Black Lick Junction to Indiana, Pa. (PC).	Low	Active	8. 8	295, 000	No coal from active mines is now transported by rail. Pennsylvania OSPD confirms that over 3,000,000 tons annually move via conveyor belt and truck to nearby consumption points.	Rail service can be provided by parallel B&O line or by B&O at Indiana, Pa. The Blairsville and Indiana RR has a lease on this line and is awaiting ICC approval of operating authority (FD 27666).
339	Vance Mill Branch near Bute, Pa. (PC).	Low	Out of service	5. 4	115, 600	An operator is now reclaiming refuse near this branch, but the production is shipped by truck. This line joins PC's Redstone Secondary Track.	Pennsylvania state geologists and the Pennsylvania Department of Environmental Resources report several billion tons of deep Freeport coals in the counties potentially served by this line.
345b	Westland Industrial Track, west of Houston, Pa. (PC).	Low	Out of service	1. 8	55, 000	No active mines. Pennsylvania OSPD reported an estimated 2,000,-000 tons of recoverable reserves adjacent to this line.	PC coal department indicated that this branch would be useful for coal development in the future. Reserves can also be served via Montour Railroad at Westland.
348a	Cherry Valley Industrial Track at Burgettstown, Pa. (PC).	Low	Out of service	2. 7	20, 000	Pennsylvania OSPD reports over 12,-000,000 tons in coal reserves in the area potentially served by this branch.	PC coal department indicated that this branch offers coal potential. Coal operator is seeking a lease of this line from PC according to Pennsylvania OSPD.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
370	Magnolia to Dover, Ohio. (PC).	Low	Out of service	13. 5	1, 495, 000	Bureau of Mines estimates reserves of 2,500,000,000 tons in the counties adjacent to this line and Line Nos. 371 and 373. Majority of reserves are adjacent to the other lines.	Rail is presently not a major means of transporting the coal involved. Virtually all is shipped by truck. PC indicated that there are no reserves or potential loading points on this line.
599	Bicknell to Vincennes, Ind. (PC).	Low	Out of service	15. 4	290, 000	No active mines. No plans for mines.	Most reserves are located to the north of Bicknell.
611	Maroa to Waynesville, Ill. (PC).	Low	Active	19. 2	585, 000	No active coal mining. Bureau of Mines reports 3,700,000,000 tons in reserves in area traversed in part by Line Nos. 611, 611a and 611b.	PC rail service not now required due to alternate rail service.
611a	Waynesville to Atlanta, Ill. (PC).	Low	Out of service	6. 0	555, 000	No active coal mining. Bureau of Mines reports 3,700,000,000 tons of reserves in area traversed in part by Line Nos. 611, 611a, and 611b.	PC rail service not now required due to alternate rail capacity to move coal. Illinois Terminal has expressed interest in acquisition of Milepost 127.0 at Waynesville to Milepost 131.6 at Atlanta.
611b	East Peoria to Atlanta, Ill. (PC).	Low	Active	29. 8	710, 000	No active coal mining. Bureau of Mines reports 3,700,000,000 tons of reserves in area traversed in part by Line Nos. 611, 611a, and 611b.	PC rail service not required due to alternate rail capacity to move coal.
651	Falls Creek to Brockway, Pa. (PC).	Low	Active	8. 3	105, 000	Potential loading point. Could generate 100,000 tons of coal per year according to Pennsylvania OSPD.	Service can be provided by a parallel B&O line.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
652	Punxsutawney to Mundorf, Pa (PC).	Low	Out of service	5. 9	95, C00	Active mines in the vicinity of this branch are served by truck. Pennsylvania OSPD estimated reserves at 3,000,000 tons.	PC Coal Dept. recommended protection of the right-of-way. Pennsylvania OSPD claimed that full recovery of the reserves is contingent on rail service.
654	Glasgow to Blandburg, Pa. (PC).	Low	Out of service	3. 7	80, 000	Recent active mining. Pennsylvania OSPD reported 200,000,000 tons of reserves in the general area of this line.	C&K Coal Co., the principal coal operator in this area has confirmed plans to build a tipple on the Irvona to Cresson line. This facility will serve the reserves noted by Pennsylvania OSPD.
663	Connellsville to Fairchance, Pa. (PC).	Low	Active	16. 7	555, 000	Area of depleted reserves. Some mining activity continues. Reserves estimated at 20,-000,000 to 40,-000,000 tons by local operators.	All service can be provided by parallel B&O.
915	Lebanon to Suedburg, Pa. (RDG).	Low	Active	18. 5	0	Active mining only on extreme north end of line. Semi-anthracite reserves reported by Pennsylvania OSPD. Pennsylvania estimated potential rail volume at 378,000 tons annually.	Service could be provided via Con-Rail lines to the north or by high-priority land bank Line No. 925 (Tremont to Pine Grove). State of Pa. could restore line between Suedburg and Pine Grove by building a bridge over I-81.
941	Preston Branch, Pa. (RDG).	Low	Out of service	1. 48	55, 000	Anthracite strip production is trucked short distance to alternate rail line. Plans to reopen Mammoth Colliery are not firmly scheduled.	Local group opposes abandonment which might lead to strip mining coal deposits which lie under the right-of-way.

1. Lines Recommended for Consideration for Inclusion in a Fossil Fuel Rail Bank—Continued

USRA line No.	Termini	Priority rank	Line status	Length (miles)	Estimated line rehabilitation requirement	Mining status	Comments
942	Girard & Mammoth Colliery Branch, Pa. (RDG).	Low	Out of service	1. 63	60, 000	Anthracite strip production is trucked short distance to alternate rail line. There are no plans to open a preparation plant on this line segment.	Pennsylvania OSPD attributed 33,000,-000 tons of reserves to this segment in conjunction with Segment No. 941. These reserves can also be served via alternate Conrail lines.
1006	Pink Ash Jct. to Drifton, Pa. (LV).	Low	Out of service	1. 1	15, 000	No active mines. Branch last used in 1970. No firmly scheduled mining plans.	Pennsylvania State D.E.R. reported 6,800,000 tons of recoverable reserves.
1008	Raven Run to Delano, Pa. (LV).	Low	Partially active and partially out of service.	3. 3	55, 000	Active mining near line. Reserves estimated by Pennsylvania OSPD at 33,000,-000 tons (in conjunction with area adjacent to Line No. 1009).	Almost all service now provided via RDG (Con-Rail line.) All future service can efficiently be provided via Con-Rail (RDG) lines.
1009	Haucks to Nesquehoning Junction, Pa. (LV).	Low	Active	16. 7	190, 000	Active mining near line. Reserves estimated by Pennsylvania OSPD at 33,000,-000 tons (in conjunction with area adjacent to Line No. 1008).	Mine to south of Panther Valley is being served from Tamaqua via another ConRail line. Bethlehem Steel Co. agrees that reserves can be served via Tamaqua.
1012	Franklin Branch at Wilkes-Barre, Pa. (LV).	Low	Active	0. 25	50, 000	No active mining. No scheduled plans to reinstitute mining. Pennsylvania OSPD reported 4,000,000 to 5,-000,000 tons of reserves adjacent to this line.	The Lehigh Valley Anthracite Company indicated that the right-of-way was essential to eventual recovery of the reserves.
1245/239	Lawrenceville to Blossburg, Pa. (EL).	Low	Out of service	27. 1	5, 050, 000	Pennsylvania OSPD reported 2 active coal companies and estimated reserves at 44,500,000 tons.	A proposed U.S. Army Corps of Engineers dam project would require relocation of part of the line.

2. Suggested Other Uses of Abandoned Rail Rights-of-Way

The Act provides that USRA shall designate which rail properties of railroads in reorganization that are not required for rail operations are suitable for use for other public purposes. These "suitability" designations could be of importance to the rail estates because they have the effect of triggering restraints contained in Section 304(b)(2) on the right to abandon rail property not transferred under the Act.

Section 206(c)(1)(E) of the Act directs USRA to "solicit the views and recommendations of the Secretary [of Transportation], the Secretary of the Interior, the Administrator of the Environmental Protection Agency and other agencies of the Federal Government and of the States and political subdivisions thereof within the region, and the general public." In complying with this provision, USRA sought the views of more than 4,600 Federal, state and local governmental bodies. Letters were sent to the primary official of 15 Federal agencies, the governor of each of the 17 states, 500 mayors and almost 4,200 other state or local planning units. In many instances these letters were sent to states or local areas which have no potentially abandoned rights-of-way within their boundaries. USRA adopted this policy so as to insure that any unit which might be interested in the planning process of neighboring jurisdictions would have an opportunity to express its views. Finally a notice inviting comments for alternative uses of the rights-of-way from the general public was placed in the *Federal Register*, May 16, 1975.

As of July 18, 1975, USRA had received fewer than 75 responses. Although there have been several contacts with representatives of the federal agencies, only the Department of the Interior submitted suggestions for specific lines. The Department of Commerce, The Energy Research and Development Administration, and the Rail Services Planning Office have offered some general comments.

A number of responses raised matters beyond the scope of section 206(c)(1)(E) or any other provision of the Act. Some local communities submitted suggestions for alternative uses of rail property belonging to solvent carriers. Some local units submitted proposals for lines of the bankrupt carriers which the Association included in ConRail in the Preliminary System Plan. Other suggestions pertained to lines which were not to be included in ConRail in the Preliminary System Plan but which, after further analysis, have been included in the restructured system.

Several responses, including those from the Department of the Interior and the Rail Services Planning Office, suggested that title problems will hamper the ultimate availability of certain abandoned rights-of-way for alternative uses. In some instances the right-of-way may be an easement across property owned by the adjacent land owner. In other instances, clauses within the title may provide that once rail services cease, the land will revert to the heirs of the original owner.[1]

Several state and local governments have declined to suggest alternative public uses pending development of their final state rail plan. Some have stated that, whether or not their lines are designated for inclusion in the restructured system, they will be continued in rail operation. Many planners wrote that they intend to do an "alternative uses" study for a specific line once it is actually abandoned. Some states have legislation pending which would give states the first opportunity to purchase abandoned rail lines.

The reluctance of local planners to discuss other public uses of rights-of-way over which they intend to maintain service is understandable, as is the reluctance to undertake extensive planning efforts on behalf of lines which may remain in rail service indefinitely. Postponing needed planning efforts, however, may prevent some of the more desirable rights-of-way from being used for other public purposes. The minimum time limits for discontinuance and abandonment under section 304 are short, and they run from the effective date of the Final System Plan, not from the date of conveyance of properties by the Special Court. These generalized requests seeking designation of all potentially abandoned lines without identifying specific suitable uses for individual lines are troublesome since it seems clear the Congress intended there be at least some firm indication of specific interest for a public-use designation to be made. Moreover, even absent the special "reasonable offer" procedures of section 304(b)(2), any public agencies wishing ultimately to negotiate for the acquisition or use of such properties will still be able to deal directly with the estates, if timely proposals are developed.

Testimony at the RSPO hearings and some responses to the Association's inquiries have questioned the advisability of disposing of any abandoned rights-of-way immediately. Many fear that future industrial development, or errors in the Final System Plan, may require future rail service where it now appears unnecessary. The Department of the Interior, some states, the Illinois Central Gulf Railroad and others have suggested various forms of "rail banking" or "land banking" as a solution to the foregoing problems. Additional Congressional action, such as Senator Hartke's "Conversion of Abandoned Railroad Rights of Way Act" (S. 1879) may help resolve this issue. USRA's obligation, how-

[1] See Citizens' Advisory Committee on Environmental Quality, *From Rails to Trails*, Washington 1975, pp. 27–28.

ever, has been to develop its "public purpose" designations within the provisions and intent of the present Act.

It should also be noted that in most instances the suggestions are tentative and not to be interpreted as a commitment of the recommending agency to acquire the rights-of-way. In almost all cases the responses included a statement to the effect that "our intent is to maintain the line in rail service. This does not indicate support for abandonment." The designations reflect all recommendations, as indicated above, received by July 18, 1975 concerning suitability for other public use of all rail properties that the Final System Plan contemplates will not continue to be used in rail service.

2. Suggested Other Uses of Abandoned Rail Rights-of-Way

USRA line No.	Termini	Suggested use	Recommended by
		CONNECTICUT [1]	
50	Hartford to Griffins	Mass transit	Connecticut Department of Transportation (as reported by RSPO).
		DELAWARE	
147	Townsend, Del. to Massey, Md	Bike path, only if extension of Maryland system.	Delaware Department of Highways and Transportation.
158 [2]	Rehoboth to Lewes	(1) Roadway. (2) Bike path.	Delaware Department of Highways and Transportation.
159	Lewes Beach Track	Bike path	Delaware Department of Highways and Transportation.
162	Clayton to Smyrna	Bike path	Delaware Department of Highways and Transportation.
169	Clayton, Del. to Easton, Md	Bike path, only if extension of Maryland system.	Delaware Department of Highways and Transportation.
907/939	Elsmere Junction, Del. to Elverson, Pa. (subsegment).	Bike path	Delaware Department of Highways and Transportation (if not acquired by Chessie System).
937	Montchanin to Rockland	Bike path	Delaware Department of Highways and Transportation.
938 [3]	Kentmere Junction to Kentmere	Bike path	Delaware Department of Highways and Transportation (if not acquired by Chessie System.)
		ILLINOIS	
415	Matteson to Frankfort	Steam powered shortline railroad.	Sauk Trail Steam and Railway Historical Society (as reported by RSPO).
415a [3]	Joliett to Frankfort	Water pipeline for the Public Water Commission.	New Lenox, Ill.
611b	East Peoria to Atlanta	Trail and nature preserve (many native prairie plants which otherwise are extinct).	Logan County Regional Planning Commission (if not acquired by ITRR).
		INDIANA	
399	Goshen to Shipshewana	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
401	South of Angola, Ind. to Montgomery, Mich. (subsegment Angola to Fremont).	Trail	Department of Interior, Bureau of Outdoor Recreation.
417/417a	Auburn Junction to Waterloo	Trail, outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
418	Kendallville to state line (subsegment Kendallville to Howe).	Trail, outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
423	Logansport to Culver	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
521	New Castle to Richmond	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
524	Elwood to Kokomo	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.

See footnotes at end of table.

2. Suggested Other Uses of Abandoned Rail Rights-of-Way—Continued

USRA line No.	Termini	Suggested use	Recommended by
		INDIANA—Continued	
554	Hunter, Ind. to Glen Karn, Ohio (subsegment Hunter to New Castle, Ind.).	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
556	Richmond to Lynn	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
557	Lynn to Ridgeville	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation (if not acquired by TP&W).
574	Lebanon to Brant (subsegment Lebanon to Zionsville).	Urban access to trail, outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
578	Emporia to Knightsville	Urban access to trail, outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
582	Columbus to Flat Rock	Trail	Bartholomew County Commission.
582	Columbus to Flat Rock (subsegment from Clifford to point about ½ mile south of Clifford).	Tile drain, extend streets and sewer lines within Clifford.	Clifford, Ind., Treasurer.
584	Fenns to Shelbyville	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
585/586/587	Shelbyville to North Rushville	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
590	North Madison to Madison	Outdoor recreation (part of first railroad west of Alleghenies).	Department of Interior, Bureau of Outdoor Recreation.
591	Cory to Worthington (subsegment from Cory to Clay City).	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
602	Waveland to Crawfordsville	Trail	Department of Interior, Bureau of Outdoor Recreation.
615 [3]	Clermont to Brant	Rail bank for direct passenger service access to station. Future service planned from points in Illinois.	Champaign County Regional Planning Commission.
1262	Huntington to Hammond (DeLong to Hammond).	Urban access to outdoor recreation trail.	Department of Interior, Bureau of Outdoor Recreation.
		MASSACHUSETTS	
21	Buzzards Bay to Hyannis	Recreation, if no mass transit alternative.	Department of Interior, Bureau of Outdoor Recreation.
22	Yarmouth to South Dennis	Recreation, if no mass transit alternative.	Department of Interior, Bureau of Outdoor Recreation.
		MICHIGAN	
393	N.W. crossing East of Adrian to Vulcan, Ohio (subsegment east of Adrian).	Outdoor recreation near urban areas.	Department of Interior, Bureau of Outdoor Recreation.
396 [3]	Hillsdale to Osseo	Nonmotorized trail	City of Hillsdale.
440	Bay City to Gaylord	Trail. Direct urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation (if not acquired by D&M RR).
441	Gaylord to Mackinaw City	Trail, outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
444a	Vassar to Denmark Junction	Trail near urban area	Department of Interior, Bureau of Outdoor Recreation.
445	Vassar to Millington	Trail, outdoor recreation near urban area.	Department of Interior, Bureau of Outdoor Recreation.
445a	Millington to Lapeer Junction	Trail near urban area	Department of Interior, Bureau of Outdoor Recreation.
445b	Lapeer Junction to Oxford	Trail near urban area	Department of Interior, Bureau of Outdoor Recreation (if not acquired by GTW).
451/452/453	Grand Rapids to Rives Junction (subsegment within Kentwood).	Nonmotorized trail and potential future use as light rail commuter line.	Kentwood, Mich. Mayor

See footnotes at end of table.

2. Suggested Other Uses of Abandoned Rail Rights-of-Way—Continued

USRA line No.	Termini	Suggested use	Recommended by
		MICHIGAN—Continued	
452/453	Eaton Rapids to Grand Rapids	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
454	Mackinaw City to Cadillac	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
454a	Cadillac to Cedar Springs	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
455a	Lansing to Saginaw	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation (if not acquired by GTW).
456/457/458	Vicksburg to state line	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation (if not acquired by GTW).
461	Cedar Springs to Comstock Park	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
463a	Otsego to Dorr	Urban access to outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
464/465	Parchment to Doster	Urban access to outdoor recreation, including Gull Lake.	Department of Interior, Bureau of Outdoor Recreation as recommended by State Department of Natural Resources and Kalamazoo County Recreation Department.
466	Kalamazoo to Dowagiac	Passenger rail service	Michigan Association of Railroad Passengers (as reported by RSPO).
470	Traverse City to Walton Junction	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
530a	Hudson to Cement City	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
688	Oxford to Utica	Outdoor recreation near urban areas.	Department of Interior, Bureau of Outdoor Recreation.
1300	Dundee to Owosso (subsegment Ann Arbor to Owosso).	Recreational path, public transit and/or public utilities. No priority.	Washtenaw County Metropolitan Planning Commission (if not acquired by GTW).
1301	Owosso to Thompsonville (subsegment Cadillac to Thompsonville).	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation (if not acquired by GTW).
1302/1303	Thompsonville to Frankfort	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
		NEW JERSEY	
119	Monmouth Junction to Rocky Hill	Trail	New Jersey Department of Transportation
121	Trenton to Lambertville	(1) Roadway right-of-way. (2) Trail.	New Jersey Department of Transportation
121a	Lambertville to Phillipsburg	(1) Roadway right-of-way. (2) Trail.	New Jersey Department of Transportation.
123/124/124a	Farmingdale to Jamesburg (subsegment)	Trail	New Jersey Department of Transportation.
130	Mount Holly to Medford	Trail	New Jersey Department of Transportation.
703	Princeton Junction to Princeton	Trail	New Jersey Department of Transportation.
1103	Somerville to Royce	Trail	New Jersey Department of Transportation.
1104	Matawan to Morganville	Trail	New Jersey Department of Transportation.
1105	Asbury Park to Bay Head Junction	Trail	New Jersey Department of Transportation.
1106	Toms River to Oyster Creek	Trail	New Jersey Department of Transportation.
1107	High Bridge to Lake Junction (subsegment).	Trail	New Jersey Department of Transportation.
1204	Summit to Gladstone (subsegment)	Trail	New Jersey Department of Transportation.
1206	Bloomfield to West Orange	Trail	New Jersey Department of Transportation.
1207	Great Notch to Essex Fells	Trail	New Jersey Department of Transportation.
1211 [3]	Netcong to Andover Junction	(1) Roadway right-of-way. (2) Trail.	New Jersey Department of Transportation.
1212	Washington to Phillipsburg	(1) Roadway right-of-way. (2) Trail.	New Jersey Department of Transportation.

See footnotes at end of table.

2. Suggested Other Uses of Abandoned Rail Right-of-Way—Continued

USRA line No.	Termini	Suggested use	Recommended by
		NEW JERSEY—Continued	
1800	McKee City to Pleasantville	Trail	New Jersey Department of Transportation.
1807	Haddonfield to Lucaston	Trail	New Jersey Department of Transportation.
1808	Ocean City to Palermo	Trail	New Jersey Department of Transportation.
		NEW YORK	
67	Millerton to Ghent	Passenger service	Harlem Valley Transportation Association (as reported by RSPO).
77[3]	Herkimer to Poland (including structures).	Snowmobile route or bike path.	Herkimer-Oneida Counties Comprehensive Planning Program.
1002	Cortland to East Ithaca	Trail-bicycle (summer), snowmobile (winter).	Cortland County Legislature.
1239	Bath to Wayland	Trail, outdoor recreation	Department of Interior, Bureau of Outdoor Recreation (if not acquired by B&H).
0244	River Junction to Cuba Junction	Trail, outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
		OHIO [4]	
381[3], 382[3], 383[3], 384[3].	Fairhill Road to Cleveland Union Terminal to Clark Street.	Retain for intercity rail passenger service.	Northeast Ohio Areawide Coordinatin[g] Agency (as reported by RSPO).
478	Holmesville to Howard	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
478	Holmesville to Howard	Trail	Holmes County Regional Planning Commission.
481/482	Luckey to Berwick	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation (if not acquired by B&O).
487	Edison (subsegment Mt. Gilead to Johnstown) to Jamestown.	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
487a[3]	Johnstown to North of Granville	Bike trail near urban area.	Department of Interior, Bureau of Outdoor Recreation.
488	Granville to Heath	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
488	Granville to Heath	Bike path	Village of Granville.
489[2]	Hebron to Thurston	Bike way, outdoor recreation.	Department of Interior, Bureau of Outdoor Recreation.
514	Corning to Hobson	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
517	Bradford to New Paris (subsegment)	Bicycle path	Bradford, Ohio.
531/531a/532	Bryan to Van Wert	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
533/534a/535	Van Wert to Ansonia	Outdoor recreation	Department of Interior, Bureau of Outdoor Recreation.
1258	Niles to Lisbon (subsegment)	Trail	Department of Interior, Bureau of Outdoor Recreation.
1259	Phalanx to Solon	Trail	Department of Interior, Bureau of Outdoor Recreation.
1260	Marion to Lima	Trail	Department of Interior, Bureau of Outdoor Recreation.
1261	Huntington, Ind. to Lima, Ohio	Trail	Department of Interior, Bureau of Outdoor Recreation.
1263	Marion to Richwood	Trail	Department of Interior, Bureau of Outdoor Recreation.
1264	Richwood to Urbana	Trail	Department of Interior, Bureau of Outdoor Recreation.
1266	Bowlusville to Fairborn	Trail	Department of Interior, Bureau of Outdoor Recreation.

See footnotes at end of table.

2. Suggested Other Uses of Abandoned Rail Right-of-Way—Continued

USRA line No.	Termini	Suggested use	Recommended by
		PENNSYLVANIA	
133a	Queen Lane to Allen Lane	Rail passenger service	Pennsylvania Public Utility Commission (as reported by RSPO).
133b	Chestnut Hill to Allen Lane	Rail passenger service	Pennsylvania Public Utility Commission (as reported by RSPO).
140[3]	Wawa to Upland	Public passenger transportation.	Southeastern Pennsylvania Transportation Authority (as reported by RSPO).
142	Wawa, Pa. to Colora, Md	Passenger transportation	Southeastern Pennsylvania Transportation Authority (as reported by RSPO).
179[3]	Conewago to Cornwall	Recreation trail	Pennsylvania Department of Environmental Resources.
180	Cornwall to Lebanon (subsegment)	Recreation trail	Pennsylvania Department of Environmental Resources.
181	East Lebanon Branch at Lebanon	Lebanon County Housing Redevelopment Authority.	City of Lebanon (as reported by RSPO).
181	East Lebanon Branch at Lebanon	Recreation trail	Pennsylvania Department of Environmental Resources.
196	Hamburg to Schuylkill Haven	Underground utilities and/or nonmotorized trail.	Berks County Planning Commission.
196	Hamburg to Schuylkill Haven	Recreation trail	Pennsylvania Department of Environmental Resources.
197b	Reading to Hamburg	Underground utilities and/or non-motorized trail.	Berks County Planning Commission.
197b	Reading to Hamburg	Recreation trail	Pennsylvania Department of Environmental Resources.
250	Corry to Titusville	Recreation trail	Pennsylvania Department of Environmental Resources.
252	Warren to Ridgeway (Johnsonburg to Ridgeway).	Recreation trail	Pennsylvania Department of Environmental Resources.
254	Oil City to Tidioute	(1) Non-motorized trail. (2) Short-line "scenic" railroad.	Northwest Pennsylvania Regional Planning and Development Commission.
254	Oil City to Tidioute	Recreation trail	Pennsylvania Department of Environmental Resources.
256	Polk Junction to Reno (subsegments)	Recreation trail	Pennsylvania Department of Environmental Resources.
260	Falconer, N.Y. to North Warren	Recreation trail	Pennsylvania Department of Environmental Resources.
260a	North Warren to Warren	Recreation trail	Pennsylvania Department of Environmental Resources.
262[2]	Hydes to Terminus	Recreation trail	Pennsylvania Department of Environmental Resources.
360	Jamestown to Linesville	Recreation trail	Pennsylvania Department of Environmental Resources.
360a[3]	Linesville to Girard Junction	Recreation trail	Pennsylvania Department of Environmental Resources.
647	Red Bank to Emlenton (subsegment)	Recreation trail	Pennsylvania Department of Environmental Resources.
648	Schenley to Red Bank (subsegment Templeton to Red Bank).	Recreation trail	Pennsylvania Department of Environmental Resources.
650	Kiskiminetas Junction to Logans Ferry, Pa. (subsegment).	Recreation trail	Pennsylvania Department of Environmental Resources.
712	Sharon to Jamestown (subsegment)	Recreation trail	Pennsylvania Department of Environmental Resources.

See footnotes at end of table.

2. Suggested Other Uses of Abandoned Rail Right-of-Way—Continued

USRA line No.	Termini	Suggested use	Recommended by
		PENNSYLVANIA—Continued	
904	Cheltenham Junction to Newton	Recreation trail	Pennsylvania Department of Environmental Resources.
906	Perkiomen Junction to Emmaus Junction	Underground utilities and/or non-motorized trail.	Berks County Planning Commission.
909	Eshback to Pottstown	Underground utilities and/or non-motorized trail.	Berks County Planning Commission.
910	Kutztown to Topton	Underground utilities and/or non-motorized trail.	Berks County Planning Commission.
912	Gettysburg to Carlisle Junction	Recreation trail	Pennsylvania Department of Environmental Resources.
915	Suedburg to Lebanon	Recreation trail	Pennsylvania Department of Environmental Resources.
920a	Lititz to Sinking Spring	Underground utilities and/or non-motorized trail.	Berks County Planning Commission.
925	Tremont to Pine Grove	Recreation trail	Pennsylvania Department of Environmental Resources.
1008	Delano to Raven Run	Recreation trail	Pennsylvania Department of Environmental Resources.
1009	Nesquehoning Junction to Tamanend	Recreation trail	Pennsylvania Department of Environmental Resources.
1238	Lackawaxen to Honesdale	Urban access to outdoor recreation. (1) Electric rail service with old-time cars. (2) Trail.	Department of Interior, Bureau of Outdoor Recreation.

[1] The State of Connecticut Department of Transportation suggested that all rail lines on which rail service is discontinued be placed either in a "rail bank" for future rail needs or "land bank" for future alternative transportation use.

[2] Abandoned.

[3] Out of service.

[4] Ohio Department of Transportation has indicated that they intend to preserve most rights-of-way for future transportation needs.

Section D

Discontinuances Under Section 304(f) of the Act

1. Section 304(f) Applications Granted as of July 26, 1975

Under section 304(f) of the Regional Rail Reorganization Act, the Association is empowered to authorize the discontinuance of service and abandonment of lines where *no* affected state or local or regional transportation authority reasonably opposes such action. This table identifies those applications which have been approved and lists those applications which are pending.

The Association has published notice of the following proposed abandonments and received no notice of opposition. By affirmative action of the Association's Board of Directors, these lines have been approved for abandonment.

USRA Docket No.	Applicant	Branch name	End points	Length in miles	USRA Line No.	Date granted	Remarks
73-3	Reading	Locust Gap Colliery Branch.	Engineering Station 22+79 to Engineering Station 45+02, Mount Carmel Township, Pa.	0.42	943	Oct. 10, 1974	Unopposed.
75-4	Reading	Schuylkill Valley Navigation and RR Branch.	Engineering Station 366+21 to Engineering Station 372+31, Borough of Middleport, Pa.	.12	945	Oct. 10, 1974	Unopposed.
75-6	Lehigh Valley	Portion, National Docks Branch.	Milepost 2+260 ft to Milepost 1+3,528 ft, Jersey City, N.J.	.38	1013	Oct. 10, 1974	Unopposed. Out of service since August 1974. Local agency supports abandonment so right-of-way can be purchased for school.

1. Section 304(f) Applications Granted as of July 26, 1975—Continued

USRA Docket No.	Applicant	Branch name	End points	Length in miles	USRA Line No.	Date granted	Remarks
75–17	Penn Central	Norwalk Branch	Milepost 250.7, near Bellevue to Milepost 257.7, near Clyde, Ohio.	7.0	388a	May 21, 1975	Unopposed. Out of service virtually the entire time since September 1970. City supports abandonment, seeks use of right-of-way for fire station.
75–22	Penn Central	Portion, LE&P Branch.	Valuation Station 30+00, Cuyahoga Hts, to Valuation Station 62+83, Garfield Hts, Ohio.	.6	385	Nov. 26, 1974	Unopposed. Out of service since Jan. 1, 1970.
75–42	Penn Central	Evansville Secondary Track.	Milepost 132.0, near Johnson, to Milepost 154.1, near Evansville, Ind.	22.1	613	May 21, 1975	Unopposed. Grant limited to discontinuance of service. Line subject of Coordination Project IN–14.
75–66	Penn Central	Portion, Lansing Branch.	Milepost 23.6 to Milepost 23.8 at Albion, Mich.	.2	448	May 21, 1975	Unopposed. Out of service since 1968.
75–67	Penn Central	Portion, Lansing Branch.	Milepost 41.9 to Milepost 42.5 at Eaton Rapids, Mich.	.6	449	May 21, 1975	Unopposed. Out of service since October 1972.
75–68	Penn Central	Portion, Lansing Branch.	Milepost 59.7 to Milepost 60.4 at Lansing, Mich.	.7	450	May 21, 1975	Unopposed. Out of service since Jan. 1, 1974. City of Lansing desires right-of-way for renewal project.
75–70	Penn Central	Olean Branch Sixteenth St. Track.	Valuation Station 9+15 to Valuation Station 68+20 in Olean, N.Y.	1.1	246	May 21, 1975	Unopposed. School board desires right-of-way for school yard.

2. Pending Section 304(f) Applications as of June 26, 1975

Notice of the following proposed abandonments has been published by the Association under the terms of section 304(f) of the Act. Publication of a notice does not mean that the Association has reached any conclusion as to merits of an application. The Association will consider all applications in the light of the public comments received and the requirements and purpose of the Act before making its decisions. The Association will deny those applications which state, local, or regional transportation authorities reasonably oppose, or where the authorizations requested are inconsistent with the requirements and purposes of the Act; it may grant these applications where that action would be consistent with the requirements and purposes of the Act and there is no reasonable opposition.

The disposition of those applications not approved by the Association will follow the line-specific dispositions (contained in section A of this appendix) in accordance with section 304(a) of the Act. As provided in this section, upon expiration of the 30-day period after the effective date of the Final System Plan, the Trustees of the applicant railroads in reorganization may give notice to discontinue service or to abandon the property unless someone offers a rail services continuation subsidy under section 304(c)(2)(A) or offers to purchase the property under section 304(d). If no subsidy or purchase offer is made and the requirements of section 304(a) are fulfilled, the Trustees will be free to discontinue service 60 days after the effective date of notice and will be free to abandon the property 120 days after the effective date of discontinuance.

2. Pending Section 304(f) Applications as of June 26, 1975—Continued

USRA Docket No.	Applicant	Termini	USRA Segment No.
		CONNECTICUT	
75–18	Penn Central	Hazardville (Milepost 12.5) to East Windsor (Milepost 18.5).	45
75–30	Penn Central	New Milford (Milepost 13.2) to Canaan (Milepost 48.3).	60
75–150	Penn Central	Center Street Branch near Meriden (2.94 miles).	52
		DELAWARE	
75–18	Penn Central	Broadkill (Valuation Station 1563+83) to Lewes (Valuation Station 2134+12).	160
75–120	Penn Central	Bank (Milepost 2.1) to Farnhurst (Milepost 4.1).	138
		ILLINOIS	
75–51	Penn Central	Hillsboro (Milepost 194.4) to Litchfield (Milepost 208.0).	569
75–61	Penn Central	Decatur (Milepost 94.4) to Peoria (Milepost 176.3).	610, 610a, 611, 611a, 611b
75–146	Penn Central	Matteson (Milepost 22.0) to Joliet (Milepost 44.4).	415, 415a
		INDIANA	
75–8	Penn Central	North Manchester (Milepost 38.0) to Columbia City (Milepost 55.3).	420
75–36	Penn Central	Logansport (Milepost 115.9) to Culver (Milepost 148.6).	423
75–37	Penn Central	Lynn (Milepost 15.6) to Ridgeville (Milepost 33.0).	557
75–39	Penn Central	Richmond (Milepost 77.5) to New Castle (Milepost 100.5).	521
75–40	Penn Central	Elwood (Milepost 139.0) to Kokomo (Milepost 156.5).	524
75–41	Penn Central	Edwardsport (Milepost 99.8) to Vincennes (Milepost 118.26).	599
75–49	Penn Central	Mexico (Milepost 14.3) to North Manchester (Milepost 37.2).	419
		INDIANA—Continued	
75–50	Penn Central	Crawfordsville (Milepost 52.0) to Waveland (Milepost 37.0).	602
75–53	Penn Central	Columbus (Milepost 3.8) to Flat Rock (Milepost 12.64).	582
		Fenns (Milepost 18.79) to Shelbyville (Milepost 23.00).	584
		Rays Crossing (Milepost 30.0) to Rushville (Milepost 44.3).	585/586/587
75–54	Penn Central	Lynn (Milepost 69.4) to New Castle (Milepost 95.4).	554
75–55	Penn Central	Wilkinson (Milepost 109.0) to Hunter (Milepost 128.8).	554
75–58	Penn Central	Kendallville (Milepost 121.0) to Indiana-Michigan state line (Milepost 146.4).	418 and 456/457/458
75–85	Penn Central	Greenwood (Milepost 2.6) to Worthington (Milepost 38.6).	591, 591a
75–92	Penn Central	Muncie (Milepost 39.7) to Matthews (Milepost 25.9).	563/564
75–94	Penn Central	Shirley (Milepost 107.3) to Wilkinson (Milepost 109.0).	554
75–98	Penn Central	Zionsville (Milepost 125.6) to Lebanon (Milepost 137.0).	574/574a
75–100	Penn Central	South Bend (Milepost 179.0) to Nutwood (Milepost 176.0).	412
75–121	Penn Central	South Bend Branch at South Bend (Valuation Station 576+12 to Valuation Station 602+90).	413
75–131	Penn Central	Columbus (Milepost 2.3) to North Vernon (Milepost 19.1).	588
75–139	Penn Central	East Gary (Milepost 0.6) to Hartsdale (Milepost 12.8).	414
75–140	Penn Central	New Castle (Milepost 97.0) to Shirley (Milepost 107.3).	554
75–141	Penn Central	Ohio state line (Milepost 61.6) to Lynn (Milepost 69.4).	554
75–143	Penn Central	Goshen (Milepost 0.2) to Shipshewana (Milepost 16.65).	399

2. Pending Section 304(f) Applications as of June 26, 1975—Continued

USRA Docket No.	Applicant	Termini	USRA Segment No.
		MARYLAND	
75-91	Penn Central	North of Frederick (Milepost 65.0) to Frederick (Milepost 68.8).	199
75-105	Penn Central	Kings Creek (Milepost 1.25) to Crisfield (Milepost 16.7).	163
		MASSACHUSETTS	
75-21	Penn Central	North Falmouth (Milepost 6.7) to Falmouth (Milepost 13.8).	23/24
75-28	Penn Central	Stoughton (Milepost 4.4) to Easton (Milepost 10.0).	25
75-32	Penn Central	Webster (Milepost 0.5) to Southbridge (Milepost 11.1).	40
75-72	Penn Central	Riverside (Milepost 0.0) to Newton Lower Falls (Milepost 1.4).	3
75-80	Penn Central	Zylonite (Milepost 15.44) to North Adams (Milepost 18.13).	10/10a/11
75-114	Penn Central	Millbury Junction (Milepost 0.0) to Millbury (Milepost 2.8).	6
75-125	Penn Central	Readville (Milepost 0.0) to Dedham (Milepost 2.2).	26
75-132	Penn Central	Westdale (Milepost 0.0) to East Bridgewater (Milepost 1.9).	19
75-135	Penn Central	Plymouth Secondary Track at Plymouth (Milepost 27.1 to Milepost 27.3).	16
75-149	Penn Central	Cabot (Milepost 13.5) to Cook Street (Milepost 14.1).	34
		MICHIGAN	
75-26	Penn Central	Lenawee Junction (Milepost 0.0) to Ida (Milepost 19.8).	391
75-33	Penn Central	Hudson (Milepost 29.9) to Ackerson Lake (Milepost 4.6).	530a, 530b
75-57	Penn Central	Cedar Springs (Milepost 257.9) to Mackinaw City (Milepost 459.8).	454, 454a
		MICHIGAN—Continued	
75-58	Penn Central	Indiana-Michigan state line (Milepost 146.4) to Sturgis (Milepost 148.9).	456/457/458
		Sturgis (Milepost 150.5) to Wasepi (Milepost 159.6).	
75-60	Penn Central	Ostego (Milepost 52.7) to Lamar (Milepost 91.5).	463a, 463b, 463c
75-69	Penn Central	Hillsdale (Milepost 360.7) to Osseo (Milepost 356.4).	396
75-74	Penn Central	Oakman Spur at Dearborn (Milepost 0.0 to Milepost 1.48).	436
75-87	Penn Central	Walton Junction (Milepost 0. 0) to Traverse City (Milepost 25.5).	470
75-90	Penn Central	Gaylord (Milepost 120.4) to Mackinaw City (Milepost 182.7).	441
75-99	Penn Central	Charlotte (Milepost 34.8) to Hastings (Milepost 60.6).	451/452/453
75-119	Penn Central	Richland (Milepost 0.0) to Doster (Milepost 8.13).	464/465
		Parchment (Milepost 42.29) to Richland Junction (Milepost 36.03).	
75-147	Penn Central	Fort Wayne Junction (Milepost 71.0) to Horton (Milepost 85.7).	404
		NEW JERSEY	
75-124	Penn Central	Penndel Branch No. 2 at Delair (Valuation Station 0+00 to Valuation Station 4+40) and (Valuation Station 0+00 to Valuation Station 9+00).	170
		NEW YORK	
75-11	Penn Central	Kingston (Milepost 2.9) to Bloomville (Milepost 86.3).	137
75-25	Penn Central	Herkimer (Milepost −0.3) to Poland (Milepost 16.9).	77

2. Pending Section 304(f) Applications as of June 26, 1975—Continued

USRA Docket No.	Applicant	Termini	USRA Segment No.
		NEW YORK—Continued	
75-29	Penn Central	Hoffmans (Milepost 169.9) to Carman (Milepost 156.4).	73, 74
75-38	Penn Central	Brocton (Milepost 51.0) to Mayville (Milepost 65.0).	248
75-46	Penn Central	Millerton (Milepost 94.8) to Ghent (Milepost 126.3).	67
75-71	Penn Central	Allegany (Milepost 113.14) to Olean (Milepost 115.60).	245
75-79	Penn Central	Carthage Branch at Watertown (Milepost 12.5 to Milepost 14.0).	94
75-96	Penn Central	Clarence Center (Milepost 25.0) to Transit (Milepost 26.5).	100/101
75-97	Penn Central	Newark (Milepost 18.8) to Sodus Point (Milepost 33.3).	108
75-115	Penn Central	Williamson (Milepost 72.0) to Union Hill (Milepost 80.0).	103/104
75-116	Penn Central	Hamlin (Milepost 111.0) to Riverview (Milepost 172.2).	105/107
75-118	Penn Central	New York Mills (Milepost 233.6) to Terminus (Milepost 234.3).	84
75-123	Penn Central	East Syracuse (Milepost 5.8) to Fayetteville (Milepost 9.9).	86
75-129	Penn Central	Canandaigua Track at Stanley (Milepost 52.2 to Milepost 52.8).	238
75-134	Penn Central	Dresden (Milepost 0.0) to Penn Yan (Milepost 6.58).	232
		OHIO	
75-7	Penn Central	Newton Falls (Milepost 5.5) to North Benton (Milepost 18.5).	364
75-13	Penn Central	Piney Fork (Milepost 82.6) to Dillonvale (Milepost 87.7).	368
75-14	Penn Central	Mt. Gilead (Milepost 89.0) to Heath (Milepost 133.0).	487, 487a, 488
75-23	Penn Central	Bellfontaine (Milepost 54.7) to St. Mary's (Milepost 93.5).	502/503/504
75-34	Penn Central	Bryan (Milepost 60.0) to North Paulding (Milepost 79.5).	531/531a/532
75-35	Penn Central	Washington Court House (Milepost 109.0) to Clarksville (Milepost 138.7).	497/498/498a
75-45	Penn Central	Holmesville (Milepost 54.6) to Howard (Milepost 89.9).	478
75-75	Penn Central	North Benton (Milepost 18.5) to Alliance (Milepost 22.9).	365
75-76	Penn Central	Scioto (Milepost 118.66) to Ostrander (Milepost 122.97).	499
75-78	Penn Central	Arcanum (Milepost 49.6) to Glen Karn (Milepost 60.4).	550, 552, 553
75-82	Penn Central	Marietta (Milepost 0.0) to Dexter City (Milepost 27.0).	375/376/377
75-86	Penn Central	Miami Crossing (Milepost 141.50) to Columbus Union Depot (Milepost 137.90).	475
75-89	Penn Central	Yellow Springs (Milepost 7.5) to Emery Chapel (Milepost 14.65).	536/537
75-101	Penn Central	Clyde (Milepost 17.3) to Tiffin (Milepost 31.1). Tiffin (Milepost 35.5) to Berwick (Milepost 42.7).	507, 507a, 508
75-102	Penn Central	New River Junction (Milepost 33.1) to Camden (Milepost 49.0). Trackage Rights on B&O from Old River Junction (Milepost 31.5) to New River Junction (Milepost 33.1).	518, 519, 520
75-103	Penn Central	Elyria (Milepost 209.38) to Bellevue (Milepost 249.55).	387/388
75-104	Penn Central	Bradford (Milepost 83.1) to East Greenville (Milepost 92.6). Greenville (Milepost 96.6) to New Paris (Milepost 113.8).	517

2. Pending Section 304(f) Applications as of June 26, 1975—Continued

USRA Docket No.	Applicant	Termini	USRA Segment No.
		OHIO—Continued	
75–110	Penn Central	Huntsville (Milepost 91.7) to Belle Center (Milepost 85.9).	505/506
75–111	Penn Central	Centerville (Milepost 11.0) to Lytle (Milepost 16.0).	527/528
75–112	Penn Central	Alliance (Milepost 25.55) to Mt. Union (Milepost 26.88).	367
		Industrial Track in Mt. Union (Valuation Station 0+00 to Valuation Station 53+44).	
75–128	Penn Central	Fultonham (Milepost 56.1) to Crooksville (Milepost 65.8).	492
		PENNSYLVANIA	
75–1	Reading	Butler (Engineering Station 0+00) to Terminus (Engineering Station 78+15).	941
75–2	Reading	Butler (Engineering Station 0+00) to West Mahanoy (Engineering Station 85+90).	942
75–5	Reading	Reading and Columbia Branch at Columbia (Engineering Station 2042+00 to Engineering Station 2093+16).	944
75–9	Penn Central	Chambersburg (Valuation Station 00+00) to Waynesboro (Valuation Station 1008+30).	200
75–12	Penn Central	Lemont (Valuation Station 3062+00) to Coburn (Valuation Station 1915+34).	211
75–15	Penn Central	Nanticoke (Milepost 0.0) to Glen Lyon (Milepost 5.1).	191
75–19	Penn Central	Reedsville (Milepost 5.8) to Milroy (Milepost 11.3).	207
75–20	Penn Central	Lancaster (Milepost 1.82) to Quarryville (Milepost 13.35).	178
75–24	Penn Central	West Brownsville (Milepost 52.5) to Vance Mills (Milepost 65.1).	337/338
75–44	Penn Central	Girard Junction (Milepost 129.2) to Jamestown (Milepost 90.5).	360, 360a
75–47	Penn Central	New Castle (Milepost 49.93) to Mercer (Milepost 72.55).	356
75–48	Penn Central	Oil City (Milepost 1.9) to Tidioute (Milepost 35.6).	254
75–52	Penn Central	Corry (Milepost 95.0) to Titusville (Milepost 119.9).	250
75–63	Reading	Inwood (Engineering Station 565+60) to Suedburg (Engineering Station 965+69).	915
75–64	Penn Central	Fairbrook Branch near Tyrone (Milepost 0.0 to Milepost 1.1).	210
75–65	Reading	Collegeville (Engineering Station 309+80) to Schwenksville (Engineering Station 942+00).	906
75–73	Penn Central	Madera (Milepost 16.7) to Irvona (Milepost 26.7).	286
75–77	Penn Central	Millersburg (Milepost 0.0) to Elizabethville (Milepost 9.9).	184
75–83	Penn Central	Upland (Milepost 0.55) to Wawa (Milepost 6.1).	140
75–81	Penn Central	Middleburg (Milepost 32.9) to Paxtonville (Milepost 30.1).	185/186
75–88	Penn Central	Church St. Siding at Philadelphia (Valuation Station 0+0867 to Valuation Station 0+1591).	172
75–93	Penn Central	Wallaceton (Milepost 29.7) to Bigler (Milepost 31.4).	267
75–95	Penn Central	Paint Creek Branch near Windber (Milepost 0.7 to Milepost 1.6).	221
75–106	Penn Central	Kobuta Industrial Trackage Rights (Milepost 34.4 to a point 2,200 feet east).	352
		Shippingport (Milepost 28.7 to Kobuta (Milepost 34.4).	
75–107	Penn Central	West Chester (Milepost 30.7) to Fern Hill (Milepost 29.5).	143
75–108	Penn Central	Polk Junction (Milepost 68.3) to Reno (Milepost 81.9).	256

2. Pending Section 304(f) Applications as of June 26, 1975—Continued

USRA Docket No.	Applicant	Termini	USRA Segment No.
		PENNSYLVANIA—Continued	
75–109	Penn Central	Eyersgrove (Milepost 0.0) to Millville (Milepost 2.8).	226
75–113	Penn Central	Wilmington Junction (Milepost 0.0) to New Wilmington (Milepost 2.9).	357
75–122	Penn Central	Lovett (Milepost 0.3) to Lloydell (Milepost 4.8).	220
75–126	Penn Central	Ednie Branch (Milepost 0.0 to Milepost 1.8).	278
75–127	Penn Central	Lebanon Secondary Track at Lebanon (Milepost 20.6 to Milepost 21.7). East Lebanon Branch (Milepost 0.0 to Milepost 1.4).	180, 181
75–130	Penn Central	Hempfield Junction (Milepost 0.0) to Herminie (Milepost 8.9).	331
75–133	Penn Central	Brookville Track near Brookville (Milepost 0.0 to Milepost 1.4).	257
75–136	Penn Central	Lawrenceville (Milepost 0.0) to Blossburg (Milepost 26.54).	239
75–137	Penn Central	B&O Trackage Rights Curwensville to Clearfield and Falls Creek to Clearfield.	263, 264
75–138	Penn Central	Middle Canal Branch at Williamsport (Valuation Station 7+17 to Valuation Station 15+36).	229
75–1 44	Penn Central	Bridgeville (Milepost 0.9) to Sygan (Milepost 1.4).	344
75–145	Penn Central	McGees Mills (Milepost 43.0) to Glen Campbell (Milepost 48.8).	295
75–148	Penn Central	Vance Mills Branch near Bute (Milepost 65.0 to Milepost 74.0).	339
		RHODE ISLAND	
75–27	Penn Central	Portsmouth (Milepost 21.2) to Newport (Milepost 30.5).	28
75–117	Penn Central	Howard (Milepost 3.2) Pontiac (Milepost 5.0).	38/38a
		INTERSTATE	
75–10	Penn Central	Simsbury, Conn. (Milepost 43.8) to Westfield, Mass. (Milepost 58.5).	54
75–16	Penn Central	Bedford, Pa. (Milepost 50.7) to Cumberland, Md. (Milepost 76.7).	217
75–31	Penn Central	Falconer, N.Y. (Milepost 32.1) to North Warren, Pa. (Milepost 51.3).	260
75–33	Penn Central	Hudson, Mich. (Milepost 29.9) to Bryan, Ohio (Milepost 58.7).	530
75–43	Penn Central	Williamsport, Pa. (Milepost 4.5) to Southport, N.Y. (Milepost 74.0).	230/230a
75–59	Penn Central	Wawa, Pa. (Milepost 18.0) to Colora, Md. (Milepost 59.7).	142
75–62	Penn Central	Cockeysville, Md. (Milepost 16.8) to Hyde, Pa. (Milepost 54.6).	145
75–142	Penn Central	Pleasant Lake, Ind. (Milepost 35.7) to Montgomery, Mich. (Milepost 54.8).	401, 401a

INDEX TO LIGHT-DENSITY LINES

(Including out-of-service lines)

		Page	Page in preliminary system plan
3	Riverside to Newton Lower Falls, MA	497	*817*
6	Millbury to Millbury Jctn., MA	139	*501*
8/8a/9	Palmer to South Barre, MA	140	*502*
10/10a/11	N. Adams Jctn. to N. Adams, MA	141	*503*
13	S. Sudbury to Lowell, MA	141	*504*
14	Framingham Centre to Clinton, MA	142	*504*
14a	Clinton to Fitchburg, MA	142	*505*
15	S. Braintree to Plymouth, MA	143	*506*
16	Plymouth Secondary Track at Plymouth, MA	144	*507*
17	N. Abington to W. Hanover, MA	145	*508*
19	Westdale to E. Bridgewater, MA	146	*509*
20	Middleboro to Buzzards Bay, MA	146	*509*
21	Buzzards Bay to Hyannis, MA	147	*510*
22	Yarmouth to S. Dennis, MA	148	*511*
23/24	Buzzards Bay to Falmouth, MA	149	*512*
25	Stoughton to Easton, MA	149	*513*
26	Dedham to Readville, MA	150	*514*
28	Newport to Portsmouth, RI	483	*801*
29	Cedar to Wrentham, MA	150	*514*
30	Cedar to E. Walpole, MA	151	*515*
31/32	Walpole to Milford, MA	152	*516*
33	Forest Hills to Needham Jctn., MA	153	*517*
34	Needham Jctn. to Cook St., MA	154	*517*
35	Needham Jctn. to Medfield Jctn., MA	154	*518*
36/36a	E. Providence to Warren, RI	484	*802*
38	Howard to Pontiac, RI	504	------
38/38a	Cranston to Howard, RI	485	*802*
40	Webster to Southbridge, MA	42	*396*
41	Willimantic to Terminus, CT	31	*382*
43	Groton, CT, to Hills Grove, RI	47	*395*
43a	Kingston to Wakefield, RI	486	*803*
44	Hazardville, CT, to E. Longmeadow, MA	43	*396*
45	Hazardville to E. Windsor, CT	495	*817*
46	Hartford to Wethersfield, CT	32	*383*
47	Wethersfield to Rocky Hill, CT	33	*383*
49	N. Cromwell to Middletown, CT	34	*384*
50	Hartford to Griffins, CT	34	*385*
52	Center St. Branch near Meriden, CT	35	*386*
53/53b	Waterbury to Bristol, CT	36	*386*
54	Simsbury, CT to Westfield, MA	43	*397*
55	Simsbury to Farmington, CT	37	*387*
58	Stepney to south of Botsford, CT	495	*817*
59	Canaan, CT to S. Lee, MA	45	*398*
60	New Milford to Canaan, CT	38	*388*
61	Norwalk to Bethel, CT	39	*389*
62	Glenbrook to New Canaan, CT	39	*390*
64	CV connection at Norwich, CT	495	*817*
66	Mount Kisco to Brewster, NY	242	*600*
66a	Brewster to Dover Plains, NY	243	*601*
66b	Dover Plains to Wassaic, NY	243	*602*
66c	Wassaic to Millerton, NY	243	*602*
67	Millerton to Ghent, NY	244	*603*
68	Bay Ridge to Parkville, NY	245	*604*
70	Hudson to Claverack, NY	246	*605*
72	Schenectady to Aqueduct, NY	246	*606*
73	Hoffmans to west of Schenectady, NY	497	*817*
74	Carman to Schenectady, NY	494	*817*
76	Selkirk to Port of Albany, NY	246	*606*
77	Herkimer to Poland, NY	497	*817*
79	Boonville to Lyons Falls, NY	247	*607*
80	Camden to McConnellsville, NY	247	*608*
81	Rotterdam Jctn. to S. Fort Plain, NY	248	*608*
83a	E. New York Mills to near New York Mills, NY	249	*609*
84	W. Shore Secondary Track at New York Mills, NY	250	*610*
85	Oneida Castle to Vernon, NY	251	*610*
86	E. Syracuse to Fayetteville, NY	252	*611*
87	Malone, NY, to Canadian border	253	*612*
89a	Dekalb Jctn. to Ogdensburg, NY	254	*613*
90	Emeryville to Edwards, NY	255	*613*
92/93	Watertown to Limerick, NY	256	*614*
94	Carthage Branch at Watertown, NY	497	*817*
95	Cayuga to Auburn, NY	257	*615*
96	Brighton to Pittsford, NY	258	*616*
98	Canandaigua to Victor, NY	258	*616*
100/101	Akron Jct. to Transit NY	259	*617*
101a	Welland, ON to Black Rock, NY	30	*381*
102	Williamson to Owsego, NY	260	*618*
102a	Oswego to Scriba, NY	261	*619*
103/104	Williamson to Windsor Beach, NY	262	*620*
105/107	Charlotte to Riverview, NY	263	*620*

		Page	Page in preliminary system plan
106	Suspension Bridge to Riverview, NY.	265	*621*
108	Newark to Sodus Point, NY	265	*622*
109/110	Newark to Marion, NY	266	*623*
111	Windsor Beach to Rochester (State St.), NY.	267	*623*
112	Batavia to Caledonia, NY	268	*624*
114a	Rochester to Scottsville Yard, NY	269	*625*
114b	Rochester Branch at Rochester City, NY.	297	
117	Greenville, NJ to Long Island City, NY (float).	238	*596*
119	Monmouth Jct. to Rocky Hill, NJ	205	*571*
121	Trenton to Lambertville, NJ	206	*572*
121a	Lambertville to Phillipsburg, NJ	207	*572*
121b	Phillipsburg to Martin's Creek, NJ	209	*573*
121c	Martin's Creek to Belvidere, NJ	209	*574*
123/124/124a	Farmingdale to Jamesburg, NJ	209	*574*
125/125a	Monmouth Jctn. to Jamesburg, NJ	210	*575*
126/126a	Hightstown to Jamesburg, NJ	210	*576*
127/128	Fort Dix to Shrewsbury Road, NJ	211	*577*
130	Mount Holly to Medford, NJ	211	*577*
131	Trenton to Bordentown, NJ	212	*578*
133	N. Philadelphia to Queen Lane, PA	380	*712*
133a	Queen Lane to Allen Lane, PA	381	*713*
133b	Allen Lane to Chestnut Hill, PA	381	*713*
135	Allen Lane to E. Lane, PA	382	*714*
136	Montgomery to Kingston, NY	270	*626*
136a	Campbell Hall to Montgomery, NY (trackage rights over EL)		*817*
137	Kingston to Bloomville, NY	270	*626*
137a	Kingston Point to Kingston, NY	498	
138	Banks to Farnhurst, DEL	495	*817*
138a	Farnhurst to New Castle, DEL	49	*401*
140	Upland to Wawa, PA	500	*818*
142	Wawa, PA to Colora, MD	505	*818*
143	Frazer Running Track at West Chester, PA.	382	*714*
145	Hyde, PA to Cockeysville, MD	505	*818*
147	Townsend, DEL to Massey, MD	54	*405*
148	Massey to Centreville, MD	125	*487*
149	Massey to Chestertown, MD	126	*488*
150	Queen Anne to Denton, MD	127	*489*
151	Queen Anne to Queenstown, MD	128	*490*
152	Hurlock to Preston, MD	129	*490*
153	Hurlock to Vienna, MD	130	*491*
155	E. of Salisbury to Parsonsburg, MD	497	*817*
156	Salisbury to E. of Salisbury, MD	131	*492*
159	Lewes Beach Track at Lewes, DE	50	*402*
160	Broadkill to Lewes, DE	51	*402*
161	Georgetown to Broadkill, DE	51	*403*
162	Clayton to Smyrna, DE	52	*404*
163	Kings Creek to Crisfield, MD	131	*493*
165	Norfolk to Cape Charles, VA (including car float).	487	*805*
166	Pocomoke, MD to Cape Charles, VA.	135	*496*
167	Indian River, DE to Snow Hill, MD.	55	*406*
168	Seaford, DE to Cambridge, MD	55	*407*
169	Clayton, DE to Easton, MD	56	408
169	Clayton, DE to Easton, MD	56	*408*
170	Penndel Branch $2 at Delair, NJ	497	*817*
171	Commerce St. Branch at Philadelphia, PA.	500	*818*
172	Church St. Siding at Philadelphia, PA.	500	*818*
173	Phoenixville Branch at Devault, PA.	500	*818*
173a	Phoenixville to Devault, PA	383	*715*
175/176	Honey Brook to New Holland, PA.	383	*716*
177	Pomeroy to Doe Run, PA	383	*717*
178	Lancaster to Quarryville, PA	500	*818*
179	Conewago to Cornwall, PA	500	*818*
180	Cornwall to Lebanon, PA	384	*717*
181	E. Lebanon Branch at Lebanon, PA.	385	*718*
184	Millersburg to Elizabethville, PA	500	*818*
185/186	Paxtonville to Selinsgrove, PA	386	*718*
189	Sagon Jctn., PA to Terminus	494	*818*
191	Nanticoke to Glenlyon, PA	500	*818*
192/192a 192b	Sunbury to Wilkes-Barre, PA	387	*719*
192c	Hudson to Buttonwood, PA	388	*720*
194	Court Street Secondary Track at Reading, PA.	389	*721*
196	Hamburg to Schuylkill Haven, PA.	390	*721*
197	Norristown to Pottstown, PA	391	*722*
197a	Pottstown to Reading, PA	391	*723*
197b	Reading to Hamburg, PA	391	*723*
198	North of Frederick, MD to Spring Grove, PA	133	*494*
199	Fountain Rock to Frederick, MD	497	*817*
200	Chambersburg to Waynesboro, PA.	500	*818*
201	Mifflinburg to Lewisburg, PA	392	*724*
202	York to Hellam, PA	393	*725*
203	Mechanicsburg to Dillsburg, PA	394	*726*
204	New Kingston to Chambersburg, PA.	395	*727*
204a	Hagerstown, MD to Chambersburg, PA	135	*495*
205	Hagerstown, MD to Winchester, VA.	137	*498*
205a	Berkeley to Cumbo Yard, WV	489	*807*
206	Marion to Mercersburg, PA	395	*728*
207	Reedsville to Milroy, PA	500	*818*
208	Yeagertown to Reedsville, PA	396	*729*
209	Lewistown to Maitland, PA	397	*729*
210	Fairbrook Branch at Tyrone, PA	397	*730*

		Page	Page in preliminary system plan
211	Lemont to Colburn, PA	500	*818*
212/212a	Petersburg to Williamsburg, PA	398	*731*
214	Martinsburg Jct. to Curry, PA	399	*732*
216	Bedford to Brooke's Mills, PA	399	*733*
217	Bedford, PA to Cumberland, MD	505	*818*
218	Creek to Mount Dallas, PA	399	*733*
220	Ruthford to Lloydell, PA	494	*818*
221	Paint Creek Branch at Windber, PA.	500	*818*
225	Watsontown Secondary Track at Berwick, PA.	500	*818*
226	Eyersgrove Jct. to Millville, PA	501	*818*
227	Antlers to Williamsport, PA	501	*818*
229	Middle Canal Branch at Williamsport, PA	401	*734*
230	Southport, NY to Hepburnville, PA	505	*818*
230a	Southport to Elmira (Southport Jctn.), N Y	271	*627*
231	Horseheads to Montour Falls, N.Y.	272	*628*
231a	Elmira (Southport Jctn.) to Horseheads, N Y	273	*629*
231b	Montour Falls to Starkey, N.Y.	273	*629*
232	Penn Yan to Dresden, N.Y.	498	*817*
233 234	Seneca Castle to Penn Yan, N.Y.	274	*630*
238	Canandaigua Track at Stanley, N Y	276	*631*
239	Lawrenceville to Blossburg, PA	501	*818*
242a	Mill Hall Industrial Track at McElhattan, PA	501	*818*
243a	Mill Hall to Lock Haven, PA	401	*735*
245	Olean to Allegany, N.Y.	498	*817*
246	16th St. Track at Olean, NY	276	*632*
248	Brocton to Mayville, NT	277	*632*
249	Mayville, NY to Corry, PA	307	*650*
250	Corry to Titusville, PA	401	*736*
252	Warren to Ridgway, PA	204	*736*
253	Emporium to St. Marys, PA	404	*738*
253a	St. Marys to Ridgway, PA	404	*738*
254	Oil City to Tidioute, PA	404	*739*
256	Polk Jct to Reno, PA	405	*740*
257	Brookville Track at Brookville, PA	406	*741*
258	Fredonia to Dunkirk, NY	278	*633*
260	Falconer, NY to N. Warren, PA	308	*651*
260a	N. Warren to Warren, PA	406	*741*
263	Curwensville to Falls Creek, PA (Trackage rights over B&O)	501	*818*
264	Curwensville to Clearfield, PA (Trackage rights over B&O)	408	*818*
267	Wallaceton to Bigler, PA	501	*818*
268	Viaduct to Grass Flat, PA	501	*818*
274	Potts Run to Boardman, PA	494	*818*
278	Ednie Branch, PA	501	*818*
286	Madera to Irvona, PA	501	*818*
286a	Faunce to Madera, PA	494	------
286b	Madera Branch at Madera, PA	494	------
287	LaJose Branch near LaJose, PA	501	*818*
295	McGees to Glen Campbell, PA	408	*742*
295a	Glen Campbell Branch south of Glen Campbell, PA	501	------
299	Barnesboro, PA to Terminus	501	*818*
302	Coal Branch in the vicinity of Dixonville, PA	502	*818*
303	Price Run Track near Dixonville, PA.	502	*818*
304	Dixonville, PA to Terminus	502	*818*
310	Export to Delmont, PA	502	------
312	Fort Wayne Bridge at Pittsburgh, PA	408	*743*
313	Pittsburgh-to-Chicago Line at Pittsburgh, PA	409	*743*
314	Passenger depot to southwest end of the Panhandle Bridge at Pittsburgh, PA	409	*744*
315	Allegheny Branch at Pittsburgh, PA	410	*744*
326	Black Lick Jctn. to Indiana, PA	410	*744*
331	Hempfield Jctn. to Herminie, PA	411	*745*
335	Coal Lick Run Branch near Uniontown, PA	412	*746*
337	Brownsville to Redstone Jctn., PA	502	------
339	Vance Mill Branch near Bute, PA	502	*818*
344	Bridgeville to Sygan, PA	413	*747*
345a	Westland Industrial Track at Houston, PA	414	*748*
345b	Houston to Westland, PA	502	------
346	Sugar Creek Branch at Tylerdale Jct., PA.	502	*818*
348a	Cherry Valley Industrial Track at Burgettstown, PA.	502	*818*
348b	Langeloth Junction to Langeloth, PA.	415	*748*
348c	Burgettstown to Atlasburg, PA	415	*749*
352	Shippingport to Kobuta, PA	415	*749*
353	Martin's Ferry, Ohio to Benwood, WV.	376	*708*
354	Labelle Branch at Benwood, WV	489	*807*
355	Scottdale to Mount Pleasant, PA	416	*750*
356	New Castle to Mercer, PA	417	*751*
357	Wilmington Jct. to New Wilmington, PA.	502	*818*
306	Jamestown to Linesville, PA	418	*752*
360a	Linesville to Thornton (CP 103), PA.	502	*818*
361	Coverts to Walford, PA	419	*752*
365	N. Benton to Alliance, OH	314	*655*
367	Alliance to Mount Union, OH	315	*656*
368	Dillonvale to Piney Fork, OH	498	*817*
370	Magnolia to Dover, OH	498	*817*
371	Magnolia to Minerva, OH	315	*657*
372a	Dover to New Philadelphia, OH	317	*658*

		Page	Page in preliminary system plan
373	Dover to Newcomerstown, OH	317	659
374	Newcomerstown to Cambridge, OH.	318	659
375/376/377	Marietta to Cambridge, OH	320	660
381	Collinwood ("QD") to Fairhill Road, OH.	498	817
382	Fairhill Road to Cleveland Union Terminal, OH.	498	817
383	Cleveland Union Terminal, OH	498	817
384	W. 25th St. to Clark St., OH	498	817
387/388	Elyria to Bellevue, OH	322	661
388a	Bellevue to Clyde, OH	499	818
391	Lenawee Jctn to Ida, MI	155	523
392a	N&W Crossing East of Adrian to Adrian, MI.	156	524
393	N&W Crossing East of Adrian, MI to Vulcan, OH.	199	567
394	Grosvenor to Morenci, MI	157	525
395/395a	Lenawee Jctn to Clinton MI	159	526
396	Hillsdale to Osseo, MI	497	817
398	Jonesville to Litchfield, MI	160	527
399	Goshen to Shipshewana, IN	80	431
401	South of Angola, IN to Montgomery, MI.	116	482
401a	Pleasant Lake to South of Angola, IN.	496	817
402	Montgomery to Hillsdale, MI	161	527
404	Fort Wayne Jctn to Horton, MI	162	528
406	Whiting, IN to Calumet River, IL	505	818
407	Englewood to LaSalle Street, IL	495	817
408	Chicago to Kankakee, IL	495	817
412	South Bend to Nutwood, IN	496	817
413	South Bend Branch at South Bend, IN.	496	817
414	Hartsdale to E. Gary, IN	80	432
415	Matteson to Frankfort, IL	61	411
415a	Frankfort to Joliet, IL	495	817
417/417a	Auburn to Waterloo, IN	81	433
418	Kendallville to Michigan State line, IN.	82	434
419	N. Manchester to Mexico, IN	84	435
420	N. Manchester to Columbia City, IN.	85	436
422	Depue Jctn. to Depue, IL	82	412
423	Logansport to Culver, IN	85	437
428	Adams to Decatur, IN	86	437
429	Decatur to Ridgeville, IN	86	438
434	Moronts to Ladd Jctn., IL	63	412
434a	Ladd Jctn. to Churchill, IL	63	413
435	Ladd Jctn. to Zearing, IL. (BN trackage rights).	64	413
436	Oakman Spur at Dearborn, MI	162	529
437	Carleton, MI. to Alexis, OH (C&O trackage rights).	200	568
438	Caro to Colling, MI	163	529
438a	Vassar to Caro, MI	164	530
440	Bay City to Gaylord, MI	165	531
440a	Bay City to Water Street Jct., MI	166	532
440b	Gladwin Branch at Pinconning, MI	166	533
441	Gaylord to Mackinaw City, MI	167	533
442	Mackinaw City to St. Ignace, MI. (car float).	168	534
443	Bay City to Midland, MI	168	535
444	Munger to Denmark Jctn., MI	169	535
444a	Vassar to Denmark Jctn., MI	169	536
445	Vassar to Millington, MI	170	537
445a	Millington to Lapeer Jctn., MI	171	538
445b	Lapeer Jctn. to Oxford, MI	172	538
446	Saginaw to Harger, MI	173	539
446a	Denmark Jctn. to Harger, MI	173	540
447/447a/447b.	Saginaw to Bay City, MI	173	541
451/452/453	Rives Jctn. to Grand Rapids, MI	173	541
454	Mackinaw City to Cadillac, MI	175	542
454a	Cadillac to Cedar Springs, MI	176	543
455	Lansing to Jackson, MI	177	545
455a	Lansing to Saginaw, MI	177	545
456/457/458	Indiana State Line to Vicksburg, MI.	179	546
458a	Kalamazoo to Three Rivers, MI	180	547
459/459a	Kalamazoo to Vicksburg, MI	180	548
460	Grand Rapids to Plainwell, MI	180	549
461	Cedar Springs to Comstock Park, MI.	180	549
461a	Comstock Parkto Grand Rapids, MI	182	550
463	Plainwell to Otsego, MI	182	551
463a	Otsego to Dorr, MI	182	551
463b	Dorr to Byron Center, MI	183	552
463c	Byron Center to Lamar, 28th St., at Wentworth Station, MI.	497	817
463d	Lamar to Grand Rapids, MI	183	553
464/465	Parchment to Doster and Richland, MI.	184	554
464a	Plainwell to Kalamazoo, MI	185	555
466	Kalamazoo to Dowagiac, MI	186	556
467	Michigan City, IN, to Buchanan, MI.	117	483
470	Traverse City to Walton Jctn., MI	187	556
472	Muskegon to Fuller, MI	188	557
472a	Muskegon Heights to Muskegon, MI.	189	558
473	Hairs to Three Rivers Jctn., MI	190	559
475	Miami Crossing to E of GN Interlocking in Columbus, OH.	499	818
477	Lilly Chapel to Miami Crossing, OH.	323	662
477a	At Columbus, OH	323	663
478	Holmesville to Howard, OH	324	663
478a	Howard to Mount Vernon, OH	325	664
480	Columbus to Mount Vernon, OH	326	665
481/482	Luckey to Berwick, OH	326	666
483	Berwick to Kenton, OH	327	667
485	Berwick to Spore, OH	328	668

		Page	Page in preliminary system plan
485a	Spore to Bucyrus, OH	328	668
487	Edison to Johnstown, OH	328	669
487a	Johnstown to N. of Granville, OH	499	818
488	Granville to Heath, OH	330	670
490	Glass Rock to Thurston, OH	330	671
491	Truro to E. Columbus, OH	331	671
492	Fultonham to Crooksville, OH	499	818
493	Truro to Bremen, OH	332	672
494	Athens to Armitage, OH	333	672
496/496a	Bremen to Circleville, OH	333	673
496c	New Lexington to Crooksville, OH	335	674
497/498/498a	Morrow to Circleville, OH	335	674
499	Scioto to Ostrander, OH	499	818
499a	Delaware to Scioto, OH	337	675
500	Sims Station to Worthington, OH	337	676
500a	Columbus to Marion, OH	337	676
500b	Bucyrus to Marion, OH	337	677
501	Paget to Jones, OH	337	678
502/503/504	Bellefontaine to St. Marys, OH	337	678
505/506	Belle Centre to Bellefontaine, OH	338	679
507	Clyde to Green Springs, OH	339	680
507a	Green Springs to Tiffin, OH	499	818
508	Tiffin to Berwick, OH	499	818
509/509a	Charleston to Blue Creek, WV	489	808
510	Quinwood to Marfrance, WV	504	818
511	Beelick Knob, WV to Terminus	504	818
512/512a	Blue Creek to Hitop, WV	490	809
513/513a	New Lexington to Corning, OH	340	680
514	Corning to Hobson, OH	340	681
514a	Hobson, OH to Nitro, WV	376	708
514b	Charleston to Nitro, WV	490	810
514c	Peters Jct. to Cornelia, WV	491	811
514d	Charleston to Dickinson, WV	491	811
514e	Dickinson to Cannelton, WV	491	812
514f	Cannelton to Gauley Bridge, WV	491	813
514g	Swiss to Gauley Bridge, WV	491	814
515	Xenia to Spring Valley, OH	342	682
516	Spring Valley to Waynesville, OH	343	683
516a	Waynesville to Morrow, OH	499	818
516b	Milford to Clare, OH	344	683
516c	Milford to S. Lebanon, OH	344	684
516d	S. Lebanon to Morrow, OH	345	685
516e	Middletown secondary track at Middletown Jctn., OH	499	-----
517	New Paris to Bradford, OH	346	686
518	Old River Jctn. to New River Jctn., OH.	347	687
519/520	New River Jctn. to Eaton, OH	347	687
520a	Richmond, IN to Eaton, OH	118	479
521	New Castle to Richmond, IN	88	439
522	New Castle to Anderson, IN	89	440
523	Anderson to Elwood, IN	89	441
524	Elwood to Kokomo, IN	90	442
525	Lebanon to Hageman, OH	349	688
526	Dayton to Pasadena, OH	499	818
527/528	Lytle to Hempstead, OH	350	689
529	Hempstead to Clement, OH	351	690
530	Hudson, MI to Bryan, OH	201	569
530a	Hudson to Cement City, MI	190	560
530b	Cement City to Ackerson Lake, MI.	497	817
531/531a/532	Bryan to Van Wert, OH	351	690
533/534/534a/535	Van Wert to Ansonia, OH	353	691
536/537	Springfield to Yellow Springs, OH	354	692
538	Ansonia to Meeker, OH	355	693
539/540/553a	Meeker to West Manchester, OH	356	694
541	West Manchester to Carlisle Jct, OH.	356	694
549	Troy to Cold Springs, OH	356	695
550	Hewitt to Savona, OH	499	818
551	Troy to Arcanum, OH	357	696
552	Arcanum to Savona, OH	499	818
553	Hewitt to Glen Karn, OH	499	818
554	Hunter, IN to Glen Karn, OH	119	480
556	Richmond to Lynn, IN	91	443
557	Lynn to Ridgeville, IN	91	444
558	Eggleston Ave. to Avondale, OH	358	697
558b	South of Mason to North of Brecon, OH.	499	-----
559	Middletown to Oxford Road, OH	499	-----
560	Oxford State Road to Union Village, OH.	359	697
561	Columbus to Xenia, OH	360	698
562	Dayton to New Paris, OH	360	699
563	Muncie Yard Running Track at Muncie, IN.	496	817
564	Muncie to Matthews, IN	496	817
565	Ben Davis to Limedale, IN	92	444
566	Greencastle to Brazil, IN	93	445
566a	Brazil to Terre Haute, IN	93	446
568	Snow Hill Branch West of Macksburg, IN.	496	817
569	Hillsboro to Litchfield, IL	495	817
570a	Lenox to East Alton, IL	64	414
571	Cedar Grove to Brookville, IN	93	447
571a	Valley Junction, IN to Cedar Grove, IN.	121	481
572	Brookville to Connersville, IN	496	817
573	Beeson to Connersville, IN	94	448
574/574a	Lebanon to Brant, IN	94	448
575	Lebanon to Lafayette, IN	96	450
576	Lafayette to Templeton, IN (N&W trackage rights).	96	450
577	Templeton to Sheff, IN	96	451
577a	Kanakee, IL, to Sheff, IN	75	475
578	Emporia to Knightstown, IN	96	451
579a	Knightstown to Carthage, IN	97	452
582	Columbus to Flat Rock, IN	98	453
584	Fenns to Shelbyville, IN	99	454
585/586/587	Shelbyville to N. Rushville, IN	100	455

		Page	Page in preliminary system plan
588	Columbus to North Vernon, IN	496	*817*
588a	Madison Secondary Track at Columbus, IN	101	*456*
589	N. Vernon to N. Madison, IN	101	*457*
590	N. Madison to Madison, IN	102	*458*
591	South of Riley to Worthington Jctn., IN	103	*459*
591a	Springhill to South of Riley, IN	494	*817*
593	Martinsville to Rincon Jctn., IN	104	*460*
593a	Rincon Jctn. to Thomas, IN	105	*461*
593b	Thomas to Buckskin, IN	105	*462*
594/594a	Buckskin to Evansville, IN	105	*463*
595	Buckskin to Lynnville, IN	105	*464*
596	Duff Jct. to Washington, IN	106	*465*
597	Ricon Junction to Sandborn, IN	106	*466*
598	Sandborn to Bicknell, IN	107	*467*
599	Bicknell to Vincennes, IN	496	*817*
602	Waveland to Crawfordsville, IN	108	*467*
604	Danville, IL to Highlands, IN	76	*476*
605	Danville to Paris, IL	65	*415*
605a	Paris to Hutsonville, IL	65	*415*
605b	Hutsonville to Robinson, IL	66	*416*
606	Robinson to Mount Carmel, IL	67	*417*
606a	Mount Carmel to Harrisburg, IL	68	*418*
607	Harrisburg to Olmsted, IL	69	*419*
607a	Olmsted to Cairo, IL	495	*817*
607b	Harrisburg to Delta Mine, IL	69	*420*
607c	Sahara Mine to Harco, IL	494	*817*
607d	Cairo Branch at Cairo, IL	494	------
609	Paris to Decator, IL	69	*420*
610/610a	Maroa to Decatur, IL. (ICG trackage rights).	71	*422*
611	Maroa to Waynesville, IL	71	*422*
611a	Waynesville to Atlanta, IL	495	*817*
611b	E. Peoria to Atlanta, IL	72	*423*
612	Mount Carmel, IL to Skelton, IN	76	*477*
613	Skelton to Evansville, IN	496	*817*
613a	Evansville Secondary Track at Evansville, IN	496	------
616	Danville, IL to Clermont, IN	76	*478*
617	Danville to Urbana, IL	73	*424*
617a	Pekin to E. Peoria, IL (P&PU trackage rights)	74	*425*
617b	Urbana to Bloomington, IL	74	*426*
617c	Bloomington to Pekin, IL	74	*427*
618	Paris, IL to Terre Haute, IN	77	*479*
618a	Paris to Mattoon, IL	74	*427*
618b	Mattoon to Hillsboro, IL	74	*428*
619	Franklin to Columbus, IN	108	*468*
620/620a/620b	Columbus, IN to Louisville, KY	116	*485*
621	Jeffersonville to Watson, IN	109	*469*
621b	Jeffersonville to New Albany, IN	109	*470*
622/623	Lebanon to Fisherburg, IN	110	*470*
630	Effner to Kenneth, IN	110	*471*
633	Centerville to Indianapolis, IN	112	*472*
634	Lebanon to Clermont, IN	113	*473*
635	Niles to Benton Harbor, MI	191	*560*
636	Carleton to Detroit, MI	191	*561*
637	South Bend, IN to Niles, MI	118	*484*
638	Richmond, IN to New Paris, OH	122	*482*
639	Dayton to Xenia, OH	360	*699*
640	Bremen to New Lexington, OH	361	*700*
641	Minerva to Bergholz, OH	362	*700*
641a	Bergholz to Pan, OH	362	*701*
642	Warwick to Massillon, OH	362	*702*
643	Millbury Jctn. to Fremont, OH	362	*702*
643a	Fremont to Clyde, OH	363	*703*
644	Trinway to Zanesville, OH	364	*704*
644a	Zanesville to Crooksville, OH	364	*705*
645	Weirton Jctn. to Wheeling, WV	491	*814*
646	Erie to Corry, PA	419	*753*
646a/246a	Corry to Warren, PA	419	*754*
647	Red Bank (Brady) to Emlenton; Phillipston Yard to East Brady, PA	420	*755*
647a	Emlenton to Oil City, PA	421	*756*
648	Red Bank to Schenley, PA	421	*757*
649	Titusville to Oil City, PA	423	*757*
650	Kiskiminetas Jctn. to Logan's Ferry, PA	423	*758*
650a	Pittsburgh (11th St.) to Logan's Ferry, PA	424	*759*
651	Falls Creek to Brockway, PA	425	*760*
652	Punxsutawney to Mundorf, PA	502	*818*
653	Cresson to Glasgow, PA	426	*760*
654	Glasgow to Blandburg, PA	502	*818*
655	Ebensburg Jctn. to Black Lick Jctn., PA	426	*761*
655a	Black Lick Jctn. to Blairsville, PA	426	*762*
656	Brooke's Mills to Hollidaysburg, PA	427	*763*
657	Martinsburg to Brooke's Mills, PA	427	*763*
658	Lewistown to Yeagertown, PA	427	*764*
659	Sunbury to Tomson, PA	427	*765*
659a	Tomson to Mount Carmel, PA	428	*766*
660	Watsontown to Berwick, PA	429	*766*
661	Columbia to Lancaster, PA	430	*767*
662	Lancaster to New Holland, PA	431	*768*
663	Fairchance to Connellsville, PA	431	*769*
664	Houston to Washington, PA	432	*770*
664a	Washington to Waynesburg, PA	503	*818*
666	Rensselaer to Troy, NY	278	*643*
666a	Green Island to Crescent, NY	278	*635*
667	Campbell Hall to Highland, NY	279	*635*
668	Poughkeepsie to Highland, NY	279	*636*
669	Utica to Boonville, NY	279	*636*
670	Rome to McConnellsville, NY	279	*637*
671	Geneva to Cayuga, NY	280	*638*

		Page	Page in preliminary system plan
674	Plainfield to Willimantic, CT	39	*391*
675	New Haven to Plainville, CT	41	*392*
675a	Plainville to Farmington, CT	41	*392*
676	Salisbury to Hebron, MD	132	*493*
677	Washington to Providence, RI	486	*804*
678	Plainfield to Putnam, CT	41	*393*
678a	Auburn, MA to Putnam, CT	46	*399*
679	E. St. Louis to Hillsboro, IL	74	*429*
680	Buchanan to Dowagiac, MI	191	*562*
681	30th St. Branch (New York), NY	281	*639*
682	Canton Jct. to Stoughton, MA	154	*519*
683	Westfield to Holyoke, MA	154	*519*
684	Westfield to Easthampton, MA	154	*520*
685	E. Hartford to E. Windsor, CT	41	*394*
686	Oneida Castle to Canastota, NY	281	*639*
687	Carthage to Lowville, NY	281	*640*
688	Oxford to Utica, MI	192	*563*
689	Chicago, IL to Hartsdale, IN	77	------
689a	N. Judson to Hartsdale, IN	113	*474*
691	Parkesburg to Lancaster, PA	434	*770*
691a	West of Lancaster to Conewago, PA.	435	*771*
691b	Conewago to Royalton, PA	435	*772*
691c	At Lancaster, PA	436	*772*
692	Glass Rock to Fultonham Spur, OH.	365	*705*
692a/693a	White Pigeon to Hillsdale, MI	193	*563*
693	Fort Wayne to Hugo, IN (Trackage rights over N&W).	496	*817*
694	N&W trackage rights at Rushville, IN.	496	*817*
695	B&O bridge at Marietta, OH	499	------
696	18th St. to Fort St., MI (Fort Street Union Depot trackage rights).	497	*817*
697	Hickory Creek to Des Plaines St., IL.	495	*817*
698	At Cheboygan, MI (D&M trackage rights).	195	*564*
699	Buffalo (Bailey Ave.) to Black Rock (Parish St.), NY. (Trackage rights over EL).	498	*817*
700	Columbia City Secondary Track at N. Manchester, IN.	114	*475*
701	Columbia City Secondary Track at Columbia City, IN.	496	*817*
702	Norwood to Cincinnati Union Terminal, OH.	499	------
703	Princeton Jctn. to Princeton, NJ	212	*579*
704	Gardner Run Branch near Barnesboro, PA.	503	*818*
705	Brockway to Hydes, Pa (EL trackage rights).	503	*818*
706	Thurston Secondary Track at Heath, OH.	365	*706*
707	Sharpsville to West Middlesex, PA (Trackage rights over EL).	503	*818*
708	Poughkeepsie to Hopewell Jctn., NY.	282	*641*
709	Little Ferry, NJ to Kingston, NY	239	*596*
712	Sharon to Jamestown, PA	436	*773*
713	Chester to Weirton Jctn., WV	492	*815*
714	North Warren to Ashtabula, O	366	*707*
715	Comber to Leamington, ON	29	*379*
716	McGregor to Amherstburg, ON	30	*380*
716a	Essex to McGregor, ON	495	*817*
717	Spring to H.&P. Branch, PA	503	------
718	Moshannon & Clearfield Branch, NY.	494	------
900	Lawrenceville to E. Trenton, NJ	213	*588*
901	E. Trenton to Trenton, NJ	213	*588*
902	W. Trenton to Trenton, NJ	213	*589*
903	Chestnut Hill to Wayne Jctn., PA	437	*774*
904	Cheltenham Jctn. to Newtown, PA	438	*775*
905	Lansdale (Fortuna) to Doylestown, PA	439	*775*
906	Oaks to Emmaus Jctn., PA	440	*776*
907/939	Elsmere Jctn., DE to Elverson, PA	57	*408*
908	Elverson to Warwick, PA	441	*777*
909	Eshbach to Pottstown, PA	442	*778*
910	Kutztown to Topton, PA	443	*778*
911	Carlisle Jctn. to Gettysburg Jctn., PA	503	*818*
912	Gettysburg to Carlisle Junction, PA	444	*779*
913	Hummelstown to Middletown, PA	503	*818*
914	Rex to Lebanon, PA	445	*780*
915	Suedburg to Lebanon, PA	445	*781*
916	Manheim to White Oak, PA	447	*782*
917	Columbia to Lancaster Jctn., PA	447	*782*
918	(Incorporated in Line No. 920)	449	*784*
919	Lancaster Jctn. to Lancaster, PA	449	*784*
920	Lancaster Jctn. to Lititz, PA	449	*785*
920a	Lititz to Sinking Spring, PA	450	*785*
921	St. Clair to Bear Run Jctn. PA	451	*786*
922	Trevorton to Hern, PA	452	*787*
923	Haucks to Rupert, PA	453	*788*
924	Bloomsburg to Milton, PA	454	*788*
925	Tremont to Pine Grove, PA	456	*789*
926	Tremont to Good Spring, PA	457	*790*
929	Westwood to Tremont, PA	458	*791*
930	Swatara Jctn. PA to Terminus	458	*791*
931	Silverton to West Junction, PA	458	*792*
932	West Junction PA to Terminus	459	*792*
933	Frankford to Frankford Jctn., PA	459	*792*
934	Newberry Jctn. to Milton, PA	459	*793*
935	Norristown to Lansdale, PA	459	*794*
937	Montchanin to Rockland, DE	53	*405*
938	Kentmere Jctn. to Kentmere, DE	495	*817*
941	Preston Branch, PA	503	*818*
942	Girard & Mammoth Colliery Branch, PA.	503	*818*

		Page	Page in preliminary system plan
944	Reading & Columbia Branch at Columbia, PA.	503	*818*
946	At Muncy, PA	461	*795*
947	Good Spring, PA., to Terminus	461	*795*
1000	Rochester to Lima, NY	282	*641*
1001	Geneva to Rushville, NY	498	*817*
1002	East Ithaca to Cortland, NY	283	*643*
1003	Owego to Mead, NY	284	*643*
1004	Towanda Jctn. to Dushore, PA	503	*818*
1005	Montrose to Tunkhannock, PA	503	*818*
1006	Pink Ash Jctn. to Drifton, PA	503	*818*
1007	Laurel Jctn. to Rock, PA	461	*795*
1008	Delano to Raven Run, PA	462 and 503	*796*
1009	Nesquehoning Jctn. to Tamanend, PA.	464	*797*
1010	Freemansburg to West Easton, PA.	503	*818*
1011	Glen Onoko to Nesquehoning, PA.	503	*818*
1012	Franklin Breaker, PA	465	*798*
1013	Mehoopany to Towanda, PA	466	*798*
1014	Towanda to Sayre, PA	467	*799*
1015	Owego, NY to Sayre, PA	309	*651*
1016	Van Etten Jctn., NY to Sayre, PA.	310	*652*
1017	Van Etten Jctn. to Ludowville, NY.	285	*644*
1020	Van Etten Jctn. to Geneva Jctn., NY.	286	*645*
1021	Geneva Jctn. to Geneva, NY	287	*646*
1022	Geneva to Rochester Jctn., NY	288	*646*
1023	Batavia to P&L Jctn., NY	289	*647*
1024	Niagara Jctn. to Batavia, NY	290	*648*
1025	Caledonia to Rochester Jctn., NY.	291	*649*
1030	Silverbrook Jctn. to Audenried, PA.	504	------
1031	E&W Jctn. to Lehigh Valley RR Connection, PA.	504	------
1032	Central Scrap to Wanamie, PA	504	------
1033	Lee Mine Jct to Nanticoke, PA	504	------
1034	Franklin to Buttonwood, PA	504	------
1035	Laurel Run to Hudson Yard at Wilkes-Barre, PA.	504	------
1036	Ashley, PA to Terminus	504	------
1100	Communipaw to Jersey Avenue Yard, NJ.	213	*580*
1101	W. Side Ave. to Communipaw, NJ.	214	*580*
1102	Newark Bay Bridge, NJ	215	*580*
1103	Somerville to Royce, NJ	216	*581*
1104	Matawan to Morganville, NJ	216	*581*
1105	Asbury Park to Bay Head Jctn., NJ.	217	*582*
1106	Toms River to Pinewald, NJ	218	*583*
1107	High Bridge to Lake Jct, NJ	219	*584*
1108	Lakehurst to Bridgeton Jct, NJ	221	*585*
1109	High Bridge to Phillipsburg, NJ	222	*586*
1110	Broadway Branch at Elizabethport, NJ.	497	------
1111	Royce to South of Three Bridges, NJ.	497	------
1112	South of Three Bridges to Flemington, NJ.	223	*587*
1113	Morganville to Freehold, NJ	497	------
1200	Newark to Orange, NJ	223	[1] *11*
1201	Orange to Summit, NJ	223	[1] *12*
1202	Summit to Morristown, NJ	224	[1] *12*
1203	Denville Jctn. to Morristown, NJ	225	[1] *13*
1204	Summit to Gladstone, NJ	225	[1] *14*
1205	Newark (Roseville Ave.) to Montclair, NJ.	226	[1] *15*
1206	Bloomfield to West Orange, NJ	226	[1] *16*
1207	Great Notch to Essex Fells, NJ	228	[1] *17*
1208	Mountain View to Pompton Jctn., NJ.	228	[1] *17*
1209	Orangeburg to Nanuet Jctn., NY	498	[1] *59*
1210	Chester Jctn. to Succasunna, NJ.	229	[1] *18*
1211	Netcong to Andover Jctn., NJ	497	[1] *59*
1212	Washington to Phillipsburg, NJ	229	[1] *19*
1213	Nanuet Jctn. to Spring Valley, NY.	292	[1] *23*
1214	Spring Valley to Tallmans, NY	292	[1] *24*
1215	N. Hackensack, NJ., to Nanuet Jctn., NY.	239	[1] *20*
1217	Greycourt to Newburgh, NY	292	[1] *24*
1219	Campbell Hall Jctn. to Montgomery, NY.	293	[1] *25*
1220	Middletown to Fair Oaks, NY	294	[1] *26*
1221	Crawford Jctn. to Pine Bush, NY.	294	[1] *27*
1222	At Bath, PA	467	[1] *49*
1223	Plains Junction to Pittston (Thompson St.), PA.	504	[1] *59*
1224	Avoca to Pittston (Thompson St.), PA.	468	[1] *50*
1225	Rock Jctn. to Jessup, PA	469	[1] *50*
1226	Avoca to Jefferson Jctn. (D&H trackage rights), PA.	470	[1] *51*
1228	Kingston to Northumberland, PA.	471	[1] *52*
1229	Old Line Jctn. to Nicholson, PA	474	[1] *53*
1233	Fulton to Oswego, NY	295	[1] *28*
1238	Lackawaxen to Honesdale, PA	475	[1] *54*
1239	Bath to Wayland, NY	297	[1] *29*
1240	N. Alexander to Avon, NY	298	[1] *30*
1241	Avon to Rochester, NY	299	[1] *31*
1242	Depew Jctn. to Lancaster, NY	300	[1] *32*
1243	Lockport to Lowertown, NY	301	[1] *32*
1244	River Junction to Cuba Jctn., NY.	302	[1] *33*
1245	Lawrenceville to Blossburg, PA	504	[1] *59*
1246	Buffalo (BC Jctn.) to Dayton, NY.	302	[1] *34*
1247	Dayton to Dunkirk, NY	304	[1] *35*
1248	Dayton to Waterboro, NY	305	[1] *36*
1249	Cattaraugus to Dayton, NY	498	[1] *59*
1250	Salamanca to Cattaraugus, NY	306	[1] *37*

[1] In Supplement.

		Page	Page in preliminary system plan
1251	Carrollton, NY to Lewis Run, PA	311	[1] *38*
1252	Howard to Crenshaw PA	477	[1] *55*
1253	Limestone, NY to Bradford, PA	505	[1] *59*
1254	Jefferson Jctn. connection to D&H at Lanesboro, PA	479	[1] *56*
1255	Niobe Jctn., NY to Corry (CM Jctn.), PA (via Bear Lake).	311	[1] *39*
1256	Farrell to New Castle, PA	480	[1] *57*
1257	Lancaster to E. Lancaster, NY	498	[1] *59*
1258	Niles to Lisbon, OH	367	[1] *41*
1259	Phalanx to Solon, OH	369	[1] *42*
1260	Marion to Lima, OH	370	[1] *43*
1261	Huntington, IN to Lima, OH	122	[1] *8*
1262	Huntington to Hammond, IN	114	[1] *7*
1263	Marion to Richwood, OH	372	[1] *44*
1264	Richwood to Urbana, OH	373	[1] *45*
1265	Urbana to Bowlusville, OH	375	[1] *45*
1266	Bowlusville to Fairborn, OH	375	[1] *46*
1267	Fairborn to Dayton, OH	376	[1] *47*
1268	Spring Valley to Thiells, NY	498	[1] *59*
1269	Crenshaw to Hydes, PA	504	[1] *59*
1270	Loomis Breaker to Hanover, PA	504	[1] *59*
1271	Warrior Run Branch at Hanover, PA.	504	[1] *59*
1272	Avondale to Loomis, PA	504	[1] *59*
1300	Dundee to Owosso, MI	195	*564*
1301	Owosso to Thompsonville, MI	197	*565*
1302/1303	Thompsonville, MI to Kewaunee, WI.	201	*567*
1700	Warwick to Maybrook, NY	307	*649*
1701	Belvidere, NJ to Warwick, NY	239	*597*
1800	McKee City to Pleasantville, NJ	230	*590*
1801	Linwood to Pleasantville, NJ	231	*590*
1802	Wildwood Jct. to Wildwood, NJ	497	------
1803	Vineland to Glassboro, NJ	232	*591*
1804	Bridgeton to Glassboro, NJ	233	*592*
1805	Glassboro to Woodbury, NJ	234	*593*
1806	Bellmawr to Glendora, NJ	236	*594*
1807	Haddonfield to Lucaston, NJ	236	*594*
1808	Ocean City to Palermo, NJ	237	*595*

[1] In Supplement.

U.S. GOVERNMENT PRINTING OFFICE : 1975 O - 577-809