

The Public Response  
to the Secretary  
of Transportation's  
Rail Services Report  
Volume II  
Mid-Atlantic States

Rail Services Planning Office—Interstate Commerce Commission

# The Public Response to the Secretary of Transportation's Rail Services Report

*Rail Service in the Midwest and Northeast Region*

Ex Parte No. 293 (Sub-No. 1)  
Northeastern Rail Investigation

Report of the Rail Services Planning Office  
to  
The United States Railway Association

**Interstate Commerce Commission  
Washington, D.C. 20423**

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**Volume II  
Mid-Atlantic States**



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## INTRODUCTION

The Regional Rail Reorganization Act of 1973 (Public Law 93-236; 45 U.S.C. Section 701 and following) (the "Act"), which established the Rail Services Planning Office at the Interstate Commerce Commission, is aimed at improving rail service through the restructuring of bankrupt railroads in the midwest and northeast. In enumerating the duties of the Rail Services Planning Office, Congress listed as its first responsibility that it should "study and evaluate" the Secretary of Transportation's Report on rail services in the region and that it should "solicit, study and evaluate the views" of interested persons and in doing so hold public hearings.

Pursuant to the congressional directive, the Rail Services Planning Office issued its report on May 2, 1974, entitled "Evaluation of the Secretary of Transportation's Rail Services Report".<sup>1</sup> This evaluation was based in part on testimony introduced at 17 public hearings held during March and on written submissions received prior to March 28, a deadline imposed in order to meet the May 2 publication date. This time constraint did not permit the distillation and summarization in the May 2 Report of all the material that had been submitted up to that time. Much additional information was supplied at hearings held after May 2, and in written submissions filed after the original March 28 cutoff date.

Over 3,800 persons testified at the 32 hearings which the Office held between March 4 and July 11. The record of the public's participation amounts to nearly 50,000 pages, including hearing transcripts, exhibits, and statements sent directly to Washington independently of any hearing.

This report is a restatement in condensed form of all the material submitted. Because it was physically impossible, as well as impractical, to summarize every item individually, we have chosen to mention those that are most representative of the sentiments expressed and to restate the others in general terms. For the same reasons, it was impossible to check the validity of all of the data.

<sup>1</sup> The Secretary of Transportation's report, "Rail Service in the Midwest and Northeast Region", is referred to herein as the "DOT Report", and "DOT" refers to the United States Department of Transportation unless the context clearly requires some other meaning.

This report is being prepared and released in three sections. Volume I covers the six New England States; Volume II covers the Mid-Atlantic States—New York, Pennsylvania, New Jersey, Maryland, Delaware, Virginia, West Virginia, and the District of Columbia; and Volume III covers the Midwestern States—Ohio, Michigan, Indiana, and Illinois. Volume II also includes a summary of the information submitted by Federal agencies and national associations, testimony of a general nature concerning rail passenger service, and testimony related to portions of the United States not located within the Northeast and Midwest Region as defined in the Act. Volume III includes a summary of testimony related to those states contiguous to the Midwestern States.

As drafts of each state were completed, they were forwarded to the U.S. Railway Association for their use in the preparation of the preliminary system plan. In most instances the Association received the data contained in this report several weeks prior to the actual publication.

Lists of those who testified in person or who submitted written statements will be found in appendices at the end of each volume, aggregated by state.

The method we employed to present the material treats each of the 17 states as individual entities, and they appear in this report in the same order as they appeared in the DOT Report. Data intrinsic to an individual state, is then subdivided, first by the zones used in the DOT Report, and then by individual railroad lines within those zones. We have employed this approach purely for convenience in organizing the material, and it should not be construed as an endorsement of the zone concept as developed by the U.S. Department of Transportation. It should also be noted that, while the presentation will remain essentially the same for each of the 17 states, variations will be found because of a state's particular situation or the extensiveness of the response from interests or persons in the state.

All the source documents for this report are in the docket in Ex Parte No. 293 (Sub-No. 1), *Review of the Secretary of Transportation's Rail Services Report*, and are reviewable at the Commission's main office at 12th and Constitution Avenue, N.W., and at the Rail Services Planning Office, 1900 L Street, N.W., Washington, D.C.

## NEW YORK

New York's strategic location makes it the national focal point for finance, industry and agriculture. It is the second most populous and urbanized state in the Union, and it is also a major agricultural producer, ranking thirteenth in the Nation. New York is served by over 30 railroads<sup>1</sup> which operate 5,595 miles of track within the state.

The DOT Report divided New York into 16 zones (Figure 1) and designated 1,875 miles of its track potentially excess. The 16 zones are as follows: Plattsburgh (Zone 41); Albany (Zone 42); Amsterdam (Zone 43); Watertown (Zone 44); Utica-Rome (Zone 45); Syracuse (Zone 46); Rochester (Zone 47); Batavia (Zone 48); Buffalo (Zone 49); Jamestown (Zone 50); Elmira (Zone 52); Binghamton (Zone 53); Cortland (Zone 54); Hudson (Zone 55); Poughkeepsie (Zone 56); and New York (Zone 58).

### ZONE 41

Zone 41 is located in the northeast section of the state and is comprised of Warren, Washington, Clinton, and Franklin Counties. The zone is bordered on the east by Vermont and on the north by Canada.

#### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 41 potentially excess:

The PC line from Malone north to the Canadian border.

The D&H line from Dannemora to Bluff Point.

The D&H line from Au Sable Forks to South Junction.

The D&H line from Glens Falls to Fort Edward.

The D&H line from Thurman to Warrensburg.

The D&H line from Salem to Castleton, Vermont.

The GT line from Helena (Zone 44) east through Bombay to Fort Covington.

No specific information was received by the RSPO concerning the D&H lines from Dannemora to Bluff Point, Au Sable Forks to South Junction, and Thurman to Warrensburg.

The main line traversing Zone 41 is the D&H line from Binghamton (Zone 53) to Rouses Point, the northern gateway to Canada. Lines in the zone which have been designated potentially excess are, for the most part, branches of this main line.

Submissions focused primarily on two areas of concern: (1) the economic effect of rail abandonment upon agriculture, local business and industry in northern New York, and (2) the ramifications of severing this rail connection with the Canadian border. Reference was consistently made to the fact that the northwest area of the zone has exceptionally high unemployment and has been declared a depressed area. Witnesses contended that any rail abandonment would result in increased unemployment, compounding an already critical economic situation. Most submissions emphasized the lack of alternative modes of transportation. The absence of such alternatives was attributed to the zone's inaccessibility by air and to the fact that the zone is plagued by a poor highway system. Some companies indicated that their products, as well as their raw materials, were too large, too hazardous, or too delicate to be shipped by any means other than rail. Most companies concluded that a loss of rail service would force them to relocate.

#### Malone to Canadian Border

This Penn Central branch extends from Malone north across the Canadian border to connect with the Canadian National system at Huntingdon.

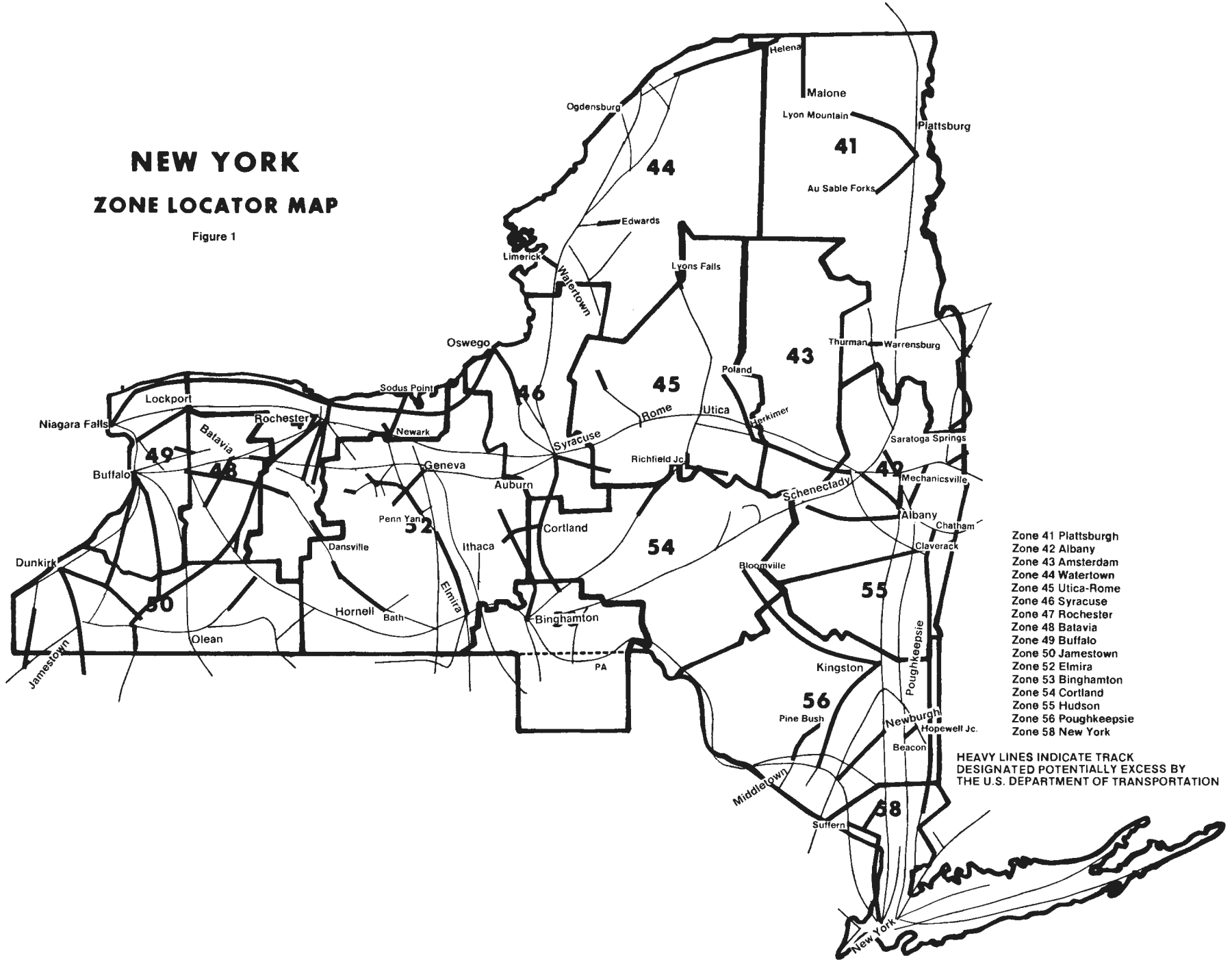
Submissions from the Malone area (see Table 1 for data submitted to the RSPO by rail users in the area) noted the area's total isolation from the rest of the state. Both the Malone Town Board and Mayor Tulloch stated that, because Franklin County has no superhighways, mass transit or commercial airlines, it would be isolated as a result of abandonment of the Penn Central line. Industry has often decided not to locate in the area due

<sup>1</sup> The following railroad companies operate in the state: Arcade & Attica (A&A), Bath & Hammondsport (B&H), Boston & Maine (B&M), Baltimore & Ohio (B&O), Cooperstown & Charlotte Valley (C&CV), Canadian National (CN), Central of New Jersey (CNJ), Central New York, Delaware & Hudson (D&H), Dansville & Mount Morris (D&MM), Erie Lackawanna (EL), Fonda, Johnstown & Gloversville (FJ&G), Greenwich & Johnsonville (G&J), Genesee & Wyoming (G&W), Grand Trunk (GT), Lowville & Beaver River (L&BR), Lehigh & Hudson River (L&HR), Livonia, Avon & Lakeville (LAL), Long Island (LI), Lehigh Valley (LV), Massena Terminal, Middletown & New Jersey (M&NJ), Niagara Junction, Norwood & St. Lawrence (N&SL), Norfolk & Western (N&W), Ogdensburg Bridge & Port Authority, Penn Central (PC), Reading (RG), South Brooklyn, Staten Island Rapid Transit, Skaneateles Short Line (SSL).

# NEW YORK ZONE LOCATOR MAP

Figure 1

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- Zone 41 Plattsburgh
- Zone 42 Albany
- Zone 43 Amsterdam
- Zone 44 Watertown
- Zone 45 Utica-Rome
- Zone 46 Syracuse
- Zone 47 Rochester
- Zone 48 Batavia
- Zone 49 Buffalo
- Zone 50 Jamestown
- Zone 52 Elmira
- Zone 53 Binghamton
- Zone 54 Cortland
- Zone 55 Hudson
- Zone 56 Poughkeepsie
- Zone 58 New York

HEAVY LINES INDICATE TRACK  
DESIGNATED POTENTIALLY EXCESS BY  
THE U.S. DEPARTMENT OF TRANSPORTATION

to the lack of transportation.

Mayor Tulloch also stated that loss of rail service would probably eliminate marginal dairy farmers throughout the county and that area users would be willing to pay the extra cost of keeping the line in operation.

**Table 1: Traffic Profile: Malone to Canadian Border**

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Village of Malone	Feed, grain, petroleum		360
Black River-St. Lawrence Economic Development Commission			380
Malone Feed and Farm Supply	Feed, lumber, building supplies		163
Trout River	Dairy feed		300
Clarence Collins			148
Upstate Storage			41

Malone Feed and Farm Supply, which has an annual payroll of \$88,000, stated that loss of rail service would result in increased unemployment in the area's dairy industry and an increase in the cost of the industry's product to the consumer. If Malone Feed lost service at Malone it would have to truck its products 30 miles to the nearest alternate rail terminal, thus doubling the company's freight costs.

**Glens Falls to Fort Edward**

Companies along this Delaware & Hudson line claimed that the data used by the DOT Report to evaluate the line was not accurate and that the line is in fact self-sustaining and handled a total of 6,800 carloads in 1973. Finch Pruyn and Company, which shipped 183,000 tons of paper, pulp and chemicals over the line in 1973, stated that there is no acceptable alternate mode of transportation and, therefore, predicted its facility would close if the railroad were abandoned. If Finch Pruyn closed, 800 people would lose their jobs. Similar sentiment was expressed by Hercules, Inc., which claimed that its products and raw materials cannot be shipped by truck due to their hazardous nature. Hercules, which maintains 1,050 people on its payroll, shipped 1,012 carloads of chemicals in 1972 and 1,117 carloads in 1973.

**Salem to Castleton, Vermont**

Telescope Folding Co., one of the primary employers (600 employees) in Granville, stated that abandonment of track between Salem, New York and Castleton, Vermont would greatly affect its operations and cause substantial unemployment. The company shipped 900 cars of lawn furniture in 1973 and expects to increase rail traffic by 30 to 40 percent over the next two years.

**Helena (Zone 44) to Fort Covington**

This line is a branch of the Grand Trunk. It runs from Helena in Zone 44 east through Bombay to Fort Covington near the Canadian border. Testimony indicated that abandonment of the line at Bombay would seriously affect the movement of clearance traffic from the Penn Central at Massena to Canadian destinations. During 1973, 45,048 carloads crossed the international gateway at Fort Covington.

**Rail Lines Not Designated Potentially Excess  
Plattsburgh to Rouses Point**

This D&H line runs the length of the zone from Fort Edward in the south to Rouses Point on the Canadian border. The line continues north from Rouses Point to Montreal and south from Fort Edward to Schenectady and Binghamton. The segment between Plattsburgh and Rouses Point was originally designated potentially excess in the DOT Report, however the March 1 supplement declared this segment should not be shown as potentially excess. The primary objection to abandonment of any segment of this line is that it would result in the loss of a direct route from New York to Canada.

The Pillsbury Company, which has storage and transfer facilities at Rouses Point, stated that it would have to cease operations if it lost rail service. Pillsbury shipped 600 carloads of soymeal over the line in 1972.

F.M.C. Corporation, which ships chemicals, fibers, films, and machinery by rail, contended that abandonment of the segment from Plattsburgh to Rouses Point would make the line uncompetitive because it would no longer provide access to Canada.

Interpace Corporation, which is located on the line south of Plattsburgh, is the only wollastonite producing plant in the country. Interpace, which shipped 556 carloads of wollastonite in 1972, and 755 carloads in 1973, expects its shipments to increase 30 percent in the future. Without direct rail service, Interpace's operation would not be profitable.

The Black River-St. Lawrence Economic Development Commission shipped 27,093 pounds of goods over this line in 1973.

The International Paper Co., which is located in Crown Point, shipped 5,154 carloads of paper over the line in 1973. International Paper criticized DOT for using figures for the Ticonderoga billing station in evaluating usage at Crown Point.

**ZONE 42**

Zone 42 consists of Saratoga, Rensselaer, and Albany counties. A number of main lines cross the zone: the Delaware and Hudson line connecting Montreal and northern New England with points to the south, the Boston

and Maine line linking Boston and the west, and three separate Penn Central lines linking Boston, New York City, and Newark with Buffalo and the west.

### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 42 potentially excess:

- The B&M line from Lansingburg to Johnsville.
- The D&H line from Delanson to Watervliet.
- The D&H line from Mechanicville west to the D&H mainline.
- The PC line from Selkirk to Watervliet.
- The PC line from Schenectady west to Mohawk in Zone 45. (See discussion of this line in Zones 43 and 45.)
- The PC line from Troy to Schenectady.
- The VT line from North Hoosick east to White Creek.
- The PC line from the southern zone boundary north through Castleton-on-Hudson to Rensselaer.
- The B&M line from Aqueduct west to the PC mainline.
- The PC Ravena spur.

No specific information was received by the RSPO concerning the B&M lines from Lansingburg to Johnsville and from Aqueduct to the PC mainline; the D&H line from Mechanicville to the D&H mainline; and the VT line from North Hoosick to White Creek.

### Delanson to Watervliet

A representative of the Northeastern Industrial Park stated that the Park attributes much of its success to its proximity to this D&H line. The line runs from Delanson east through Altamont and Voorheesville to Albany. It then runs north to Watervliet. The Park, which is located at Guilderland Center, shipped 6,231 carloads in 1972 and 8,384 carloads in 1973. The Park signed a long-term lease with the Town of Guilderland Urban Renewal Agency in February, 1969. The Park's representative contended that its traffic justified continued service and evidenced the line's lucrative potential (see Table 2 for a traffic profile of the line).

**Table 2: Traffic Profile: Delanson to Watervliet**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
General Crushed Stone Co.	Ballast	2,005	1,446	
Cargill, Inc.		97	42	
The Wickes Co.	Lumber		83	
Northeastern Industrial Park		6,231	8,384	
Industrial Park at Voorheesville			7,000	

Allegheny Ludlum Steel Corp. noted that the D&H is one of the few remaining viable railroads in the Northeast region and urged, therefore, that every effort be made to maintain its present mainline as well as its existing connections with other railroads. Allegheny Ludlum shipped between 1,800 and 1,900 carloads over the D&H and PC lines in 1973. The firm pointed out that traffic statistics for Watervliet were incorrectly credited to the billing point of Albany.

### Selkirk to Watervliet

The Penn Central line from Selkirk north through Albany to Watervliet was also designated potentially excess. Several firms on the line submitted information to the RSPO. Air Products and Chemicals, which manufactures liquid oxygen and nitrogen, stated that it must have rail service in order to maintain a viable production and distribution program. The Watervliet Arsenal estimated that loss of rail service would increase its transportation costs by \$50,000. One supplier, because of the size and weight of its product, can only ship to the arsenal by rail. The Arsenal shipped 95 carloads in 1972 and 94 in 1973. It estimated that it would ship 119 carloads per year in the future.

One witness noted that the Glenmont station serves the port of Albany and is an important clearance route from Selkirk and Albany for the shipment of oversized commodities to ocean vessels and barges.

### Troy to Schenectady

The General Electric Company (GE), which has manufacturing warehouses for heavy electrical equipment located in Schenectady, stated that it would not be able to meet delivery deadlines without continued rail service over this Penn Central line. Furthermore, the wide and heavy equipment which GE ships can only be shipped via rail.

The Condel Corp. stated that it shipped 122 carloads over the line in 1973.

### Southern Zone Boundary to Rensselaer

The Brown Company, one of the largest employers in the area, shipped 83 carloads of woodpulp over this PC line in the last four months of 1973. The Company claimed that there is no alternative mode of transportation which would meet its needs. Furthermore, trucking would result in increased corporate expense and in damage to the environment.

### Ravena Spur

The Atlantic Cement Company received and shipped 1,075 carloads of cement and raw materials over this PC spur in 1973. Atlantic Cement's future expansion plans are contingent upon the existence of rail service.

## Rail Lines Not Designated Potentially Excess

### Scotia to Vermont State Line

One Company on this B&M line, the St. Regis Paper Company, stated that it shipped 790 carloads of paper pulp in 1972 and 864 carloads in 1973.

### Fort Plain to Rotterdam Junction

Gary E. Landrio, President of the Mohawk Railway Company, stated that the 34.5 mile segment of the PC West Shore secondary track from Fort Plain to Rotterdam Junction is crucial in the movement of local freight into the economically depressed Mohawk Valley region. Mohawk Railway is ready to acquire this trackage if Conrail deems it excess. The company is also ready to acquire a 22.4 mile segment of the Boston & Maine from Rotterdam Junction northeast towards Mechanicville.

## ZONE 43

Zone 43 consists of the counties of Hamilton, Fulton and Montgomery. Two parallel Penn Central lines traverse the southern part of the zone. One of these lines is the Penn Central Buffalo-New York/Newark/Boston main line; the other is the Penn Central secondary line from Utica (Zone 45) to Schenectady (Zone 42). The latter line is the only line that the DOT Report designated potentially excess in Zone 43. Table 3 shows data submitted to RSPO by users of this line.

**Table 3: Traffic Profile: Utica (Zone 45) to Schenectady (Zone 42)**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Baker/Beechnut Corp.	Baby foods			
Agway-South Amsterdam	Feed		98	60
Agway-South Fort Plain	Feed, grain, fertilizer		196	200
Agway-Fultonville			6	30
Lee Dyeing Company of Johnstown				

The Baker/Beechnut Corporation, which has two plants located on this line in Canajoharie and South Fort Plain, stated that any rail abandonment would result in a substantial increase in its product's cost, causing the company to lose its competitive status. The ramifications of rail abandonment would also lead to cutbacks in employment and increased environmental pollution. Baker/Beechnut contended that the carload criteria used by DOT was not representative of the traffic flow of a particular line.

Mayor Tooker, of Canajoharie, stated that abandonment of the line would result in the Baker/Beechnut

Corporation's relocation. The company, which employs 1,800 people, supplies 37 percent of the village's income. Relocation or even a cutback in Baker/Beechnut's employment would have a damaging effect on the village's economy.

Agway, which has plants in South Amsterdam, South Fort Plain, and Fultonville, anticipates purchasing additional land for industrial expansion in the Amsterdam area. Such an expansion, however, would be contingent upon rail service. Because its Fultonville plant is not accessible to the Penn Central line on the north side of the Mohawk River, Agway contended that the Penn Central line in question is essential to its operations.

In support of DOT's proposals, the Lee Dyeing Company stated that the taxpayer should not be subjected to supporting "sick" railroads and that all excess and inefficient lines should be abandoned.

## ZONE 44

Zone 44 is located in the northern tip of New York State and is bordered on the west by the St. Lawrence River and Lake Ontario. The zone consists of three counties: Lawrence, Oswego and Lewis.

### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines potentially excess in Zone 44:

The GT line from Helena northeast to Fort Covington (Zone 41) on the Canadian border (see discussion in Zone 41).

The PC branch from Emeryville east to Edwards. The PC branch from Limerick to Watertown.

The PC line from Lyons Falls to the southern zone border.

### Emeryville to Edwards

St. Joe Minerals Corporation has zinc mines and mills in Emeryville and Edwards which are served by this PC branch. St. Joe ships exclusively by rail and has recently purchased eight new railroad cars. In 1973, St. Joe shipped 309 carloads from Edwards and 1,423 carloads from Emeryville. The company estimated that in the future it will ship 25,000 to 26,000 tons per year from Edwards and 130,000 tons per year from Emeryville. St. Joe contended that its tonnage was acceptable to Penn Central authorities and that DOT should use the same standards as Penn Central in determining the line's viability. If rail service were continued over this four mile branch, St. Joe estimated that 230 jobs would be saved.

Agway-Gouverneur received 38 carloads of feed over the line in 1973.

**Limerick to Watertown**

Two sources supplied information to the RSPO concerning this short PC branch. The Black River-St. Lawrence Economic Commission, a non-profit corporation whose prime function is to protect and expand the economy of the Black River-St. Lawrence area, urged retention of the line from Watertown to Brownville and estimated that 211 jobs would be lost as a direct result of abandonment of the line and another 211 jobs would be lost as an indirect result. The Commission pointed out that the social cost of supporting 422 families would be more than the cost of maintaining five miles of track. The Commission also presented shipping statistics for the J. P. Lewis Co. which shipped 173 carloads in 1973 and the Pargas Co. which shipped 100 carloads in 1973.

Latex Fiber Industries shipped 167 carloads of paperboard over the branch in 1972 and 164 carloads in 1973.

**Lyons Falls to Southern Zone Border**

Georgia-Pacific is located in Lyons Falls at the end of the PC branch which runs north from Utica (Zone 45). Georgia-Pacific stated that it shipped 1,499 carloads in 1972 and 1,660 carloads in 1973 and that both figures far exceed DOT's upper criteria for 10 miles of track. The firm expects to ship 1,850 carloads in 1974. The Black River-St. Lawrence Economic Commission estimated that it shipped 2,309 carloads over this branch in 1973.

**Rail Lines Not Designated Potentially Excess**

The RSPO also received information concerning several lines in Zone 44 which were not designated potentially excess by the DOT Report. Newton Falls Paper, Inc., which uses the PC lines from Newton Falls to Carthage, stated that it shipped 2,278 carloads over the line in 1973 and 106 carloads in January 1974. The company stated that service on the line suffers from poor scheduling, an insufficient supply of cars, and improper track maintenance. The company also stated that there is no viable alternative transportation available to meet its transportation needs.

Diamond International Corporation, which has a plant in Gouverneur, stated that rail service is the only dependable method for transporting its raw materials and finished goods. Diamond's Gouverneur plant, which uses PC's Syracuse (Zone 46) to Massena line, generated 6,683 carloads of woodpulp, chemicals, and paper products in 1973. The PC Ogdensburg to DeKalb Junction line is also used by Diamond, and the firm stated that it shipped or received 340 carloads of woodpulp, coal and chemicals over the line in 1973. Diamond pointed out that the line is the only line serving this part of northern New York state. According to Diamond Inter-

national, the truck equipment available in the area could not possibly meet the demand if rail service were discontinued.

**ZONE 45**

Zone 45 consists of Oneida and Herkimer counties. There is one main line traversing the breadth of the zone: the Penn Central from Buffalo to New York/Newark/Boston.

**Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 45 potentially excess:

- The PC branch from Camden to McConnellsville.
- The PC branch from Vernon to Oneida Castle.
- The PC line from Mohawk to the eastern zone border.
- The PC branch from Herkimer to Poland.
- The EL branch from Richfield Junction to South Columbia.
- The EL line from Waterville to Sherburne (Zone 54).
- The EL New York Mills spur.

No information was received by the RSPO concerning the PC branch from Herkimer to Poland or the EL New York Mills spur.

**Camden to McConnellsville**

The Camden to McConnellsville segment is a portion of a Penn Central branch which terminates at Camden. From Camden the branch runs southeast through McConnellsville and Humaston to Rome where it connects with the PC main line. Only the Camden to McConnellsville segment was designated potentially excess. Table 4 shows data submitted to the RSPO by users of the line.

Whitehead Brothers, a company engaged in the production and sale of industrial sand, pointed out that there

**Table 4: Traffic Profile: Camden to McConnellsville**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Agway, Inc.	Feed		85	85
H. D. Rowell Estate	Feed		19	
Whitehead Brothers Co.	Industrial sand		280	
G. W. Bryant Core Sands Inc.	Industrial sand		358	+30%
Mohawk Valley Wholesale Growers, Inc.	Foods, paper products, and janitorial supplies		27	34
Rochester Tree Co.	Shoe trees and shoe-related products	20	30	

are relatively few commodities which have the same heavy loading characteristics as industrial sand. Loss of rail service would affect Whitehead's ability to compete in certain market areas, and would cause it to lose some customers.

G. W. Bryant Core Sands stated that it would make much greater use of rail service if it could get more cars. The company stated that poor rail service has caused it to lose customers and to rely more on trucking even though it finds truck service more expensive and less efficient than rail.

Mohawk Valley Wholesale Grocers stated that discontinuance of rail service would be injurious to its business and could force it to relocate its entire operation.

### Vernon to Oneida Castle (Zone 46)

This PC branch runs from a connection with the PC main line at Canastota (Zone 46) east through Oneida Castle to Vernon. DOT's March 1 additions and corrections supplement noted that only the Vernon to Oneida Castle portion of the branch should be designated potentially excess.

Two sources supplied information to the RSPO concerning the branch. Agway, Inc. stated that it shipped 98 carloads of farm supplies and feed ingredients over the line in 1973 and expects to ship the same amount in 1974.

The Eastern Federation of Feed Merchants pointed out the uniqueness of the feed manufacturing industry and its particular need for rail service. The nature of the feed business requires manufacturers to be close to their customers, thus forcing them to locate in rural areas. Often the rail line which serves such manufacturers will not have enough industrial traffic to be classified as highly profitable. The Federation contended that this fact should not lessen the importance of the feed industry or its need for rail service. The Federation stated that the Vernon Milling Company shipped 98 carloads of feed over the line in 1973 and expects to ship the same amount in 1974 and that Lamos Feed Service shipped 40 carloads of feed in 1973 but only expects to ship 10 in 1974.

### Mohawk to Eastern Zone Border

This segment is a portion of the Penn Central secondary track from Schenectady to Utica. The DOT Report designated the line potentially excess from Schenectady in Zone 42 through all of Zone 43 to Mohawk in Zone 45.

Salada Foods, Inc., which shipped 175 carloads of foods over the line in 1973, stated that its rail service must be continued or it will not be able to competitively price its products.

Burrows Paper Co. shipped 409 carloads of paper

over the line in 1972 and 421 carloads in 1973.

The Herkimer County Area Development Corporation stated that loss of rail service over the line would force the Gardner Warehouse Co. and the Corrado Milling Co. out of business. Gardner shipped 138 carloads in 1973 and Corrado shipped 69 carloads. The Development Corporation also stated that abandonment would have an adverse effect upon the Union Fork and Hoe Co. and the Truman Industrial Complex. The Commission believes that the economic hardship that loss of rail service would cause far outweighs any savings that might result for the railroad.

### Richfield Junction to South Columbia

This EL branch runs from Richfield Junction south to Bridgewater. From Bridgewater it runs east southeast through Cedarville and South Columbia to the southern zone border. The line terminates at Richfield Springs close to the northern border of the adjacent zone, Zone 54.

Schoonmaker Feed Co. shipped 200 carloads of feed over the line in 1972 and 1973. Schoonmaker manufactures livestock feed which it retails to area dairy farmers. The company expects to increase its shipments to 220 carloads per year in the future. Schoonmaker stated that loss of rail service would impair the flow and increase the cost of commodities being received by shippers in the area.

Beacon Milling Co. shipped 120 carloads of grain and grain products over the line in 1973.

### Waterville to Sherburne (Zone 54)

This segment is part of the Erie Lackawanna line from Utica to Binghamton. The DOT Report designated a short portion of the line—from Waterville south to Sherburne in Zone 54—potentially excess. Table 5 provides data supplied to the RSPO by users of the line.

The West End Brewing Company stated that abandonment would disrupt service from one of its major

**Table 5: Traffic Profile: Waterville to Sherburne (Zone 54)**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Louis J. Gale and Son, Inc.	Seed fertilizers		120	
Wickes Corp.	Lumber		82	
West End Brewing Co.	Malt ale		366	
Scheidelman, Inc.	Wholesale grocers		250-300	
Foster Paper Co.	Paper		523	
Diamond International Corp.	Corrugated containers, starch		841 <sup>1</sup>	

<sup>1</sup> Total includes carloads from Lancaster (Zone 49) plant.

packaging suppliers. If West End Brewing lost rail service, it would be faced with substantial additional manpower costs plus additional equipment expense to convert to truck shipment. The company estimated that it would take an additional 130 man days per year to handle shipments by truck.

Louis J. Gale and Sons stated that any deterioration of rail service would greatly affect its business and its ability to serve the farm community and this, in turn, would ultimately affect farm production.

Foster Paper Company contended that loss of this line would put it at an extreme disadvantage in serving its customers and would cause the firm serious problems in obtaining needed raw materials.

## **ZONE 46**

Zone 46 contains the counties of Onondaga, Madison, and Oswego. It is traversed by the PC mainline from Buffalo to New York/Newark/Boston.

### **Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 46 potentially excess:

The PC line from east of Oswego west through Zones 52 and 47 to Niagara Falls (Zone 49).

The EL line from Fulton to the PC line near Oswego.

The PC branch from Fayetteville to Syracuse.

The EL line from Jamesville south to Chenango Forks (Zone 53).

The PC line from Canastota to Oneida.

The EL line from North Brookfield to Earlville.

### **Oswego to Niagara Falls (Zone 49) (Hojack Line)**

The PC Hojack Line extends westward from Oswego through Zones 54 and 47 to Niagara Falls in Zone 49. The DOT Report designated the entire line potentially excess, including a small spur from Oswego northeast to Oswego Mill.

The Hammermill Papers Group, which shipped 1,460 carloads of paper over the Hojack Line in 1973, indicated that, if this line were abandoned, the Group would incur an additional \$1.5 million per year in transportation costs and would have to spend \$5,000,000 for new facilities. The Group also stated that it could not maintain present operations without rail service and that relocation of its plant would mean a loss to the community of \$115,000 per year in taxes and \$2.3 million per year in wages.

Corenco stated that it shipped 75 carloads over the Hojack Line in 1973.

The Alcan Aluminum Corporation, which is located at Oswego Mill, submitted the following information. Alcan employs 801 people. Its original capital invest-

ment was in excess of \$100 million, and construction costing \$20 million is now underway to increase the capacity of its plant. Further expansion is planned. Alcan's payroll in 1973 exceeded \$12 million, and it paid state, county and city taxes of \$1,250,000. The PC spur line from Oswego to the Alcan station is the life line of Oswego Mill. Alcan stated that elimination of rail service would seriously affect its economic viability as well as that of surrounding communities.

Congressman Robert C. McEwen pointed out that the 3,735 carloads shipped by Alcan in 1973 indicate that the line is heavily used and of great importance to the economy of the area.

### **Fulton to Oswego**

This segment is a portion of the EL line from Syracuse to a connection with the PC Hojack Line just southwest of Oswego. The Feb. 1 DOT Report designated a longer segment of this line potentially excess, but the March 1 additions and corrections supplement stated that the line should be shown as potentially excess only on the portion north of Fulton.

Mayor Donald Colon of Baldwinsville stated that that village is not located on the Penn Central line as indicated on the DOT map but is located on the Erie Lackawanna track between Syracuse and Fulton. Baldwinsville is not located on the portion of the line shown as potentially excess.

The Mayor stated that the village generated 3,775 carloads in 1973, and he noted that the Joseph Schlitz Brewing Company is constructing a new brewery which is expected to generate an additional 5,000 carloads annually when completed in 1975/1976.

The Niagara Mohawk Power Corporation is also located on the Erie Lackawanna line from Baldwinsville to Oswego. Niagara Mohawk is presently constructing a nuclear power station in Oswego and it will need rail service to transport spent nuclear fuel from this facility.

General Foods stated that it shipped 100 carloads of foodstuff over the line in 1973.

### **Fayetteville to Syracuse**

Several companies located on this PC spur, which runs from just north of Syracuse through East Syracuse to Fayetteville, stated that rail accessibility was one of the primary reasons that they located in the area. Champion International Corporation's senior traffic analyst stated that, in recommending site locations to management, local switching districts are always considered one of the best and safest places to assure adequate and continued rail service. The Champion plant at Syracuse is located within the Syracuse switching district on the potentially excess Fayetteville to Syracuse segment.

B. H. Tracy & Sons predicted that abandonment of

this track would eventually force it to terminate its operations.

Mayor Russell A. Parnell of Fayetteville stated that area firms could ship by truck, but he contended that shipping by truck would increase their costs by 25 to 30 percent. Mayor Parnell also stated that increased transportation costs would eventually result in a loss of production and a decrease in employment and would adversely affect the community's economy.

McIntosh Box and Pallet Co. received over 80 carloads per year over this branch at its plant in East Syracuse. The company stated that rail service is vital to its business. McIntosh receives shipments of west coast lumber by rail.

Table 6 contains data provided to the RSPO by users of the line.

**Table 6: Traffic Profile: Fayetteville to Syracuse**

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
McIntosh Box and Pallet Co.	Lumber	80+	
Champion International Corp.	Forest products	249	
Daer Rd. Industrial Park	Industrial park		
Precision Castings Co.	Zinc	48	
McIntyre Paper Co.	Paper	72	
B. H. Tracy and Sons Inc.	Lumber	100	

**Jamesville to Chenango Forks**

This segment is a portion of the EL line from Syracuse south to Binghamton. Only that portion from Jamesville south to Chenango Forks in Zone 53 was designated potentially excess by the DOT Report.

The Greater Syracuse Chamber of Commerce noted in its submission that a planned brewery of the Jos. Schlitz Brewing Company expects to ship the bulk of its product (6.0 million barrels annually) over this rail line. According to the Chamber of Commerce this would amount to over 30,000 additional carloads for the line. The Chamber of Commerce also stated that the ability to maintain direct shipping routes to the south is mandatory for manufacturers located in Syracuse. Otherwise, Syracuse industries would have to ship their products to either Albany or Buffalo before the products could be directed to southern destinations.

**Canastota to Oneida**

Most companies located along the PC Canastota to Oneida segment stated that alternate means of transportation would be available if rail service ceased but that such alternates would result in higher costs to consumers. Table 7 contains information supplied to the RSPO

by users of the line. Tele Com Industrious Corporation stated that its costs would rise one-third. Agrico Chemical Company stated that its production costs would rise so dramatically that it would no longer be competitive. Mayor Herbert Brewer of Oneida noted that the Oneida Chamber of Commerce and the city are presently working on a 100 acre industrial park and asserted that, since one of the park's foremost selling features is its accessibility to railroads, abandonment of this line would severely discourage the park's growth.

**Table 7: Traffic Profile: Canastota to Oneida**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Northern Propane Gas	Liquefied petroleum gas		20-30	
Tele Com Industrious Corp.	Tractors		48	
Agrico Chemical Co.	Food and seeds		113	
Cooperative Marketing Agency	Canned goods		391	
City of Oneida			570-680	

The Northern Propane Gas Company stated that the volume of propane it receives by rail is expected to increase and that truck transportation is not dependable due to the inability of Texas Eastern Transmission Corp. (pipeline) to provide sufficient gas at its Selkirk and Watkins Glen terminals for truck loadings. This problem usually occurs during maximum winter demand and can result in grave consequences for all who are dependent on this fuel.

**North Brookfield to Earlville**

This segment is part of the Erie Lackawanna line from Utica to Binghamton. The DOT Report designated the line potentially excess from Waterville in Zone 45 south through North Brookfield, Hubbardsville and Earlville in Zone 46 to Sherburne in Zone 54.

Jaquay Feed Company of Hubbardsville, which generated 41 carloads of feed, seed, and fertilizer in 1973, stated that loss of rail service over this line would cause hardship for it and for the entire area.

**Syracuse to Skaneateles Junction**

The PC line from Syracuse west to Skaneateles Junction on the zone border was not designated potentially excess. However, the RSPO received information concerning the line from Allen V. Smith who operates a food processing plant in Martisco. Mr. Smith stated that his facility employs 50 people and has an annual payroll of \$250,000. The company shipped 138 bulk hopper cars over the line in 1973. Mr. Allen stated that, if the track were abandoned, the company would be forced to relocate in order to retain rail service and remain competitive.

## ZONE 47

Zone 47 includes the city of Rochester, and the counties of Orleans, Monroe, Wayne, and Genesee. Two mainlines traverse the zone; the Penn Central Buffalo-New York/Newark line and the Lehigh Valley Buffalo-Newark line. A third line, known as the Ontario secondary track or "Hojack Line", crosses the zone on the north. This line has been designated potentially excess by the DOT Report.

Witnesses were especially concerned about the impact of the abandonment of rural lines and of the Ontario secondary track. Food processors in the zone rely heavily on rail for incoming freight from the West Coast and for outgoing shipments totaling 50 million cases of canned foods and 150 million pounds of frozen foods.

### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 47 potentially excess:

- The PC line from Red Creek to Millers (Hojack Line).
- The PC line from Sodus Point to Newark.
- The PC branch from Marion to Newark.
- The B&O line from P&L junction northeast to Rochester.
- The EL line from Rochester to Avon.
- The LV line from Mortimer to Lima.
- The EL line from Washington Hunt in the southeast corner of the zone to the EL line between Hinsdale and Cuba in Zone 50.
- The EL line from Groveland to Bath (Zone 52).
- The PC line from Charlotte Station south to Rochester.

### Red Creek to Millers (Hojack Line)

The Hojack Line parallels the Lake Ontario shoreline from Oswego in Zone 46 to Niagara Falls in Zone 49; the entire line was designated potentially excess by the DOT Report. In Zone 47, the Hojack Line runs from Red Creek in the east to Millers in the west. Table 8 contains data supplied to the RSPO by users of the line.

Duffy-Mott, a food processor, is located in Hamlin. Duffy-Mott stated that it is Hamlin's major industry and that the town depends upon it for employment, as a market for local crops, and for tax revenues.

American Kitchen and Seneca Foods receive inbound traffic from the West Coast over the line. If rail service were discontinued, American stated that it would relocate closer to its shippers. Seneca stated that it would cut its operations and its work force by 60 percent.

Red Creek-Agway did not feel that it would lose its competitive advantage if it lost rail service.

**Table 8: Traffic Profile: Red Creek to Millers (Hojack Line)**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Allied Chemical	Chlorine	188	189	200
Pfeiffer Foods		83	90	120
Chem-Trol Pollution Service		0	23	260
Speas Company Lyndonville Canning Co.	Vinegar	33	20	
Southland Frozen Foods		43	17	17
Duffy-Mott Co. Hamlin	Processed foods	687	549	
Williamson		504	369	
American Kitchen Products		32	37	
Sterling Co-op Inc.	Fertilizer		9	
Seneca Food Corp.	Apple products	199	149	
Sodus Cold Storage	Warehouse	60	88	100
Xerox Corp.	Sand		100	100
				700 <sup>1</sup>
Agway-Wolcott			13	
Comstock Foods		196	170	
Agway-Red Creek	Feed		26	35
Glidden Durkee Co.	Food products		273	

<sup>1</sup> Estimate is for 1975.

Chem-Trol stated that the threat of loss of rail service has discouraged normal expansion of its activities.

A reduction in rail service in 1972 caused Southland Frozen Foods, Lyndonville Canning, and Sterling Co-operative to cut rail usage. Car shortages were responsible for Comstock Food's reduction in outbound shipments. The Speas Company stated that it would double rail shipments if assured of adequate service.

### Sodus Point to Newark, New Jersey (Zone 60)

This line runs from the PC mainline at Newark north through Wallington, where it intersects with the Hojack Line, to Sodus Point. The DOT Report designated the line potentially excess from a point just above Newark to Sodus Point.

Genesee Brewing Company stated that it shipped 270 carloads in 1973 and is presently receiving five carloads of barley per week. It expects to ship 560 carloads this year. The company also stated that present demand has already exceeded the capacity of its plant. Genesee Brewing's expansion plans include doubling the size of unloading facilities to accommodate 500 carloads per year. Rail improvement and rate agreements are being completed for the shipment of 40,000 tons of malt from Sodus Point to Genesee Brewing's main facility in Rochester.

Rochester Gas and Electric stated that the line from Newark to Wallington is the most feasible route for

transportation of coal to its proposed generating plant at Sterling (Zone 52). Projected use calls for 21,500 carloads by 1978 and 43,000 carloads by 1981.

Indian Summers stated that it shipped 20 carloads of rice hulls over the line in 1973.

### Marion to Newark

This PC branch extends from Newark northwest to Marion. The entire branch was designated potentially excess by the DOT Report.

Seneca Foods, in Marion, stated that it received shipments from California, Illinois, Texas, and Arkansas over the branch. Seneca stated that, if it lost rail service, it would have to cut production by 60 percent which, in turn, would have a disastrous effect upon local fruit growers and the economy of Marion.

J. W. Caves predicted his lumber yard would go out of business without rail service.

Table 9 contains data supplied to the RSPO by users of the branch.

**Table 9: Traffic Profile: Marion to Newark**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
C. H. Stuart and Co.	Packaged foods	100	100	175 <sup>1</sup>
Agway-Newark/Lyons Fiberboard Corp. of Newark	Feed			
Newark Beer Distributor			80	
J. Walter Caves	Lumber			
Roy Mason, Inc.				
Seneca Foods Corp.	Apple products, vegetables		201	
Corenco Corp.	Fertilizer		243	

<sup>1</sup> Estimate is for 1978.

### P&L Junction to Rochester

General Motors provided information concerning its Delco Products and Rochester Products Divisions, both of which have plants in Rochester. These two plants use approximately 5,000 carloads per year. If all southbound service on the B&O were eliminated, GM stated that it would result in circuitous routing of its southern traffic.

### Rochester to Avon

Testimony indicated that this EL line has been proposed as a mass transportation corridor by the Rochester Genesee Transportation Authority.

The United States Department of Housing and Urban Development pointed out that a proposed new community, to be known as Riverton, is planned for an area

southwest of Rochester on this line and on the B&O line from P&L Junction to Rochester. HUD does not believe that the potential loss of rail service at the Riverton site would affect that community's economic development. In fact, HUD noted that a local planning agency has recommended that the railroad rights-of-way in question be converted to use as exclusive bus lanes to provide direct commuter passenger service to the city of Rochester.

### Rochester to Lima (Rochester Branch)

This LV Branch runs southwest from Rochester to an intersection with the LV mainline at Rochester Junction. The south spur of this branch proceeds from the LV mainline south to Lima. Table 10 contains data supplied to the RSPO by users of the branch.

**Table 10: Traffic Profile: Rochester to Lima (Rochester Branch)**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>South spur</i>				
Joslyn Manufacturing and Supply Co.	Porcelain and polymer insulators	220	310	380 <sup>1</sup> 390 <sup>2</sup>
Swift Chemical Co.	Chemicals, fertilizer		349	
Town of Honeoye Falls			100	
<i>North spur</i>				
Mathews and Fields	Lumber		300	
University of Rochester	Coal		400	586 <sup>1</sup> 680 <sup>2</sup>
McCurdy Co.	Warehouse			
Simmons Mattress	Warehouse			
High Point Mills	Turf, fertilizer and pesticide	48	48	
Bean Milling Co.	Grain			
Caves Lumber Co.	Lumber			

<sup>1</sup> Estimate is for 1974.

<sup>2</sup> Estimate is for 1975.

The Village of Lima is serviced by the 5.8 mile south spur. The two major shippers on this spur are Joslyn Manufacturing and Supply Co. and Swift Chemical Company.

Both Joslyn Manufacturing and Swift Chemical are rail dependent industries, which receive bulk materials from as far away as New Mexico and Florida. Joslyn predicted its shipping costs would increase 50-150 percent if rail service were discontinued. Swift stated that it would also incur an increase in freight costs due to additional handling and that this additional handling would subject its shipments of potash to the risk of damaging moisture. These two firms contributed 12.3 per-

cent of the 1973 tax base for the town of Lima. However, if rail service were discontinued, both firms stated they would be forced to relocate and Lima would have a hard time attracting new industry to the area.

More than 760 carloads were generated by the south spur in 1973. This is 300 more carloads than DOT said were necessary to give a line of this size a high probability of financial viability.

In 1973, the 12 mile north spur from Rochester Junction generated more than 8,000 carloads above the number needed to meet the DOT upper criteria. Due to the nature of the material, primarily lumber and coal, rail transportation is the only viable method of shipment.

Both Matthews and Fields Lumber Company and High Point Mills receive long-distance, inbound shipments. Because of the increased cost of truck transportation Matthews and Fields did not think it could remain competitive if it lost direct rail service. However, High Point stated that, "assuming that our branch is not profitable, we think a surcharge should be added to the normal freight charges so that rail service can be maintained."

The University of Rochester, vital to the community because of its hospital, has projected increased coal use because of its current building expansion. A University representative stated that the major stumbling block to the Rochester branch's viability is the absence of switching or interchange in the area. The University believes that such a facility would more than pay for itself.

The Commissioner of Agriculture and Markets for New York State stated that six fertilizer plants on the line, producing 10 percent of the state's requirements, need rail service because they have no feasible alternative means of receiving raw materials.

### Charlotte Station to Rochester

Rochester Gas and Electric testified that statistical inaccuracies have resulted from the billing practice of crediting carloads shipped to Charlotte Station to Rochester. According to the company, Charlotte Station

**Table 11: Traffic Profile: Charlotte Station to Rochester**

Rail user	Commodity	Estimate carloads		
		1972	1973	1974
Rochester Gas & Electric Co.	Coal		2,500	
Ridge Lumber Co.	Lumber	400	420	450
Concord Millwork	Lumber			
Rochester Germicide Co.	Sanitary products		102	132
Eastman Kodak	Coal, raw materials, finished goods	15,380		

handled in excess of 12,000 cars in 1972 but was only credited with 5,026 in the DOT Report. Table 11 contains data supplied to the RSPO by users of the line.

Eastman Kodak stated that it is essential that it continue to have competitive rail service. Many of its products cannot be routed by other modes without loss of time, increased transportation costs, and even greater additional costs from modification of plant facilities.

Rochester Germicide stated that a loss of rail service would double its freight costs and force it to reduce its distribution radius. Concord Mills stated that loss of rail service would force it out of business.

The Erie County Executive Council pointed out that, if the proposed abandonments were carried out, Rochester would be served by only one line.

### Rail Lines Not Designated Potentially Excess

#### Pittsford Branch

Eber Brothers Wine and Liquor and Rochester Liquor are served by a shared siding on the Pittsford branch which runs from Mortimer to Fairport. Both companies stated that, if rail service were discontinued, they would go out of business. Eber Brothers shipped 120 carloads over the branch in 1973; Rochester Liquor shipped 43 carloads.

#### Mendon to Western Zone Boundary

This is a segment of the LV mainline which runs from Buffalo (Zone 49) to Newark, New Jersey (Zone 60). Table 12 contains information supplied to the RSPO by users of the line.

**Table 12: Mendon to Western Zone Boundary**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Jones Chemical Co.	Chlorine	323	342	
Hamilton Mills			20	
Agway-Caledonia Caledonia Lumber Co.				
Allen Bailey Tag Co.			160	
All users			7,842	

Jones Chemical serves 400 communities including the cities of Rochester and Buffalo. Without rail service to Caledonia, Jones stated it would not be able to serve the water purification and sewage treatment plants in the area.

#### Caledonia to Greigsville

This short segment of the Genesee and Wyoming Railroad was not shown on the DOT map of Zone 47. The G&W stated its concern that the area would be left without mainline service if EL service from Bingham-

ton to New York were routed through Port Jervis instead of Scranton.

The G&W, which has connections with the B&O, LV, PC and EL, is also concerned that the restructuring process might leave it with connections to Conrail only. The G&W stated that, if it were served by only one system, it would lose the competitive advantages it now enjoys and might not be able to survive.

International Salt stated that it favors competing rail service. For a list of users of this line see Table 13.

**Table 13: Traffic Profile: Caledonia to Greigsville**

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
International Salt Co.	Salt	19,000	
Hi-N Corporation	Fertilizer		
Styler Homes, Inc.			
Agway-Frazer	Fertilizer, grain		
State of New York		150	
All users		19,342	

**Groveland to Bath (Zone 52)**

This is a segment of the EL line from Binghamton (Zone 53) to Buffalo (Zone 49). The line was designated potentially excess by the DOT Report from just below Groveland south to Bath in Zone 52. The Genesee and Wyoming Railroad and the Livingston County Board of Supervisors noted that the section of the line from Groveland to Linwood, on the western zone border, would be isolated if DOT's recommendations were carried out since the line is designated potentially excess west of Linwood.

According to the Livingston County Board of Supervisors, Foster Wheeler Corp., in Dansville, shipped 1,343 carloads over the line in 1972 and 1,409 carloads in 1973.

For a further discussion of this line, see Zone 52.

**ZONE 48**

Zone 48 is located in the northwestern section of the state and consists of the counties of Genesee and Wyoming. Three main lines traverse the zone: the Penn Central Buffalo-New York/Newark/Boston, the Lehigh Valley Buffalo-Newark, and the Erie Lackawanna Buffalo-New York/Newark.

The area is largely rural and its economy depends almost entirely on the agriculture industry. Agriculture in turn relies heavily on rail service for the inbound shipment of farm related supplies. Witnesses testified that trucking is not an efficient alternative to rail service since trucks are not able to haul bulk shipments over long distances inexpensively. Higher transportation costs would be passed on to the farmer and ultimately to the consumer.

The DOT Report, as supplemented and corrected, designated the following lines in Zone 48 potentially excess:

The B&O line from Le Roy in the northwest portion of the zone southwest through Zone 50 to the Pennsylvania border.

The B&O branch from Perry to Silver Springs.

The PC line from the eastern zone border through Le Roy to the LV main line east of Batavia.

The EL line from Batavia to Attica.

The EL line from EL Junction (Zone 49) to the eastern zone border.

A high percentage of the zone's traffic is through traffic, and witnesses suggested, therefore, that the zone's lines should be analyzed in conjunction with lines in adjacent zones.

**Le Roy to Southern Zone Border**

Three of the submissions pertaining to this line were from agricultural suppliers. Agway at Hardys is a fertilizer blending plant which serves farms within a 20 mile radius. Agway's ingredients are received in bulk from sources of supply in Canada and Florida. Trucking would not be an acceptable alternative.

Agway at Gainesville stated that, without the Baltimore and Ohio or equivalent rail service, a broad area of productive farms would be without rail service and would incur higher food production costs.

R&S Agricultural Supply, the largest blender of fertilizer in New York State, contended that it would be forced out of business by the abandonment of this line. If R&S tried to stay in business, it would incur increased costs because it would have to truck its materials from some other siding. The increased cost would have to be passed on to the farmer and, in turn, on to the consumer. R&S contended that trucks could not possibly move fertilizer raw materials from Florida, New Mexico or Canada as efficiently as rail. R&S believes it would be more efficient and better for the country to allow railroads to increase their rates than to discontinue service to many businesses and communities.

Interpace Corporation stated that its Le Roy operation depends heavily on rail service. All raw materials are received in bulk in covered hopper cars and handled through a modern conveyor unloading, silo storage, and mixing system designed around the use of covered hopper cars. Under the proposed plan to abandon this line, Interpace believes that equipment now furnished by the Baltimore and Ohio from yards in Salamanca (Zone 50) and Rochester (Zone 47) would no longer be available. If equipment were to be supplied by only one carrier, Interpace stated that it might result in car shortages that do not now exist. Interpace believes that there is a high probability that overall rail service will deteriorate due to the end of local competition between carriers.

Lurbic-Burns would lose its rail service if this line were abandoned; however, the firm believes abandonment of this line would be acceptable if there were an adequate supply of box cars available in Le Roy.

Table 14 contains data supplied to the RSPO by users of the line.

**Table 14: Traffic Profile: Le Roy to Southern Zone Border**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Interpace Corp.	Insulators, concrete and clay	511		+5%
Agway-Hardys	Fertilizer	18		25
Markin Tubing	Seeds, feeds	58		90
R&S Agricultural Supply	Fertilizer raw materials			
Lurbic-Burns, Inc.			230	
General Crushed Stone Co.	Stone	2,005	1,446	

### Batavia to Attica

Allied Mills has recently invested about \$2 million in a new plant in Alexander. The company stated that it selected the site because of the availability of rail service, and that, without rail service, the investment would be wasted. Allied has projected that its Alexander plant will generate 2,800 carloads in 1974.

### North Le Roy to Western Border

This segment of the LV mainline from Buffalo (Zone 49) to Newark, New Jersey (Zone 60) was not designated potentially excess, however the RSPO received information from one of its users. The company, Batavia Waste Material Company, ships to steel mills in the Northeast. Batavia Waste shipped 150 carloads in 1973. It stated that, if service were discontinued, its business would suffer greatly since its customers can only accept scrap material by rail.

## ZONE 49

Zone 49 borders on Lake Erie and Ontario and the Canadian Province of Ontario. It comprises the city of Buffalo, and the counties of Erie and Niagara. Buffalo is both a gateway to the East (New York/Newark, Boston, Philadelphia, and Washington) and the Midwest (Chicago, Cincinnati, Detroit, and Cleveland). Seven main lines serve Buffalo. Largely as a result of good rail service, Buffalo ranks seventh of all inland ports in the United States.

The area, which is primarily agricultural with a growing influx of light and heavy industry, relies heavily upon rail service. Submissions showed that most of the rail car usage is inbound and that the traffic is composed mainly of fertilizer, grain, feed and other related sub-

stances. It was argued that loss of a substantial number of branch lines could mean virtual destruction of much of the agri-business.

The DOT Report, as supplemented and corrected, designated the following lines in Zone 49 potentially excess:

The PC line from Niagara Falls to Oswego (Zone 46) (Hojack Line).

The PC line from Lockport to North Tonawanda. The PC branch from Transit to Akron Junction.

The EL line from Lackawanna through Collins to Gowanda in Zone 50.

The B&O line from Lackawanna to the southern zone border.

The EL line from Erie-Lackawanna Junction to the east zone boundary.

No specific information concerning the EL line from Erie-Lackawanna Junction to the east zone border was received by RSPO.

### Niagara Falls to Oswego (Zone 46) (Hojack Line)

The Hojack Line extends from Oswego in Zone 46 through Zones 54, and 47 and terminates at Niagara Falls. The line has been discussed previously in Zones 46, 47 and 54. Table 15 contains data concerning that portion of the line located in Zone 49.

**Table 15: Traffic Profile: Niagara Falls to Eastern Zone Border (Hojack Line)**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Pfeiffer Foods Inc.	Soybean oil, sugar	83	90	120 <sup>1</sup> 140 <sup>2</sup>
E. I. DuPont Union Carbide	Chemicals, gases		5,300	
Chem-Trol Pollution Services, Inc.	Grain, chemicals		175	355 <sup>1</sup> 1,300 <sup>2</sup>

<sup>1</sup> Estimate is for 1974.

<sup>2</sup> Estimate is for 1975.

Congressman Henry P. Smith testified that this line, combined with the North Tonawanda to Lockport line, had a net profit of \$168,456.

The Village of Wilson stated that its only two industries are heavily dependent on rail and that the loss of either industry would seriously affect its economy.

Pfeiffer Foods, which currently employs 117 people, predicted that its work force will expand to 150 by 1978. The company stated that, if rail service were abandoned, it would be forced to relocate because the cost of piggy-back service would be prohibitive.

E. I. DuPont, which accounts for 17 percent of the line's total traffic, suggested that the line be established as a short line railroad. The company is totally dependent upon the line to connect it with other rail systems

throughout the state. DuPont claimed that the Penn Central is deliberately downgrading the line.

The Chem-Trol Corp. stated that its large distillation complex at Model City was built on the premise that the large volumes of feed materials it requires could be moved by rail. If rail service were discontinued, Chem-Trol believes it would be forced to relocate.

### Lockport to North Tonawanda

This EL line runs from just north of North Tonawanda to a connection with the PC Niagara Falls-Albany main line at Lockport. The entire segment was designated potentially excess by the DOT Report. Table 16 contains data supplied to the RSPO by users of the line.

**Table 16: Traffic Profile: Lockport to North Tonawanda**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Lockport (21 companies)			3,800	
North Tonawanda (5 companies)		1,072		
Battenfeld Grease & Oil Corp.	Lubricating grease and oil	281	311	340
Beaverboard Co.	Coal, chemicals	142	79	
Upson Co.	Wood panels		981	+50%
Saldo Lumber & Wood Products	Lumber		75	
Vanchlor Chemical Co.	Chlorine		240	
Diamond Shamrock Chemical Corp.	Liquid sodium		300	+10%
H. J. Mye Lumber Corp.	Lumber		140	
Metal Glading	Fiberglas fibers			30
New York State Electric & Gas Corp.	Propane gas		36	36
Thiele Coal & Feed, Inc.	Coal, feed		92	

According to Lockport's Common Counsel, the City of Lockport would lose 25 percent of its tax revenues if this line were abandoned.

Both Battenfeld Grease and Oil and the Upson Company contended that this line is profitable. Battenfeld stated that, without rail service, continued operation would be impossible. Upson contended that truck transport is prohibitively expensive and cannot meet its requirements for bulk shipments. Upson plans a \$4 million expansion program but might not be able to implement its plan without rail service.

Beaverboard Company claimed the use of piggyback service or truck transport is not feasible due to the high

cost. If rail service were terminated, the company believes it would lose its competitive advantage.

Metal Gladings stated that the anti-pollution vessels manufactured at its plant are too large to be shipped by truck. Without rail service, the company would be forced to relocate.

The Vanchlor Chemical Company is the only supplier of several chemicals to Union Carbide, DuPont, Hooker and Chemetron. Bulk chlorine, a main ingredient in Vanchlor's product, can only be shipped in rail tank cars. Vanchlor stated that it would go out of business if rail service were discontinued.

Thiele Coal and Feed, which receives bulk shipments of coal and feed by rail, stated that rail is the only economical mode for transporting such goods. Thiele has an expensive concrete abutment trestle which is of no use except for the unloading of coal from rail cars.

### Transit to Akron Junction

Gold Bond Building Products Company, a division of National Gypsum Company, operates a plant at Clarence Center. DOT's map of Zone 49 shows Clarence Center as being recommended for service but has it located on the PC line running from Bowmansville to Oakfield (Zone 48). However, Clarence Center is situated on the potentially excess line from Akron Junction to Transit. The DOT Report credits Clarence Center with 431 carloads in 1973.

### Lackawanna to Gowanda (Zone 50)

The DOT Report designated this EL line potentially excess from Lackawanna south through Collins to Gowanda on the northern border of Zone 50. Table 17 contains data received by the RSPO from users of the line.

The Buffalo-Dayton Erie Lackawanna Shippers Committee stated that, in 1973, there were 80.9 carloads per mile from Dayton (Zone 50) to Blasdell; 54 carloads per mile from Gowanda (Zone 50) to Blasdell and 68.6 carloads per mile from Buffalo to Dayton (Zone 50). The Committee criticized the DOT Report for its failure to consider traffic potential.

The Committee also noted that 15.5 miles of this line has been rebuilt and old track has been replaced with modern "ribbon rail" which requires little care and low maintenance costs. The line has been considered by the Niagara Frontier Transportation Authority as an integral part of Buffalo's mass transit system.

The Committee estimated that \$1 million in capital expansion would be cancelled if the proposed abandonments were carried out. The Committee also claimed that 70 percent of the firms who use this line could not survive at reduced levels of production using trucks instead of rails. Assemblyman Ronald H. Tills stated that

Route 75 could not accommodate additional truck traffic.

The Eden Conservation Advisory Committee testified that this line is the only line serving New York's vegetable garden—145 farms on 15,000 acres. This farm land is valued at \$7 million and has output valued at \$11.8 million. Its farmers spent \$3.6 million in local communities.

**Table 17: Traffic Profile: Lackawanna to Gowanda (Zone 50)**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Towns of:				
Hamburg			477	
Eaton			122	
North Galvin			199	
Lawton			17	
Collins			231	
Richardson Mining Co.	Fertilizer, feed, grain		34	
Weidner Feed Service	Grains	98	87	170
Forbush Lumber Co.	Lumber		180	+10%
Laing's Mill	Fertilizer, grain, feed		20	
Rucker Lumber	Lumber		8	
Paul Riefler Inc.	Brick, shale	45	94	
Agway	Fertilizer		23	32
Gram Company	Feed, grain, fertilizer		16	
Growers & Packers				
Co-operative Canning Co.	Canned food	82	108	
Abbott-Richardson			130	

Richardson Milling Company thinks it would be placed at a competitive disadvantage if forced to use trucks as an alternate mode of transportation. The firm stated that trucking would be too costly for it. It fears loss of rail service could lead to a monopolistic situation for the trucking industry.

Weidner Feed Company stated that, if the proposed abandonment were put into effect, the company would find itself at a competitive disadvantage because of the higher costs which would be incurred as a result of shipping by truck. The company is presently engaged in expansion, but the loss of rail service would halt all such plans.

The Forbush Lumber Company stated that rail abandonment would prevent it from receiving lumber from the West Coast. Trucking would be prohibitively expensive primarily because of the bulkiness of lumber. Abandonment of rail service would result in a reduction of Forbush's sales volume by at least 70 percent, and the added cost of truck transport would probably force the company out of business.

Laing's Mill depends upon this line to receive fertilizer and grain. If the proposed abandonment were carried out, Laing's would be placed at a competitive disadvantage

and the increased trucking costs would force it to lay off employees. Laing's also stated that there are not enough trucks available to handle the increased demand.

Paul Riefler stated that the loss of rail service would force his company to reduce its work force by 10 employees. His company is also proposing to build an industrial park which will require rail service.

Gram Company stated that the increased cost of trucking would place it at a competitive disadvantage. The company receives shipments of bulk materials, and it would not be economically feasible to ship these materials by truck. Without rail service, Gram would be forced to close.

Growers and Packers Cooperative Canning Company (Grow-Pac) ships to both Boston and Chicago. The increased cost of truck transport would place Grow-Pac at a competitive disadvantage. The company estimated that it has lost \$17 million in revenues because it was not able to obtain an adequate supply of rail cars.

### Lackawanna to Southern Zone Border

This B&O line runs south from Lackawanna to Ashford in Zone 50 where it connects with a B&O line from Rochester and proceeds south across the Pennsylvania border. The DOT Report designated the line potentially excess from Lackawanna south to a point southwest of Kane, Pennsylvania on the border of Zones 74 and 75. Data concerning the Zone 49 segment of the line is contained in Table 18.

Kenneth Barle, Town Supervisor of Concord, reported that this line is a viable line, handling over 40,000 cars per year. Other submissions indicated that the line is essential because the highway system in Erie County does not provide easy access by truck and trucks are already being used to their maximum potential. This line could also be valuable for use in a planned mass transit system.

Granco Company claimed that shipping by truck would be prohibitive because of increased cost and the inability of trucks to handle bulk shipments efficiently. Granco has a \$200,000 capital investment in new equipment which would be lost if rail service were discontinued. Without rail service, the company would have to close.

Salzer Brothers stated that loss of rail service would result in a 20 percent increase in the cost of goods. This would cause the company to close and would cause unemployment in Springville.

William Watz contended that truck rates are prohibitive and would make operation unprofitable. Without rail service, Watz would be compelled to close his business.

Cleveland Metal Abrasive Company would experience a 25 percent drop in business as a result of abandon-

**Table 18: Traffic Profile: Lackawanna to Southern Zone Border**

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Town of Concord			420
Village of Springfield			502
Granco Co.	Grain		102 200 <sup>1</sup>
Witco Chemical Corp.	Chemicals		3,327
Salzer Bros.	Lumber		25
West Valley Milling	Feed ingredients		28
William Watz			4
Cleveland Metal Abrasive Co.			80
Shomel Milling Co.	Grain, fertilizer	83	88
Nuclear Fuels Service, Inc.	Radioactive material		20 200 <sup>1</sup>
Agway-Concord	Feed, fertilizer		74 65 <sup>1</sup> 76 <sup>2</sup>
Lamb and Webster			12 12
Hoffman, Waltz & Enerling			13 13
Electro Division of Ferro Corp.	Silicon carbide		223
Quaker Craft Millwork, Inc.	Feed, grain		14
American Olean Tiles		12	24

<sup>1</sup> Estimate is for 1974.

<sup>2</sup> Estimate is for 1975.

ment. Agway-Concord stated that it could not compete profitably with other firms without rail service. Witco Chemical believes that the loss of this line would force it out of business.

West Valley Milling stated that prohibitive costs prevent it from using trucks. The company must have rail service to ship goods in bulk.

Shomel Milling Company stated that the use of trucking as an alternative mode of transportation would be impractical because of higher rates and because of the inability of trucks to handle bulk shipments over long distances. If the line were abandoned, the company would have to forego its plans for expansion.

Nuclear Fuels presently employs 65 people and predicts that, by 1980, it will employ 350. Rail service is essential because the company ships radioactive materials in casks which were specially designed for rail transport.

All of Quaker Craft Millwork's raw materials, many of which originate on the West Coast, are shipped by rail. Trucking would be too costly and highly impractical. The Electro Division of Ferro Corporation claimed that it would be forced to shut down if the line were abandoned.

#### **Rail Lines Not Designated Potentially Excess**

##### **Bowmansville to Oakfield (Zone 48)**

Georgia-Pacific, which has a plant at Akron, pointed out that Akron was not recommended for service by

the DOT Report although its annual carloads far exceed those of other stations recommended for continued service. The Georgia-Pacific plant at Akron shipped 739 carloads in 1972 and 614 carloads in 1973. It expects to ship 620 carloads in 1974.

##### **Buffalo to Newark, New Jersey (Zone 60)**

Diamond International Co. stated that loss of rail service over this line would result in a shutdown of its plant at Lancaster. This would cause unemployment and a loss of tax revenues for the community. The Lancaster plant, together with Diamond's New Hartford plant in Zone 45, generated 841 carloads in 1973.

#### **ZONE 50**

Zone 50 is situated in the southwestern corner of the state and consists of Chautauqua, Cattaraugus, and Allegany Counties. The zone contains mainlines of the Penn Central, Erie Lackawanna, Lehigh Valley, and Norfolk & Western.

#### **Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 50 potentially excess:

The EL line from Dunkirk to Salamanca (except for a small segment on either side of Dayton).

The PC line from Dunkirk to the Pennsylvania state line (except for a small segment on either side of Falconer Junction).

The EL line from Cherry Creek south to the EL mainline at Waterboro.

The PC line from a point north of Mayville to Clymer on the Pennsylvania state line.

The B&O line from Le Roy in Zone 48 south to the Pennsylvania state line.

The B&O line from Lackawanna in Zone 49 south to Ashford (See discussion in Zone 49).

The EL line from a point southeast of Portage in Zone 47 to Cuba.

##### **Dunkirk to Salamanca**

The DOT Report designated this EL line potentially excess from just east of Dunkirk to a point just north of Dayton and from a point just south of Dayton to the EL mainline at Salamanca. Table 19 contains data submitted to the RSPO by users of the line.

According to the Dunkirk Chamber of Commerce, the four Dunkirk industries affected by this line employ 1,300 people.

Champion International, which anticipates 40 percent growth in five years, accounts for 86 percent of employment in the town of Cattaraugus and pays \$50,-

**Table 19: Traffic Profile: Dunkirk to Salamanca**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Salamanca to				
Cattaraugus		494		
Cattaraugus		338		
Allegheny Ludlum Steel Corp.	Steel and metals	800	800	800
Robin Steel Co.	Carbon steel products		3,000	
Kraft Foods	Food products	1,502	1,423	1,368
Fredonia Produce Market Terminal	Grapes	110	74	
Cenedella Wood Prod.	Shipping boxes and wood pallets		17	
U.S. Plywood	Laminated materials	185		
Champion International Corp.	Plywood		177	
Agway-Sherman			142	100
Agway-Forestville			47	55-60

000 per year in state and local taxes. The firm estimated that shipping by truck would increase its costs 15 to 20 percent.

**Dunkirk to Pennsylvania State Line**

This PC line extends from a point just south of Dunkirk to a point just north of Falconer Junction and from a point just south of Falconer Junction to the Pennsylvania state line. Table 20 contains data which the RSPO received from users of the line.

Charles St. George, Mayor of Fredonia, testified that Fredonia has both a present and future need for rail service. To accommodate future industrial development, the city is building a large sewage treatment plant. The Mayor further stated that the city cannot deal with the volume of trucks that would be required if rail service were abandoned.

The Mayor of Dunkirk stated that his city is dependent on rail and abandonment of the excess lines in the area would cause a serious recession in the town. Within a radius of 25 miles, the area has 55,000 people and a potential market of 100,00 people. Downtown urban renewal has produced a new retail business area, and there are plans to build a combined rail and bus terminal despite the fact that Amtrak discontinued passenger service to the area.

The Dunkirk Chamber of Commerce stated that the "Valley Branch" is the lifeline of the county; that Dunkirk Ice Cream's cost would double without rail; that the Fred Koch Brewery plans to take over two other breweries and increase its rail use; that Ralston Purina's 1973 statistics do not include a 350,000 square foot plant expansion; and that Niagara Mohawk Power, a tax pay-

**Table 20: Traffic Profile: Dunkirk to Pennsylvania State Line**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Fredonia			500	
Jamestown			300	
Cassadaga to Sinclairville				
Kasbohn Poultry			} 129	
Peterson Agway				
Frederickson Builder				
Sinclairville Agway				
Russel Pillsbury				
Red Wing Co.	Fruits and vegetables		338	826 <sup>1</sup>
Vac Air Alloys		71	71	71
Dunkirk Ice Cream Co.			194	391 <sup>2</sup>
Fred Koch Brewery	Beer		32	
Niagara Mohawk Power Corp.	Coal		6,130	
Dunkirk Industrial Park				5,000
Jamestown Board of Public Utilities	Coal		1,200	
American Manufacturing of Falconer	Furniture		68	85 <sup>3</sup>

<sup>1</sup> Estimate is for 1979.

<sup>2</sup> Estimate is for 1978.

<sup>3</sup> Estimate is for 1974.

ing utility, is planning to erect a \$1.7 million plant which will use 50,000 or more cars per year when completed. The Chamber also revealed that a 400 acre industrial park is being planned which will require rail service to attract industry.

The Red Wing Company, which employs 350 people, stated that it is planning substantial future expansion but will be hard-pressed to survive without rail. Vac Air Alloys stated that it built its present plant only after being assured of continued rail service.

The Manufacturing Association of the Jamestown Area, which includes furniture manufacturers and metal fabricators, shipped 22,490 tons via rail in 1972.

**Cherry Creek to Waterboro**

The town of Cherry Creek, which is located on the EL line between Dayton and Waterboro, believes that the Erie Lackawanna Railroad is an integral part of the health and welfare of the Cherry Creek community. The DOT Report, as supplemented and corrected, designated the EL line potentially excess from Cherry Creek south to Waterboro on the EL mainline. Table 21 contains data supplied to the RSPO by users of the line.

The Conewango Valley Flood Control has made 40,000 acres in the area available for farming. However, according to the Cattaraugus County Legislature, with-

**Table 21: Traffic Profile: Cherry Creek to Waterboro**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Austin Milling Inc.	Feed	345	306	
Thorpe and Mann, Inc.	Feed, seed fertilizer	131	148	160
Carnation Co.	Milk	1,261	1,031	
C. B. Foods	Food processors	35	41	
Giers GLF Service	Feed	48	62	
Frost Builders Supply		17	18	
Conewango Valley Mills	Feed	125	111	
Curtice Burns Inc.	Canned and bottled food		46	
Moench Tanning Co.	Hides		248	

out rail service, 20 percent of that county's 50,000 acres of agricultural land will be abandoned and 100 full-time and 250 seasonal jobs will be lost. The county has a total of \$22 million per year in agricultural sales.

The Mayor of South Dayton emphasized his village's dependence on rail users for employment and for tax revenues. In the past three years, agricultural firms have made \$1.7 million in capital investments. The Mayor stated that canning plants in the area have stated their intention to relocate if they lose rail service.

Austin Milling predicted that abandonment of lines would enable large businesses on rail lines to monopolize the feed business forcing firms like Austin, Thorpe and Mann, and Conewango Valley Mills out of business.

Carnation, which expects a 10-20 percent increase in its shipments, pointed out that there is not a sufficient number of trucks available to handle its present rail shipments. Curtice Burns plans expansion of its facility and a 100 percent increase in rail usage. The firm stated that abandonment of rail service on this line would require a change in the EL's route for servicing its plant.

### Mayville to Clymer

The DOT Report designated this PC line potentially excess from a point just north of Mayville to Clymer on the Pennsylvania state line. Table 22 contains data submitted to the RSPO by users of the line.

**Table 22: Traffic Profile: Mayville to Clymer**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Ethan Allen, Inc.	Household furniture		561	
Meyerink Milling Co.	Feed, fertilizer		117	125
Agway-Sherman	Grain, feed		142	100
Farmers Mill Coop.			149	

According to the Town Supervisors of Sherman, the area produced 1,780,000 pounds of milk and 67,000

pounds of meat in 1973. The Supervisors stated that some perishable food products cannot be shipped by truck. The Supervisors also noted that heavy trucks are not allowed to travel on the area's highways for six weeks every winter. During this period, producers would be stranded if they did not have rail service. The town of Sherman shipped 253 carloads of grain in 1973.

Ethan Allen moves 60 percent of its furniture by rail and would be badly crippled without rail service. Meyerink Milling Company stated that it would go out of business without rail. Agway of Sherman, one of the few remaining local farm service centers with rail receiving capabilities in extreme Western New York, would also close down if this line was abandoned.

### Le Roy (Zone 48) to Pennsylvania State Line

This B&O line cuts across Zone 50 from the zone border above Freedom in the north to the Pennsylvania state line south of Limestone. The DOT Report, as supplemented and corrected, designated the entire line potentially excess including the segment from the northern zone boundary through Zone 48 to Le Roy (see discussion in Zone 48). Table 23 contains data concerning that portion of the line located in Zone 50.

**Table 23: Traffic Profile: Le Roy to Pennsylvania State Line**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Ellicottville			300-500	
Francher Furniture Co.	Furniture		125	
Don Ver, Inc.		20	20	
Collins Gramco			16	
Fitzpatrick & Weller		36	10	
Agway-Ellicottville	Feed, grain	12	12	
York Merit				100
Empire Wood Products	Lumber	100	100	
Ellicottville	Wood Products		50	
Montgomery Feed Mill	Grain		120	340

This line is a main line which carries three or four trains per day. Its elimination would be felt by local industry and abandonment of the line would eliminate competitive service for shippers and receivers in the entire western New York and Pennsylvania region. According to the Southern Tier West Regional Planning and Development Board, this is the most direct route from various points in western Pennsylvania to the Rochester metropolitan area.

The Ellicottville Chamber of Commerce pointed out that five of that town's eight industries use rail transport. These firms employ 800 people. Francher Furniture could ship some of its furniture by the Erie Lackawanna,

but believes the Baltimore and Ohio is still important to the company.

Cattaraugus Community Action, Inc. estimated that 1,000 person would be unemployed in the area if rail service were eliminated. The testimony showed that the B&O Railroad pays \$66,553 in county taxes, \$37,000 in Salamanca school taxes, and \$8,000 in Ellicottville taxes. Cattaraugus Community Action contended that without rail service, an average farmer's cost of doing business would increase in excess of \$1,000 annually and that approximately 26 marginal farms and industries would be forced out of business.

**Lackawanna (Zone 49) to Ashford**

The Baltimore and Ohio Railroad stated that it handled 248 carloads over this line between Ashford Junction and Springfield (Zone 49) in 1973. The West Valley Milling Co. received 29 carloads of dairy and poultry feed ingredients in 1973 over the line and projects its freight use to increase to 32 carloads in 1974 and 34 in 1975.

**Portage (Zone 47) to Cuba**

This EL line begins in the southwest corner of Zone 47, just south of Portage. From there it extends south into Zone 50 where it intersects with the EL mainline at Cuba. The RSPO received testimony concerning the line from shippers located on it and on the EL mainline between Olean and Wellsville. Table 24 contains data submitted by these users.

**Table 24: Traffic Profile: Portage to Cuba and Olean to Wellsville**

Rail user	Commodity	Estimated Carloads	
		1972	1973 Projected
Dresser Industry	Compressors, turbines	188	227 359
Allegany County Farm Machinery Dealers	Farm machinery	50	
American Olean Tile Co.	Tile		366
Olean Wholesale Grocery	Food products	500	
Turbdoyne Corp.	Turbines	35	
Air Preheater Co.		829	

The Allegany County Industrial Development Agency complained of declining service on the line but stressed the need for continued rail service in this rural area. The Allegany County Board of Legislators remarked that Allegany County is heavily dependent on its railroads for future development of the area.

The Urban Renewal Director of Olean testified that Olean is in the economically depressed Appalachian region and needs its railroads if new industry is to be attracted.

The Town of Wellsville contended that the Erie Lackawanna yielded a profit in excess of \$500,000 on the Hornell (Zone 52) to Olean section. The Citizens National Bank and Trust of Wellsville testified that the area has dairy and beef production industries valued at \$14 million, and that both of these industries rely heavily on rail service.

The Dresser Clark Division of Dresser Industries employs 2,300 people. Rail is essential to its existence because it ships heavy (300,000 to 400,000 pounds) equipment such as compressors and turbines which cannot be broken down for shipment. Due to shortages of flat cars, service is already unsatisfactory.

The Turbodyne Corporation stated that its shipments of turbines often exceed the limits of truck capacity.

**ZONE 52**

Zone 52 extends north to Lake Ontario and south to the Pennsylvania border across the western part of New York State. It consists of the major urban areas of Elmira and Ithaca and eight counties: Cayuga, Seneca, Ontario, Yates, Steuben, Chemung, Schuyler and Tompkins. Three main lines traverse the zone: Penn Central's Buffalo-New York/Newark/Boston, the Lehigh Valley's Buffalo-Newark, and the Erie Lackawanna's Buffalo-Newark.

The zone is heavily agricultural in nature. Many agricultural supply firms reported that, if DOT's abandonment recommendations were carried out, they could not stand the added costs of alternate modes of transportation and would have to shut down. This would cause farmers to either go out of business or pass the costs along to the consumer. According to witnesses, only the larger farms or agri-business concerns have enough resources to weather the crunch.

This area also has many firms that are not large enough to generate "profitable" rail traffic but are the only major employers in a community. Testimony from such communities argued that the loss taken by an "unprofitable" railroad does not nearly equal the social loss that will result from the impact of abandonment upon the community.

**Potentially Excess Rail Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 52 potentially excess:

- The PC line from Niagara Falls (Zone 49) to Oswego (Zone 46) (Hojack Line).
- The PC branch from Victor to Canandaigua.
- The PC branch from Holcomb to Canandaigua.
- The PC line from Penn Yan to Canandaigua.
- The PC line from Phelps Junction to Stanley.
- The LV branch from Rushville to Geneva.

The EL line from Groveland (Zone 47) to Bath.  
 The PC line from Horseheads to Himrod Junction.  
 The LV branch from East Ithaca to Cortland (Zone 54).  
 The LV branch from Moravia to Owego (Zone 53).  
 The PC line from Elmira south to the Pennsylvania state line.

No evidence concerning the PC line from Elmira to Pennsylvania state line was received by the RSPO.

#### Niagara Falls (Zone 49) to Oswego (Zone 46) (Hojack Line)

A short portion of the PC Hojack Line passes through the towns of Sterling and Crocketts in the northwestern portion of Zone 52. The Rochester Gas and Electric Company plans a two unit fossil fuel plant in Sterling. The first unit, which will be operational in 1978, will require 1.7 million tons of coal per year; the second unit, which will be operational in 1981, will require an additional 1.7 million tons per year. The company estimates that the two units combined will require 43,000 carloads of coal per year.

#### Victor to Canandaigua

The ITE Imperial Corporation shipped 229 carloads of electrical insulators over this PC branch in 1972 and 218 carloads in 1973. The firm expects its annual usage to rise to 351 carloads in 1974. ITE stated that trucking would not be a viable alternative for it since shipping by truck would more than double its transportation costs. The firm, which employs 279 and which paid \$60,400 in state and local taxes in 1973, would have to close down if it lost rail service.

ITE also pointed out that Georgia-Pacific plans to establish a distribution center on this line that will generate 900-1,000 inbound carloads per year.

#### Holcomb to Canandaigua

The City of Canandaigua complained that abandonment of this PC branch would have a serious economic impact upon the communities involved and would impede future growth of the area.

The Canandaigua Wine Company, which shipped 100 carloads over this line in 1973, is the East's largest wine dealer. In 1973 the company spent \$850,000 for capital improvements, and, within the next year, it plans to spend an additional \$1.5 to \$2 million on expansion. The company recently purchased a West Coast supplier and plans to enter the Midwest market. It estimates that it will ship 225 carloads over the line in 1974. The company stated that it must have rail service for its shipments from the West Coast, and it noted that it cannot get an adequate supply of tank cars at the present time.

The Plastics Division of Mobile Chemical, which employs 300 people, manufactures expanded plastic meat trays, egg cartons and disposable dinnerware at its plant in Canandaigua. Mobile shipped 1,355 carloads over the line in 1972 and expects its shipments to increase each year. Mobile stated that its plant could not continue operating without dependable rail service. Converting to truck would not only be uneconomical, but would require in excess of 2,000 truckload shipments per year which would have an unfavorable effect on both the environmental standards of the area and the energy crisis.

The Voplex Corporation located its plant 27 feet from the Holcomb branch. The company estimates that it will ship 600 carloads per year over the line by 1975. If the line were abandoned, Voplex would have to make a \$6 million capital investment in order to switch to trucking.

#### Penn Yan to Canandaigua

The Penn Yan Chamber of Commerce stated that 477 area farms use 12,000 tons of lime annually, all of which is brought in by rail and much of which is brought in over this PC segment. Table 25 contains data supplied to the RSPO by users of the line.

**Table 25: Traffic Profile: Penn Yan to Canandaigua**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Town of Penn Yan	Salt mines		6,000	
Birkett Mills	Grain	290	337	
Kapp and Schlapp Lumber Co.	Lumber		76 <sup>1</sup>	
Seneca Food Corp.			411 <sup>1</sup>	
Morton Salt Co.	Salt		7,477 <sup>1</sup>	
Roto Salt Co.	Salt		28	
Penn Yan Farm Supply	Grain, feed		16	
Penn Yan Wine Cellars	Wine		50 <sup>1</sup>	
Heywood Wakefield Co.	Lumber & furniture			140

<sup>1</sup> These figures represent total carloads for the last three years.

Birkett Mills stated that its business is dependent upon efficient rail service and that it is now experiencing poor quality rail service and a shortage of cars.

The Heywood Wakefield Company stated that it has exercised its option to purchase property in Penn Yan for the purpose of manufacturing furniture. Following an initial "tooling up" period the factory will be enlarged to accommodate increased production needs. The company will employ a minimum of 30 people and more than 70 if the planned expansion occurs. It is planned that the company will transport raw materials to its plant by rail and distribute finished furniture by the same

means. The company stated that loss of rail service would have adverse consequences to its proposed expansion and to the general economic well being of the surrounding area.

### **Phelps Junction to Stanley**

The RSPO received information from only one user of this line, Curtis Burns, who stated that rail service was essential to his operation. Burns shipped 55 carloads in 1973.

### **Rushville to Geneva**

The DOT Report designated this entire LV branch potentially excess. A Nabisco Corporation plant, in Geneva, which has a siding on this line, shipped 2,026 carloads of cereal products in 1973. Nabisco stated that shipping by truck would be too expensive, and, if rail service were abandoned, it would close its plant and relocate.

Comstock Foods stated that its lack of rail usage over this line in 1972 was primarily due to Hurricane Agnes which caused an extremely short crop. Without rail service, Comstock stated that its sales area would be sharply curtailed.

### **Groveland (Zone 47) to Bath**

This is a segment of the EL main line from Binghamton (Zone 53) to Buffalo (Zone 49). The line was designated potentially excess by the DOT Report from Groveland in Zone 47 to Bath in Zone 52.

Congressman James Hastings stated that 50 percent of the 115,000 people in the area served by the line work for companies that rely heavily on the railroads. The average per capita income of the area is \$2,727 which is lower than New York State's average of \$3,500. The median family income is \$8,936 compared to \$10,609 for the state. Congressman Hastings believes no action should be taken that would imperil the industries located on this line, particularly the Gunlocke Company which currently employs 652 and plans to increase employment to 1,000.

The Steuben County Board of Supervisors contended that 1972 data was distorted by Hurricane Agnes and that rail usage would increase if service were more efficient. Furthermore, data for 1973 does not take into account expanded use by the Gunlocke Plant or the new Metamora Mobile Home Plant at Kevena. At present there are 18 users of the spur through Cohocton, with the possibility of another business locating there shortly.

The Board of Supervisors further stated that the Gunlocke Plant is responsible for a 100 unit housing project, which could mean, with related business development, an additional \$2 million increase in the tax base. The same is true in Avoca due to the location of a new

mobile home plant in the area. In Cohocton, where business development has resulted in 47 new housing units, 1,000 jobs now stand jeopardized by rail abandonment. In an area where 9 percent of the people have incomes below the federal poverty guidelines, it is imperative that all agencies make every possible effort to increase the income level and not take steps that could very well produce an even greater rate of poverty.

The Steuben County Economic Development Commission contended that proposals pertaining to Steuben County must take into consideration aspects other than profitability. The valley from Bath to Wayland is a high growth area. Major expansion of existing industries plus the creation of a major branch facility by a new industry employing 425 persons has demonstrated that the area has a great deal of potential for economic growth. All these firms require efficient rail service. Nine good industrial sites along the track have been selected by the county development program in conjunction with the Economic Development Administration. An agri-business complex project to be built at a cost of \$10 million will serve 1,800 farms in the area and will employ 400 to 500 people.

A representative of the Town of Wayland asserted that local government, industry and the people want no further dismantling of their railroad system. The town's representative further stated that rail is essential to the town's largest industry, the Gunlocke Company.

The Town of Avoca opposed abandonment of this line because of the impact it might have upon the community, the energy problem, and the environment.

The Bath Area Industrial Development Corporation asserted that poor service has produced lower annual rail car loadings. The Corporation contended that the extremely low carload statistics on branch lines between Gang Mills, Bath, Hammondsport, and Wayland are the result of, among other things, inappropriate statistical analysis. The Corporation noted that, after the Hurricane Agnes disaster, millions of dollars were spent in flood recovery use, including efforts to improve and enlarge potential rail use, and contended that the DOT Report did not take into account plant modernization, facility expansion, or the construction of new plants.

The Cooperative Extension Service of Cornell University stated the following: 1972 statistics are irrelevant because Hurricane Agnes caused a 33 percent drop in agricultural production; potato farmers would use rail more if service were adequate; energy considerations require the continued use of rail; and there is no efficient alternative to rail in the Cohocton Valley, which is an important agricultural center.

The Steuben County Farm Bureau, representing 500 commercial farmers in the north and eastern sections of the county, stated that this line can be operated profitably.

The Steuben County Area Potato Growers asserted that service to the potato industry is good and that truck transport would be a poor alternative because of the fuel shortage. Dependable rail service is a necessity to Steuben County where 8,600 acres of potatoes are grown.

The Security Trust Company, Cohocton Branch, testified that the lack of a rail line in the county would cause many industries to leave the area, severely affecting the growth of the county.

The Robert Miller Company stated that the designation of this line as "potentially excess" could be very disastrous to the economy of Wayland.

Corning Crossroads estimated that its rail use will double by 1976. Economic development in the area has burgeoned since the flood. Two plants on the line have expanded and a major new industry (costing more than \$31 million and employing 725) has located on the railroad. Under construction are two new industrial parks of 180 total acres valued at \$2,750,000 which will create 1,500 to 1,800 new industrial jobs and 1,000 to 1,200 jobs in other categories. An additional \$250,000 facility has been delayed until the rail issue is decided.

The Gunlocke Company, a manufacturer of office furniture, is the largest of the 18 concerns using this branch. Gunlocke currently employs 717 individuals and expects to employ more than 1,000 by 1976. Loss of rail service could force Gunlocke to curtail its planned expansion.

Gunlocke stated that much of the furniture it manufactures is shipped by rail as is most of the incoming lumber used in the manufacturing process. Gunlocke shipped 322 carloads in 1973 and expects its shipments to increase to 700 carloads per year by 1976. Gunlocke stated that the 1972 traffic statistics used by DOT are not representative of actual traffic on this line because service was curtailed over the line from June until September, 1972 as a result of Hurricane Agnes.

The Taylor Wine Company moves 16 percent of its freight by rail and wants to keep its rail service. Taylor uses a large number of tank cars which are much less expensive than tank trucks. Taylor generated 1,148 carloads of bulk wines, bottles and sugar in 1973 and expects that figure to rise 10 percent in 1974.

Widmer's Wine Cellars stated that it would be handicapped by a loss of rail service because most of its incoming freight is in tank cars from the West Coast. Widmer expects to receive 25 carloads in 1974.

Metamora Homes stated that discontinuation of rail service would definitely have a substantial detrimental economic impact on its operations. In 18 months Metamora will be using 16 to 20 rail cars a month for mobile homes, sheet rock, lumber, insulation and miscellaneous products. Metamora estimated that it would generate 210 carloads per year by 1976.

## Horseheads to Himrod Junction

This is a segment of the PC line from Elmira to Seneca Lake which the DOT Report designated potentially excess from Horseheads north to Himrod Junction. Table 26 contains data which the RSPO received from users of the line.

**Table 26: Traffic Profile: Horseheads to Himrod Junction**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
City of Elmira users			16,000	
Town of Horseheads			4,000	
Westinghouse Electric Corp.	Electronic tubes, chemicals		196	297
International Salt Co.	Salt products		2,950	
Watkins Salt Co.	Coal and salt products		1,670	
Thatcher Glass Co.	Soda ash			

The Southern Tier Central Regional Planning and Development Board stated that the line should be reclassified because the DOT overlooked 4,600 carloads of coal and salt shipped over the line.

Westinghouse Electric employs over 2,000 persons at its Horseheads plant and plans to build a siding at Elmira. Thatcher Glass claimed it gets excellent service from the Erie Lackawanna, but that Penn Central is not able to provide enough cars on time.

## East Ithaca to Cortland

The New York State Electric Gas Corporation stated that 11 of its 45 sidings are on "potentially excess" lines. Rail service is indispensable at four of these sidings including a siding on the East Ithaca to Cortland line at Etna. The Lehigh Valley has filed to abandon this line, but the utility has objected because of the line's indispensable nature for heavy equipment shipments. Nineteen carloads of heavy electrical equipment were shipped over the line in 1973 and a like amount is projected for 1974.

## Moravia to Owego (Zone 54)

This LV branch runs from Moravia south through Freeville to Owego in Zone 54. The entire branch was designated potentially excess by the DOT Report. Table 27 contains data received from users of the line.

State Senator Tarky Lombardi, Jr. stated that rail service is essential to community efforts toward development of industrial potential. The Moravia Town Board noted rail's importance to the agricultural industry, the town's prime industry. The Moravia First National Bank pointed out that this area is New York's largest milk producing area and that rail service is vital to dairy farmers.

**Table 27: Traffic Profile: Moravia to Owego  
(Zone 54)**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Moravia			410	
Barber-Miller Lumber Co.	Lumber & Plywood		23	
Giles Logging & Lumber Co.	Logs		20	40
Honey-Butter Produce Co.	Honey	8	8	
Holman and Holman	Beef			
Hewitt Brothers Inc.	Feeds & Fertilizer		117	
Patch Brothers Dryden	Lumber	11	16	
Implement Co.	Farm machinery		8	
Atlantic Richfield	Propane gas		1,140	

Fifty percent of Baker-Miller Lumber Company's sales are of West Coast products. If the company unloaded its shipments at the next nearest railhead, its costs would be increased by \$400 per car. The company stated that it operates on a close margin, and if it lost rail service over this line, it could eventually be put out of business.

The Giles Logging and Lumber Company testified that seven of its sixteen employees would lose their jobs because of the excessive cost of shipping by truck. The company stated that it would take five trucks for every rail car presently used.

The Honey-Butter Products Company stated that rail sidings with steam, air pressure, and sanitary conditions necessary to load and unload honey are hard to find. With such facilities, loading takes 10 hours; without, it takes three days. Shipping by truck would raise the company's total costs five percent which would make it hard for it to remain competitive.

Holman and Holman stated that it fears the monopolistic situation which the loss of rail service would create for trucking, especially in light of the crippling truck strike in 1974. The Patch Brothers stated that additional labor costs, the lack of appropriate unloading equipment and storage areas, and the additional time involved all tend to make the use of trucking prohibitively expensive.

The Dryden Implement Company stated that its freight costs would rise substantially if it lost rail service. Hewitt Brothers contended that rail is the only practical and economical way to transport agricultural products.

**Rail Lines Not Designated Potentially Excess**

**Ithaca Branch**

Cornell University's central heating plant received 250 carloads of coal over this line in the first six months of

1972. They have had no deliveries since June 1972 due to damage by Hurricane Agnes. Without rail, Cornell incurred increased freight costs of \$200,000. The University has no intention of eliminating the coal burning capability it has, and it also wants to receive #6 fuel oil by rail. Ithaca has steep streets, and trucking causes serious noise and air pollution problems.

A submission from the Lehigh Valley related that a tentative agreement with Cornell has been made to accommodate inbound coal by rail. Cornell has agreed to pay for repairing the tracks destroyed by Agnes.

**Buffalo (Zone 49) to Newark (Zone 60)**

This LV main line traverses Zone 52. Several firms supplied information to the RSPO concerning the line (see Table 28).

**Table 28: Traffic Profile: Buffalo to Newark**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Cotton Hanlon, Inc.				
Odessa, N.Y.	Lumber & build- ing supplies		172	
Cayuga, N.Y.			201	
Odessa Agway	Feed, limestone & fertilizer		101	
Ryan Homes, Inc.	Lumber, windows, roofing	195	206	228 <sup>1</sup> 292 <sup>2</sup> 345 <sup>3</sup>

<sup>1</sup> 1974

<sup>2</sup> 1975

<sup>3</sup> 1976

Cotton Hanlon, Inc. testified that both its Odessa and Cayuga facilities use team track facilities not scheduled for service. The company stated that piggyback or truck/rail service would be unacceptable because it involves extra handling which means more damage and loss and requires experienced labor to avoid mixing grades of lumber. The next closest rail line is at Elmira, 25 miles away. The firm stated it would be forced to close without rail service. Odessa Agway shares the team track at Odessa with Cotton Hanlon.

Ryan Homes stated that 80 percent of its inbound freight originates on the West Coast. The company has made substantial investments, including \$48,000 in 1974, based upon the availability of rail service. There is no alternate rail service to the company's Victor plant and Ryan believes freight costs would increase substantially if rail service were discontinued. This would have an adverse effect on the company's overall operations.

**Jamestown (Zone 50) to Elmira**

A joint statement was made by the mayors of several cities located on this EL main line. The mayors of Bath, Corning and Elmira in Zone 52 and of Jamestown,

Olean, Salamanca, Wellsville, and Alfred in Zone 50 asserted that reduced service will not result in improved efficiency or significant economies in operations. The mayors also stated that one railroad cannot provide adequate transportation for the needs of the entire Northeast and that trucks, in light of the gas shortage, are not a viable alternative. By allowing the Erie Lackawanna to undergo a traditional reorganization, the mayors stated, the USRA has an opportunity to encourage competition and minimize government involvement and control.

The mayors stressed the desirability of high speed rail passenger service and contended that rail service is imperative for the future growth and development of the area. Several thousand jobs depend on the railroad. The Erie Lackawanna tracks along the southern tier are in far better shape than Penn Central's and the roadbed is capable of handling high and wide loads. The line is also the shortest distance between New York and Chicago.

The elimination of rail service and rail repair facilities at Hornell would eliminate 800 jobs directly, as well as 500 support jobs. These jobs represent 16 percent of Hornell's current employment. The Town of Hornell is preparing to construct an industrial park.

The Hornell Waste Material Company generated 21 carloads of scrap metal in 1972 and 60 carloads in 1973.

#### Syracuse Junction (Zone 46) to Geneva

Table 29 contains data supplied by users of this PC line.

**Table 29: Traffic Profile: Syracuse Junction to Geneva**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Auburn Steel Industries	Raw material		4,000	
Columbian Rope Co.	Cordage products			
Agway Feed & Soil Plant	Feed, grain			
A&R Paper and Metal Co.				
Alco Engines				
Precino-Rossi				

The Mayor of Auburn pointed out that two new industrial projects are being built in the Auburn area. One of them will generate 25,000 to 30,000 cars a year outbound and 4,000 to 5,000 a year inbound. A second project, which will be under construction later this year, will involve 7,800 cars inbound and 1,560 cars outbound.

The Auburn Chamber of Commerce noted that high density loads have caused actual car loadings to decrease, although rail tonnage has increased.

In 1973, Auburn Steel Industries invested \$29 million in new production equipment. The company plans to

ship 25 percent of the 153,000 tons it produces by rail. Auburn would increase its rail usage if service were improved.

The Columbian Rope Company employs 650 people in Auburn. Without rail service it could not operate and would be forced to leave Auburn. This loss would have a serious impact on Auburn's employment and tax base.

### ZONE 53

Zone 53 consists of Tioga and Broome Counties in New York and Susquehanna County in Pennsylvania. Main lines of the Erie Lackawanna, Lehigh Valley and Delaware and Hudson traverse this zone.

#### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 53 potentially excess:

The EL line from Jamesville (Zone 46) to Chenango Forks.

The LV line from Moravia (Zone 52) to Owego.

The EL branch from Vestal to Binghamton.

The EL branch from Nichols to the Pennsylvania state line.

The LV branch from Montrose south to Tunkhannock, Pennsylvania (Zone 73).

The RSPO did not receive specific information concerning either the EL Nichols branch or the LV Montrose branch.

#### Jamesville (Zone 46) to Chenango Forks

This is a segment of the EL line from Syracuse to Binghamton. The line has been discussed previously in Zone 46. Data received from users in Zone 53 is contained in Table 30.

**Table 30: Traffic Profile: Jamestown to Chenango Forks**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Killawog Red Mills	Feed & fertilizer		122	130 <sup>1</sup> 140 <sup>2</sup>
Robert Green Lumber Co.				
Whitney Point Agway	Feed		240	220 <sup>1</sup> 240 <sup>2</sup>

<sup>1</sup> 1974

<sup>2</sup> 1975

According to the Broome County Chamber of Commerce, this rail line is needed for both current business and future development. The county is seeking new in-

dustry, and would lose its major selling point if the line were abandoned.

Louis N. Picciano and Son, contractors, claimed that the industrial development of Broome County and its adjacent areas is dependent upon effective rail service. The company stated that this service should be restructured so that it would be effective and operable under private ownership without impairing the viability of other carriers.

Killawog Red Mills stated that feeds do not lend themselves to trucking due to their bulk. Several of Killawog's major suppliers, manufacturers of gluten feed and distillers of dried grain and soybean meals, will not load trucks because they do not have the facilities. Killawog stated that, if it switched to trucking, its costs would rise \$4.29 per ton for corn, \$7.50 per ton for oats, and \$6.00 per ton for wheat mixed feeds.

Green Lumber Company stated that it received inbound shipments of lumber products from the northwestern United States and British Columbia. If rail service were discontinued the company would have to charge higher prices to its customers, thus placing itself in a position of not being able to price competitively with dealers on rail lines. This would result in a loss of jobs and the company might have to go out of business.

Agway contended that its inbound freight originates too far away to be shipped by other modes and that the types of goods it receives are not suitable for shipment by modes other than rail. If the line were abandoned, Agway would incur increased costs which would detrimentally affect its competitive position.

### Moravia (Zone 52) to Owego

This is an LV branch which runs from Moravia in Zone 52 south through Berkshire and Newark Valley to connect with the EL main line at Owego.

Tioga Foundry, which shares a siding on the line with Stakmore, Inc., receives all of its raw materials over this line. In 1973 that amounted to 78 carloads. All of Tioga's incoming freight is shipped in bulk over great distances. Tioga pointed out that these two factors are not conducive to truck transport. The firm estimated that, if it lost rail service, its freight costs would increase \$8.35 per ton for sand and \$9.43 per ton for meltzona.

Ward and Van Scoy shipped 397 carloads of feed over this line in 1973. The firm stated that, if rail service were discontinued, its shipping costs would double on all incoming shipments.

### Vestal to Binghamton

According to the Broome County Chamber of Commerce, seven firms are served directly by this EL line (Table 31). Eighteen other corporations receive materials which are shipped into these seven firms. The

Chamber also stated that one company which has recently begun a \$200,000 expansion program will be totally dependent upon rail for its raw materials.

**Table 31: Traffic Profile: Vestal to Binghamton**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Fair Play Caramels	Corn syrup		79	
Cee-Mor Sales Corp.	Appliances		18	
Allied Chemical Co.	Quarry stone		108	
Farm & Home Meats, Inc.	Freezers		18	

Lee Knowles, a general contractor, stated that he has a substantial investment in warehouses in Vestal and would be seriously affected by the discontinuance of service on this spur.

The Fair Play Caramel Company stated that approximately 59 percent of its raw materials arrive by rail. The firm estimated that the shipping costs of alternate modes of transportation would be 103 percent higher.

Allied Chemical stated that the Erie Lackawanna does not desire to abandon this line because it is profitable.

### Lines Not Designated Potentially Excess

#### Binghamton to New York (Zone 58)

This EL main line was not designated potentially excess by the DOT Report; however, the RSPO received several submissions from shippers who use the line (Table 32).

The Celotex Corporation does not have the facilities to ship all of its products by truck, nor could Celotex or its customers bear the extra cost of truck transport. Shipping by truck would cost the company an additional \$100,000 per year in transportation costs.

Georgia-Pacific is in the early stages of constructing a building products distribution center at Kirkwood which is expected to generate 500-600 carloads by 1975.

**Table 32: Traffic Profile: Binghamton to New York**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Celotex Corp.	Building boards		651	+25%
Georgia-Pacific	Building products			65 <sup>1</sup>
Frito Lay Co.				200
Indian Co., Inc.	Hardboards			140
Hubbard Lumber	Railroad ties		2	
S. J. Bailey & Sons	Furniture		500	500
Lotts Feed Mill	Grain		360	450
Camp Milling Co.	Liquid feed		12	13
Walton Feed Supply	Machinery		2	2
Hinman Mills	Grain		130	130
Agway Lumber			15	15

<sup>1</sup> Georgia Pacific expects to ship between 500 and 600 carloads in 1975.

The Frito Lay Company is presently constructing a new plant adjacent to Georgia-Pacific's Kirkwood plant. When completed it is expected to generate in excess of 200 carloads of freight annually.

Cooperative Feed Dealers is the buying agent for 200 independent feed dealers in New York and Pennsylvania. It is oriented to rail service by the nature of the goods it ships and has a substantial capital investment in rail receiving facilities. According to Dealers, no other mode of transportation is or has been designed to carry bulk commodities to every corner of the country cheaply and with reasonable dispatch.

### ZONE 54

Zone 54 is largely agricultural, and approximately 50 percent of the land is under some sort of agricultural cultivation. The agriculture industry, including both farmers and agri-business firms, is entirely dependent upon adequate rail transportation for the movement of goods since grain suppliers in the Midwest are not equipped to load trucks.

#### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 54 potentially excess:

The EL line from Jamesville (Zone 46) to Chenango Forks (Zone 53) (See discussion in Zones 46 and 53).

The LV branch from Moravia (Zone 52) through Mills to Owego (Zone 53) (See discussion in Zones 52 and 53).

The PC branch from Bloomville to Kingston (Zone 56).

The LV branch from East Ithaca to Cortland.

The EL line from Waterville (Zone 45) to Sherburne (See discussion in Zone 45).

#### Jamesville to Chenango Forks

This is a segment of the EL line from Binghamton to Syracuse. The line was designated potentially excess from Jamesville, in Zone 46, south through Reble, Homer, Cortland, Blodgett Mills, and Marathon in Zone 54 to Chenango Forks in Zone 53. Table 33 contains information submitted to the RSPO by users of that segment of the line located in Zone 54.

State Senator Warren M. Anderson stated that the abandonment of rail service over this line would result in an economic loss to the area; would remove any possibility of using the right-of-way for passenger service in the Binghamton and Cortland areas; and would, by putting more trucks on the road, further reduce gasoline supplies.

The Cortland County Farm Bureau pointed out that

the County receives \$20 million per year from agriculture and that the elimination of rail service would raise feed costs \$10 per ton, forcing marginal farmers out of business.

**Table 33: Traffic Profile: Jamesville to Chenango Forks**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Grumman Boats	Aluminum canoes		83	180
Monks Express, Inc.			32	
Agway-Marathon	Feed		93	
Cortland Produce Co.	Food products		12	
W. G. Potter & Son	Skins, pelts		10	
Berry's Mobile Milling, Inc.	Feed		144	
Buckbee-Mears Co.	TV components			100
Brewer Titchener Corp.	Hardware			200-250
Onondaga Farms				
Monroe-Metz Industrial Supply				
Peck Furniture House				
Pennwalt Corp.			157	
P&C Food Markets				
Borden & Robeson Corp.				
Brockway Motor Trucks				

Grumman Boats reported that it would increase its rail use if box cars were more readily available. Grumman stated that rail is the only economical way to transport its product, and the loss of rail service would force the company to relocate or cutback production. Monk's Express, Sheridan's Motor Express and Homer Warehouse also stated that they would be forced to close or relocate if they lost rail service.

Onondaga Farms has purchased 160 acres at Tully to construct a warehouse distribution park. One unit has been leased and other leases are pending, awaiting the final decision on the disposition of rail service in the area. This park should help create a market for rail service and make the line profitable.

Monroe-Metz Industrial Supply stated that, without rail service, many of its customers would have to relocate, thus curtailing growth in the area.

Marathon Agway contended that its transportation costs would increase by \$10 per ton, if it had to ship by truck; Peck Furniture House stated that its added freight cost would be \$6,200 per year.

The Cortland Produce Company stated that the profit margin in food produce service is small, and freight cost increases would be critical. The company also stated that many West Coast and Midwest packers only ship by rail. Borden and Robeson Corp. would find it impossible to truck its goods from the Midwest, and it would close or relocate if rail service ceased.

Berry's Mobile Milling, which serves 200 customers, stated that truck costs would be too expensive and would cause inflationary trends.

Buckbee-Mears Company has a plant currently under construction. The company stated that by using rail service and by buying in bulk, it could save \$100,000.

Brewer Titchener stated that its product is needed by all power companies in the United States and that trucking would cost it an additional \$41,000 per year in inbound freight costs alone.

Brockway Motor Trucks stated that it recently acquired a new building and plans to increase production by 50 percent.

### Moravia to Owego

This LV branch runs from Moravia in Zone 52 through North Harford Mills in the southwest corner of Zone 54 to Owego in Zone 53. Arco, which shipped 1,140 carloads of propane gas over the line in 1973, maintains an underground propane storage facility at Harford Mills. The loss of rail service would force Arco to abandon this facility. The company stated that alternate modes of transportation are too expensive. Arco estimated that it would take three times as many trucks to haul the same volume carried by one rail car, and it noted that this would increase the risk of accidents.

### Bloomville to Kingston

This PC branch runs from Bloomville east to Grand Gorge, then south through Fleischmanns to Kingston in Zone 56. The Lutz Feed Company, which shipped 321 carloads of feed over the line in 1973, stated that it serves 210 farmers and that its shipments are too heavy and bulky to be handled by truck. Lutz has delayed expansion and improvements due to the threat of abandonment, and, if rail service is discontinued, the company will be forced to relocate. Lutz noted that it is 42 miles to the next siding and estimated that, if it was forced to use that siding, feed costs to its customers would increase \$3.65 per ton.

Hilson Brothers shipped 100 carloads of feed over the line in 1973, and Beacon Milling Co. shipped 150 carloads of grain. Beacon estimated that it would ship 160 carloads in 1974 and 180 carloads in 1975.

### East Ithaca to Cortland

This LV branch has been previously discussed in Zone 52. Several firms in Zone 54 supplied additional information to the RSPO. Overhead Door Co. of New York stated that it shipped 99 carloads of doors over the line in 1973. The company also stated that its 47 outlets receive their wood from Canada and Mexico.

The New York Christmas Tree Growers' Association, which represents 200 members, stated that the area's in-

terstate highway system cannot handle Christmas tree shipments as efficiently as rail.

R. H. Miller shipped 157 carloads of metalworking compounds over the line in 1973. The company stated that its inbound transportation costs would increase by \$55,000 if it lost rail service.

Gutchess Lumber Co. shipped between 60 and 70 carloads of lumber over the line in 1973.

### Waterville to Sherburne

This is a segment of the EL line from Utica to Binghamton. The line was declared potentially excess from Waterville in Zone 45 south to Sherburne. The line has been previously discussed in Zone 45. Additional data concerning that segment of the line located in Zone 54 is contained in Table 34.

**Table 34: Traffic Profile: Waterville to Sherburne**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Ivan R. Ford, Inc.	Lumber		38	
Victory Markets	Food goods		800	
Sheffield Chemical	Chemicals			
Standard Brands	Dog food		506	606
Bouckville Mills				
J. L. Richer Co.	Grain, feed		872	

According to the Cooperative Association of Chenango County, dairy farming is the leading enterprise in the area which is largely agricultural in nature. Gross agricultural income is over \$30 million and increasing at a rate of \$1 million a year. Over \$100 million is invested in plants, equipment and livestock and local taxes exceed \$700,000 per year. There are 2,200 persons employed in agriculture. The area cannot possibly depend on only one mode of transport.

The Chenango County Chamber of Commerce pointed out that this area is remote from any major highway and would be without access to the north if the line were abandoned. The Board of Supervisors of Chenango County also noted the area's limited transportation sources and stated that abandonment would seriously hurt the economy of Sherburne. The Village of Sherburne contended that rail availability is the major factor in attracting new industry.

Bouckville Mills stated that almost all of its incoming deliveries are by rail. The company stated that in an energy crisis rail service should be improved not abandoned.

Ivan R. Ford, Inc., a home builder, expects to increase production by 100 percent in the next five years. The company believes that the Erie Lackawanna should be allowed to reorganize and should not be a part of Conrail. Ford further pointed out that although shipping time over the Erie Lackawanna from Chicago is 13.2 days, the shipping time over the Erie Lackawanna from

Buffalo is 17.9 days. If the line to Buffalo is forced to handle additional traffic, Ford believes shipping times will get worse.

The Sheffield Chemical Company is constructing an additional factory which it expects will generate rail shipments of between 50,000 and 100,000 pounds a week.

Standard Brands, which supports the Erie Lackawanna's efforts to reorganize, stated that abandonment of the line would increase its distribution expenses, particularly because of the area's limited access to interstate highways.

The I. L. Richer Company stated that it serves farm families in the five counties of Oneida, Herkimer, Madison, Otsego, and Chenango, whose total agriculture income is \$156 million. Richer pointed out that this agriculture industry needs service from a viable and independent railroad. The firm also pointed out that the Northeast is a grain deficient area, necessitating long haul service on bulk commodities of the type provided economically and efficiently by the railroads.

### **Lines Not Designated Potentially Excess**

#### **New York to Binghamton**

This EL main line runs through the southern portion of the zone. The Robert Mallery Lumber Company has purchased \$1 million worth of logs from the area, resulting in the employment of 300 people. Mallery shipped 104 carloads of lumber in 1973 and expects that figure to increase by 10 percent in the future. Continued rail service is essential to Mallery's operation.

Ramburg Wood Products shipped 75 carloads over the line in 1973 and projects the same usage in the future. Johnson & Rhodes Bluestone Co. shipped 15 carloads over the line in 1973 and projects the same usage in the future.

#### **Albany to Binghamton**

This D&H main line cuts diagonally across Zone 54 from Schoharie Junction in the northeast corner to Afton in the southwest. The D&H, which has its headquarters at Albany, operates between Montreal, Quebec, and Wilkes-Barre, Pennsylvania. It is an important bridge carrier and, in competition with the Penn Central, participates in the movement of New England traffic through its connection at Mechanicville, New York, with the Boston & Maine and its connections to the west with the Erie Lackawanna and to the south with the Lehigh Valley. The D&H sees its future as a part of an independent rail system, competitive with Conrail, and its management is convinced that it cannot continue to operate profitably simply as a feeder line for Conrail.

The D&H participates in through-train service operating between Portland, Maine, and Potomac Yard, Wash-

ington, D.C., in conjunction with the B&M, the Lehigh Valley, the Reading, and the Baltimore and Ohio Railroads. This operation attracted 5,000 new carloads of business during its first year in competition with Penn Central's single-line service.

The Lehigh Valley Railroad, as a participant in the through-train service described above, urges that this route be kept open as an alternative to the Penn Central's service, which must share the Northeast Corridor with heavy passenger train traffic. The LV's principal operations in New York lie between Buffalo and Binghamton. The LV trustees believe that the LV's mainline route through western New York and on to the Port of New York via Scranton and Bethlehem, Pennsylvania, and Phillipsburg, New Jersey, is a logical competitive east-west route for the present Penn Central lines.

The Environmental Association of Delaware and Otsego Counties stated that the D&H and the EL should not be incorporated in Conrail but should be allowed to remain competitive. The Association contended that trains are two to five times more energy efficient than trucks and are less polluting.

The Southern Wood Piedmont Company generated 50 carloads over this line in 1972 and in 1973 and expects to generate the same number in 1974.

### **ZONE 55**

Zone 55 is approximately 70 miles north of the New York metropolitan area and is situated between two resort areas, the Catskills and the Berkshires. Penn Central's main lines to Newark, New York and Boston traverse the zone.

The area is largely agricultural with over 200 farms. Those involved in the agricultural segment of the community depend heavily upon the railroads for delivery of heavy, large farm machinery and for bulk items such as feed and fertilizer.

The DOT Report, as supplemented and corrected, designated the following lines in Zone 55 potentially excess:

The PC branch from Hudson to Claverack.

The PC line from Chatham to Mt. Kisco (Zone 58).

#### **Hudson to Claverack**

This is a short PC branch which extends from Claverack west to a connection with the PC main line at Hudson. Table 35 contains data supplied to the RSPO by users of the branch.

Universal Match stated that the loss of rail service and the resultant dependency on trucks for long distance transportation of raw materials and chemicals would result in prohibitive transportation costs.

Textile By-Products complained that poor rail service

**Table 35: Traffic Profile: Hudson to Claverack**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Textile By-Products Co.	Materials for automotive industry	636	240	
Universal Match	Paper, potassium	138	166	
Beacon Milling Co.	Raw food materials		148	
Con Agra, Inc.	Wheat & flour			900-1,050

forced it to rely on trucks for 90 percent of its freight transportation in 1973. Improved rail service would cause substantial increases in its use of rail.

### Chatham to Mt. Kisco (Zone 58) (Hudson Division)

This is a segment of the PC line from Albany to New York. The line serves agri-business concerns which provide materials and equipment for the area's 200 farms. The Cooperative Extension Agency stated that the railroad's inability to deliver goods on time has already caused the price of goods to go up. The agency fears that total absence of rail service in the area will precipitate much higher prices for commodities and materials needed by farmers.

The RSPO received traffic information for three users of the line. D. W. Brow Equipment Co., in Copake Falls, shipped 14 carloads over the line in 1972. Ed Herrington, in Hillsdale, shipped 19 carloads in the same year. Swiss Farms also shipped 19 carloads in 1972.

For a further discussion of the Hudson Division, including passenger service over the line, see Zones 56 and 58.

### ZONE 56

Zone 56 is situated just north of the New York metropolitan area. It includes the counties of Putnam, Sullivan, Ulster, Orange, and Dutchess. Three main lines traverse the area: Penn Central's Buffalo-New York and Buffalo-Newark and the Erie Lackawanna's Buffalo-Newark.

#### Potentially Excess Rail Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 56 potentially excess:

The PC line from Chatham (Zone 55) to Mt. Kisco (Zone 58).

The PC line from Bloomville (Zone 54) to Kingston.

The PC line from Campbell to Port Ewen.

The PC line from Beacon to Hopewell Junction.

The EL branch from Middletown to Pine Bush.

The EL line from Chester to Vails Gate Junction.

### Chatham to Mt. Kisco (Harlem Division)

The PC Harlem Division from New York to Albany was designated potentially excess from Chatham in Zone 55 through all of Zone 56 to Mt. Kisco in Zone 58 (see discussion in Zones 55 and 58). Table 36 contains data supplied by firms using that portion of the line located in Zone 56.

The Harlem Valley Transportation Association stated that the DOT Report is merely an "outdated, unrealistic retake of rail management's narrow unsubstantiated positions." The Association also stated that DOT should concentrate on the public, not on dollar profitability. Rail management, according to the Association, has deliberately down-graded service and trackage on this line in order to abandon it. Traffic previously routed through Chatham (Zone 55) to north of Brewster now goes from Selkirk to the 72nd Street Yard (Zone 58). Hillsdale and Copake stated that it has switched to truck transport because rail delivery time increased from 24 hours to 7 to 10 days as a result of this circuitous routing. In addition, high cube and deep well cars cannot be used in the metropolitan area because of low bridges and electrified third rails.

**Table 36: Traffic Profile: Chatham to Mt. Kisco**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Patterson, N.Y.				
Lloyd Lumber Co.	Lumber		25	250
Patterson Beer Distributor	Beer	29		
A. Mendel & Sons	Grain, feed fertilizer	9	20	
Pawling, N.Y.				
Utter Bros.	Feed	112		
Pawling Rubber Corp.	Petrochemicals	13		
Pawling Agway	Feed, grain	7		
Wingdale, N.Y.				
Harlem Valley State Hospital	Coal	345	340	
Mica Products Corp.		147		
Wassaic, N.Y.				
Wassaic State School	Coal	246	370	
Tri-Wall Containers	Linerboard	400	521	
Maxon Mills	Feed, grain	367		
Amenia, N.Y.				
Kerr McGee Chemical Corp.	Potash	51		
Sharon, N.Y.				
Agway	Feed & fertilizer	16	500	600
Millerton, N.Y.				
Allied Mills		81		
Agway (Retail)	Posts, fencing	59		
Agway Fertilizer	Phosphates, peanut hulls	56		

The Association also thinks passenger service should exist from Grand Central Station (Zone 58) to Chatham (Zone 55). Some passenger service now exists but the question as to whether it is inter-city or commuter is currently before the courts. Penn Central would like to prove it inter-city, in which case it could only be run by Amtrak. Passenger service has been justified by three separate passenger counts which showed that revenue was three times above track maintenance costs.

The Planning Board of the Town of Northeast stated that recent years have witnessed the elimination of passenger service and a drastic curtailment of freight service on this line. The Planning Board further stated that almost half of the town's acreage is devoted to agriculture and that agriculture cannot survive without dependable rail service.

The Village of Pawling Planning Board predicted a 200 percent local population growth with attendant mass transit needs in the near future. The Board also complained of terrible rail service and poor train conditions.

The Dutchess County Department of Planning emphasized the total dependence of the county's economy, particularly agriculture, on rail and further stated that it would be foolish to discontinue service now since high density urbanization is pushing up through the Valley.

Albert Mendel and Sons is a farm supply company which is dependent on rail for its shipments of bulk commodities. Many farms in the area are also dependent on rail service and a number of dairy farms in the valley and north Connecticut would probably have to cease operations if service over the line were abandoned.

Mica Products would move its main plant to Wingdale if it could be guaranteed dependable rail freight service. Tri-Wall Containers has announced a \$2 million expansion program but will not proceed if rail service is discontinued. Tri-Wall receives shipments of lineboard from the South which are impractical to ship by any other mode. Twenty-seven percent of the lineboard box cars must come by the Harlem Line because of a low bridge at Mt. Vernon on the alternate track. The Consolidated Edison plant at Hawthorne must also receive its oversized loads (generators) via the Harlem Line.

Maxon Mills manufactures animal feeds for farmers within a 50 mile radius. A capital investment of \$125,000 would be needed for it to switch to truck transport. Such a switch would result in higher operational costs. Without rail service, Maxon would liquidate.

Pawling Rubber Corporation receives about 700,000 pounds of petrochemicals from Texas and Louisiana per year and expects to increase this amount to four million pounds. Without rail service, Pawling would relocate nearer to its competitors in the South.

The Village of Millerton needs the railroad to continue its economic growth.

The Barlow School, a boarding school in Amenia, is

approximately 90 miles north of New York City. Most of its students live in the New York metropolitan area. The Headmaster stated, and a number of students agreed, that the loss of passenger service to Dover Plains would be detrimental to the students and the faculty of the school.

Many concerned citizens submitted testimony regarding the discontinuation of passenger service above Mt. Kisco, New York on the Harlem Division of the Penn Central Railroad. Individuals stressed that the elimination of this line would cause severe hardships for the hundreds of people who depend on the service to reach the New York metropolitan area. Furthermore, abandonment of the line would result in drastic automobile parking problems in the Mt. Kisco area.

### Bloomville to Kingston (Catskill Valley Line)

This meandering PC branch runs from Bloomville in Zone 54 southeast to Grand Hotel on the northwestern border of Zone 56. From Grand Hotel it proceeds southeasterly to a connection with the PC Newark-Buffalo main line at Kingston. The line generated 1,300 carloads in 1973.

The Temporary State Commission to Study the Catskills believes that it has sufficient statistical proof to indicate that further elimination of rail access would destroy the economic viability of certain key industries, agriculture in particular. At the same time the upper Delaware River is about to be included in the National Wild and Scenic River System, and projected tourist traffic exceeds local highway capacity.

### Campbell to Port Ewen

This PC line runs from a connection with the PC Buffalo-Newark main line at Port Ewen, just south of Kingston, to a connection with the EL main line at Goshen. The DOT Report designated the line potentially excess from Port Ewen to Campbell. Table 37 contains data received by the RSPO from users of the line.

**Table 37: Traffic Profile: Port Ewen to Campbell**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Wilkes Lumber	Lumber, plywood	84	67	
Brescin Lumber	Lumber	44	38	
Central Co-op	Feed, grain	89	84	109 <sup>1</sup>
Interstate Bag		242	373	500 <sup>1</sup>
Walkkill Correction Facility			49	
Ajayem Lumber Corp.	Lumber	500	1,045	
Hoerner Waldorf Corp.	Grocery bags			489 <sup>1</sup>
Citizen Herald	Newsprint		12	16

<sup>1</sup> Estimate is for 1974

According to the submission of the town of Montgomery, its population will increase from 11,690 in 1960 to a projected 17,900 in 1975. Since a town plan specifying industrial and residential zoning was completed in 1964, ten companies have located or expanded their facilities in this area. Four industries along the Penn Central and Erie Lackawanna generate a total of 1,200 cars per year, and there is potential traffic from two industries planning to build on the line. However, the loss of rail service would cause two industries employing 370 persons to relocate and four industries to forego planned expansion.

The Wallkill Valley Rail Users Association revealed that most products shipped over this line are bulk commodities traveling long distances. International Bag has expansion plans which would result in the employment of 125 persons and increase its rail volume to 500 carloads; however, the plans are contingent upon continued rail service.

The Orange County Chamber of Commerce stated its interest in the proposed rail link connecting the Erie Lackawanna and the Penn Central tracks at Secaucus, N.J. This link would permit commuters to ride directly to Penn Station in one hour without changing trains. The Chamber of Commerce noted that, as commuter service improves, industrial development along the Wallkill Valley track will be needed to keep the area from becoming a bedroom community with no industrial tax base.

The Ulster County Legislature noted that the demand for passenger and freight service and the potential of Stewart Airport, justify the existence of this line.

Wilkes Lumber, a diversified company with retail and wholesale sales in excess of \$1 billion, principally in the shelter construction industry, does 46 percent of its volume through rail located retail outlets.

### Beacon to Hopewell Junction

The Town of East Fishkill, the Dutchess County Board of Representatives, the Lomola Civic Association, Congressman Hamilton Fish, Jr. and New York State Senator Jay P. Rolison, Jr. all submitted statements *supporting abandonment* of this PC line in the interest of public safety. The line has a large number of unguarded crossings which are in residential areas. These crossings, which in many cases provide the only access to some points, are often blocked by long trains.

The New York State Transportation Council pointed out that Albany to New York City traffic must use this line since it must switch from the east-west PC line to the north-south line on the east bank of the Hudson. This cannot be done where the lines cross because the east-west line crosses on a bridge 150 feet above the north-south line. The Metropolitan Transportation Authority stated that this line is an essential part of the Selkirk to Long Island route.

The following industries are served by this railroad line: IBM, with over 8,000 employees; Texaco, which accounted for 30 carloads in 1973 and employs 1,100; Spoor Lumber; Miron Lumber; Richardson Corporation; Green Fuel Economizer; Beacon Lumber; Bradley Dye Works; Beacon Looms; Beacon Terminals; Tape Deck; Dennings Point; and Beacon Industrial. Many other plants are planning to locate along the line.

### Middleton to Pine Bush

The future growth potential of this PC branch is almost guaranteed since it is only 10 miles west of and parallel to the Stewart Airport complex which is to be developed in the late 1970's and early 1980's. The line also serves other undeveloped areas that are zoned for industrial development. Exclusive of Stewart Airport opportunities, Orange County expects a 111 percent population increase and a 56 percent increase in the number of jobs over the next 20 years.

The VAW Corporation, which shipped 225 carloads of aluminum ingots in 1972 and 216 carloads in 1973, pointed out that its freight figures would have been higher had it not been for car shortages and poor service. The company expects to triple its rail freight traffic by 1990.

### Newburgh to Chester

The DOT Report designated this EL line potentially excess from Vails Gate, southwest of Newburgh to a point just northwest of Chester. According to the DOT map of Zone 56, a short portion of the line, on either side of the EL main line connection, was not designated po-

**Table 38: Traffic Profile: Newburgh to Chester**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Newburgh to Chester		1,142	1,195	1,440
Consolidated Iron & Metal Co., Inc.		30	10	
Newburgh Warehousing Corp.				
Avoset Food Corp.				
Luna Baking Co.				
Newburgh-Beacon News Co.	Newsprint	54	39	39
W. L. Smith Co.				
Stauffer Chemical Co.				
Miron Lumber Corp.				
Weyerhaeuser Co.				
Frye Copy Systems			30	
Milton, Gibson & Mille, Inc.				
Schoonmaer Homes Inc.				
GAF Floor Products		72	65	65
Mr. Feed				
Camp Laguardia				

tentially excess. Table 38 contains data supplied to the RSPO by users of the line.

According to the Railway Committee of the Greater Newburgh Chamber of Commerce, unemployment in the area is already five percent; in Newburgh, which is classified as an economically depressed area, it is nine percent. If rail service were to be discontinued, only two of the present 16 users would be able to use piggy back service. One user would be forced to relocate, and 10 would switch to truck transport. Approximately one-third of the 1,500 persons employed by these firms would have their jobs placed in jeopardy, and the local governments would lose \$1 million in tax revenue.

The Committee also complained of car shortages and generally poor service on this line and noted that the Penn Central removed the crossover track to the Erie Lackawanna thus eliminating reciprocal switching. The Erie Lackawanna has discontinued switching in Port Jervis forcing all inbound and outbound freight to be weighed in Newburgh. The Erie Lackawanna also reduced deliveries and pickup from five to three days a week, and the PC has discontinued its local freight agent at Newburgh. It was also noted that, if the DOT's recommendations were carried out, the Vails Gate to Newburgh segment would have to be served from the Penn Central's West Shore Line, however, the track connecting the two lines has been ripped up for some time.

The Committee pointed out that there are 312 acres of industrially zoned land for development along the line; and that the Chamber of Commerce is presently conducting feasibility studies for a deep water port facility at Newburgh to handle freight destined for the inland United States.

### **Rail Lines Not Designated Potentially Excess**

#### **Binghamton (Zone 53) to Newark (Zone 60)**

The DOT Report designated this EL main line as a possible alternate main line to the EL line which runs from Newark to Binghamton via Scranton, Pennsylvania. Many witnesses were concerned that, if the Scranton route were adopted, service would be abandoned on the route through Port Jervis in Sullivan County. If the line were abandoned, Sullivan County would be without rail service.

Robert Curtis, representing the Delaware Valley Chamber of Commerce, claimed that the economic existence of its member communities is strongly dependent upon the continuation of service between Binghamton (Zone 53) and Port Jervis. Mr. Curtis noted that the major industries in the Sullivan County area are agriculture and recreation and the main freight users are the feed and lumber businesses. The Sullivan County Extension Service has estimated that between \$25 and \$30

million worth of agricultural products are shipped out of the county every year. The county's narrow, country roads could not possibly handle the truck traffic this freight volume would generate.

The Sullivan County Planning Board, reflecting the view of several others, objected to the lack of information concerning the abandonment of this line and added that the sectioning of the line into five zones makes it difficult to argue for its retention. The Planning Board also asked for reinstatement of passenger service. If the upper Delaware River is designated a National Wild and Scenic River Area, it is estimated that up to 12,500 people a day will visit the area, a volume which will far exceed the capacity of the local highway system.

The Freemont Taxpayers and Civic Association revealed that there are proposals for a passenger spur from Callicoon or Narrowsburg to the resort hotel areas of Liberty and Monticello.

The Sullivan County Board of Supervisors stated that the county is characterized by low income, high unemployment and a decline of the dominant hotel/resort industry. Nevertheless, the Board expects the county to grow as the suburbs push outward from New York City and industries seek locations away from the problems of major metropolitan areas.

The Sullivan County Farm Bureau stated that 90 percent of all grain coming into the area arrives by rail. The National Bank of Callicoon pointed out that agriculture is the largest industry in the area and must obtain its feeds from the Midwest by rail. Delayed delivery of this feed could spell disaster to the poultry industry. The second largest industry in the area is the home building industry. Since materials come largely from the West Coast, the loss of rail service would seriously cripple, if not destroy, this industry.

Honor Brand Feeds of Narrowsburg receives its grain from the Midwest and cannot pass on increased transportation costs to its customers, who are only marginally profitable farmers. Narrowsburg Feed and Grain stated that all feed mills of the Eastern Federation of Feed Merchants are on rural lines and that it is vital that the farmer not have to haul his grain 50 miles to have it blended into a complete mix.

Table 39 contains data received by the RSPO concerning that segment of the Binghamton-Newark line located in Zone 56.

A survey of existing users of the EL line between Binghamton (Zone 53) and Port Jervis was conducted in June and July, 1974 by the New York Departments of Agriculture and Markets, Commerce, and Transportation. The survey showed that local agricultural freight accounted for 2,436 carloads in 1973. That total is expected to increase to 2,655 carloads in 1974. Included in the 1973 figures were 149,560 tons of grain and feed, destined for over 1,000 area farms. Total abandonment

**Table 39: Traffic Profile: Binghamton to Newark  
(Zone 56 segment)**

Rail user	Commodity	Estimated carloads		
		1972	1973	1974
Hankins Implement	Farm equipment		3	
P. S. Gottschalk	Grain, coal		100	100
H. H. F. Enterprises	Feed, poultry		550	605
Green Meadow Farms	Grain		12	13
Agway, Inc.	Feed		225	235
Cochecton Mills	Grain, flour		270	297
Ed Qiers	Feed		12	
Horn's Coal & Lumber	Building materials		12	12
Callicoon Coal Co.	Coal		8	8
Kolmar Laboratories	Talc		13	16
Bogner-Seitel	Lumber		10	6
Gillinder Brothers	Borax, soda, lime		50	50
Cohen Lumber Co.	Lumber		22	22
John Imnella & Co.	Lumber		3	5
Sullivan Home Furnishings	Furniture		6	
C and D. Battery	Lead		6	6
Brooklyn Egg Case Co.	Poultry supplies		45	70
Wickhen Products	Methyl myristate		30	30
Wm. Kohler & Sons	Lumber		15	15
Narrowsburg Lumber Co.	Building supplies		163	163
Rasmussen Sons, Inc.	Furniture		6	7
Narrowsburg Feed & Grain	Feed		327	340
I. Zakarin & Sons	Paper products		24	
Channel Master	Electronic equipment		28	
Intercounty Co-op			400	400

of the line would raise each farmer's shipping costs by approximately \$800 per year.

The survey divided the users of the line into agricultural and non-agricultural categories. There are 14 agricultural users of the line. Together they employ 300 persons and have annual payrolls totalling \$1,858,000. The 21 non-agricultural users employ 1,723 people and have an annual payroll of over \$14 million. These non-agricultural users shipped 1,868 carloads in 1973.

The survey stated that total abandonment of the line would cause five of the non-agricultural users to go out of business. Of the 16 firms which would remain in business, 14 stated that they would pass increased shipping costs on to the consumer. Particularly hard hit by abandonment of the line would be Deposit, where three firms would go out of business. These firms employ 200 people, and if these 200 people lost their jobs, unemployment in Delaware County would increase 16 percent.

#### **Maybrook to Franklin, New Jersey (Zone 61)**

This is a segment of the Lehigh and Hudson River Railroad. The L&HR is a Class II carrier with a line extending between Phillipsburg, New Jersey, and Maybrook, New York. Prior to its bankruptcy, it was an important part of a through route for New England

traffic moving over the former New York, New Haven and Hartford Railroad through the Maybrook gateway. The decline of this traffic following the New Haven's absorption into the Penn Central is given as a principal cause of the failure of the L&HR. The L&HR argues that its route provides the most efficient means of serving southern New England and Long Island, as well as an effective alternative to the crowded Northeast Corridor for the movement of through freight.

The DOT Report did not designate any of the L&HR line excess in New York state, but the line was designated potentially excess from the New York-New Jersey line south to Franklin, New Jersey in Zone 61.

Several firms, located on the L&HR line in Zone 56, supplied information to the RSPO. Georgia-Pacific, which owns and operates a paper mill in Warwick, shipped 276 carloads of paper over the line in 1972 and 296 carloads in 1973. The company expects to ship 310 carloads in 1974.

The Paper Novelty Company stated that it recently moved to Chester to take advantage of rail service.

Jones Chemical stated that it serves 80 cities in the area and must have rail service to deliver shipments of liquefied chlorine gas. If the Jones plant in Warwick lost rail service, the company would be forced to relocate and Warwick would lose \$3 million in annual salaries and \$26,000 in annual school tax revenues.

#### **ZONE 58**

Encompassed within the area designated as Zone 58 is the New York metropolitan area which comprises the counties of Westchester, Rockland, Nassau, and Suffolk and the boroughs of Richmond, Queens, Manhattan, Brooklyn and Bronx. Rail freight service is relied upon by the following major industries in the New York area: food and food processing; chemicals; manufactured metals; primary metals; construction; paper; and plastics. These enterprises employ a total of 254,000 workers. The wholesaling community employs another 280,000 people and handles a volume of \$60 billion annually.

New York is presently served by a complex rail freight network which includes almost all of the long haul railroads operating in the Northeast region. This network provides direct access to northern and eastern markets via Penn Central and to western and southern markets via Penn Central, Erie Lackawanna, Chessie System, Lehigh Valley, and Central Railroad of New Jersey.

Penn Central provides the city's primary rail service with routes to and from the north, west, and south via its Hudson River Division and Selkirk; from the northeast via its Harlem Division line and from the east via its New Haven route. Penn Central serves the West Side of Manhattan by way of the Hudson Division, the West Side Freight Line, and the Gansevoort spur; the Bronx by way of the old New Haven, Hudson, Harlem, Putnam,

and Port Morris Divisions; and Queens and Brooklyn by way of the Hell Gate Bridge, the New York Connecting Railroad, the Bay Ridge Line and the Evergreen Branch.

The Staten Island Railroad Company provides service to and from Staten Island; the Long Island Rail Road serves Queens and Brooklyn; the Brooklyn Eastern District Terminal and the New York Dock Railway serve the Brooklyn and Queens waterfronts through carfloat operations; and the South Brooklyn Railway serves the area from Coney Island to the Brooklyn waterfront.

During the last five years, New York has instituted an economic development program which is largely dependent on its existing rail network. The projects included in this program will have an aggregate value in excess of one billion dollars upon completion. They include the development of several urban industrial parks, new market and distribution centers, and modern facilities for passenger ships, container ships and roll-on/roll-off vessels and the rebuilding of three downtown centers.

### **Passenger Service**

Zone 58 includes several lines used to provide rail passenger service. The New Haven, Hudson, and Harlem Divisions of the Penn Central carry approximately 70,000 passengers from Connecticut and upstate New York into New York City daily; the Erie-Lackawanna carries approximately 22,000 riders from Rockland and Orange Counties and New Jersey daily; and the Long Island Rail Road carries approximately 130,000 riders daily from all points on Long Island.

### **Metropolitan Transit Authority (MTA)**

The MTA owns the Long Island Rail Road Company and is responsible for operating the Staten Island Commuter Service. In addition, the MTA, under contract with the Penn Central, carries the full operating deficit for that company's suburban passenger service on its Harlem and Hudson Divisions commuter rail lines. The MTA and the State of Connecticut carry the full operating deficit for the suburban passenger service operated by Penn Central over its New Haven Division commuter rail line.

MTA is currently considering a proposed commuter route that would begin in Stamford, Connecticut and run along the existing New Haven main line to New Rochelle, New York, then along the existing Harlem River branch tracks (used by Amtrak trains) stopping at Pelham Manor, Co-op City and Parkchester, then through the Southeast Bronx, over the Hell Gate Bridge and through the Penn Central tunnels under the East River to Pennsylvania Station in downtown New York.

According to the MTA, the Long Island Rail Road

accounts for 228,000 or almost 25 percent of the nation's total weekday rail passengers. The principal terminal of the Long Island Rail Road in the New York City metropolitan area is Pennsylvania Station, which originates 325 LI trains each business day. This compares with roughly 222 Penn Central and Amtrak passenger trains presently using the station. The Long Island uses Penn Station and the East River tunnels under a joint facility agreement between MTA and Penn Central. The Authority strongly recommends that the present arrangement be continued.

### **Port Authority Trans-Hudson Co. (PATH)**

The Port Authority of New York and New Jersey owns and operates this major interstate rapid transit system which handles some 140,000 passengers a day. The vast majority of the PATH passengers come from connections with Jersey Central, Penn Central and Erie Lackawanna. The Port Authority argued for the preservation of those commuter rail lines as essential from a service standpoint and because of the substantial capital investment that has been made in these mass transportation facilities.

### **PC Hudson Division**

The MTA noted this line's vital importance for rail passenger service. The Port Authority of New York and New Jersey voiced concern that this line be maintained because it connects with PATH's interstate rapid transit system.

### **PC West Shore Line**

The MTA contended that the abandonment of any rail facility should be rejected if there is a reasonable expectation that it will prove useful in the future, therefore PC's right-of-way on Manhattan's West Side and PC's West Shore Line, at least as far north as Kingston (Zone 56), must be preserved for future rail passenger service.

### **EL Suffern to Pennsylvania Station**

The DOT Report designated a segment of the line from Orangeburg to Suffern "potentially excess." Orange and Rockland Counties, which are served by the line, are the fastest growing counties in the State of New York. The Erie Lackawanna currently carries approximately 22,000 riders daily from this area and from New Jersey into New York City. The MTA stated that the need for rail passenger service for this area is substantial and growing.

The Rockland County Planning Board reported that the MTA, the Tri-State Regional Planning Commission, the New Jersey DOT, and the Port Authority of New York and New Jersey are all involved in planning high speed rail passenger service on this line.

Beckerle Lumber Company stated that approximately 3,000 people of the Village of Spring Valley now commute to jobs in New York City, the majority using their automobiles, and that serious thought is now being given to some type of mass transit utilizing the existing Erie Lackawanna trackage.

### **PC Harlem Division**

The DOT Report recommended retention of the Harlem Division only as far north as Mount Kisco. The MTA stated that it would be unthinkable to abandon service on any part of this line. A. J. Lazarus Associates also expressed great interest in maintaining this line for both commuter and intercity passenger service. Almost all the testimony concerning this line suggested that it should be improved and service over it should be expanded.

### **PC New Haven Division**

The DOT Report recommended preservation of this line but showed portions of both the Danbury and New Canaan branches as "potentially excess". The MTA stated that, the fact that the states of New York and Connecticut have stepped in to improve and support these commuter services during a period of federal indecision, should not be an excuse for the federal government to continue to abdicate its responsibilities to rail passenger commerce. MTA stated that this line must be retained in its entirety.

### **Potentially Excess Lines**

The DOT Report, as supplemented and corrected, designated the following lines in Zone 58 potentially excess:

The EL line from Tallmans east to the junction with the EL line to Pearl River.

The EL line from Mount Ivy south to the junction with the EL Suffern to Orangeburg line.

The PC line from Chatham in Zone 55 south to Mount Kisco.

No specific information was received by the RSPO concerning the EL branch from Mount Ivy south to the junction with the EL Suffern to Orangeburg line.

### **Suffern to Orangeburg**

The DOT Report designated only a short segment of this line, from Tallmans to the junction with the EL line to Pearl River, potentially excess. Although not shown on the DOT map of Zone 58, the line actually extends east beyond Orangeburg, terminating at Piermont on the west side of the Hudson River. Mary C. Bryan, Deputy Mayor of Piermont, testified that three local plants (Clevopak, Continental Can and Federal Paper) require two trains per day. If service were eliminated, the operations of

these plants would become uneconomical and hundreds of area residents would be forced out of work.

The West Hudson Environmental Association stated that three major industries along the line, Paper Board Company, Clevopak, and Glenshaw Glass Company, originally located their plants in Rockland County because of the presence of rail service. At least one of these companies is considering relocating if rail service is abandoned. The Association stated that the Orangeburg to Suffern line is an integral part of the business life of southern Rockland County.

Councilman Maxwell J. Wortman, of the town of Ramapo, stated that Ramapo adopted a town master plan in 1966 which designated an "Industrial Corridor". Over the past several years the town's industrial committee has been working to bring industry into the area. Rail facilities have been an indispensable part of the package and account for much of the town's success. Councilman Wortman personally contacted 30 industrial and commercial groups in the area which employ over 4,000 people. Many area firms, that use rail facilities regularly, told the Councilman that loss of rail service would be a serious, if not fatal, blow to the economy of their operation. Among these were Avon Products, International Paper Company, Ceiba-Geigy Chemical Corporation, Wayne Beverage and Ramapo Valley Distributors, United Rockland Stairs, Modern Lumber, Geiger Lumber and Beckerle Lumber. Councilman Wortman noted that there are 450 acres of industrially zoned land still open for development in Ramapo's "Industrial Corridor," and stated that, only with the assurance of continued rail service, can Ramapo encourage development of this area to its full potential.

The Beckerle Lumber-Supply Company stated that its yard layout and traffic pattern was set up to accommodate incoming shipments by rail. Lumber and building materials are heavy and bulky, and there is simply no alternative way to ship these materials from the Pacific northwest. If service is abandoned, Beckerle will lose the substantial investment it has made in property improvements, its 25 employees will lose their jobs, and the community will lose over \$23,000 in property taxes. Beckerle shipped 50 carloads of lumber over this line in 1973 and expects its shipments to increase 15 percent in 1974.

Lederle Laboratories shipped 700 carloads of pharmaceuticals over the line in 1973.

The International Paper Co. shipped 647 carloads of pulpwood over the line in 1973 and expects to ship 740 carloads in 1974.

### **Chatham to Mount Kisco (Harlem Division)**

The Consolidated Edison Company of New York reported that, as a result of reduced maintenance from Millerton to Ghent, clearances for over-dimensional ship-

ments have had to be reduced and three of the company's shipments to Hawthorne could not be delivered. Hawthorne is the present railway delivery location for seven of Consolidated Edison's major transmission facilities for central and eastern Westchester County. It was chosen by the company because of its past capacity to handle oversized shipments.

Consolidated Edison received shipments of equipment totaling 8,728,700 pounds in 1972 and 8,307,300 pounds in 1973. The company expects to add a minimum of 55 large power transformers to its network in the next five years. These will need to be shipped by rail due to their weight and size.

Bronx Terminal Market, a 19 acre food distribution complex, is now being redeveloped by a private developer. A projected 2,500 new jobs are expected to result from the program. A rail spur will provide direct connection with the Harlem Division.

The South Bronx Industrial Development Area and the Harlem River Yards comprise a 138 acre strip of under-utilized land. Project goals for the area include creation of between 11,500 and 15,000 new jobs.

### **Lines Not Designated Potentially Excess**

#### **Carfloats**

Two terminal railroads, the New York Dock Railroad and the Brooklyn Eastern District Railroad, operate carfloats in New York harbor. The two lines perform a vital function, connecting the PC, CNJ, and LV in Jersey City, the EL in Hoboken, and the Chessie System in Staten Island, with piers and industries on the New York side of the harbor. Parts of the City are completely dependent upon carfloat operations.

The Brooklyn Eastern District Railroad handles approximately 10 carfloats in each direction each day of operation and has an annual volume of 22,000 carloads. Its freight is composed of flour, canned goods and fuel.

N. G. Cutter, representing the Brooklyn Eastern District Railroad, noted that to abandon or curtail existing connections between trunk lines would not be consistent with the heart of the Regional Rail Reorganization Act. Mr. Cutter asserted that abandonment of any lines serving New York City could have severe financial effects on shippers all over the United States, Canada and Mexico.

The New York Dock Railroad handles approximately eight carfloats in each direction each day it operates. The average carfloat carries ten cars, and the average annual carloads carried is 15,000. A substantial portion of the freight handled is composed of import and export cargo, consisting of flour, frozen foods, bulk sugar, edible oils and construction materials.

Recently New York purchased track and terminal facilities of several abandoned and under-utilized water-

front rail lines. Rail service is being extended from the Penn Central Bay Ridge branch to the Brooklyn waterfront in conjunction with new port development projects.

The Brooklyn waterfront area is comprised of 500 acres of land, either developed or to be developed for maritime commerce. Included in this area are the Northeast Marine Terminal, which now handles over 500,000 tons of cargo annually; the Red Hook Containerport; the Brooklyn Army Terminal, a breakbulk port handling 200,000 tons of cargo annually; and Terminal Piers, which presently handles 300,000 tons of cargo annually.

Over the next five years, the activity generated along the Brooklyn waterfront area is expected to change dramatically. It is expected that four million tons of cargo will be handled annually; direct employment will increase 70 percent from 2,100 jobs to 3,500; and carloads originated or terminated will increase from the current 1,600 to 12,600 annually.

### **PC New Haven Division**

The New York Produce Terminal and the Hunts Point Food Processing and Distribution Center are located in the Hunts Point section of the Bronx and have a direct connection to the New Haven Division. They are the largest produce terminals of their kind in the country and the largest food processing and distribution centers in the world. The Produce Terminal provides \$2.5 million in annual revenue to the City and employs 4,000 people. The Food Center represents a public investment of \$153 million and grosses \$2 million daily. The entire facility is so heavily dependent on rail service (the Produce Terminal generated over 15,000 rail cars in 1972) that the City is expending \$3.5 million for the installation and construction of a total rail facility within the Produce Terminal and Food Center proper. Upon implementation of the City's plans, a minimum of 7,000 new jobs will be created.

The Hunts Point Deep Water Cargo Facility is a \$37 million deep water cargo facility and refrigerated warehouse which will handle 65 percent of all meat imports to the United States. Upon opening, the facility will employ 200 and have an annual payroll of \$1.1 million. Eventually, an additional 2,000 new jobs will be created.

The Hunts Point Industrial Area encompasses approximately 577 acres. Small manufacturing firms and a select number of large industrial plants located in the area provide the basis for future industrial development. Goals of the renewal project include creation of 10,000 new jobs in manufacturing and service, both related to the establishment of the new Hunts Point Food Center.

The Bruckner Boulevard Urban Renewal Area located in the South Bronx is zoned for heavy industrial use. The project will house numerous tenants and will create 2,000 new jobs.

## PC Hudson Division

The Consolidated Edison Company of New York complained that reduced clearances on this line have made shipment of transformers (oversized and overweight shipments) very difficult.

Georgia-Pacific maintains a plant at Croton-on-the-Hudson. Croton-on-the-Hudson was not recommended for service by the DOT Report, however, the company claimed its traffic on the line (353 carloads in 1973 and a projected 395 in 1974) is more than double the required minimum needed to justify service.

## PC West Side Branch

The West Side Highway Project is presently considering the revitalization of the rail corridor along the West Side of Manhattan. Planning options include both passenger and rail freight service with an eventual link to Albany.

The majority of rail freight handled on the West Side of Manhattan originates and terminates west of Chicago. Such long haul shipping has been traditionally the province of rail. West Side rail operations handled over 24,000 carloads of freight in 1972.

## PC Putnam Division

The Consolidated Edison Company of New York stated that Penn Central's skimping on operating and maintenance costs has led to a reduction in rail capacity, lower speed limits and additional switching, detention, and increased contractor unloading costs.

The Putnam Division averaged 333 carloads per mile in 1972.

## PC Bay Ridge Branch

The Bay Ridge branch runs from the Fremont (Fresh Pond) interchange with the Long Island Rail Road, past the Flatlands Industrial Park and the Brooklyn Terminal Market, to the waterfront just south of the large port and industrial complex that the City of New York is building at Bush Terminal. Currently, no waterfront rail traffic is handled on this line, although such service is planned for the future.

Two of the line's five stations, Vanderveer Park and Bay Ridge were omitted by DOT in its lists of points recommended for service. Table 40 shows that the entire line and each station meet DOT's criteria for financial viability.

The Flatlands Industrial Park is a pilot facility in the City's industrial renewal program. The principal reason for locating the Park in the Flatlands section of Brooklyn was its proximity to the Penn Central rail system. This 96 acre manufacturing complex employs 3,000 people and generates in excess of \$1 million in taxes annually.

**Table 40: Traffic Profile: PC Bay Ridge Branch**

Station	Carloads	Estimated 1973 Station Traffic <sup>1</sup>	
		Miles from Preceding Station	Carloads/Per Mile
Evergreen	868	2	439
East New York	1,099	2	550
Vanderveer Park	1,325	4	331
Parkville & Bay Ridge	1,123	4	281

<sup>1</sup> 9 months actual, 3 months forecast.

The Park's rail spur connects directly with the Bay Ridge line and generates 200 carloads of freight annually.

Testimony indicated that service along the line is irregular and deliveries are delayed inordinately. Compared with traffic levels in 1969, about 17 percent of the line's volume has been lost as a result of shippers switching entirely to trucking and another 25 to 30 percent of its volume has been lost as a result of firms leaving the City. A majority of the shippers stated that they had been forced to transfer much of their freight from rail to truck because of unreliable service and rising damage claims.

Complete abandonment of the line would force about 40 percent of the present users either to go out of business or to leave the City, resulting in job losses for 500 people. An improvement in service would generate approximately 500 to 1,000 more carloads a year. In addition, the long term effect would be the encouragement of new business along the line.

## Long Island Rail Road

Almost all freight moving to and from Long Island must pass through New York City, and the quality of rail service on Long Island is dependent upon the Long Island's railroad connections in New York. These connections are LI's only available source of freight car service, since it does not own any freight cars. The fate of the Long Island will be determined largely by the fate of the bankrupt carriers.

At the present time, the majority of freight handled by the Long Island is received or forwarded via a land interchange with the Penn Central at Fresh Pond Junction. The only freight traffic currently interchanged over the Long Island's float bridges at Long Island City moves via the Erie Lackawanna and Lehigh Valley, which still perform some float operations in New York Harbor.

The Metropolitan Transportation Authority recommended retention of the Hell Gate Bridge route as well as Penn Central's Bay Ridge branch in Brooklyn. However, the Authority strongly urged the elimination of all freight traffic routes to the New York harbor area which require a float bridge. The MTA stated that these operations are expensive and wasteful in point of time and

operate to discourage efforts to achieve efficiency and savings in the moving and handling of freight.

In order to provide for interchange of Long Island and New England–destined freight traffic from the south, the MTA recommended retention of the Lehigh and Hudson River line to Maybrook, presently considered “potentially excess,” and the PC Maybrook line over the Poughkeepsie Bridge to the New Haven Division. This route has potential for more efficient utilization as a principal land route into the eastern part of the New York Metropolitan Area—Westchester County, the Bronx, and Long Island.

Georgia-Pacific is beginning construction of a new plant at Yaphank. The company estimated that by 1975 it will be contributing one million dollars annually in railroad revenues and that this certainly should justify providing switching service at its plant site. Estimated shipments are 85 carloads in 1974 and 575 in 1975.

If the Long Island is unable to absorb the growth in transportation demands expected in the future, estimated truck traffic to and from Long Island could increase by an additional 11,000 trips per day. With the limited access facilities on Long Island and in New York City this would cause further overloading of facilities which are already heavily congested.

### **Staten Island Railroad Company**

Construction of the Staten Island Industrial Park began in 1973. This park will serve as a manufacturing, warehousing and distribution facility and will encompass 600 acres and involve an investment of \$63 million. Development of this park was influenced by the fact that it was served by the Staten Island Railroad and the Chessie System. Upon completion, the park is expected to generate 4,000 carloads annually.

Howland Hook, a 500 acre port facility in Staten Island, is also under industrial development. This facility will provide tenants with on-site rail sidings and is expected to generate 15,000 new jobs.

The Columbia Sugar Refinery is locating on Staten Island and is expected to create 300 new jobs and produce 400,000 tons of refined sugar annually. Site selection was based on access to both rail and water modes for distribution purposes.

## **PASSENGER SERVICE**

### **Amtrak**

A number of submissions noted that certain track designated potentially excess by the DOT Report, would be required for the restoration of Boston-Albany and Montreal-New York passenger service. Trackage slated for use on Amtrak’s new experimental route from Boston to Chicago was also designated potentially excess.

## **Commuter Service**

The importance of commuter rail service was emphasized by organizations representing people receiving low or fixed incomes. John P. Keith, of the Regional Planning Association, indicated that such a service, linking downtown areas with surrounding suburbs, could help preserve central cities and discourage “spread development” and auto dependency.

A number of witnesses stressed that, in light of the recent energy crisis, the development of a national mass transit system geared to the needs of commuters has become a virtual necessity.

## **ECOLOGICAL CONSIDERATIONS**

Ellen Zowell, president of the National Consumer Congress, introduced into evidence statistics from the U.S. Senate Commerce Committee Report on Initiatives in Energy Conservation. The report stated that trains consume 680 BTU’s per ton mile as compared to 2,340 for trucks and 37,000 for planes.

Diesel trucks would be the only alternative mode of transportation available to most shippers if rail service ceased. Evidence was produced stating that diesel trucks pollute the air with hydrocarbons, particulates, sulphur dioxide, nitrogen dioxide and carbon monoxide. It was estimated that the additional truck traffic which would result from implementation of the DOT’s abandonment recommendations would add more than 1 million pounds of pollutants to the atmosphere per year. Medical reports were cited linking poor health, and even the possibility of cancer, to constant exposure to hydrocarbons, particulates, carbon monoxide, and asbestos from brake linings. One submission contended that sound levels on well traveled truck routes often exceed 90 decibels, a level which might cause permanent hearing loss.

## **RAIL SERVICE COMPLAINTS**

Congressman Frank Horton stated that, “Even prior to the bankruptcy of many railroads, the whole system was burdened with a service and rate regulation scheme from the federal level which was both antiquated and cumbersome. Many of the roads were saddled with poor management structures, some of which have been accused of deliberately milking capital and profits from their rail operations and diverting these into non-rail enterprises.” The result, according to Congressman Horton, has been a decade or more of extremely poor service.

Many witnesses commented upon the quality of the service which they have received. Most stated that, if service were to improve, they would ship more goods

via rail. The following are some of the general complaints of New York rail users:

The railroads are guilty of intentionally downgrading service.

Physical facilities are obsolete and in a state of disrepair.

Shippers cannot obtain a sufficient supply of cars.

Scheduled passenger service has been cut to a minimum.

### CRITICISM OF THE DOT REPORT

#### New York State Department of Transportation

The New York State Department of Transportation

submitted a lengthy and technically sophisticated response to the DOT Report. It approached the analysis of the state's rail system at three levels: main line rail service, branch line services of trunk line railroads, and the services provided by independent short line (Class II) railroads.

Included in the New York DOT submission were analyses of short line railroads operating in the state and of some 75 branch lines operated by Class I railroads. Table 41 lists the short line railroads included in the New York DOT study and shows their terminal points and mileage and, where available, their carload count and gross freight revenues for 1973 and the principal commodities handled.

**Table 41: New York State Short-Line Analysis**

<i>Zone</i>	<i>Short-Line</i>	<i>Terminals</i>	<i>Carloads</i>	<i>Miles</i>	<i>Gross freight revenues</i>	<i>Commodities</i>
41	Greenwich & Johnsonville	Greenwich-Thomson	4536	6.8	\$149,235	90% pulp & paper products
43	Fonda, Johnstown, & Gloversville	Fonda-Broadalbin	1323	19.6	150,641	Mixed
44	Lowville & Beaver River	Lowville-Croghan	749	10.4	79,051	Mixed
	Norwood & St. Lawrence	Norwood-Waddington	3134	18.5	113,761	90% lumber & wood products
	Ogdensburg Bridge & Port Authority RR <sup>1</sup>	Ogdensburg-Norwood		26.0		
45	Central New York RR <sup>1</sup>	Richfield Jct.-Richfield Springs		21.8		
46	Skaneateles Short-Line <sup>1</sup>	Mottville-Skaneateles Jct.		5.0		
47	Dansville & Mount Morris	Dansville-Groveland	1865	9.9	173,591	88% metal products
	Genesee & Wyoming	Greigsville-Retsof Jct.		15.0	2,022,472	
	Livonia Avon & Lakeville	Livonia-Avon		13.3	7,226	
48	Arcade & Attica	Arcade Jct.-North Java		15.0	113,225	
52	Bath & Hammondsport	Bath-Hammondsport	1844	8.4	150,439	76% food & kindred
54	Cooperstown & Charlotte Valley <sup>1</sup>	Cooperstown Jct.-Cooperstown		17.0		76% food & kindred
56	Middletown & New Jersey	Middletown-M&U Jct.	1591	14.1	61,054	69% food & kindred

<sup>1</sup> Operating histories too short or unstable to provide useful data

Table 42 lists the results of the New York DOT's branch line study. For each branch line identified for the study, the mileage, 1973 carload count, and contribution to local property taxes is shown. Also included in the table are New York DOT's computation of each branch line's annual profit or loss and the annual estimated loss which the communities served might expect

to suffer if the line should be abandoned.

The methodologies employed by New York DOT to arrive at the annual profit and community loss figures are both complex and controversial. Those interested in the assumptions and formulas underlying those figures are referred to the New York DOT submission available for inspection at the Rail Services Planning Office.

**Table 42: New York State Branch Line Analysis**

<i>RR</i>	<i>Branch</i>	<i>Carloads</i>	<i>Miles</i>	<i>Annual Community Loss</i>	<i>Net Local Property Taxes</i>	<i>Annual Profit</i>
<b>Zone 41</b>						
PC	Malone-Huntington, P.Q.	515	17.9	\$ 23,060	\$ 22,482	\$ 16,995
D&H	Ausable Forks & Dannemora	411	34.6	44,642	43,457	(123,711)
D&H	Thurman-Warrensburg	391	3.4	4,386	4,720	5,083
<b>Zones 41 and 42</b>						
D&H	Eagle Bridge-Castleton, Vt.	6,336	52.1	67,224	65,438	177,408
<b>Zone 42</b>						
PC	Rensselaer-Troy	1,588	5.7	18,394	7,159	899,248
PC	Selkirk-Port of Albany					
D&H	Crescent-Green Island	553	5.3	6,838	6,656	25,438
<b>Zones 42 and 43</b>						
PC	Rotterdam-So. Fort Plain	1,876	35.0	45,160	42,960	158,382
<b>Zone 44</b>						
PC	Benson Mines-Newton Falls	2,203	3.9	5,029	4,898	625,652
PC	G&O Jct.-Edwards	5,960	17.2	55,509	21,603	1,656,880
PC	Helena-Rooseveltown	5,688	5.1	16,160	6,406	2,064,744
PC	Ogdensburg-DeKalb Jct.	2,816	19.0	24,515	23,864	318,208
PC	Carthage-Lowville	2,682	17.2	22,192	21,603	327,204
PC	Watertown-Limerick	384	8.9	11,480	11,178	41,472
<b>Zones 44 and 45</b>						
PC	Lyons Falls-Utica	3,100	45.0	58,063	56,520	291,400
<b>Zone 45</b>						
PC	Rome-Camden	1,007	21.2	27,353	26,624	55,385
PC	Illion-Harbor	485	7.4			59,655
PC	New York Mills-Utica	185	TR			53,650
PC	Poland-Herkimer	114	16.9	21,803	21,226	(63,156)
EL	Waterville-Utica <sup>1</sup>	3,404	21.5	69,389	27,004	326,784
<b>Zones 45 and 46</b>						
PC	Canastota-Vernon	601	11.5	14,836	14,444	55,292
<b>Zones 45, 46 and 54</b>						
EL	Sherburne-Waterville	83	21.3			(70,384)

<sup>1</sup> Does not include Utica

<i>RR</i>	<i>Branch</i>	<i>Carloads</i>	<i>Miles</i>	<i>Annual Community Loss</i>	<i>Net Local Property Taxes</i>	<i>Annual Profit</i>
<b>Zone 46</b>						
PC	Fayetteville-E. Syracuse	128	5.0	6,451	6,280	5,376
EL	Baldwinsville-Solvay	5,699	9.2	15,483	15,072	524,808
EL	Baldwinsville-Fulton	378	6.6	8,514	8,289	26,082
EL	Oswego	245	0			89,425
EL	Tully-Jamesville	107	15.4	49,701	19,342	(40,767)
EL	Fulton-Oswego	33	11.1	6,596 <sup>2</sup>	5,777 <sup>2</sup>	(10,626)
<b>Zones 46 and 52</b>						
PC	Geneva-Solvay	7,400	47.6	153,621	59,785	335,000
<b>Zones 46, 47 and 52</b>						
PC	Charlotte-Oswego	2,345	69.2	89,288	86,915	84,420
<b>Zones 46, 53 and 54</b>						
EL	Chenango Forks-Tully	2,522	45.7	147,490	57,339	0
<b>Zone 47</b>						
PC	Rochester-Charlotte	8,334	7.2	23,235	9,043	1,941,822
PC	Rochester-Pittsford	1,062	5.2	67,080	6,531	215,586
PC	Newark-Marion	413	9.0	11,612	11,304	68,145
PC	Wallington-Sodus Bay	35	3.7	4,775	4,647	(6,055)
EL	Greigsville-Groveland	2,053	13.5	111,345	43,332	133,445
LV	Rochester-Lima	1,704	18.7	24,126	23,487	32,376
<b>Zones 47 and 48</b>						
EL	Attica-Rochester <sup>3</sup>	2,270	52.5	169,438	65,940	163,440
EL	Greigsville-North Alexander	19	21.0			(47,656)
<b>Zones 47, 48 and 50</b>						
B&O	Ashford Jct.-Rochester <sup>4</sup>	383	93.4			(263,887)
<b>Zones 47 and 49</b>						
PC	Charlotte-Suspension Bridge	1,156	77.3	99,739	46,814	(8,092)
<b>Zones 48 and 49</b>						
PC	Oakland-Walden	5,600	29.1	93,914	36,550	487,200

<sup>2</sup> From Minetto to Oswego

<sup>3</sup> Does not include Rochester

<sup>4</sup> Does not include traffic at points common with EL and PC

<i>RR</i>	<i>Branch</i>	<i>Carloads</i>	<i>Miles</i>	<i>Annual Community Loss</i>	<i>Net Local Property Taxes</i>	<i>Annual Profit</i>
<b>Zones 49</b>						
PC	Akron Jct.-Clarence Center	430	5.3	6,837	6,656	41,710
PC	Clarence Center-Transit	32	3.2	4,128	4,019	(10,144)
EL	Black Rock-Buffalo	5,092	8.8	11,352	11,052	636,500
EL	Buffalo Jct.-Louisiana St.	3,320	5.5	7,095	6,908	517,920
EL	North Tonawanda-Lockport	2,323	13.4	17,288	16,830	176,548
<b>Zones 49 and 50</b>						
EL	Buffalo-Waterboro	2,949	58.6	189,123	73,602	200,532
B&O	Salamanca-Buffalo <sup>5</sup>	860	60.8	196,225	76,364	0
<b>Zone 50</b>						
PC	Mayville-Cory, Pa.	1,033	28.8	37,161	36,173	(28,924)
PC	Dunkirk-Fredonia	453	3.7	4,775	4,647	57,984
EL	Dunkirk	2,489	0			908,485
EL	Salamanca-Cattaraugus	413	14.2	18,321	17,835	(41,300)
EL	Cattaraugus-Dunkirk	47	32.0			(10,750)
<b>Zone 52</b>						
PC	Himrod Jct.-Seneca Castle	745	24.2			52,026
PC	Horseheads-Himrod Jct.	5,558	31.7	102,306	39,815	683,634
PC	Penn Yan-Dresden	400	6.0	7,741	750	51,600
EL	Painted Post-Wayland	3,920	44.0	142,005	55,264	192,080
LV	Rushville-Stanley	302	8.0	20,001	19,468	7,550
LV	Stanley-Geneva	0	11.0			
LV	Freeville-East Ithaca	257	9.0			0
PC	Geneva-Victor	2,100	<sup>6</sup>	106,504	41,448	<sup>6</sup>
<b>Zones 52, 53 and 54</b>						
LV	Owego-Moravia	1,902	49.1	63,353	61,670	76,080
<b>Zone 53</b>						
LV	Sayre-Owego (Via EL)	200	0			49,400
<b>Zones 53 and 54</b>						
EL	Binghamton-Sherburne	3,890	52.3	168,791	65,688	70,020
<b>Zones 54 and 56</b>						
PC	Kingston-Stamford	900	71.0	91,611	72,000	(126,000)

<sup>5</sup> Does not include Buffalo

<sup>6</sup> Not given

<i>RR</i>	<i>Branch</i>	<i>Carloads</i>	<i>Miles</i>	<i>Annual Community Loss</i>	<i>Net Local Property Taxes</i>	<i>Annual Profit</i>
<b>Zone 55</b>						
PC	Hudson-Claverack	836	4.2	5,418	5,275	132,924
<b>Zones 55 and 56</b>						
PC	Millerton-Chatham	61	34.8	101,663	43,708	(157,258)
<b>Zone 56</b>						
PC	Dover Plains-Millerton	1,783	16.5	53,252	20,724	278,148
PC	Kingston-Campbell Hall (EL)	1,622	37.7	48,675	47,351	133,004
EL	Grey Court-Newburgh	1,339	18.8	24,255	23,613	241,020
EL	Middletown-Fair Oaks	600	4.4	5,676	5,526	73,800
EL	Crawford Jct.-Pine Bush	225	9.1			(22,500)
<b>Zone 58</b>						
EL	Suffern-Piedmont	2,643	18.0	23,225	22,608	467,811
PC	Kingsbridge-East View	5,652	17.1	55,185	21,478	1,104,312

In addition to its studies of short line railroads and branch lines, New York DOT discussed in its report several aspects of main line selection. It was particularly concerned that there be preserved as large as possible a "grid" of widely spaced main line corridors to meet present service needs and to permit the promotion and expansion of local agriculture and industry. It recommended the expansion of the services of profitable railroads, including those outside the region, wherever possible, rather than reliance upon a takeover of the entire systems of the bankrupt railroads by Conrail. In this connection, it urged that options for transcontinental railroad mergers not be foreclosed, and that any competing systems that are created be balanced in terms of overall market share, capitalization, and earning power.

Where parallel routes must be consolidated, New York DOT recommended that main line traffic flows be concentrated on the routes with the heaviest on-line traffic density, with quality of service the governing criteria in route selection. It stated that diversion of through freight trains from the Northeast Corridor is essential. Finally, it took issue with the DOT Report's conclusions concerning the volume of traffic needed to support competitive rail service.

New York DOT offered a great many general criticisms of the DOT Report. The zones into which the state was divided for analysis were said to differ from the regional divisions in general use and in particular from those employed by the New York State Office of Planning Coordination. The local rail service planning

methodology and the procedure employed to identify potentially excess lines were said to have been inadequately explained. The DOT Report was criticized for failing properly to address the branch line problem because it allocated expenses to branch line operations regardless of whether such costs would actually be eliminated if a line were abandoned, and because it relied upon carload counts rather than precise branch line revenues. The DOT's decision to consider only signalled track for main line routes was pointed out as a significant error, ignoring prior investment in line and terminal facilities on unsignalled routes. New York DOT noted that 1972 data were unreliable because 1972 was an unrepresentative year due to traffic losses which followed Hurricane Agnes.

New York DOT made a number of specific recommendations for the selection and improvement of rail routes affecting the state's interests. These include the following:

1. That DOT make available funds to restore service on four branch lines upon which service has been embargoed because of track conditions, namely—
  - Dresden-Penn Yan
  - Stanley-Rushville
  - Freeville-East Ithaca
  - Herkimer-Poland
2. That Penn Central's Catskill Mountain branch be rehabilitated.
3. That the Delaware and Hudson Railroad be

designated as the main line for traffic moving from and to Montreal.

4. That, if only two routes serving New York state from the west are found to be justified, one carrier should assume all service responsibilities for the route along the south shore of Lake Erie, and another carrier for a route lying further south.
5. That, if it is necessary to consolidate Erie Lackawanna services east of Binghamton into one route, the line through Port Jervis should be the one selected.
6. That the Poughkeepsie Bridge route should not be abandoned without addressing the need for rail competition to and from New England and the need for relief of Northeast Corridor congestion.
7. That the extensive commuter operations in the New York City metropolitan area should be included in the final system plan.
8. That the New York City-Buffalo intercity passenger service should be included in the final system plan, along with passenger service on the following new routes—
  - Boston-Albany-Cleveland-Chicago
  - Buffalo-Detroit
  - New York City-Albany-Montreal
  - New York's southern tier (Binghamton-Ithaca-Elmira-Corning)

#### **Public Criticism of the DOT Report**

Senator Jacob Javits summarized the general public sentiment concerning the DOT Report when he stated, "Although I believe the Department of Transportation used a uniform approach and applied it objectively to all parts of the existing system, I feel the results do not adequately take into account potentially disastrous economic impact upon individual counties and towns."

Those opposing the DOT Report's recommendations contended that rail lines ideally link suburban communities with inner cities; that utilization of existing track can provide passenger service without the expense of constructing new rapid transit lines; and that, without rail service, future industrial development in the affected regions would be brought to a halt and many companies would be forced to go out of business or relocate. Noting that 560 major corporations have moved out of New York State in the last five years, Congressman Ogden R. Reid asserted that improved rail service is the key to revitalizing New York's economy.

Many witnesses predicted that the proposed abandonments would force industries to congregate on principal lines and to consolidate their plants. This would have a tremendous effect upon small towns and small businesses in America.

Robert Cahill, Chairman of the New York Legislative Committee, Brotherhood of Railway, Airline and Steamship Clerks, reported that New York's marginal branch line traffic generates \$20 million yearly in railroad revenues. Mr. Cahill predicted that loss of this branch line business would deal a severe blow to main line traffic. Implementation of DOT's abandonment recommendations would, according to Mr. Cahill, result in the loss of 50,000 jobs.

Howard J. Samuels, citing New York DOT statistics, contended that 65 percent of the trackage designated potentially excess by the DOT Report is in fact economically viable. Gordon J. Thompson, an urban transportation planner, stated that 1,200 of the 1,875 miles categorized as potentially excess are profitable by a direct dollar measure. Mr. Thompson also contended that the entire branch line system could be operated with an annual net profit of \$18 million.

William T. Ronan, Chairman and Chief Executive Officer of the Metropolitan Transportation Authority, noted that, except for Amtrak's operations, the DOT Report "... is preoccupied with freight service and gives little or no consideration to present or potential passenger demand in determining the essentiality of given rail facilities."

The Chairman of the Chautauqua County Legislature took issue with the accounting method used by DOT in fixing \$250 as the average rate of return per carload. The witness stated that the average rate of return per carload in New York is \$400.

Allegheny Ludlum Steel Corp., the Brown Co., and General Electric all criticized DOT's use of carloads per mile as a criteria for determining whether or not a line was excess. The companies contended that the number of carloads per mile does not provide an accurate picture of track usage.

Counsel for the trustee of the New York, New Haven and Hartford Railroad Co. criticized the DOT Report for not addressing the problem of attracting private capital to railroads, particularly to Conrail.

The following additional criticisms of the DOT Report were submitted to the RSPO:

The Report was not readily available.

The public did not have enough time to analyze its contents.

The Report failed to consider future business potential when designating lines potentially excess.

DOT did not give adequate consideration to the availability of alternate modes of transportation for users of abandoned rail lines.

DOT did not give adequate consideration to overhead traffic.

The Report placed too much emphasis upon profitability and not enough emphasis on the other goals of the Act.

DOT used inaccurate or out of date data. Much 1972 data was misleading because of the effects of Hurricane Agnes.

DOT did not have sufficient time.

DOT failed to provide the public with an opportunity to cross-examine the federal officials responsible for deciding which lines would be designated potentially excess.

DOT failed to consider Montreal as an essential gateway to New York and the rest of the country.

DOT failed to give adequate consideration to the continuity of feeder lines and to access to major trunk lines.

DOT failed to give adequate consideration to environmental factors.

The Report failed to deal adequately with national defense considerations.

DOT's carload-per-mile criterion does not provide an accurate measure of branch line viability.

The Report did not give adequate consideration to the need for competition.

## RECOMMENDATIONS

The following recommendations were received by the RSPO:

- There must be an immediate, massive federal investment in rolling stock to provide railroads with the new equipment which is needed for them to operate profitably.
- Section 402 of the Regional Rail Reorganization Act should be rewritten to permit operation of "potentially excess" trackage for five years, with the federal government assuming 90 percent of the cost. A public interest representative should be included on the board of directors of the United States Railway Association.
- Consolidated Rail Corporation should be a public corporation rather than a private sector utility.

- New York, or its individual counties, should establish committees whose sole objective would be to encourage short line operations on trackage considered potentially excess. Abandonment could not be carried out without the approval of the committee.
- New York DOT should operate those tracks designated potentially excess.
- Congress should enact legislation which provides that abandoned rights-of-way be placed in the public domain.
- Congress should provide financial relocation assistance for industries affected by abandoned rail service.
- Attention should be focused on a more equitable rate structure, better time tables and more efficient operation methods rather than on the elimination of trackage.
- Reorganization proposals should take into account environmental and energy considerations as specified in the Act.
- The DOT should create a National Transportation Authority to implement a long-run transportation policy under which railroads would be given the same treatment as other modes.
- The Federal Government should make loans at prime interest rates to railroad companies instead of providing subsidies.
- More extensive rail studies should be conducted and, until such studies are completed, all present lines should be maintained in service.
- The Interstate Commerce Commission should conduct public studies to correct weaknesses apparent in data used, criteria applied and conclusions drawn by the DOT Report. The I.C.C. should focus on the interests of the region being investigated, looking toward a balanced system which enhances both the movement of people and freight.

## NEW JERSEY

New Jersey, which had a population of 7,168,164 in 1970, is the most densely populated state in the nation with 953.1 people per square mile. The state's strategic location, amid many rich consumer markets, makes it a transportation center with a large volume of interstate traffic. While New Jersey is an overwhelmingly industrialized state, it has important farming and fishing areas in its southern portion. The state also has a \$2 billion per year tourist industry.

### POTENTIALLY EXCESS RAIL LINES

Three hundred miles (17 per cent) of New Jersey's rail trackage was designated potentially excess by the DOT Report. The New Jersey Department of Labor and Industry has interviewed 181 firms located on these potentially excess lines. In 1973, these firms originated 31,930 cars and terminated 38,204. Roughly 16 percent (5,953) of the workers employed by these firms would face unemployment if these lines were abandoned. Twenty eight percent of the companies would be forced to cease operations. Others predicted adverse impacts such as higher costs to consumers, commuter hardships and traffic congestion. Only 8 firms declared they would not be affected in any way by abandonment of these lines.

Submissions to the RSPO discussed in detail the effect DOT's proposed abandonments would have on such things as the state's tax revenues, its ability to attract industry, and its ecology. Others discussed the competitive disadvantage for firms losing rail service, the deficiencies of alternative modes of transportation, and the likelihood of industrial relocations. Also discussed was the effect of abandonments on the energy shortage, with particular attention given to the subject of passenger service.

The DOT Report divided New Jersey into nine zones: Newark (Zone 60); Sparta (Zone 61); New Brunswick (Zone 62); Trenton (Zone 63); Atlantic City (Zone 64); Vineland (Zone 65); Philadelphia, Pennsylvania (Zone 66); Allentown, Pennsylvania (Zone 69); and Wilmington, Delaware (Zone 84).

#### Zone 60

Zone 60, which includes Berger, Essex and Morris counties, is served by the Penn Central, Erie Lackawanna, Central Railroad of New Jersey, Lehigh Valley and the New York Susquehanna and Western. The following seven sections of rail line within Zone 60 were designated poten-

tially excess (Figure 2):<sup>1</sup>

- (1) The Erie Lackawanna Northern Branch line from Hoboken to Sparkill (Zone 58).
- (2) The Erie Lackawanna Pascack Valley Branch line from Hoboken to Spring Valley (Zone 58).
- (3) The Erie Lackawanna line from Mountain View to Pompton Jct.
- (4) The short Erie Lackawanna line at North Arlington.
- (5) The Central Railroad Company of New Jersey's High Bridge Branch from High Bridge (Zone 62) to Wharton.
- (6) The CNJ line between Elizabethport and Bayonne.
- (7) The short branch lines in the vicinity of Linden and Perth Amboy.

#### The Hoboken to Sparkill Line

The 23.7 mile Northern Branch line is operated by the Erie Lackawanna and serves the cities of Hoboken, Ridgefield, Palisades Park, Leonia, Englewood, Tenafly, Cresskill, Closter, Norwood, and Sparkill, New York (Zone 58). Approximately 8 miles of this line, from Englewood to Northvale, New Jersey, have been labeled potentially excess. Evidence to refute the DOT's designation was submitted by Frank B. Tilley, Executive Director of the Board of Transportation of Bergen County, New Jersey. According to Mr. Tilley there are three principal reasons why this line should be maintained:

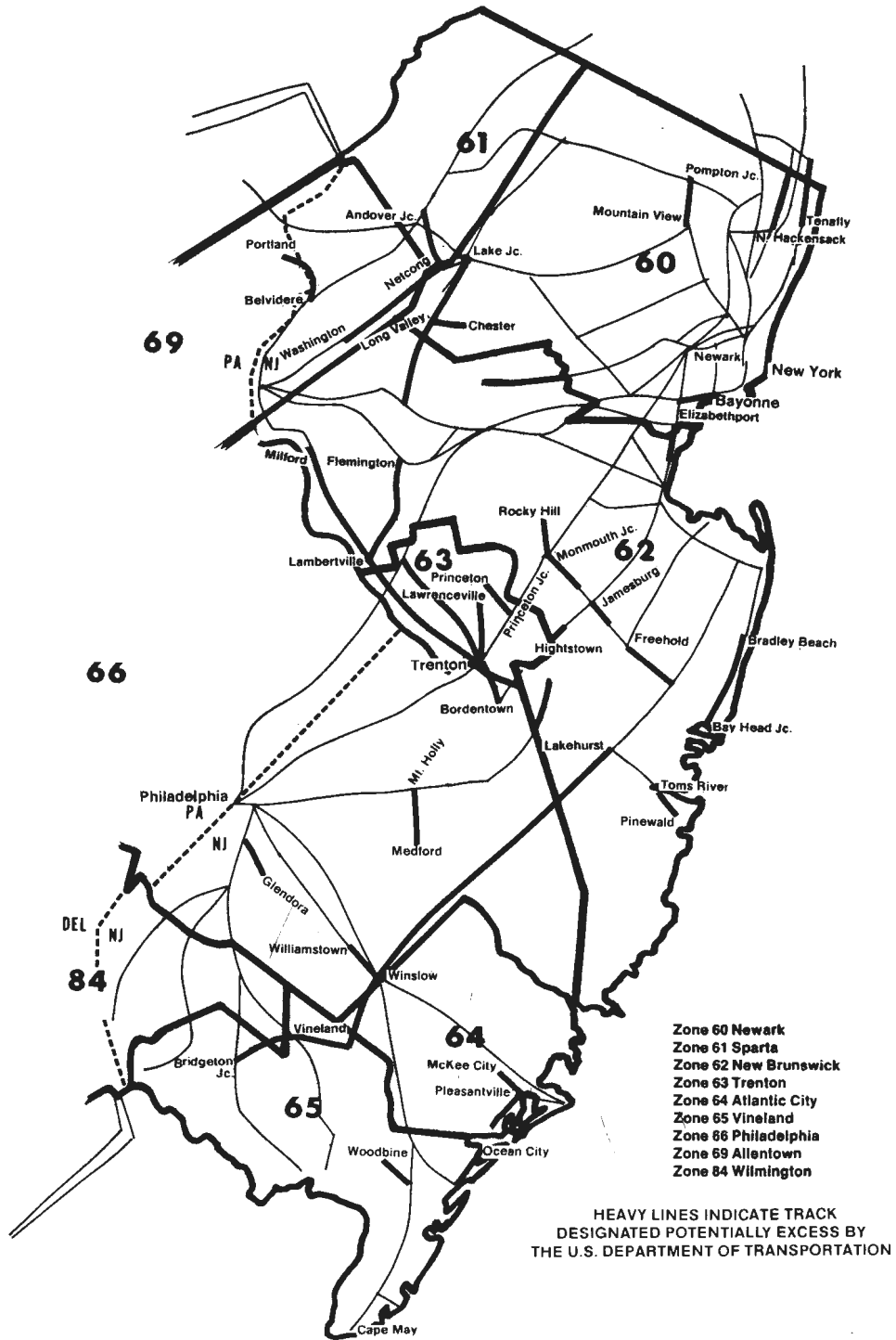
- (1) Shippers in Leonia, Englewood, Tenafly, Cresskill, Closter and Norwood generated approximately 6,000 carloads of freight in 1973 (see Table 43 for a listing of those firms who submitted data to the RSPO).
- (2) The River Division of the Penn Central, which is between Erie Lackawanna's Pascack Valley Line and Northern Branch, provides no way-freight facilities through the industrialized corridor it traverses in Bergen county.
- (3) There are no principal east-west highways in this corridor, only local streets and roads.

The problems associated with conversion to truck

<sup>1</sup> In addition the DOT March 1, 1974 additions and corrections supplement stated that the EL line west of Netcong southwest to the zone boundary should be shown as potentially excess. It is conceivable that the latter publication containing the correction was not received or read by the general public, which could explain why no information concerning this particular line was received by the RSPO.

# NEW JERSEY ZONE LOCATOR MAP

Figure 2



transportation was another reason advanced for the maintenance of this line. Interstate Transportation Company, located in Englewood, stated that a shift to motor transportation would double its costs. Moreover, 720 trucks would be required to move the same amount of freight presently moved by rail.

**Table 43: Traffic Profile: Hoboken to Sparkill**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Jamco Products, Inc.			360 <sup>1</sup>	
Interstate Transportation Co.	Food, warehousing and trucking		360 <sup>1</sup>	
Royal Glass & Millwork Corp.			50 <sup>1</sup>	
Ram Changar Line Paper Co.	Paper		340	
General Motors Parts Div. Center	Automotive parts		800	
Weyerhaeuser Co.	Linerboard & corrugated	1,444	1,550	
Fred Reuten, Inc.	Lumber		50 <sup>1</sup>	
S. C. Johnson & Son, Inc.	Chemicals			

<sup>1</sup> Terminating carloads.

James Morgan, a representative of the Weyerhaeuser Corporation's Closter plant, said that having to shift to motor transportation would cost his firm \$215,496. Mr. Morgan also contended that it would require 254,000 additional gallons of diesel fuel to ship Weyerhaeuser's products by truck rather than by rail. The Fred Reuten Corporation of Closter receives wood from the Pacific northwest and maintains that trucks cannot economically haul this commodity across the United States.

Witnesses predicted that abandonments would cause tax losses, prevent future growth, and create economic hardships and unemployment for cities along this line. Unemployment, as a result of the loss of rail service, was predicted to be between 2,000 and 3,000 in the Englewood area alone.

Although the Erie Lackawanna is presently handling freight exclusively on its line through New Jersey, one recommendation advanced would be to preserve the right-of-way for possible future rapid transit use.

### The Hoboken to Spring Valley Line

The 30.6 mile Pascack Valley Branch line is operated by the Erie Lackawanna and serves the cities of Hoboken, Hackensack, Park Ridge, and Spring Valley, New York (Zone 58). The Pascack Valley Branch parallels the EL's Northern Branch line. Approximately 8.9 miles of this line from North Hackensack to Park Ridge has been labeled potentially excess. Presently, there are six passenger trains operating daily in each direction on this

line carrying more than 4,000 passengers, according to the New Jersey Citizens Transportation Council. Any cessation of rail service would adversely affect mass transit in this area. No alternative rail lines exist for shippers on the north end of the Pascack line.

### The Mountain View to Pompton Junction Line

Although the abandonment of the entire Erie Lackawanna Riverdale line, which originates in Hoboken, was protested, no traffic data was supplied for the potentially excess Mountain View to Pompton Junction portion of the line. One New Jersey citizen did express concern for continued passenger service on this line and evidence was received from three rail users on that portion of the line not marked as potentially excess. Over the last 3 years more than \$200,000 has been paid to the railroads by Morris Industries which receives 11,000 tons at its Riverdale plant. In order to move domestic pipe, which comes in fifty foot lengths, a special highway permit is required which allows it to be shipped by truck only during the daytime. The extra cost of having to move freight by motor transport would be \$5.00 per ton. Morris Industries' private truck fleet would have to be expanded and additional personnel and equipment employed. Ber Plastic, Inc. in Riverdale received 8 million pounds of polyethylene resin in 1973, and Dart Industries receives 4 to 5 hopper cars a month at its Montclair plant.

The track condition of the Riverdale line apparently needs to be substantially improved. Mrs. Thomas H. Dawbekin, a concerned citizen from Glen Ridge, said that in the first four months of 1974 there were four derailments on this branch. The trains are made up of tank cars loaded with flammables, chemicals and explosives. They travel through heavily populated areas on poorly maintained passenger tracks that cannot stand up under the weight of four locomotives pulling in excess of 150 cars. These derailments have caused considerable damage to people's home and property, according to Mrs. Dawbekin.

### The North Arlington Line

No specific information concerning the short Erie Lackawanna line at North Arlington was received by the RSPO.

### The High Bridge to Wharton Line

The High Bridge Branch line is operated by the Central Railroad Company of New Jersey (CNJ) and serves the cities of High Bridge and Califon in Zone 62 and Long Valley, Bartley, Flanders, Ledgewood and Wharton in Zone 60. The CNJ High Bridge Branch is used as a through route line carrying glass sand from southern New Jersey. The line is vital to the future growth and development of Morris and Hunterdon counties, and is an important interchange between the Erie Lackawanna and

the CNJ Phillipsburg to New York line. ICC Finance Docket No. 26659 indicated that 30,000 cars per year are interchanged over this line.

According to Donald W. Pixley, Assistant General Traffic Manager for Thatcher Glass Manufacturing Company, the DOT Report contains erroneous figures for Wharton. The DOT Report stated that 1,186 cars were handled in Wharton in 1972. However, Thatcher's Wharton factory was responsible for generating 2,582 carloads of freight on the CNJ and 357 carloads of freight on the EL line in 1972. Mr. Pixley also stated that 3,014 cars were handled in 1973 from Wharton. Air Products and Chemicals, Inc., located in Wharton, reported generating 47 carloads of freight in 1973.

Other rail users of this line include: the Holland Manufacturing Company, which generated between 225 and 325 carloads of freight in 1973, and expects an ultimate usage of between 900 and 1,000 rail cars; the Wicks Lumber Company which generated 100 carloads in 1973; and Westinghouse Corporation which generated 25 to 30 carloads in 1973.

Sears Roebuck & Company has announced plans to begin construction in 1974 of a major distribution center at Bartley to serve the northeastern United States. The firm projects that it will generate between 3,750 and 4,250 carloads of freight, including piggyback, per year. This same area is under development by the Mt. Olive Industrial Development Commission. Sales for Greif Brothers Corporation of Hampton, which is located above that portion of the rail line designated as excess, were \$813,519 in 1973. This represents a 15.4 percent increase over its 1972 sales. A loss of rail service would force Greif Bros. to close, laying off all 12 employees. Approximately \$6,961 in tax revenue would be lost by the closing of this company.

A representative of the Erie Lackawanna trustees believes that industries being served by CNJ lines should have a choice of fast, competitive service to and from the western and Buffalo gateways. Such service is now jointly provided by the CNJ and the EL through their connection at Lake Junction. The lines handle both east-west and north-south traffic.

R.D. Timpany, trustee for the CNJ, pointed out several errors in DOT's map of Zone 60 concerning the CNJ's High Bridge branch: <sup>2</sup>

- (1) A traffic density of 2 is shown for the line extending south from Wharton to Long Valley and a density of 1 from Califon to High Bridge. The density of both sections should be 3.

<sup>2</sup>The length of the combined High Bridge Branch from High Bridge to Picatinny line is 36.5 miles. Rehabilitation cost for this trackage is estimated to be \$341,000. Mr. Timpany of the CNJ testified that he can see no justification for repairing the CNJ line running north to the Wharton area unless public funds are to be used.

- (2) The spur line from Long Valley to Chester was retired some years ago.
- (3) Picatinny is mislocated and should be shown at the point marked Middletown, a few miles south.
- (4) The line starting at Wharton and then going to Green Pond Junction via Lake Junction and Picatinny is shown connecting with the EL. This connection was originally with the New York Susquehanna and Western but no longer exists. The NYS&W line had a washout and has not been repaired. The section from Picatinny to Green Pond Junction has been abandoned.
- (5) The small branch line shown on the DOT zone map as being south of Lake junction is actually the EL's Chester branch which crosses CNJ's High Bridge branch just north of Kenvil.
- (6) The CNJ's line between Wharton and Rockaway thru Dover is not shown.
- (7) The line from Wharton to Mt. Hope is not shown. This line is authorized for abandonment but it is scheduled to be rehabilitated and placed in service.

#### The Elizabethport and Bayonne Line

The CNJ line between Elizabethport and Bayonne serves an area that is densely populated and highly industrialized. Commuter service in the area is considered an absolute necessity. Samuel D. Koze, a representative of the Bayonne Chamber of Commerce and Tax Research Council, said 4,000 daily commuters use the CNJ spur between Elizabethport and West 8th Street in Bayonne. If the extension to Raritan is included, according to Harry Meyer, approximately 7,800 commuters use this railroad daily.

In addition to commuter problems, many individuals were also concerned about the energy and environmental effects, the unavailability of gasoline, and the inefficiency of motor transportation. Theobald Industries in Bayonne stated that, to move an equivalent amount of its freight, it would require 10 highway tank trucks for every three rail tank cars.

Some concern was expressed over the poor track conditions and the quality of service on the lines in this area.<sup>3</sup>

<sup>3</sup>Mr. Timpany, in his statement, agreed with a DeLeuw Cather Report (*Coordination and Consolidation of Freight Service in the Northern New Jersey Area, July 1973*), stating that substantial rehabilitation and consolidation of yard facilities in the Newark, Perth Amboy, Jersey City and Elizabeth areas should be made. This area includes approximately 132 miles of branch lines, sidings and yard facilities. The total cost of rehabilitation is estimated to be \$5.5 million. An application for maintenance and improvement of plant funds has been filed with the U.S. DOT under Section 215 of the Regional Rail Reorganization Act of 1973.

The trestle across Newark Bay is in poor condition and Alfred Goodman of Allgood Terminal Warehouse claims that in December 1973 it took 32 days to move a rail car seven blocks in Bayonne. The Lehigh Valley bridge at the northern end of Bayonne is not considered adequate to handle additional traffic.

Traffic data from businesses who are served by the CNJ and who submitted data to the RSPO are listed in Table 44.

**Table 44: Traffic Profile: Elizabethport to Bayonne**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Allgood Terminal Warehouse	Bulk items		46	1,200
Matlack, Inc. & Rollins Terminals, Inc.			660	
Midland Glass <sup>1</sup>				
Theobald Industries <sup>2</sup>	Oil, grease, tallow, petroleum wax			
Gallo Wine Sales of N.J.			500 <sup>3</sup>	

<sup>1</sup> Midland Glass handles approximately 9 cars a day.

<sup>2</sup> Theobald Industries ships 1 car per day or approximately 750,000 pounds per week.

<sup>3</sup> Terminating carloads.

### The Linden and Perth Amboy Lines

Even though there were no abandonment protests for these short branch lines located in the vicinity of Linden and Perth Amboy, R.D. Timpany, trustee of the CNJ, criticized the inaccuracy of the DOT zone maps. He believed that the branch lines portrayed in these zones by DOT should be redrawn using the New Jersey Public Utilities Commission map as a guide. Mr. Timpany noted, for example, that the existing Linden and Warners trackage did not correspond to its DOT zone map counterpart. Mr. Timpany pointed out that The Staten Island Railroad Corporation, not the CNJ, interchanged with the Lehigh Valley at Staten Island Junction and that the trackage from Cranford to Linden Junction (Zone 60) is owned by The Staten Island Railroad Corporation, not the Erie Lackawanna.

B.J. Gustafson of the Port Jersey Railroad Company pointed out that Port Jersey's line from Jersey City to Bayonne is omitted on all DOT zone maps. As a result, Port Jersey would like some assurance that it will be included in the final system plan. The Port Jersey connects with Penn Central in the Greenville Yard and has considerable frontage on New York Harbor.

Table 45 contains information submitted to RSPO by rail users located on rail lines not designated potentially excess by the DOT in Zone 60.

**Table 45: Traffic Profile of Viable Railroad Lines in Zone 60**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Rahway Valley Railroad<sup>1</sup></i>				
Carpenter Technology	Steel pipe			
Woodward Plastics	Raw materials		116 <sup>2</sup>	
MacMillan Bloedal Containers, Inc.	Corrugated containers	432		
ITT Continental Baking	Flour	637 <sup>2</sup>	673 <sup>2</sup>	
<i>Penn Central Railroad</i>				
Kimberly-Clark Corp. <sup>3</sup>	Woodpulp, coal, paper products		420	
A. P. Green Refractories Co. <sup>3</sup>			75 <sup>2</sup>	
<i>Lehigh Valley Railroad</i>				
Reisen Lumber Industries <sup>4</sup>		200 <sup>2</sup>	236 <sup>2</sup>	
New Jersey Charcoal Co.			300 <sup>5</sup>	
Theobald Industries <sup>3,6</sup>	Oils		7	
Manufacturers Reserve Supply, Inc. <sup>8</sup>			167 <sup>9</sup>	
Degen Oil and Chemical Co.	Linseed and soybean oil	71 <sup>2</sup>	65 <sup>4</sup>	
A. B. Murray Co.	Tubing pipe		80 <sup>4</sup>	
I.C.I. America, Inc. <sup>10</sup>	Chlorine products	8,337 <sup>11</sup>	10,234 <sup>11</sup>	13,050 <sup>11</sup>
Kimberly-Clark Corp. <sup>3</sup>			420	
A. P. Green Refractories Co. <sup>3</sup>			75 <sup>2</sup>	

<sup>1</sup> The City of Union was the only point on the Rahway line not recommended for local rail service by DOT. R. M. McIntyre, a representative of Griffith Labs, indicated that there is sufficient traffic through Union on the Rahway Valley Railroad Summit to Aldene to require continued service. (The Rahway Valley Railroad has freight connections with the CNJ at Aldene and with the Erie Lackawanna at Summit and with the Lehigh Valley at Roule Park.) The Rahway Valley is financially solvent, and Mr. McIntyre does not believe that DOT should force a solvent railroad to reduce its service or abandon facilities.

<sup>2</sup> Terminating carloads.

<sup>3</sup> The figures are duplicative in that the shipper has not apportioned the carloads among the rail carriers according to their normal usage.

<sup>4</sup> Reisen claimed that there was no alternative mode available, and it would be forced to shut down if the line was abandoned. The firm employs 100 persons.

<sup>5</sup> Originating carloads.

<sup>6</sup> Theobald uses this line for its northern and western shipments.

<sup>7</sup> Theobald ships 1 carload per day or approximately 750,000 lbs. per week. Theobald estimates 3 carloads equal 10 tank trucks.

<sup>8</sup> Without rail service Manufacturers Reserve would be forced out of business and so would many of their customers.

<sup>9</sup> These carloads were generated during fiscal 1972-1973.

<sup>10</sup> According to I.C.I. America, Inc. chlorine requires special tank cars and cannot go through populated areas.

<sup>11</sup> Figures are in tons.

## Zone 61

Two sections of line within Zone 61 were originally designated potentially excess by the DOT Report. These were:

- (1) The Erie Lackawanna line from Andover to the zone boundary.
- (2) The Lehigh and Hudson River Railway Co. line from Belvidere (Zone 69) through Zone 61 to Warwick (Zone 56).

The DOT March 1 additions and corrections supplement indicated that the latter line should not be shown as potentially excess from Franklin to the zone boundary.

### The Andover Line

The RSPO did not receive any evidence concerning the short Erie Lackawanna line south from Andover to the zone boundary.

### The Belvidere to Warwick Line

The Belvidere to Warwick line is operated by the Lehigh and Hudson River Railway Co. and serves the cities of Belvidere (Zone 69), Andover Junction (Zone 61), Franklin (Zone 61), Vernon (Zone 61), and Warwick, New York (Zone 56). The line serves more than 60 industrial customers and is considered an important commuter line for Sussex and Warren counties. Businesses and local government organizations were concerned, should this line be abandoned, with potential unemployment as a result of businesses being forced to close, and with problems arising from having to switch to motor transportation. Shifting to motor transport was rejected outright by many individuals because of its unavailability, the nature of the product, the distance factor, its contribution of congestion, or its cost. The importance of this line in providing a link with New England states and the rest of the Northeast was also stressed.

The only firm to submit actual traffic data concerning the line was the New Jersey Zinc Company of Franklin, N.J., which stated that it generated 136 carloads of freight in 1972 and 163 carloads in 1973. New Jersey Zinc, along with several others, was concerned about its competitive disadvantage if it lost rail service.

Although the New York, Susquehanna and Western Railroad Company line eastward from Sparta and Sparta Junction in Zone 61 was not considered potentially excess by DOT, evidence in favor of its continuation was received by the RSPO. Continued rail service to the Sparta area is considered necessary to assure further growth and financial stability and to provide both a commuter line and direct passenger service to recreational areas in Sussex County.

The Orange and Rockland Utilities Co. of Sparta depends on the NYS&W line to service its planned generating station which expects to receive up to 700 carloads of fossil fuel per week.

The Industrial Commission of West Milford stated that rail service to West Milford terminated in 1971 when major repairs to the New York, Susquehanna and Western Railroad line between Sparta and West Milford became economically unfeasible. According to the Industrial Commission, present hopes for restoring rail service depend on the continued operation of the L&HR line through Sparta as well as restoration of the Sparta to West Milford section.

## Zone 62

Zone 62 is the largest of the New Jersey zones. There were 11 sections of rail line within Zone 62 designated potentially excess by the DOT Report. These lines were:

- (1) The Erie Lackawanna Gladstone Branch from Gladstone to Summit (Zone 60).
- (2) The Central Railroad Company of New Jersey High Bridge branch from High Bridge to Wharton (Zone 60). (Discussed in Zone 60.)
- (3) The Penn Central Belvidere Delaware Branch from Bordentown (Zone 66) through Trenton (Zone 63) and Milford (Zone 62) to Belvidere (Zone 69).
- (4) The Black River & Western line from Flemington to Lambertville (Belvidere Delaware Branch connection).
- (5) The Central Railroad Company of New Jersey line from Atlantic Highlands west to Matawan.
- (6) The Central Railroad Company of New Jersey line from Port Monmouth south to Middletown.
- (7) The Penn Central Jamesburg branch from Farmingdale west to Rocky Hill.
- (8) The New York and Long Branch Railroad line from Bradley Beach south Bay Head Junction.
- (9) The Penn Central line from Shrewsbury Road south to New Egypt.
- (10) The Central Railroad Company of New Jersey Toms River & Barnegat Branch from Toms River south to Pinewald.
- (11) The Central Railroad Company of New Jersey Southern Branch from Bridgeton Junction (including the spur to Mauricetown-Zone 65) through Norma (Zone 84), Vineland (Zone 65), Cedar Lake (Zone 64), and Chatsworth (Zone 66), to Lakehurst (Zone 62). (The line continues into New York City).

RSPO did not receive information on the Central Railroad Company of New Jersey line from Port Monmouth south to Middletown and the Penn Central line from Shrewsbury Road south to New Egypt.

DOT's March 1 additions and corrections supplement indicated the following changes in the February 1 report:

- (1) The Central Railroad Company of New Jersey

line between Matawan and Keyport should not be shown as potentially excess.

- (2) The Penn Central line from Jamesburg to Dayton should not be shown as potentially excess.
- (3) The Central Railroad Company of New Jersey line from Bridgeton Junction (Zone 65) through Vineland (Zone 65) to the eastern boundary of the zone should be shown as potentially excess.<sup>4</sup>

Many individuals were apprehensive over the possible cessation of service over the 11 rail line segments within Zone 62. While the number of rail miles marked potentially excess by the DOT was relatively low in relation to the number of miles of track in the zone, it was noted that the abandonment of many of these lines would have a notable effect on connecting lines. The major concerns of those who submitted evidence to the RSPO included: ecological considerations such as congestion, energy, and pollution; loss of competitive position; retardation of economic growth; industrial closings or relocation; and inadequate rail re-routing alternatives. Interest was also expressed in the continuation of passenger service.

No evidence was received concerning either the CNJ line from Port Monmouth south to Middletown or the Penn Central line from Shrewsbury Road south to New Egypt.

#### **The Gladstone to Summit Line**

The Gladstone Branch is operated by the Erie Lackawanna and serves the cities of Gladstone and Bernardsville in Zone 62 and Summit in Zone 60. Only a small segment of the line, in the northern portion of Zone 62, was declared potentially excess by the DOT. The New Jersey Department of Transportation opposed the abandonment of this segment on the grounds that any proposed cessation of rail service at this time appears inconsistent with the U.S. Department of Transportation's efforts to encourage mass transit ridership. The New Jersey DOT stated that federal aid has been requested to improve passenger service on this line.

The Institute for Public Transportation said that any rail line with existing or possible future passenger service should not be designated potentially excess, even when duplicate trackage exists. The Institute recommended that Section 402 of the Act be rewritten to permit the operation of the Gladstone Branch to Summit for a period of 5 years and that the federal government pay 90 percent of the cost with moneys drawn from the highway trust fund.

Rail users located on this line who offered information were: Komline-Sanderson Engineering Corporation which generated 30 carloads of freight in 1973 and projected a

need for 50 rail cars in 1974, and Armour-Dial, Inc. which generated 339 carloads of freight in 1973. Both firms were concerned with the prospect of having to convert to truck transportation. Armour-Dial stated that switching to motor carrier service would not be economically feasible. If Armour-Dial lost rail service, it would probably have to shut down, thereby losing much of its plant investment and causing land values in the Berkeley Heights area to decrease.

The Komline-Sanderson Engineering Corporation stated that its equipment, as presently produced, is too large to be shipped intact via truck. Disassembling and reassembling the equipment would substantially increase costs.

#### **The Bordentown to Belvidere Branch**

The Belvidere Delaware Branch is operated by the Penn Central and serves the cities of Bordentown (Zone 66), Trenton (Zone 63), Titusville (Zone 63), Lambertville (Zone 62), Frenchtown (Zone 62), Milford (Zone 62), and Belvidere, Pennsylvania (Zone 69). Strong opposition to this line's abandonment was expressed by public officials, local business organizations, the Lehigh & Hudson, and individual manufacturing firms. Congressman Frank Thompson reported that at least 47 major shippers use this line (see Table 4 for a listing of businesses on the line which submitted data to the RSPO).

The New Jersey DOT pointed out that this line is strategically important because of possible national emergencies and because of its potential as a future link in a metropolitan New York City bypass. The New Jersey DOT also stated that over 4,000 carloads of number 2 fuel oil are moved annually over the line to a power plant at Milford. In addition, significant amounts of iron ore destined for Bethlehem, Pennsylvania are carried over the line.

Mayor Pittore of Lambertville believed that the Belvidere Delaware branch is important for the following reasons: (1) loss of railroads will affect local tax and property values in Hunterdon County; (2) rail service is important to the New Jersey tourist business; (3) railroads are vital to those civil defense plans which involve emergency transporting of food or people; and (4) ancillary transportation is needed in case of a truck strike or fuel shortage.

According to John Lubke of the 140 member South Hunterdon Chamber of Commerce, the 16 rail users, which his organization represents, generated 322 carloads of freight in 1973 over the Belvidere Delaware branch. Mr. Lubke also stated that this line hauled 32,288 rail cars as overhead traffic. Mr. Lubke also noted an area-wide need for restored passenger service on this line.

J.K. Fowler, of the 200 member Hunterdon Chamber of Commerce, estimated that 1,885 to 2,240 rail cars are

<sup>4</sup> It is conceivable that the latter publication containing the corrections was not received or read by the general public which could account for the lack of substantial traffic data or concern for this particular line segment.

moved annually between Frenchtown, which is located on the Penn Central's Belvidere Delaware branch, and Flemington, which is located on the Black River & Western Railroad line.

It was reported by Albert E. Driver, of the Mercer County Board of Chosen Freeholders, that 12 firms on the Bordentown to Trenton portion of the Belvidere Delaware branch generated 2,780 carloads of freight in 1973. These firms employ 731 people.

W. Gifford Moore of the Lehigh & Hudson R.R. said that the elimination of the Belvidere Delaware Branch would be disastrous to southern New Jersey because it would nullify the potential to move overhead traffic to New England via the Penn Central and Lehigh & Hudson River Railroads.

The Hunterdon Chamber of Commerce claimed that loss of rail service would cause local firms to close down, curtail operations, or relocate. Other firms would have to build loading and unloading facilities in order to handle trucks. The Hunterdon Chamber of Commerce reported that the shift to trucks for firms in the area would increase transportation costs by approximately 100 percent. To illustrate its point the Chamber of Commerce supplied the following data on shipments originating from Texas:

Commodity	Rail cost (Per ton mile)	Motor carrier cost (Per ton mile)
Resins	\$2.15	\$5.14
Metallic Ore	2.10	4.52

Edward McNeil, of Jersey Central Power & Light Company, testified that a rail abandonment would raise electricity costs. Mr. McNeil estimated that it would take 240 trucks per week to handle the equivalent tonnage presently moved by 80 rail cars per week.

Riegel Products Corporation has four plants located near Milford. Two are located on the Belvidere Delaware Branch and two are located at Hughesville and Warren Glen on the Lehigh Valley Railroad. The latter two plants generated 256 and 589 carloads of freight, respectively, in 1973. Edward Reichard, representing Riegel, noted that the DOT recommended local service for Milford, Hughesville, and Warren Glen but made no mention of the Riegelsville station, even though there were 135 carloads of freight generated in 1973 by the firm's Riegelsville plant.

Table 4 contains a traffic profile of the Belvidere Delaware branch.

Congressman Frank Thompson believed that, in order to relieve the traffic congestion on State Route 29, rail passenger service should be instituted between Lambertville and Trenton on the Belvidere Delaware branch.

### The Flemington to Lambertville Line

The main line of the Black River & Western Railroad runs about 12 miles from Flemington to Lambertville.

**Table 46: Traffic Profile: Belvidere Delaware Branch**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Inco Container Co.	Plastic granules		29	32
Pennsylvania Power & Light Co.	Coal, oil		6,500 <sup>1,2</sup>	
Riegel Products Corp.	Paper, woodpulp		135	901
Northern Propane Gas Co.	Propane gas		20	
Jersey Central Power & Light Co.	Oil		4,000	4,992
Firestone Tire & Rubber	Adhesives		36 <sup>3</sup>	
Champale, Inc.			230	
U.S. Steel			1,200	
New Jersey Porcelain			55	
Cities Service Co. <sup>4</sup>	Chemicals		189	
Ocean Spray			351	

<sup>1</sup> Originating carloads.

<sup>2</sup> Coal (790,000 tons per year) and Oil (19,570 barrels per day) shipments produced revenues of \$4.3 million and \$1.7 million, respectively.

<sup>3</sup> Terminating carloads.

<sup>4</sup> Cities Service has a plant investment of \$20 million and pays \$200,000 in property taxes.

Plastic resins, film and dangerous chemicals are the primary commodities transported over this short rail line which connects with Penn Central's Belvidere Delaware branch (Table 46) at Lambertville. This connection provides Flemington firms with access to Trenton.

Senator Clifford Case declared his opposition to this line's abandonment and testified that the line operates at a profit. Senator Case also stated that a plan is needed to ensure that abandoned rail rights-of-way will be designated for public purposes.

Opposition to the line's abandonment was also expressed by the Bemis Company, Ethyl Corporation and Tenneco Chemical Incorporated, all of which are located in Flemington. In 1973, the Bemis Company received 12 million pounds of plastic resin by rail. The Ethyl Corporation received 166 and 175 carloads of plastic resin and film in 1972 and 1973, respectively. Railroads handle about 99 percent of the Ethyl Corporation's inbound traffic. Tenneco generated 382 and 350 carloads of chemicals in 1972 and 1973, respectively,<sup>5</sup> and anticipates a need for 601 rail cars in 1975. Most of Tenneco's rail freight is inbound vinyl chloride monomer originating from Louisiana and Texas. Truck transportation is considered

<sup>5</sup> The lower carload volume in 1973 was caused by a 66 day plant shutdown.

impractical because of the flammable nature of the commodity and the prohibitive transport costs.

Tenneco Chemicals pointed out several deficiencies in DOT's map of Zone 62. Tenneco stated that, since the Black River Western's Flemington to Lambertville line is not marked, the line appears to be operated by Penn Central. Tenneco also believes that the map suggests that the BR&W Lambertville to Flemington line connects with the Lehigh Valley line at Flemington while actually the BR&W line connects with the CNJ only. The Lehigh Valley line serving Flemington is a short branch which extends into Flemington from the Lehigh Valley's main line. The Lehigh Valley branch serves one side of Flemington; the CNJ and BR&W line connect on the other side of town. Tenneco also stated that DOT did not clearly place Royce on the CNJ line.

In addition to suggesting that the BR&W be allowed to continue its operations, the Ethyl Corporation submitted the following recommendations:

- (1) Maintain Penn Central's Belvidere Delaware branch from Trenton to Lambertville.
- (2) Allow BR&W to Purchase CNJ's south branch which serves Flemington.
- (3) Place a 263,000 pound weight restriction on CNJ's south branch in order to stop derailments.

The Bemis Co., Tenneco Chemical Company, and the Black River & Western Railroad all proposed that the BR&W be allowed to take over the 4 mile CNJ south branch from Flemington to Three Bridges and build a 600 foot line between the CNJ and BR&W tracks. The BR&W explained that up until recently its freight traffic for one year never exceeded 800 carloads. However, BR&W is presently handling all freight into Flemington (an estimated 2,000 cars annually) because the south branch of the CNJ between Royce and Flemington was taken out of service February 4, 1974.

Although the rail line from Flemington to Royce was not designated potentially excess by the DOT Report, Tenneco expressed concern for the line. Tenneco estimated that 1,100 rail cars originate or terminate at Flemington and stated that, since 764 cars per year originate or terminate at Royce, the density for the whole line more than qualifies it for continued retention.

### The Atlantic Highlands to Matawan Line

According to R.D. Timpany, CNJ trustee, the CNJ east-west line from Atlantic Highlands to Matawan has already been abandoned. Joseph Labrecque of the Monmouth County New Jersey Transportation Coordinating Committee said that, although a trunk sewer line has been constructed on part of the right-of-way, the rail line can still be reactivated. Mr. Labrecque went on to say that this was the only freight line in the area and had a great potential for passenger service.

### The Farmingdale to Rocky Hill Line (Jamesburg branch)

The Jamesburg branch is operated by the Penn Central and serves the cities of Farmingdale, Freehold, Tenent, Englishtown, Jamesburg, South Brunswick, Spotswood, Monmouth Junction, Kingston, and Rocky Hill. For a traffic profile of the branch, see Table 47.

**Table 47: Traffic Profile: Farmingdale to Rocky Hill**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Freehold Lumber Co.			50 <sup>1</sup>	
Charms Co.	Candy		420	390
Brockway Glass Co.	Sand, glass	1,001	818	
Reed & Perrine, Inc.	Fertilizers	78	88	
Desoto Inc.	Furniture		40 <sup>1</sup>	80 <sup>1</sup>
Rex Lumber Co.	Lumber		100 <sup>1</sup>	300-400 <sup>1</sup>
BASF Wyandatte Corp.			1,252 <sup>2</sup>	
Wheeling Corrugated Co. Amway Corp. <sup>4</sup>	Steel <sup>3</sup>	150 <sup>1</sup>	217 <sup>1</sup>	
Kimberly-Clark Corp.	Woodpulp, paper		1,257	
Greif Brothers, Inc.	Fiber drums, paper		157 <sup>1</sup>	178 <sup>1</sup>
Ridge Door Co.			18	
Cities Service Co. <sup>5</sup>	Iron, acid		78	
National Chem-Search Corp.	Chemicals		41 <sup>1</sup>	
TPCO			800	
Mohawk Labs			21	
Advanced Computer Supplies			102	
Princeton Nurseries			516	
Rodhelm-Reiss Inc.	Raw materials			50-65
Imperial Oil Co. <sup>6</sup>	Antifreeze			
Container Corporation of America		72	62 <sup>1</sup>	

<sup>1</sup> Terminating carloads.

<sup>2</sup> Originating carloads.

<sup>3</sup> Wheeling Corrugated requires rail for shipments of 90 foot pipe.

<sup>4</sup> Amway commenced operations in March, 1974.

<sup>5</sup> Cities Services Co. requires rail for shipments of sulfuric acid.

<sup>6</sup> Imperial Oil Company moves 3,720 tons of freight annually by rail; however, it moves 45,000 tons of freight by other modes.

Alan Sagner, Commissioner of Transportation for New Jersey, reported that, besides denying access to a U.S. government facility in Monmouth County, loss of this

branch would overload the Penn Central main line intersecting at Monmouth Junction. The New Jersey DOT opposed abandonment of that portion of the line from Spotswood to the Zone 63 boundary because of the movement of large quantities of quarry material.

With respect to passenger service, the Institute for Public Transportation would like to see the Freehold to Farmingdale portion of the Jamesburg branch become part of a rail passenger line that would begin in Matawan (Monmouth County) and run to the South Jersey shore area. Service on the CNJ line between Matawan and Freehold has been discontinued.<sup>6</sup> Assemblyman Morton Salkind, who is trying to expand passenger service on the Freehold to Farmingdale portion of the line, believes that, because bus service is so inadequate in this area, rail right-of-way should not be abandoned. The Middlesex County Planning Board pointed out that 8,400 county residents commute daily to points outside their county on the Jamesburg branch.

Advanced Computer Supplies, which is located in South Brunswick, estimated that a shift to motor transportation would raise its shipping costs by \$6,500 a month. The company fears that its ability to compete would be jeopardized and it might have to shut down.

International Paper submitted the following comparison of truck and rail rates for shipments to its Monmouth Junction plant:

From	Rail rates per ton			Truck rate per ton
	25,000 lb. minimum	50,000 lb. minimum	Over 50,000 lb. minimum	
Georgetown, South Carolina	\$18.60	\$14.20	\$ 9.80	\$28.40
Bastrop, Louisiana	27.00	20.80	14.80	72.20

It was also noted that rail rates include an additional 2.1 percent emergency fuel surcharge while truck rates include an additional 6.0 percent fuel surcharge.

Greif Brothers, Inc., in Spotswood,<sup>7</sup> said that switching

<sup>6</sup> The Brockway Glass Co., Reed, Perrine, Inc., and the Rex Lumber Co. all believed it would be wiser, from a cost standpoint, to upgrade the Penn Central track between Freehold and Jamesburg rather than rebuild the closed CNJ line between Freehold and Matawan. Richard J. Button, representing the Brockway Glass Company, after making a personal inspection, felt that the entire 12 miles of track between Matawan and Freehold would have to be rebuilt before it could meet Federal Railroad Administration safety standards. The connection between the Penn Central and the CNJ at Freehold would also have to be rebuilt. Furthermore, it would be necessary to make extensive repairs to a local railroad bridge located on the Matawan spur. R. D. Timpany, CNJ trustee, estimates rehabilitation costs to be \$200,000. It is his combined belief that if the Penn Central line between Freehold and Jamesburg were retained, and brought up to track safety standards, rail tonnage would increase.

<sup>7</sup> Kimberly-Clark Corporation pointed out that the station at Spotswood is recommended for local service but was not marked in blue on the Zone 62 map.

to truck would not be feasible because of the cost associated with the handling of truck congestion that would develop at its dock facilities, and the need to purchase special forklifts for handling paper rolls.

The Raritan Valley Chamber of Commerce, represented by Bradley N. Stanton, expressed the concern of 70 industries located on the Jamesburg branch. Mr. Stanton pointed out that, while alternate transportation costs will vary with the commodity shipped, transporting paper over a long distance by rail would cost \$14.20 per ton compared to \$28.40 per ton by truck.

The Middlesex County Planning Board, representing 27 industrial firms, supplied the following additional traffic and employment data on selected line segments of the Jamesburg branch:

Rail line segments	Present annual carloads	Employment of rail users
Farmingdale-Freehold <sup>8</sup>	2,353	1,949
Jamesburg-Monmouth Junction	2,755	1,630
Monmouth Junction- Kingston	3,400	560

The Middlesex County Planning Board was particularly concerned that, should the Penn Central Jamesburg branch be abandoned and the drawbridge across the Raritan River at Perth Amboy again be rendered inoperable by a ship accident, the whole county would be without rail service.

### The Bradley Beach to Bay Head Junction Line

The 9 mile Bradley Beach to Bay Head Junction line is operated by the New York and Long Branch Railroad (NY&LB) and serves Bradley Beach, Belmar, Spring Lake, Point Pleasant, and Bay Head Junction.<sup>9</sup> This line, while not generating a large volume of freight (see Table 48 for a listing of those businesses located on this line that supplied data to the RSPO), is considered to be a vitally important commuter route.

Theodore I. Lebreque, of the Monmouth County New Jersey Transportation Coordinating Committee, testified that the Bradley Beach to Bay Head Junction line is the backbone of passenger transportation between New York and Newark. In 1973, New Jersey spent \$390,000 on repairs to the line and will spend another \$560,000 in 1974. R.D. Timpany noted that the New Jersey DOT

<sup>8</sup> The Monmouth County Planning Board expects that firms along the Farmingdale-Freehold rail segment of the Jamesburg branch line will ultimately generate 620 additional carloads of freight and employ 520 more people.

<sup>9</sup> The DOT map for Zone 62 incorrectly shows this line being operated by the Central Railroad Company of New Jersey.

had allocated approximately \$2.6 million for the restoration of the entire line during the period 1971 to 1974.

**Table 48: Traffic Profile: Perth Amboy to Bay Head Junction Line**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Midland Glass	Raw materials		1,200	
Pride Made Products			40	
Standard Roofing	Roofing		60 <sup>1</sup>	
Monmouth Rubber Corp.	Rubbber		*	
Chandler & Maps Co., Inc.	Lumber		*	

<sup>1</sup> Terminating carloads.

<sup>2</sup> The Monmouth Rubber Corp. generated for the NY&LB 500,000 pounds of rubber in 1969, 700,000 pounds in 1970, and expects rubber shipments to rise to 1 million pounds in 1974.

<sup>3</sup> The Chandler & Maps Co. generated 850 tons of building materials for the NY&LB in 1973.

Richard B. Wachenfeld, of the New York and Long Branch, testified that 22,000 passengers ride over the line daily. A study has been completed, according to Mr. Wachenfeld, which involved a proposal to terminate the line at Sea Girt rather than at Bay Head Junction. Abandonment of the lower southern portion of the track is being contemplated because of the very poor condition of the Manasquan River Bridge. It has been estimated that it will cost approximately \$500,000 to repair the bridge or \$5 million to build a new one. Because of the small number of passengers that use the line south of Sea Girt, questions have been raised as to whether such a large investment would be justified.

The Monmouth Rubber Corp. stated that if it had to shift from rail to truck transportation, its cost would rise from 3¢ to 7¢ a pound. Without rail service, the firm would close.

#### The Toms River to Pinewald Line

The 22.13 mile Toms River and Barnegat line is operated by the Central Railroad Company of New Jersey and services Lakehurst, Toms River, Pinewald, Lanoka Harbor, Forked River, Waretown, and Barnegat. Although the CNJ has already received authority to abandon the line below Pinewald, that portion of the track between Pinewald and Oyster Creek is presently operated by the CNJ under contract with the Jersey Central Power & Light Co. Jersey Central Power & Light Co. stated that, in the next 5 years, it expects to receive 4,000 carloads at its Oyster Creek plant. In addition, by mid-1974, the Oyster Creek plant is expected to begin shipping out approximately 15 carloads per year—each car with a loading of approximately 100 tons.

The New Jersey City Transportation Council stated that this line is needed because of the planned construction of a nuclear generating power station at Forked River. The New Jersey Department of Labor and Industry reported that 800 rail cars will be used annually, until 1979, for the construction of this plant. Employment for the construction of the plant will be approximately 3,000.

Traffic data from businesses which submitted data to the RSPO are listed in Table 49.

**Table 49: Traffic Profile: Toms River and Barnegat Branch**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
N.J. Pulverizing Industries	Silica, quartz		100	
Dee Wood Standard Roofing <sup>1</sup>			90	
American Supply Co.	Lumber		40	
Delta Lumber Co.	Lumber		80	
N.J. Natural Gas Co.	Propane		9	
Reardon Co.	Chemicals		12	
Toms River Chemical Co.			1,200-1,300	
Trilco Supply Co.	Lumber		200	

<sup>1</sup> Standard Roofing, which has a plant investment of \$410,000, stated that a switch from rail to trucks would increase its cost 15 percent.

#### The Bridgeton Junction to Lakehurst Line (Southern branch)

The Southern branch is operated by the Central Railroad Company of New Jersey. It serves Bridgeton, Norma, and Vineland (Zone 65), Landisville (Zone 64), Winslow and Chatsworth (Zone 66), Whiting, Lakehurst and Red Bank. The line continues on from Red Bank to New York City. Only the portion from Bridgeton Junction to Lakehurst has been designated potentially excess.

The Bridgeton Junction to Lakehurst segment of CNJ's Southern branch carries large quantities of sand to be used in the manufacture of glass. A CNJ feeder line from Mauricetown (Zone 65) northwest to Bridgeton Junction originated more than 15,000 carloads of industrial sand in 1973, 43 percent of which continued over the Bridgeton to Lakehurst line to Cliffwood, Carteret and Jersey City. Forecasts indicate that this traffic will increase to approximately 19,000 carloads in 1974 and 21,000 in 1975.

Howard T. Rosen, counsel for the CNJ Lifeline Committee, testified that 35,000 carloads of sand are currently generated on the Southern branch, 15,000 of which originate at Newport (Zone 65). Mr. Rosen contends that 50,000 carloads could be generated on this line if there

was an improvement in rail efficiency and if the tracks were repaired. R.D. Timpany, CNJ Trustee, stated that the rehabilitation cost for the Bridgeton to Red Bank trackage would be approximately \$1.2 million. Midland Glass Co. testified that there were nine derailments in 3 months on the line, causing its plant in Cliffwood to shut down from December 20, 1973 through December 23, 1973. The shutdown cost the firm \$166,589.

In 1973, 5,400 carloads of construction sand were moved on this line from Winslow Junction (Zone 66) to the New York City area. The Hackensack Meadows Sports Complex is expected to use 3 million cubic yards of sand, part of which would be transported via this line.

According to the Monmouth County New Jersey Transportation Coordinating Committee, this line is the only north-south rail line in the eastern and southern part of the state. Withdrawal of service over the line would leave many firms stranded. Mr. Rosen testified that, if rail service were lost, 175,000 trucks (500 per day) would be needed to move the freight from this line. The area roads, according to Mr. Rosen, are not adequate to handle such traffic.

Table 50 incorporates traffic data supplied RSPO by firms which use the Southern branch. In addition to these submissions, the Public Service Electric and Gas Company stated that the line was needed for the southbound movement of trap rock to its off-shore generating plant. Owens Illinois reported that there is no physical connection between the Pennsylvania-Reading Seashore line serving Vineland and the CNJ as indicated by the DOT map of Zone 65.

Several of the firms included in Table 8 also submitted other important information. *The Vineland Times* stated that, if it had to convert to truck transportation, its costs would increase by \$15 per ton. Betz Laboratories in Chatsworth reported that, if it lost rail service and no alternative service were provided, it would shut down. If forced to go out of business, only 40 percent of Betz's investment would be salvageable. Reade Manufacturing Company in Lakehurst reported that it ships magnesium powder used in munitions for the U.S. Department of Defense.

**Table 50: Traffic Profile: Southern Branch Line**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Pennsylvania Glass Sand Corp.			13,000	
Hollander Sand		4,000 <sup>1</sup>	10,000-	12,000
R. D. Timpany-CNJ Trustee			147	
Sears Roebuck	Appliances			
Lurio Chemical				
Eastern States Warehousing			180-264	

Vineland Cold Storage			10-15	
Owens-Illinois	Batch materials		600	
Vineland Times	Newsprint		120-144	
Farmers Cooperative Association of Vineland, Inc.	Feed ingredients		300-400	
Maneschewitz Food Products	Frozen fish, canned food		13-19	
Venice Maid Co. Inc.				
B&F Kitchen Distributors			104	
Cumberland Lumber				
Vineland Chemical Co.				
Leone Industries <sup>2</sup>	Soda ash, limestone			
Minot Food Packers, Inc.				
Price Bros. Lithograph Co.	Paper board			
Murbeck Knitted Fabrics Co., Inc.				
Safeway Freezer Storage, Inc.			<sup>3</sup>	
Scott Paper Co.			950	1,900
Midland Glass	Sand		8,000	
Betz Laboratories	Acrolein		13	
Hollander Sand	Construction aggregate		8,000-10,000	
American Smelting & Refining, Inc.	Titanium		1,800	
Reade Mfg. Co.	Magnesium powder		3-5	
Thermax Metallurgical	Welding materials		3-5	
Beaton Brothers	Lumber		40	
Excel Wood Products	Lumber			
Glen Rock Lumber & Supply Co.	Lumber			
Le Compte Company Inc.	Grain			
Level Line Co.	Building materials		200	
Sam & Paul Dry Wall, Inc.	Lumber			
Standard Lumber & Building Supply	Building materials		2-3	
Superior Hardwood Flooring	Building materials		15	
Naval Air Station	Aircraft	12	5	

<sup>1</sup> Holland began operations in 1973 and figures are for last 6 months only.

<sup>2</sup> Leone Industries stated that its shipments of soda ash cannot be transported by available alternative modes.

<sup>3</sup> Safeway Freezer Storage, Inc. generated 150 million pounds of freight in 1973.

Allen Sagner of the New Jersey DOT criticized the U.S. DOT for not attributing sufficient carloads to stations at Chatsworth and Whittings. A New Jersey DOT survey indicated that over 4,500 carloads were shipped from these two stations in 1973. R.D. Timpany stated that the Hayville station, not shown on the DOT zone map but located 3 miles south of Winslow, generated 277 carloads of freight in 1973.<sup>10</sup>

Evidence from rail users located on rail lines not noted as potentially excess by the DOT in Zone 62 was also received by the RSPO (Table 51). A few companies also expressed a concern for continued rail service for Carteret. The Carteret Industrial Association said, if rail service were to cease, two of Carteret's major plants would immediately be forced to close, laying off 2,235 people. The remaining 23 plants, employing 1,978, would have to curtail operations. Tax revenues supporting the community would also be lost.

**Table 51: Traffic Profile of Viable Railroad Lines in Zone 62**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Penn Central-Plainsboro to Metuchen</i>				
Container Corp. of America		761		
Certain Teed Products Corp.	Insulating materials		257 <sup>1</sup>	
<i>Lehigh Valley-Bound Brook to South Amboy</i>				
Airco Inc.	Calcium carbide		30 <sup>1</sup>	
Oakite Products			480	

<sup>1</sup> Terminating carloads.

### Zone 63

Zone 63 is primarily located in Mercer County. The county government reported that 1,971 employees from more than 36 firms would be affected by the abandonment of lines in the Zone marked potentially excess by the DOT. Loss of rail service in much of Mercer County would cripple the growth of this largely industrial area.

The following three sections of rail line within Zone 63 were designated potentially excess by the Department of Transportation:

- (1) The Penn Central line running north from Hightstown to South Amboy (Zone 62).
- (2) The Penn Central line running south from Princeton to Princeton Junction.
- (3) The Reading Railroad's Trenton Princeton Tractor Company line running north to Lawrenceville.

DOT's March 1 additions and corrections supplement indicated that a fourth line, the Reading line from Trenton to West Trenton, should be shown as potentially excess.<sup>11</sup>

### The Hightstown to South Amboy Line

The Hightstown to South Amboy line is operated by Penn Central and serves Hightstown, Cranbury,<sup>12</sup> Jamesburg and South Amboy (Zone 62). Only the portion from Hightstown to the zone boundary was designated potentially excess by the DOT. The New Jersey DOT strongly disagreed with this decision and quoted from a study made by the New Jersey Department of Labor and Industry which stated that 4,700 cars move over this line.

Traffic information was also furnished by Edward Jacobs of Hightstown; Albert E. Driver of the Mercer County Board of Chosen Freeholders; and the Middlesex County Planning Board. Mr. Jacobs stated that between 225 and 275 carloads of freight were generated in Hightstown during 1973. He anticipated rail traffic in Hightstown would increase by 50 to 100 cars in 1974. Mr. Driver claimed that 321 cars were generated during 1973 by Hightstown firms, a total slightly higher than Mr. Jacobs' estimate. The Middlesex County Planning Board claimed that the present annual carload movement between Hightstown and Jamesburg is 2,490. (See Table 52 for a listing of those firms who submitted data to the RSPO.)

Chamberlin and Barclay, Inc., of Cranbury, claimed that, if rail service to its plant were lost, the local agriculture industry would be seriously jeopardized because the firm would be unable to supply the area with fertilizer. Edward Platz of Platz Food & Chemical Co. pointed out that there are four fertilizer manufacturers between Hightstown and Jamesburg. Platz Food would require 140 trucks to move the freight now moved by 39 rail cars.

Mayor Joseph Indyk, representing Monroe Township, felt that the Hightstown to Jamesburg track could serve as a viable commuter line.

<sup>11</sup> It is conceivable that the latter publication containing the corrections was not received or read by the general public which could account for the lack of substantial traffic data or concern for these particular lines.

<sup>12</sup> The Firestone Tire and Rubber Company noted that the DOT Zone 62 map is in error and that Cranbury is located on the branch from Hightstown to Jamesburg and not the Jamesburg branch from Farmingdale to Rocky Hill.

**Table 52: Traffic Profile: Highstown to South Amboy**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Medlin Lumber Corp.	Lumber			
Teleg Transportation, Inc.				38-40
Platz Food & Chemical Co.	Fertilizer		39 <sup>1</sup>	
Federal Chemical	Fertilizer		100	
Firestone Tire & Rubber Co.			1,742	
Chamberlin & Barclay, Inc.	Fertilizer		159	300
A. P. Green Refractories Co.			212	
Tube Sales, Inc.	Tubing		52	100-150
Carpenter Tech.	Stainless steel			
U.S. Plywood			250	
Clevelopak Corp.	Containers		48	
Carter-Wallace	Freon		75	

<sup>1</sup> Terminating carloads.

**The Princeton to Princeton Junction Line**

The Princeton to Princeton Junction line is operated by the Penn Central and is used almost exclusively as a commuter route to and from New York, Newark and Philadelphia. An estimated 1,000 persons commute daily on this line. The energy crisis caused ridership to increase by 50 percent. Fuel savings, reduced air pollution and traffic congestion were arguments advanced for its continuation in service.

**The Trenton to Lawrenceville Line**

The 6 mile Trenton to Lawrenceville line is operated by the Reading Railroad Trenton Princeton Tractor Line. Stephen M. Segal, representing Ewing Industrial Park, alleged that the DOT was in error and that rail service has already been discontinued to Lawrenceville. He claimed that the line is now only slightly more than 2 miles long. It serves 10 firms, which generated 1,070 carloads of traffic in 1973, according to Albert E. Driver. Mr. Driver estimated that loss of the line would mean unemployment for 234 persons.

Arguments favoring retention of the line noted the potential unemployment which would be caused by abandonment, the inability of the area roads to handle additional truck traffic, and the need for rail service for the \$10 million Ewing Industrial Park.

Rail users located on this line who offered information were Certified Steel Company, which expects to generate between 325 and 400 carloads in the near future, and Wycough & Loser, Inc. Mr. Thomas N. Loser, representing Wycough & Loser, was particularly concerned with the cost involved in shifting from rail to motor transport,

and the cost of relocation. To illustrate his point, Mr. Loser supplied the following data on inbound chemical shipments:

Origin	Rail cost (Per ton)	Motor carrier cost (Per ton)
Georgia and Alabama	\$15	\$45
Quebec, Canada	\$20	\$45

Mr. Loser does not believe that his firm could remain at its present location if rail service were lost. He estimated that the cost of relocation would be \$624,000 and could cause losses of \$205,500 from the firm's 15 year lease and \$600,000 to \$700,000 in anticipated profits. In 1973 the firm invested \$35,000 in a track siding.

**The Trenton to West Trenton Line**

The 4 mile Trenton to West Trenton line is operated by the Reading Railway and serves Trenton, Ajax Park and West Trenton. Of the total trackage, only the portion of the Penn Central's Belvidere branch from Trenton to the connection with the Reading has been declared potentially excess by the DOT. While it was reported that there are 10 firms located along this line, only two firms offered traffic information to the RSPO: the Homasote Company, which generated 737 carloads of insulated building material and chemicals in 1973, and the H. M. Royal Corporation, which generated between 350 and 400 carloads of clay, talc, aluminum, oils and chlorine in 1973. Royal expects to generate 615 carloads by 1976 and Homasote expects to generate 1,250 carloads by 1979.

George Owens, representing H. M. Royal, asserted that approximately 3,000 rail cars travel on this line annually, but the New Jersey DOT claimed that only 650 carloads were carried over this line in 1973.

Abandonment of the line would cause the unemployment of 205 people.

**The Trenton to East Trenton Line**

The Reading Railroad's Trenton to East Trenton line was not declared potentially excess by the DOT, but its continuation as an active line was recommended nevertheless. Albert E. Driver stated that three firms, who employ 574 people, generated 785 carloads of freight on this line in 1973. The Gas Construction Company, Inc. received 1,108 tons and 1,443 tons of freight in 1972 and 1973, respectively.

Mayor Arthur J. Holland of Trenton, reported that 17 firms in Trenton would be adversely affected by loss of rail service. Seven of these firms indicated that they would have to stop operations at their present locations. The remaining firms could shift to truck, but such a shift would result in higher costs, longer delivery delays and difficulty in maintaining a profitable operation. Abandonment would cause the potential unemployment of

1,800 persons and an estimated tax revenue loss of \$300,000.

### **Zone 64**

The following three sections of line within Zone 64 were designated potentially excess by the U.S. Department of Transportation:

- (1) The Pennsylvania-Reading Seashore Lines (PRSL) branch from Pleasantville to McKee City.
- (2) The PRSL line from Pleasantville to Linwood.
- (3) The CNJ line from Wheat Road through Landisville to Cedar Lake (this line is a segment of the Bridgeton Junction to Lakehurst line discussed in Zone 62).

According to a letter from the DOT to Senator Clifford P. Chase, the PRSL line from Pleasantville to McKee City has already been abandoned.

Opposition to the abandonment of the Pleasantville to Linwood line was expressed by Dee Wood Industries, Atlantic Plastic Containers, Inc., Lumber Distributors, Inc., the Peter Lumber Company, the PRSL, the Tenth New Jersey Development Council, and the New Jersey DOT.

The New Jersey DOT reported that approximately 250 carloads of freight were generated over the Pleasantville to Linwood line in 1973. However, Dee Wood Industries reported it generates an average of 274 carloads a year over this line.

Herbert Adler, representing Dee Wood Industries, stated that, if rail service was lost, his firm would not be able to price its products competitively. A switch to trucking would be impractical.

### **Zone 65**

The following two sections of line within Zone 65 were originally designated potentially excess by the U.S. Department of Transportation:

- (1) The Pennsylvania-Reading Seashore Line (PRSL) from Woodbine to Woodbine Junction.
- (2) The PRSL line from Ocean City to Palermo.

DOT's March 1 additions and corrections supplement indicated that the CNJ line from Bridgeton Junction through Vineland to the zone boundary should also be designated potentially excess. For a discussion of this line, see Zone 62.

No evidence was received protesting the abandonment of the short PRSL line from Woodbine to Woodbine Junction.

The growth in importance of commuter service from Ocean City to the Philadelphia area, due to ecological and energy factors, was the principal argument advanced for the maintenance of the PRSL line from Ocean City to Palermo. The average number of daily commuters is 90.

The Pennsylvania-Reading Seashore Line advocated

that freight service between these two points be discontinued and passenger service be expanded, but the Ocean City Community Association recommended that the line be abandoned and bus service established for commuters. According to the Association, the line has no economic value to taxpayers and is presently in an unsafe condition.

The Pennsylvania-Reading Seashore Lines noted an error in DOT's zone map. The DOT map for Zone 65 incorrectly shows Wildwood between Cape May and Rio Grand. It should be located at the extreme eastern end of the branch that begins at Whitesboro. The branch itself is reportedly in poor condition.

### **Zone 66**

The following five sections of line within the New Jersey portion of Zone 66 were designated potentially excess by the U.S. Department of Transportation:

- (1) The Penn Central Line from Mt. Holly to Medford.
- (2) The Pennsylvania-Reading Seashore line running from Williamstown Junction to Winslow.
- (3) The Pennsylvania-Reading Seashore line running from Barrington to Glendora.
- (4) The Pennsylvania-Reading Seashore line running from Salem (Zone 84) to Woodbury.
- (5) The CNJ line from the zone boundary below Winslow to the zone boundary east of Chatsworth (this line is a segment of the Bridgeton Junction to Lakehurst line discussed in Zone 62).

The Delaware River Port Authority pointed out that the segment from the Delair cut-off to Camden is an exclusive rail right-of-way for the Port Authority's high speed commuter line and does not handle any freight as is indicated on DOT's map of Zone 66.

### **The Mt. Holly to Medford Line**

The 7 mile Mt. Holly to Medford line is operated by the Penn Central. Strong opposition to the abandonment of this line came from public officials and individual shippers. The New Jersey DOT's 1973 survey indicated that 130 carloads of freight originated at Medford. On the other hand, Bernard Cedar, representing the Burlington County Planning Board, reported that seven industries use this line and that they generate 277 carloads of freight. Mr. Cedar expects the line to generate 450 rail cars per year in the future. Abandonment, according to Mr. Cedar, would result in the closing of two firms causing the unemployment of 100 persons. Mr. Cedar criticized the DOT for allegedly lumping the carload figures for this line into the total figures shown for the Penn Central's Camden to Cookstown line which runs through Mount Holly.

Individual rail users located on this line who offered information to the RSPO were McGraw Edison, which

generated 120 carloads of freight in 1973 and projects an ultimate need for between 300 and 350 rail cars per year, and Kirby Bros. Carl Krystek, representing McGraw Edison, accused the Penn Central of intentionally downgrading this line, and stated his belief that an additional 200 to 225 rail cars per year would be generated if service were improved. The tax revenue loss to the community if the McGraw Edison plant closed would be an estimated \$25,000.

**The Williamstown Junction to Winslow Line (Clementon branch)**

The Clementon branch is operated by the Pennsylvania-Reading Seashore Lines and serves the Williamstown, Cedar Brook, Braddock, and Winslow. The branch is considered to be of strategic significance by the New Jersey DOT because it serves as a major rail freight route from southern New Jersey to Camden and other western points. The alternate Ocean City to Camden route is not considered practical because of the high speed commuter service operating between Philadelphia and Lindenwold. The Delaware River Port Authority pointed out that the abandonment of the Clementon Branch would impair the proposed extension of high speed rail commuter service from Lindenwold to West Berlin and Atco because freight would be shifted from the Clementon Branch to this commuter line.

The Delaware River Port Authority supports the Port Authority Transit Corporation (PATCO) proposed extension of high speed rail commuter service from Philadelphia to Woodbury/Glassboro and Morrestown/Mt. Holly.

The Camden County Planning Board reported that the Clementon Branch line serves several extracting industries and abandonment would leave a 6 mile gap (between Williamstown and Winslow Junction) in the only line delivering coal and fuel oil to the generating stations of the Atlantic City Electric Company.

Two rail users located on this line provided information to the RSPO. Mrs. Paul's Kitchens generated 139 and 133 carloads of freight in 1972 and 1973, respectively. Certain-Teed Products Corp. generated 3,026 carloads of sand, soda ash, cullet, limestone, paper and insulating materials in 1973.

Abandonment of the line would be particularly difficult for Mrs. Paul's Kitchens because of the type of commodity the firm processes. Mrs. Paul's imports fish from Japan, which must be discharged from incoming ships within two days. The firm estimated that, since 125 highway trailers would be necessary to handle the fish from the piers, a sufficient number of trucks simply could not be obtained within such a time frame. Other problems with truck transportation mentioned by the firm include increased costs, congestion, energy, inefficiencies, and decreased safety and reliability.

Mrs. Paul's Kitchens and Certain-Teed Products Corp. have payrolls of \$3.6 million and \$4.4 million, respectively.

**The Barrington to Glendora Line**

This line is operated by the Pennsylvania-Reading Seashore Lines and serves Barrington, Bellmawr, Blackwood, Lakeland and Glendora. According to the Camden County Planning Board, this line serves four industries.

The Pennsylvania-Reading Seashore Lines reported that firms in Bellmawr generated 1,459 carloads of freight in 1972 and 1,759 carloads in 1973. Firms on the segment between Glendora and Bellmawr generated 28 carloads of freight in 1972 and 61 carloads in 1973, according to PRSL.

**The Salem to Woodbury Line**

The Salem to Woodbury line is operated by the Pennsylvania-Reading Seashore line and serves Salem and Woodstown in Zone 84 and Swedesboro Thoroughfare and Woodbury in Zone 66. That portion of the line from Woodbury south to the zone boundary was originally declared potentially excess by the DOT, but the DOT's March 1 additions and corrections supplement indicated that no portion of the Woodbury to Salem line should be shown as potentially excess.

Three businesses on the PRSL Salem to Woodbury line submitted traffic information to the RSPO (Table 53). The Anchor Hocking Corporation declared that the following carloads were generated annually on this line:

<i>City</i>	<i>Carloads</i>
Salem	3,682
Woodstown	639
Swedesboro	2,830
Thoroughfare	551

Anchor Hocking also noted the boxcar shortage and stated its fear that abandonment of the line would lead to area growth retardation and would adversely affect its ability to compete with other firms which would still have available rail service. Anchor Hocking contended that, if rail service is discontinued, its plant will close and 1,125 employees will be released.

The Gloucester New Communities Company stated that this line will be needed for commuter and freight service for Beckett, a planned community of 80,000 persons, near Swedesboro.

James J. Kerr, representing the National Bottle Corporation, pointed out a technical error in the Zone 84 map. Mr. Kerr stated that there is a PRSL branch line running south from Glassboro to Woodstown that is shown on the Zone 66 map but not on the Zone 84 map.

Evidence from rail users located on rail lines not noted

as potentially excess by the DOT in Zone 66 was also received by the RSPO (Table 54).

**Table 53: Traffic Profile: Salem to Woodbury**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
National Bottle Co. Corp.	Silica, sand, soda ash		479	
Anchor Hocking Corp.	Containers		1,808	
Certain-Teed Products Corp.	Building materials		396 <sup>1</sup>	

<sup>1</sup> Terminating carloads.

**Table 54: Traffic Profile of Viable Railroad Lines in Zone 66**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Penn Central-Camden to Cookstown</i>				
Campbell Soup Co.	Foods		1,325 <sup>1</sup>	
Pulverizing Service, Inc.			170	
J.S. Collins & Sons, Inc.	Lumber, coal, feed			<sup>2</sup>
Farmers Storage Co. Inc.			349 <sup>1</sup>	
Scovill Manufacturing Co.		187	158	225
Tapco Limited	Newsprint			30-60
<i>Pennsylvania-Reading Seashore Line-Camden to Dorchester in Zone 65</i>				
Ekco Products <sup>3</sup>			120	300
<i>Pennsylvania-Reading Seashore Line-Camden to Dorchester Point in Zone 84</i>				
E.I. DuPont			15,000	
<i>Penn Central-Camden to Bordentown</i>				
Stephen Chemical Co. <sup>4</sup>		175	230	

<sup>1</sup> Terminating carloads.

<sup>2</sup> J.S. Collins & Sons freight bill for 1973 was \$100,000.

<sup>3</sup> Ekco Products employ 178 people and has a \$15 million plant investment.

<sup>4</sup> Ninety-five percent of Stephen Chemical Company's freight moves in their own specially constructed tank cars.

### Zone 69

The Easton, Pennsylvania to Netcong, New Jersey (Zone 60) line is operated by the Erie Lackawanna and serves the cities of Easton, Phillipsburg, Washington, Hackettstown and Netcong (Zone 60). Only that seg-

ment of the line from Washington northeast to Netcong was designated potentially excess by the DOT.

Businesses on the Easton to Netcong line which rely on rail service and who supplied data to the RSPO are listed in Table 55.

**Table 55: Traffic Profile: Easton to Netcong**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Ingersoll Rand Co.			508	
Mobil Chemical Co.	Bulk	246	306	420
BASF Wyandette			450	
M&M/Mars Candy Corp.	Corn syrup & starch		59 <sup>1</sup>	80
Reichold Chemicals, Inc.	Bulk		405	495
Williams and Hibler, Inc.				
Zickner's Farm Supply				
Interstate Lumberman's Company, Inc.				
Powell Mills, Inc.				

<sup>1</sup> Terminating carloads.

Abandonment of the Easton to Netcong line would force the Ingersoll Rand Company to relocate and to lay off 300 people.

The Mobil Chemical Co. in Washington was concerned that the Washington station, although recommended for service by the DOT Report, might lose service. If Mobil lost rail service, it would have to dismiss 250 employees. Mobil estimated that it would take six times as many trucks as rail cars to move its shipments of polyethylene.

The M&M/Mars Candy Company, in Hackettstown, recently made a \$40,000 investment in adapting its receiving facilities to handle sugar in carloads. A potential requirement of at least eight rail cars per week is forecast. M&M/Mars will eventually receive up to 20 carloads of peanuts per month. A significant amount of M&M/Mars's outgoing shipments are presently moving via COFC. While motor transportation is an alternative available to the Mars Company, its usage would increase the cost of those commodities that would have to be transported long distances.

Reichold Chemicals owns two sidetracks at Rockport and leases 500 feet of storage track from the Erie Lackawanna at the Washington station. The firm owns 19 jumbo hopper cars. Reichold is presently paying the railroad \$1.5 million to haul its freight. If Reichold were forced to use trucks instead of rail service, it anticipates that its freight bill would increase by \$117,900 a year.

John N. Bissell, representing the Erie Lackawanna, stated that only 500 carloads annually are terminated on the line from Washington to Netcong. The New Jersey

DOT stated that rail traffic on this line is expected to reach 1,073 carloads in 1974.

According to the New Jersey DOT and R. D. Timpany, firms located at Hackettstown and Phillipsburg generated 600 and 1,633 carloads of freight, respectively. Witnesses complained that figures used by the DOT were inaccurate due to the fact that rail billing for the Hackettstown station is done at Netcong.

### PASSENGER SERVICE

New Jersey is dependent upon an efficient mass transportation system in order to alleviate traffic congestion, overcrowded parking lots, and noise and air pollution.<sup>13</sup> At the present time 943 track miles in the state, of which 360 miles are electrified, are devoted to carrying rail passengers. Railroads within New Jersey carry an estimated 90,000 passengers per day. On the Penn Central main line between Philadelphia and New York City, there are 273 daily trains in operation. Demand for passenger service between these two points continues to increase, thereby threatening to force diversion of freight traffic from this Penn Central line.

Since 1960, the State of New Jersey has invested over \$350 million of its own funds in mass transportation services. The following lines have been selected by the state for capital investment but have been designated potentially excess by the DOT Report:

The Erie Lackawanna Gladstone branch (5,000 riders per day to Newark, Jersey City and New York City)

The Erie Lackawanna Pascack line (3,000 riders per day, from Rockland County, New York, and Bergen County to Jersey City and New York City)

New York and Long Branch (12,500 riders per day, from Ocean and Monmouth Counties to Newark, Elizabeth, Jersey City, and New York City)

In response to New Jersey's numerous passenger transportation complaints and problems, several transportation committees have been created, such as the Shore Transportation Committee. This particular organization represents commuters who rely on the New York and Long Branch Railroad to transport them to and from work. The Shore Transportation Committee is comprised of 25 representatives from communities served by the railroad and having a cumulative population of more than 325,000. The Shore Transportation Committee presented a report to Governor Cahill during July 1973, in response to which the Governor's office committed \$1 million toward the rehabilitation of the entire roadbed of the New York and Long Branch.

<sup>13</sup> The New Jersey Public Interest Research Group claimed that 16 out of 18 New Jersey test sites violated primary air quality standards. Furthermore, in 1972 nine of these sixteen test sites located throughout New Jersey showed that carbon monoxide concentration levels had increased over 1971 levels. These sites,

It was the opinion of this committee and others that DOT ignored the present use and the future value of rail lines for commuter purposes. The Princeton-Princeton Junction rail line was cited as an example of DOT shortsightedness. Although the line was designated potentially excess by DOT, it is, according to many area residents, a vital commuter route and is responsible for carrying between 850 and 950 passengers daily.

The major goal of the Shore Transportation Committee and others is rehabilitation, not abandonment. The Institute of Public Transportation noted that rail restoration is considerably cheaper than building a new system. The Institute stated that the projected total cost for a New Jersey rail restoration and improvement program would be approximately one-third as much as that for a new rail construction program (\$661 million vs. \$1.8 billion).

The Institute for Public Transportation has developed an overall mass transit plan for New Jersey to be completed by 1985. The Institute believes that rail transportation is the basis of any effective mass transportation program. The central themes of the plan include the following:

- (1) An expansion of the existing bus system including the use of mini-buses and a dial-a-ride system.
- (2) The reduction in the average age of buses to about 10 years.
- (3) The establishment of exclusive bus and car pool lanes.
- (4) The creation of park-and-ride facilities and bus shelters.
- (5) The restoration of passenger service on numerous rail lines where service has been abandoned over the past few years.
- (6) The institution of improvements on existing rail lines.
- (7) An expansion of the Newark subway system to Irvington.
- (8) An expansion of PATH to the Newark Airport and Plainfield.
- (9) The establishment of train service from Emerson to Hoboken via Dumont and Ridgefield and from Hackensack to Ridgefield.
- (10) PATCO extension to Atlantic City, Mt. Holly and Glassboro.
- (11) The establishment of rail service from Matawan to Atlantic City and Ocean City via Farmington, Lakehurst and Toms River.
- (12) The establishment of infrequent rail service from Red Bank to Manasquan.
- (13) The establishment of infrequent rail service from Trenton to Mt. Laurel via Burlington.

some of which would be directly affected by the proposed abandonments of rail service, include Trenton, Freehold, Burlington, Atlantic City, Perth Amboy, Toms River, Phillipsburg, Ancora and Penns Grove.

The Institute wants a new public policy in New Jersey which would relate transportation planning in the state to environmental concerns and social costs. New means of financing public transportation would also be required, based on the recognition that public transportation is a public need which should be financed in part from the general tax base rather than totally by the user.

The Delaware River Port Authority made the following recommendations:

- (1) Consideration should be given to the possibility of the Penn Central relinquishing to PATCO that portion of the Pemberton Branch between Pavonia Yards and New Jersey State Route 73.
- (2) An overall evaluation of rail freight and high speed commuter transit requirements should be made on a metropolitan area scale so that rail rights-of-way will be put to the most effective use. Such an evaluation should include rail freight requirements and commuter service potentials. Some freight service might be rerouted if the inconvenience is outweighed by the greater benefits of commuter service.

According to Otto Janssen, editor of *Passenger Train Journal*, transportation expenditures for the state of New Jersey from 1921 to 1974 were divided in the following manner:

Highways	\$326 billion
Air	25 billion
Water	15 billion
Rail	200 million

### PUBLIC CRITICISM OF THE DOT REPORT

The New Jersey Department of Transportation submitted a comprehensive report on its reaction to the U.S. Department of Transportation's February Report. New Jersey's report is much too detailed and extensive to be adequately discussed within the limited context of this report. However, its major concerns and criticisms are summarized below:

- (1) Subsidized passenger service was entirely ignored in the DOT Report.
- (2) The problems associated with tracks, terminal facilities and yards were inadequately treated in the DOT Report.<sup>14</sup>
- (3) The numerous problems generated by shifting to other modes of transport were not adequately analyzed or considered by the DOT Report.
- (4) The DOT Report did not adequately consider the goals of the Environmental Protection Act of 1970 and the Regional Rail Reorganization Act of 1973.
- (5) The DOT Report did not consider the entire energy problem.

- (6) DOT's criteria of short-run profitability led it to disregard both immediate socio-economic considerations<sup>15</sup> and future planning and development.<sup>16</sup>
- (7) The New Jersey DOT estimates that implementation of the U.S. DOT's abandonment proposals would result in a loss of 20,000 carloads instead of the 10,000 projected by the U.S. DOT.
- (8) DOT's criteria of efficiency ignores the concept of quality of service. Increased quality and efficiency could increase profitability by attracting new customers to rail service.
- (9) The DOT Report contains too many discrepancies, and it is too difficult to interpret the assumptions and the intent of the report.
- (10) The branch line methodology employed by the DOT gives too much weight to findings of the R. L. Banks and Associates, Inc. report.
- (11) The carload criteria employed by the DOT Report should not be the sole basis for determining whether a station will continue to receive service.

Individual criticisms of the DOT Report were as follows:

- (1) The time allotted to analyze the DOT Report was inadequate.
- (2) The Report contained erroneous and dated information, poorly conceived criteria and general "shortsightedness" with respect to the ultimate economic and social impact which could result from the proposals.
- (3) Little consideration was given to either national emergency needs or national defense.
- (4) The Report failed to consider all the goals of the Regional Rail Reorganization Act of 1973.

<sup>14</sup> The Department of Transportation for New Jersey specifically pointed out that terminal facilities in the northeast counties of Bergen, Hudson, Essex, and Union are in poor condition, outmoded and inefficient. They noted that most facilities in this area were constructed in the nineteenth century. New Jersey's DOT recommends the DeLeuw Cather Report (*Coordination and Consolidation of Freight Service in the Northern New Jersey Area, July 1973*) as a logical beginning point for an investigation of the yard and terminal situation in northeastern New Jersey.

<sup>15</sup> New Jersey's DOT estimated that, if the U.S. DOT's proposals were accepted as advanced, 5,400 persons would be unemployed and New Jersey would experience a \$2.2 million annual tax loss.

<sup>16</sup> The New Jersey Department of Community Affairs prepared a land use forecast of land parcels adjacent to rail lines designated potentially excess, and found that 37 percent of the 155 square miles of land adjacent to these lines is zoned for commercial or industrial use. There are plans for the development of 168,000 housing units on these lines. Abandonment would concentrate industry in already overdeveloped areas and reduce the growth potential of developing areas.

- (5) DOT ignored the maintenance of present environmental standards.
- (6) The DOT Report did not consider the fact that many firms do not have alternative freight service available should their individual rail line be abandoned.
- (7) The DOT Report did not give adequate consideration to the development of commuter service or to overhead traffic.
- (8) The use of way bills for the identification of stations recommended for continued service is misleading, since the way bills identify the billing or servicing station, not the actual place from which the car was shipped or to which it was delivered.
- (9) There are points in some zones which are recommended for service but which have orange lines through them.
- (10) There are lines marked as potentially excess which are in actuality abandoned or torn up.
- (11) Many industries were not counted when rail line analyses were made by DOT.
- (12) DOT maps are not sufficiently detailed.
- (13) Many rail lines shown on the zone maps were not analyzed by DOT.
- (14) The DOT Report does not properly identify leased line properties.
- (15) The DOT Report was based on static data, and it failed to either examine contemplated industrial growth or consider potential traffic gains that could be secured from rail service improvements.
- (16) The DOT Report did not consider secondary impacts. The loss of one rail line may hurt businesses on another rail line.
- (17) The carloads-per-mile criterion employed by DOT to determine whether a line should be "potentially excess" was too narrowly conceived.
- (18) The DOT did not properly analyze traffic patterns. Consequently, its recommendations would result in costly circuitous routings, congestion, and service delays.
- (19) Extenuating circumstances, such as Hurricane Agnes, were not considered by DOT.
- (20) Proposed rail service was based entirely on DOT's concept of efficiency, not on what the public needs.
- (21) The DOT plan is merely an attempt to bail out the Penn Central at the expense of other lines.
- (22) Abandonment of rail service would result in substantially higher freight transportation costs.
- (23) DOT failed to recognize that some abandonments may require the reactivation or even new construction of short links of track.

Complaints were also lodged specifically against the Regional Rail Reorganization Act of 1973. Briefly the following objections were raised: consumer groups are not represented on USRA's Board of Directors; and too much money is being provided for the protection of railroad employees.

The following individuals, while criticizing the DOT Report in some instances, made comments in favor of the report.

Harold Reitz, of International Paper Corp., stated, "we commend the DOT for their overall approach to the restructuring."

Edwin C. Hutter of the National Rail Passengers Association said, "reviewing the Report, I was impressed by the method employed to develop a quantitative, objective criterion for selecting rail freight services to be recommended for retention in the finally restructured network to be operated by the Consolidated Rail Corporation. The classification of rail service categories and the comprehensive rendering of traffic densities on signaled main lines are particularly useful in understanding the rationale behind the recommendations for specific zones in Volume II."

Walter K. Cabot, representing Johnson & Johnson Co., said that, "By and large, we feel the Secretary of Transportation's report represents a sincere first effort to bring into focus the changes necessary to reorganize the Northeastern railroads into a viable, efficient system responsive to the needs of the shipping and receiving public and the economic needs of New Jersey at present and for its future growth and development."

Raymond F. Male, of the New Jersey Citizens Transportation Council, said that his organization supports the abandonment of freight lines, but not of passenger tracks. He believes that the Act provides the best visible hope for restoring distressed railroads to viability. Abandonment of lines may be necessary to the economic survival of the new system.

## **RECOMMENDATIONS**

The Middlesex County Planning Board recommended, "a transportation system operated at the highest practicable standards of service to shippers and the public, produced by efficient management dedicated to serving the public; and one that is balanced in the sense of maintaining a high degree of intermodal competition based on the inherent advantages of each mode to the shippers." The following planning strategies were specifically recommended by the Board.

- (1) Through train operations should be fostered so as to improve rail service in the Tri-State Region (Pennsylvania, New York and New Jersey).
- (2) National rail planners should support New Jersey's current efforts to improve and coordi-

nate the operations of its statewide railroad system.

- (3) National rail planners should study and evaluate the numerous rail routes leading to Hudson River Bridge crossings. Particular emphasis should be placed on studying the rail route over the Poughkeepsie Bridge.
- (4) National rail planners should monitor and publicize rail service performance in New Jersey.
- (5) Freight connections at Marion Junction should be upgraded in order to attract traffic from New Jersey motor carriers and improve through-freight train operations to and from the Palisades.
- (6) The Erie Lackawanna should be allowed access to the ports of Elizabeth and Newark on a more direct and practical route.

The Middlesex County Citizens Advisory Board on Transportation made the following interrelated recommendations:

- (1) Build and maintain a public rail right-of-way network that would be financed in a manner similar to that developed for the U.S. interstate highway system.
- (2) Actual usage of the "public" rail right-of-way would be predicated on an established licensing system.
- (3) A user tax should be established for the "public" rail right-of-way.
- (4) A Control Board should be established to regulate the flow of traffic throughout the rail network.
- (5) A practical safety code should be established.
- (6) All operational policies, practices and standards should be reviewed every 5 years by a selected panel that would report its findings to federal legislators. The legislators would have to respond immediately to the report.

The New Jersey Transportation Council recommended that rail planners consider in their overall planning process the need to preserve abandoned rail rights-of-way for possible future use and the need for greater cooperation among various agencies at all levels of government to insure that potentially significant rail lines are preserved.

Assemblyman Morton Salkind recommended that the Erie Lackawanna be allowed access to the ports of Elizabeth and Newark on a more direct and practical route in order to offer competitive rail service. Assemblyman Salkind suggested that service to the industries presently located on the Central of New Jersey's line, after the restructuring, be performed by a newly formed terminal company jointly owned by the Erie Lackawanna, Conrail, and any other interested railroad connecting with CNJ.

The North Jersey Conservation Foundation recom-

mended that rail reorganization planners give serious consideration to land use patterns, systems, and trends when developing a final rail system plan. They also recommended that no rights-of-way be released to private ownership without clearance by all public agencies and without providing the state a first option to purchase.

Thomas T. Taber, a former mayor of Madison, New Jersey, presented the following plan for a reorganization of the Northeast rail system:

- (1) Separate the New Haven and the Penn Central and merge the New Haven and the Boston & Albany to form a Southern New England system.
- (2) Combine all other rail lines north of the Boston & Albany, including the Delaware & Hudson, into a Northern New England system.
- (3) The Lehigh & Hudson River Railway should be allowed to operate over Penn Central tracks from Trenton north to Belvidere with trackage rights to Allentown, Pennsylvania in order to have connections with the Reading and the C&O/B&O. The Erie Lackawanna branch from Greycourt to Newburgh, New York should be turned over to the Lehigh & Hudson River to provide a connection at Newburgh with the West Shore. In this way all Penn Central freight destined to Selkirk from south of Trenton, could avoid the congested main line and the freight yards east of Trenton.

Nancy Bristol, a student representative of Kean College, made the following proposals:

- (1) A platform should be constructed on the Lehigh Valley Railroad in the vicinity of Morris Ave. in Union, New Jersey to provide limited rail passenger service.
- (2) After 1978, the PATH line should be extended to Raritan in order to reduce auto congestion, increase commuter usage and avoid the inconvenience of transferring at Plainfield.
- (3) A well coordinated bus service from Elizabeth to Kean College should be established in conjunction with the initiation of the PATH corridor.

Richard D. Lalanne, representing the Lehigh Valley Railroad trustees, submitted two detailed recommendations for the preservation of rail competition in the Northeast:

- (1) Form a new company, the Mid-Atlantic Railroad Company, by a consolidation of the following five railroads: Lehigh Valley; Reading; Central of New Jersey; Lehigh & Hudson River; and Lehigh & New England.
- (2) Permit the extension of solvent railroads, such as the N&W and the C&O/B&O into the North-

east by allowing them to purchase or lease tracks now operated by bankrupt railroads.

James M. Symes, former Chairman of the Board of Directors and Chief Executive Officer of the former Pennsylvania Railroad, also submitted a detailed plan for the reorganization of eastern railroads. The basic proposal calls for a consolidation of 24 Class I Railroads (or former ones), into three trunk line systems, with a separate New England system having direct rail connections with the three trunk lines. Mr. Symes also proposed:

- (1) A 5 percent surcharge on all rail rates in the Eastern Territory, as well as on interline traffic with southern and western roads.
- (2) Automatic rate increases to meet inflation costs.
- (3) Full reimbursement to railroads for operating any non-profitable service on lines deemed

necessary in the public interest.

- (4) Granting tax relief to all eastern railroads at the state and local levels.
- (5) Creation of a railroad trust fund in order to provide funds for capital improvements and deferred maintenance for eastern roads.

Other miscellaneous recommendations proposed were as follows:

- (1) Congress should subsidize industries that cannot use alternative modes of transport.
- (2) The federal government should subsidize the railroads.
- (3) An abandonment and restructuring study should be undertaken that would cover more than a one-year period in contrast to the DOT approach.

## PENNSYLVANIA

Pennsylvania's economic base is widely varied. The state has extensive agriculture and food processing industries. It also has heavy industries located primarily in the Pittsburgh and Bethlehem/Allentown areas. The lumber industry is also very important, particularly in the northwest and south central portions. The state also has substantial light industry, particularly in the eastern portion.

Coal mining remains a major industry in many parts of the state, particularly in the central part which contains the nation's greatest anthracite reserves. The decline of the coal industry has left some portions of the state economically depressed. Both private and public efforts have channeled funds into the redevelopment and expansion of these areas. Instrumental in this effort have been a number of county and regional development commissions. These commissions and many individuals view the DOT Report's abandonment proposals as a major economic threat to the state.

### POTENTIALLY EXCESS RAIL LINES

Because of its economic diversity, Pennsylvania relies heavily on its more than 9,000 miles of railroad (Figure 3). However, despite Pennsylvania's heavy dependence upon railroads, the DOT Report designated 1,450 miles (18 percent) of the state's railroad trackage potentially excess.

The following railroads operate in the state:

- Aliquippa & Southern
- Bellefonte Central
- Bessemer & Lake Erie
- Cambria & Indiana
- Central Railroad Company of New Jersey
- Chesapeake & Ohio/Baltimore & Ohio
- Chestnut Ridge
- Cheswick & Hormar
- Conemaugh & Block Lick
- Delaware & Hudson
- East Erie Commercial
- Erie Lackawanna
- Everett
- Johnstown & Stony Creek
- Lake Erie, Franklin & Clarion
- Lehigh & Hudson River
- Lehigh & New England
- Lehigh Valley

- Maryland & Pennsylvania
- Monessen Southwestern
- Monongahela
- Montour
- New Hope & Ivyland
- Norfolk & Western
- Northampton & Bath
- Penn Central
- Philadelphia Bethlehem & New England
- Pittsburgh, Chartiers & Youghiogheny
- Pittsburgh & Lake Erie
- Pittsburg & Shawmut
- Reading
- Steelton & Highspire
- Stewartstown
- Strasburg
- Union
- Unity
- Upper Merion & Plymouth
- Waynesburg Southern
- Wellsville, Addison & Goleton
- Western Allegheny
- Western Maryland
- West Pittston-Exeter
- Wilkes-Barre Connecting
- Youngstown & Southern

The DOT Report divided Pennsylvania into 20 zones: Erie (Zone 51); Binghamton, N.Y. (Zone 53); Philadelphia (Zone 66); Lancaster (Zone 67); Reading (Zone 68); Allentown (Zone 69); Lehigh (Zone 70); Scranton (Zone 71); Wilkes-Barre (Zone 72); Williamsport (Zone 73); State College (Zone 74); New Castle (Zone 75); Pittsburgh (Zone 76); Uniontown (Zone 77); Johnstown (Zone 78); Altoona (Zone 79); Chambersburg (Zone 80); Harrisburg (Zone 81); Pottsville (Zone 82); and York (Zone 83).

The DOT Report designated lines potentially excess in all zones except Zones 75 and 78 which were not analyzed.

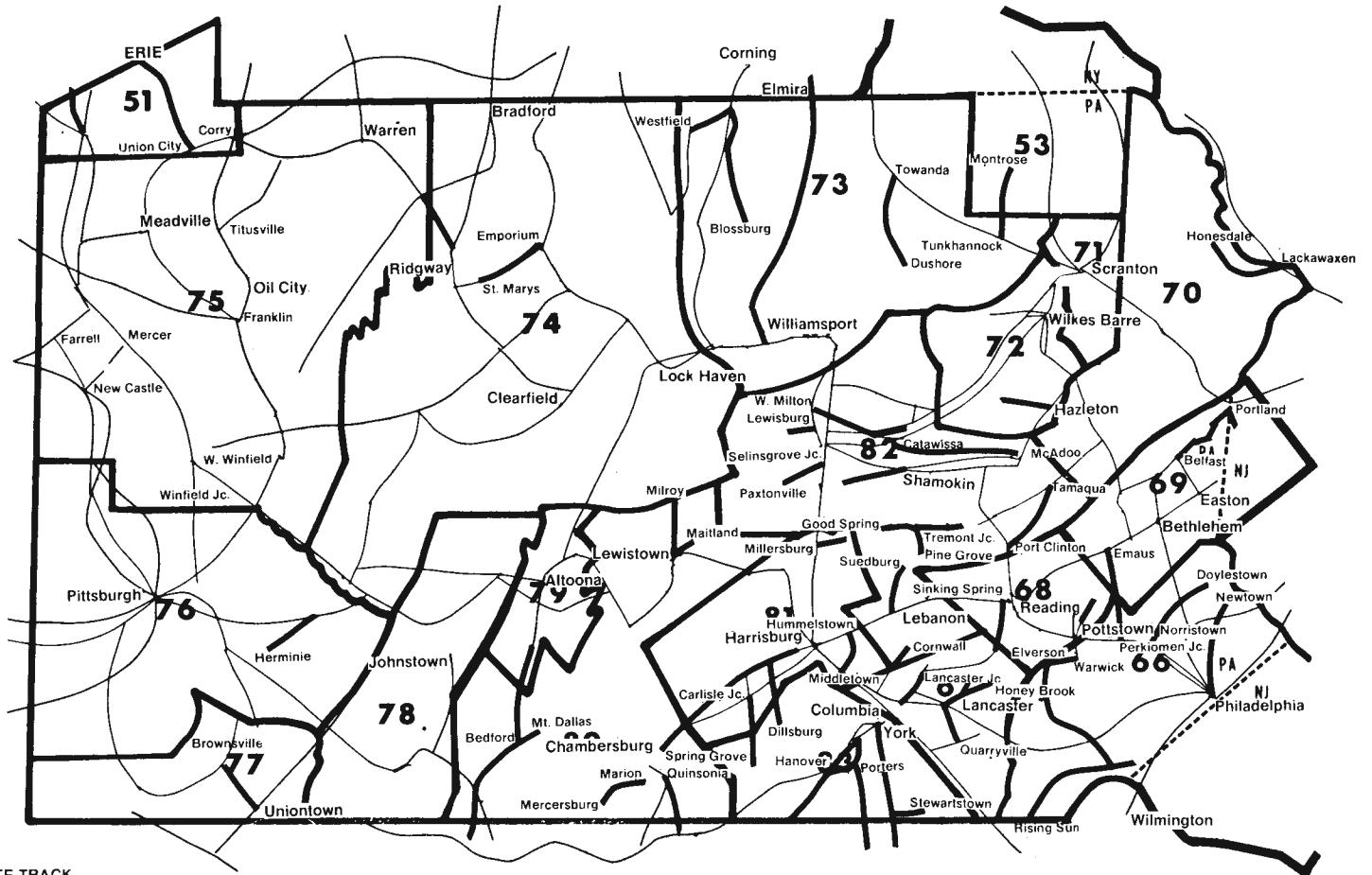
### Zone 51

There were three lines in Zone 51 which were designated potentially excess by the DOT Report. They were: The PC line from Thornton Junction to the southern zone border.

The PC line from Erie to Union City in Zone 74.

# PENNSYLVANIA ZONE LOCATOR MAP

Figure 3



- Zone 51 Erie
- Zone 53 Binghamton
- Zone 66 Philadelphia
- Zone 67 Lancaster
- Zone 68 Reading
- Zone 69 Allentown
- Zone 70 Leighton
- Zone 71 Scranton
- Zone 72 Wilkes-Barre
- Zone 73 Williamsport
- Zone 74 State College
- Zone 75 New Castle
- Zone 76 Pittsburgh
- Zone 77 Uniontown
- Zone 78 Johnstown
- Zone 79 Altoona
- Zone 80 Chambersburg
- Zone 81 Harrisburg
- Zone 82 Pottsville
- Zone 83 York

HEAVY LINES INDICATE TRACK  
DESIGNATED POTENTIALLY EXCESS BY  
THE U.S. DEPARTMENT OF TRANSPORTATION

The PC line from Corry to the northern zone border.

Thornton Junction to southern zone border.

The Girard Junction to New Castle line is operated by the Penn Central. The line was designated potentially excess from Thornton Junction south to the zone border. (Thornton Junction is incorrectly located on the DOT map of Zone 51; Thornton Junction is the intersection point of the PC and the N&W near Elks Creek.) In the adjacent zone, Zone 75, the line extends south through Linesville, Greenville, Sharon and Farrell to New Castle. While no evidence was submitted concerning that portion of the line designated potentially excess, considerable concern was expressed by rail users for the remainder of the line.

The Crawford County Planning Commission reported that Rockwell International Corporation is contemplating expanding its plant at Linesville which would generate 10 rail cars a day. The Sharon Steel Corporation of Farrell, Pa., reported that it generates 40,000 carloads annually. Also concerned about this north-south Penn Central main line was the Oakes and McClelland Co. of Greenville.

The greatest concentration of public response concerned the New Castle area in Lawrence County (Zone 75) which is served by the Penn Central, the Pittsburgh and Lake Erie, and the C&O/B&O (see Table 56 for a listing of businesses in the New Castle area which submitted data to the RSPO). Concern for rail service in Lawrence County was expressed by the W. R. Grace Co., County Commissioner Thomas A. Shumaker, and Del Borgsdork, borough manager, Ellwood City. Several parties stated that they receive excellent service from the P&LE, and they strongly urged that it remain independent in the reorganized rail system.

### Erie to Union City

This line is operated by the Penn Central and serves the cities of Erie and Union City in Zone 51, Warren in Zone 75, and Kane, Johnsonburg, St. Mary's and Emporium in Zone 74. Three segments of the line were declared potentially excess by the DOT: Erie to Union City (Zone 51); Ludlow to Rolfe (Zone 74); and Saint Mary's to Emporium (Zone 74).

Opposition to the abandonment of this line came from state and local officials and individual shippers. The Pennsylvania Department of Transportation (Penn DOT) stated that the port of Erie generated 31,990 carloads of freight annually, destined for firms in Warren, Williamsport, Harrisburg, Philadelphia and Baltimore. It is, according to the Penn DOT, the only diagonal route across the state's coal reserves that serves both the ports of Erie and Philadelphia. Penn DOT estimated that the

**Table 56: Traffic Profile: New Castle Area, Lawrence County**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Penn Central Railroad</i>				
Reliable Lumber & Supply Co.	Lumber			55
Bessemer Cement Co.	Cement			2,500
	Construction materials	279		273
<i>Pittsburgh &amp; Lake Erie Railroad</i>				
H. Wolfe Iron & Metal Co.	Metal products		1,200	
Universal Rondle			326	
Rockwell Standard			131	
Mestee Machine Co.			325	
Garrett Railroad Car & Equipment Co.			1,600	
<i>C&amp;O/B&amp;O Railroad</i>				
American Metallurgical Products Co.				465
Blair Strip Steel Co.				120
Fenati Brick Co.	Bricks			200-300
Northern Engineering and Plastics Corp.			72	
Crane Co.			410	630

line segment from Erie to Union City generates 1,383 carloads per year and that the average carloads per route mile is 58.

The following traffic data for points on the Erie to Emporium line was provided by local officials :

Source	City	Carloads	
		1973	Projected
Warren County Commissioners	Warren	4,700	—
Borough of Kane	Kane	2,232	—
Kane Chamber of Commerce	Kane	1,670	2,430

More detailed traffic data concerning the line is contained in Table 57.

Great concern was expressed over the severe economic impact that abandonment of this line would create. A number of businesses dependent upon rail service described recent, current or planned investments in plants. Both Hammermill Paper Company and Kane Hardware are building new plants on Penn Central sidings. Union City Chair Company has just completed a \$250,000 plant investment and anticipates investing another \$100,000 in 1974. The Erie-Crawford Dairy Cooperative recently built a \$340,000 mill, and Airco Speer Carbon Graphite is in the process of a \$3.5 million expansion. Plant expansion by these firms has been predicated on continued rail service.

The Kane Chamber of Commerce stated that a certain amount of traffic originating or terminating in Kane may be being billed from Ridgway.

**Table 57: Traffic Profile: Erie to Emporium**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Hammermill Paper Co.	Pulp & wood chips			1,524
Union City Chair Co.	Furniture			180-240
Erie-Crawford Dairy Cooperative	Grain		75	113
United Refining	Petroleum		2,817	
Struthers Wells Corp.	Heavy Equipment			229-254
Kocjancic & Horn	Logs		84	
Kane Hardwood	Logs			690
Penntech Papers			2,568	
Stackpole Carbon Co.	Elec. components		962	
GTE Sylvania, Inc.	Elec. lamps		1,700	
Airco Speer Carbon Graphite	Electrodes		1	

<sup>1</sup> During the 1971 thru 1973 period Airco generated 2,801 carloads of freight.

Unemployment along the line was also of major concern. Airco Speer Carbon Graphite predicted a layoff of at least 150 people if rail service to St. Mary's is terminated. The Warren County Chamber of Commerce estimated that 3,000 people would be unemployed in Warren if the rail line were abandoned.

Transit delays, circuitry, and highway system inadequacies were additional concerns of those submitting evidence. The Pennsylvania Public Utility Commission (PUC) reported that there are a total of 89 highway bridges in Erie County which have weight restrictions that would severely limit increased truck transportation.

The Struthers Wells Corporation, which manufactures highly specialized equipment under contract with the Department of Defense and the Atomic Energy Commission, declared that there is no feasible alternative to rail transportation for 80 percent of its shipments.

### **Corry to Northern Zone Border**

No specific information concerning this Penn Central line was received by the RSPO.

### **Zone 53**

Only one line in the Pennsylvania portion of Zone 53, the Montrose branch, was designated potentially excess by the DOT Report.

The Montrose branch is operated by the Lehigh Valley and serves the cities of Montrose, Dimrock, and Springville in Zone 53, and Aldovin and Tunkhannock in Zone 73. The Montrose branch was embargoed by the Lehigh Valley in February, 1973 because of unsafe track conditions. Subsequently, the railroad filed for abandonment. It has been contended that this action constituted an illegal abandonment. Shippers have been unable to obtain service, and an action brought by the Pennsylvania Public Utilities Commission is being re-

viewed by the Supreme Court. Businesses on the line have been forced to truck their goods to and from sidings on other rail lines at considerable cost (see Table 58 for a listing of businesses on this line which submitted data to the RSPO).

The Penn DOT, which estimated that the line could generate 50 cars per mile annually, fears economic repercussions because of a decline in local agribusiness if service is not soon restored. The PUC stated that the line would generate 37 cars per mile, and reported that evidence produced during abandonment proceedings indicated that the branch is profitable. All groups agreed that service on the line is a necessity for the counties of Wyoming and Susquehanna.

**Table 58: Traffic Profile: Montrose to Tunkhannock Line**

Rail user	Commodity	Estimated Carloads (1973)
Trail Implement Co.	Machinery fertilizer	
Louden Hills Farms	Feed	
Glenn Ely, Jr.		42
Briggs Lumber Co.	Lumber	72
Andre and Sons		50
Donald Dean and Sons Lumber Co.	Lumber	75
Delisa Pallet Corp.	Lumber	20

### **Zone 66**

Zone 66 and adjacent Zone 69 include the cities of Philadelphia, Allentown and Bethlehem, which are major manufacturing and population centers that rely heavily upon rail service. Major commodities shipped and received are coal, steel, scrap metal, manufactured goods, and lumber. This area ranks second to the Pittsburgh area in rail traffic density.

Several of the freight lines DOT designated potentially excess are used for commuter and intercity passenger service. This service is considered vital to the area and its possible abandonment was vigorously protested. Major reasons offered for retaining the rail lines included the energy crisis, an inadequate area highway system, and the public need for mass transit.

The following 11 sections of rail line within Zone 66 were designated potentially excess by the DOT Report:

The PC line from Elwyn to Rising Sun, Delaware in Zone 84.

The RDG Railway line from Elverson and St. Peters to Rockland, Delaware in Zone 84.

The PC line from Twin Oaks to West Chester.

The PC line from Honey Brook to Lancaster in Zone 67.

The RDG line from Perkiomen Junction to Emmaus Junction in Zone 69.

The RDG line from Norristown to Doylestown.

The RDG line from Philadelphia to Newton.

The PC Bustleton Branch.

The RDG Frankford Branch.

The PC line from Philadelphia to Chestnut Hill.

The RDG line from Philadelphia to Chestnut Hill.

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated the following changes were to be made to its February 1, 1974 Report:

The RDG line from Coatesville to Modena should not be shown as potentially excess.

The PC line from Chester to West Chester should not be shown as potentially excess.

The Pennsylvania Public Utility Commission noted the following errors in the U.S. DOT Report for Zone 66:

Plymouth Meeting was shown as a station generating 2,062 rail cars. The PUC claimed that Penn Central handled 7,286 rail cars in 1972 at this location.

Linfield was shown as a station generating 181 rail cars. The PUC claimed that Penn Central handled 400 rail cars in 1972 at this location.

Penn Central's Pomeroy Secondary Track from Pomeroy to Doe Run was not shown on the DOT map of Zone 66.

#### **Elwyn to Rising Sun, Delaware (Octorara Branch)**

The Octorara branch is operated by the Penn Central and serves the cities of Elwyn, Mendenhall, Nottingham, and Rising Sun (Zone 84). The line has been out of service since October 1971, when a storm washed out a bridge and some track. The Penn DOT reported that the line carried 1,244 carloads or 33 carloads per mile, in 1964. Evidence at ICC abandonment hearings showed that, until the line was washed out, it was profitable.

Although the Penn Central has filed for abandonment, the line has been incorporated into the Delaware Valley Regional Planning Commission's transportation program. The Southeastern Pennsylvania Transportation Authority (SEPTA) plans to acquire the branch and use it for commuter service into the Philadelphia area, for intercity passenger service, and as an excursion line to points of historical interest. SEPTA would allow freight service over the line if it would provide sufficient income.

The line crosses lower Delaware and Chester Counties which produce a large percentage of the mushrooms grown in the East. Population growth and industrial activity in these counties are expected to increase.

The fact that there are no major highways in the immediate area heightens agriculture's need for rail service. The truck service which is available to agricultural firms costs more than rail service, and increased food prices are

expected to result from abandonment of the line.

The Chester County Planning Commission believes that the line is vital to the creation of an industrial corridor in the area. Based on economic and social criteria, the Planning Commission believes that such a corridor is the best available land use plan for the area. Several industrial parks are planned, according to the Penn DOT, contingent upon rail service.

#### **Elverson and St. Peters to Rockland, Delaware**

The 42 mile Wilmington and Northern Branch line is operated by the Reading Railway. It serves the cities of St. Peters, Elverson, Conestoga, Coatesville, Chadds Ford, and Rockland (Zone 84). The area served by the line is primarily rural although most of the business generated along the line is from manufacturers and light industry. Principal commodities generated along the line are steel, scrap metal, steel products, and paper.

Both the PUC and the Penn DOT stressed the importance of this line as the major north-south alternative to the Penn Central main line for access to Buffalo, Cleveland, and Detroit, from Wilmington and the south. The line carries major overhead traffic to the Wilmington market from Detroit via Buffalo. Eliminating the line would necessitate rerouting local and overhead traffic through Philadelphia with subsequent delays, increased transit time, and interference with heavy passenger traffic.

The DOT plan would also create service problems in Coatesville. Coatesville was designated to receive rail service from the Penn Central. However, the Penn Central runs through Coatesville on an elevated viaduct, 75 feet high, and local service would not be feasible. Most industries are located along the Reading line. The G. O. Carlson Corporation questioned the quality of the Penn Central's loading facilities outside Coatesville. These problems would also affect service to Modena, which is south of Coatesville.

Several industries, including Luria Bros. and Lukens Steel, expressed concern over the elimination of the link with the C&O/B&O railroad in Wilmington (see Table 59 for a listing of businesses on this line which submitted data to the RSPO). Luria Bros. receives old rail cars and locomotives for scrap metal from the south via the C&O/B&O. Lukens Steel needs the C&O/B&O link to ship and receive steel and steel products. Luria Bros. also depends on the Reading for service through Elverson for scrap metal from northern Pennsylvania.

Two firms, Lenape Forge Division of Gulf and Western and G. O. Carlson, depend on rail service due to the weight and bulkiness of their products. Lenape Forge Division manufactures turbine wheels and other related machinery. G. O. Carlson produces nickel and titanium plates.

**Table 59: Traffic Profile: Elverson and St. Peters Spur to Rockland**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Lenape Forge Division of Gulf and Western	Heavy Equipment		16	250
Aberns' Home Im- provement Centers				
Exton Paper Manufacturers	Paper		35	
Luria Bros.	Scrap metal		3,300	
Valley Paper Mills	Paper, lumber		420	
Coatesville Plate Washer Co.	Metal		135	
Lukens Steel Co. G. O. Carlson, Inc.	Steel Nickel and titanium plates			
Coatesville Scrap Iron and Metal	Scrap iron, metal			
Allegheny Ludlum Steel Corp.	Steel products		140-160	
Elverson Supply Co. Bruce Hahn Co. International Mill Service Lipsett Stel Products Graco Metal Products				

**Twin Oaks to Chester**

The RSPO received no protests regarding the designation of the Penn Central line from Twin Oaks to Chester as potentially excess.

**Honey Brook to New Holland**

The 25 mile Honey Brook branch is operated by the Penn Central and serves the cities of Honey Brook and Suplee in Zone 66, and Narvon, New Holland, Leola and Lancaster in Zone 67. Only that portion between Honey Brook (Zone 66) and New Holland (Zone 67) was declared potentially excess by the DOT.

Rail traffic on this segment of the line was said to be 1,020 rail cars per year by the Penn DOT. Narvon Mines and Chemical believed that, for the entire 25 mile track, 5,000 carloads of freight were generated, which would more than satisfy the proposed DOT criteria (see Table 60 for a listing of businesses on this line which submitted data to the RSPO).

Two companies, D. G. Shelter Products and Agway, Inc., reported that they would be forced to shut down, or relocate, if rail service were discontinued. Trucking is not considered a feasible or economical alternative for them. Redman Mobile Homes said that a shift to truck transportation would increase its freight cost by \$50,000 and drastically reduce its competitiveness. Narvon Mines and Chemical, a manufacturer of aluminum silicates used in pipeline enamels, housing materials, and water

pollution control equipment, stated that abandonment could cause the firm to cease operations. The bulky materials it ships require rail service for economical shipment. According to the Penn DOT, 39 people would lose their jobs if the line were abandoned.

**Table 60: Traffic Profile: Honey Brook to New Holland**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
D. G. Shelter Products	Paneling, plywood			300-600
Agway, Inc.	Fertilizer		34	34
Narvon Mines and Chemical	Aluminum silicates		384	490
Redman Mobile Homes, Inc.	Lumber, steel, insulation, building materials		80	320

Future growth of the area was predicted by the Lancaster Chamber of Commerce. There are many prime industrial sites in this corridor which will benefit from increasing development pressures. Rail usage is, therefore, expected to increase. The Penn DOT indicated that 2,000 carloads could be generated along the excess portion of the line if rail service were better and more dependable. As a last resort, some shippers are evaluating the possibility of operating the track as a Class II carrier. They do not believe that they have any economical transportation alternative.

**Perkiomen Junction to Emmaus Junction (Perkiomen Branch)**

The Perkiomen branch is operated by the Reading Railway and serves the cities of Oaks, Salford, Greenlane and Pennsburg in Zone 66, and Hosensack and Emmaus Junction in Zone 69. This branch is the shortest rail route from Allentown to Philadelphia. The line connects at Allentown with the Lehigh Valley and the Reading main lines and at Perkiomen Junction with the Penn Central and the Reading lines from Philadelphia to Reading.

The PUC estimated that the line generates 110 rail cars per mile (see Table 61 for a listing of businesses on this line which submitted data to the RSPO).

The branch is considered by users, local officials, and business interests to be a vital factor in the area economy. According to the Penn DOT, four firms would be forced to close down and one would have to cut back production if this track were abandoned. Over 400 jobs would be lost.

Since only one highway serves this area, local industries consider rail service to be essential. Several businesses receive shipments from the west coast and the midwest, and rail service is the only economically feasible means of transportation from these areas.

**Table 61: Traffic Profile: Perkiomen Branch**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Landes Bros., Inc.	Flour, feed, grain		40-50	
Agway, Inc.	Fertilizer		31	
Knoll, International				
Amsat Corp.			130	179
Pillsbury Co.	Produce		525	550
Trexler Haines				
Gas, Inc.	Propane			
Superior Combustion Industries	Steel plate, heavy machinery			60-70
Wilkes Corp.	Lumber, building materials		61	
Merritt Lumber Co.	Lumber		30	
Rodale Mfg. Co.				

The Perkiomen branch is also needed to attract future industrial development. Two companies plan to locate along the rail line. Their plans would change if rail service were abandoned. One firm is a trucking company that expects to generate between 800 and 1,000 carloads a year.

The majority of the traffic originating on the line moves north to connect with the Reading mainline or interchange with the Lehigh Valley. However, the route is restricted due to a narrow tunnel at Dillinger. It is, therefore, necessary that the line remain intact to the Penn Central interchange at Oaks to provide alternate southern routing for oversized shipments.

### Norristown to Doylestown (Stony Creek Branch)

The Stony Creek branch is operated by the Reading Railway. It serves the cities of Norristown, Belfy, Lansdale, Colmar, Chalfont, and Doylestown.

Local firms and government officials regard the line as essential to the economy of the area. According to the Bucks County Board of Commissioners, the line serves at least two industrial parks, the future development of which hinge on the existence of adequate transportation in the area. John S. Renninger, State Representative for the area, believes that the local highway system cannot handle the traffic that would be forced upon it if the line were abandoned. Mr. Renninger noted that funds for highway development and maintenance have been reduced. At least two firms mentioned that they might shut down if they lost rail service.

According to the PUC, the Stony Creek branch generates 88 rail cars per mile per year (see Table 62 for a listing of businesses on this line which submitted data to the RSPO).

The submissions indicated that traffic will increase on this line in the future. Some firms are expanding and will increase their rail usage. F. D. Hartzels Sons Co., Inc.,

**Table 62: Traffic Profile: Norristown to Doylestown**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
C. Schmidt and Sons, Inc.	Grain		200	
Matlack, Inc.	Dry bulk goods		950	
Trailmobile, Inc.			277	
Pakwell Paper Products			101	
Merck, Sharp, and Dohme	Liquid sugar, glucose		100	
Lansdale Warehouse Co.			467	576
Philco-Ford American Olean Tile Co.			150	
Zenith Electronics			671	
Bateman Brothers Lumber	Lumber		100	1,100
F. D. Hartzels Sons Co.	Cement			
Lumber Distributors, Inc.	Lumber		106	
Mrs. Paul's Kitchens	Food products		93	
Doylestown Lumber and Millwork Co.	Lumber		25	

is building an industrial park at Chalfont which will use rail service if it is available. Philco-Ford at Lansdale has purchased land for a manufacturing and warehouse facility that would depend on rail service.

Besides being a necessary artery for commerce in the area, the line is being used for commuter service between Lansdale and Doylestown. The line carries 600 passengers per day. SEPTA is considering reactivating passenger service between Lansdale and Norristown.

### Philadelphia to Newtown (Newtown Branch)

The Newtown branch is operated by the Reading Railway and serves the cities of Philadelphia, Cheltenham, Southampton, George School, and Newtown. This branch is considered by local officials to be essential to the continued industrial growth of the area and they believe that abandonment would lead to economic disaster.

Rail users on this line that provided information to the RSPO were: Frost-Watson Lumber, which generated 149 carloads of freight in 1973; Lovelle Aircraft; and Agway, Inc. According to the PUC, this line generated 28 rail cars per mile in 1973.

Though Lovelle Aircraft's rail usage has been infrequent in the past, the company recently signed a contract with the U.S. Department of Defense which will necessitate the use of rail service. The Frost-Watson Lumber Co. stated that trucking lumber through residential areas is impossible.

The Newtown branch is also utilized for commuter service between Philadelphia and Newtown. The line carries an estimated 500 daily passengers.

## The Bustleton Branch

The 4 mile Bustleton branch is operated by the Penn Central and serves northeast Philadelphia from a spur off the main line at Holmesburg Junction. The line serves the Northeast Philadelphia Industrial Park—an area of 650 acres including 71 industrial establishments. These firms are mainly manufacturers and food processors. They receive raw materials such as steel rod, scrap metal, wire, paper stock, sugar, starch and food products. They ship paper goods, finished steel products, toys, corrugated boxes and scrap metal. The Penn DOT estimated annual traffic on the line to be 7,244 carloads, an average of 3,622 carloads per mile for the 2 miles to the Northeast Philadelphia Industrial Park. The PUC estimated the annual carload traffic to be 5,196 carloads which was also the figure cited by several users along the line. Thus, users believed they exceeded the DOT criteria for financial viability. See Table 63 for a listing of businesses on this line which submitted data to the RSPO.

**Table 63: Traffic Profile: Bustleton Branch**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Crown Cork and Seal Co., Inc.			1,000	
Allied Tube and Conduit Corp.	Electrical conduits		228	
Lionel Leisure, Inc.	Toys		456	
ARA Food Services Co., Inc.	Food		300	
Penn Fruit	Food		960	
American Bag	Paper stock		216	
Continental Can	Metal		492	
Food Fair	Food		192	
ACF Term. Trans.			300	
Penn Jersey	Auto parts		96	
Enterprise Paper	Paper		72	
Walker Paper	Paper		96	
Quaker City Chocolate	Sugar, starches		180	
Fibre Stock			24	
J. P. Morrissey			48	
Whitman Chocolate	Sugar, starches		144	

Users of the line described the spur as essential to the economic health of northeast Philadelphia. Over 500 jobs, according to the PUC, would be jeopardized if rail abandonment were approved. Several firms were concerned about the effect of increased shipping costs upon their firm's competitiveness and the effect of increased prices on the consumer.

ARA Food Services Company, Inc. and the Philadelphia Industrial Development Corporation both questioned the validity of the DOT statistics. According to their research, DOT credited the traffic received on the Bustleton branch to Tacony, a billing station to the south of Holmesburg Junction. In addition to billing station

errors, it was repeatedly reported that the DOT map of the area was of poor quality and outdated.

This line is not presently used for passenger service, however, SEPTA's proposal for high speed intra-city rail transportation lists four possible stations on the Bustleton branch.

## The Frankford Branch

The Frankford branch, which is 2 miles long, is operated by the Reading Railway and serves northeast Philadelphia.

The U.S. DOT designated the branch potentially excess even though annual traffic on it, 1,743 carloads, exceeds the DOT criteria. A major user on the Frankford branch is Sears, Roebuck & Co. which is also served by the Oxford Branch of the Penn Central. Sears generated approximately 600 cars on this line in 1973. Sears' total traffic movement on the Penn Central Oxford branch was greater (a total of approximately 2,400 cars) than its usage of the Frankford branch, but its usage of the PC Oxford branch is restricted because of an underpass with low clearance. Of the two lines, only the Frankford branch can accommodate high-cube box cars.

## Philadelphia to Chestnut Hill

There are two parallel Chestnut Hill lines, one operated by the Penn Central and the other by the Reading.

The PC Chestnut Hill branch extends northwest from the North Philadelphia Junction through western Philadelphia and terminates at Chestnut Hill near the Montgomery County line. It is 5 miles long and serves several large manufacturing firms which produce steel auto accessories, chemicals, auto parts, tires, plastic containers, and beer.

Annual freight traffic over the line was estimated at 19,481 carloads by the Penn DOT, an average of 3,896 carloads per mile. The PUC estimate was 1,756 carloads per mile. Beatrice Garber, Commissioner of Springfield Township, estimated that firms on the line generate 19,805 carloads per annum.

The Budd Company, an auto parts manufacturer located at Midvale, submitted traffic data showing a total of 11,433 and 10,946 carloads of freight received in 1972 and 1973, respectively. The Budd Company is a major employer (4,500) in an area of high unemployment. Rail service is vital to the company's operation because the physical layout of its plant is geared for rail service.

Several other businesses along the line also depend upon rail service, and unemployment resulting from loss of rail service could run as high as 6,111, according to the Board of Commissioners of Springfield Township.

Freight users along the line believed that their traffic

met the DOT criteria and that DOT must have used erroneous statistics.

The Penn Central Chestnut Hill Branch is also part of SEPTA's intercity passenger and rail commuter system in the Philadelphia area. SEPTA reported that approximately 10,000 people use the line daily, a total of 2.7 million passengers per year. If this line were abandoned by the Penn Central, local officials would prefer to preserve the right-of-way for possible future use and to allow SEPTA to maintain passenger service.

The Reading's 5.2 mile Chestnut Hill line parallels Penn Central's line to North Philadelphia where it crosses the Penn Central track and joins the east-west Reading main line. The Reading branch serves industrial establishments which manufacture hospital equipment, boxes and steel products.

Annual freight traffic on the Reading's branch was estimated to be 896 carloads per year (172 carloads per mile) by the Penn DOT and by Beatrice Garber, Springfield Township Commissioner. The PUC estimated that the line carries 145 carloads per mile.

Rail users along this line were worried about increased shipping costs if forced to use trucks. Some would have to cut back their business and their work force. They believe that their traffic is at least double that of the DOT carload criteria and, therefore, can not understand why the branch was proposed for abandonment.

The Reading's branch serves 6,000 commuters daily as part of the SEPTA system. Local officials insisted that the right-of-way must be preserved for SEPTA's use should the line be abandoned.

### **Zone 67**

The following five sections of rail line within Zone 67 were designated potentially excess by the DOT report:

- The PC line from Lancaster to Quarryville.
- The RDG line from Sinking Spring in Zone 68 to Columbia.
- The RDG line from Manheim to White Oak.
- The PC line from Conewago to Lebanon (Zone 82).
- The PC line from Narvon to New Holland.

### **Lancaster to Quarryville**

The 13 mile Quarryville branch line is operated by the Penn Central and serves the towns of Lancaster, Brumgardner, New Providence, and Quarryville. The line connects with the Penn Central's Atglen and Susquehanna main line at Quarryville. The Quarryville branch has been out of service, because of Hurricane Agnes, since June 1972.

The PUC reported that Quarryville generated 392 car-

loads in 1971 and 283 in the first six months of 1972. The Penn DOT listed Lancaster Bone Fertilizer, Agway Fertilizer, Agway Feed, Ross H. Rohrer and Sons, Walter Hassell Sons, Red Rose Foam Services and Goods Feed Mill as users of this track. Major commodities shipped and received along the line are coal and agricultural materials.

Rail users have installed, at a cost of \$140,000, a rail connection at Quarryville to the Penn Central main line, however the users noted that service is unsatisfactory and declining in frequency.

Only one user, Alcoa at Lancaster, submitted testimony protesting the abandonment of this branch. It regards the branch as a vital part of its balanced transportation program.

The Pennsylvania Department of Commerce has identified 108 acres along this branch as available for industrial development. Without rail service, development possibilities would be reduced substantially.

### **Sinking Spring to Columbia (Reading and Columbia Branch)**

The Reading and Columbia branch is operated by the Reading Railway. It serves the cities of Sinking Spring (Zone 68), Denver, Ephrata, Lancaster Junction, Landisville, and Columbia on the Susquehanna River. Two segments of the Sinking Spring to Columbia line were declared potentially excess by the DOT: Denver to Sinking Spring; and Lancaster Junction to Columbia. The total "excess" trackage is 20.1 miles; nineteen miles of line would retain service.

Rail use along the entire line was estimated at 102 rail cars per mile by the PUC. The Penn DOT's figures showed 408 cars for the 4 miles from Denver to the Berks County line, an average of 102 carloads per mile. The average for the Lancaster Junction to Columbia section was 321 carloads per mile (3,636 cars for 11.3 miles).

According to the Penn DOT, 1,985 jobs would be lost as a result of abandonment of rail service to this area. Abandonment would also hinder industrial growth. F. W. Woolworth, which has a plant at Denver scheduled for completion in November of 1974, considers the operation of this entire branch vital to its plant. At East Hempfield, Armstrong Cork Company has purchased 130 acres of industrial land for development. Its plans might be abandoned if rail service were lost. Pennsylvania Malleable Iron Division of Gulf and Western Industries, located at Landisville, has plans to double its capacity—plans which would be adversely affected by abandonment. Table 64 contains data supplied to the RSPO by users of this line.

Businesses at Columbia can not be serviced by the Penn Central, because the interchange between the Read-

**Table 64: Traffic Profile: Sinking Spring to Columbia**

Rail user	Commodity	Estimated carloads		
		1972	1973 Projected	
Reinholds Lumber and Supply Co.			5	7
Win Kit Company			26	40
F. W. Woolworth Co.				624
Armstrong Cork Co.				
Amherst Industries	Railroad cars, steel, sand		536	
J. C. Snavely and Sons, Inc.	Lumber, building supplies		275	209
Pennsylvania Malleable Iron, Division of Gulf and Western Industries	Iron castings, mine roof		288	
ITT-Grinell Corp.	Iron pipe fittings	1,416		1,653
Gordon Waste Co.	Scrap metal		57	
Frank Sahd Salvage Center, Inc.	Steel		80	

ing and the Penn Central lines was destroyed by Hurricane Agnes in 1972. A substantial rehabilitation of several miles of track would be required for a restoration of this interchange. There is also no interchange between the Reading and the Penn Central at Landisville.

Most users believed the DOT plan proposed a system which would substantially increase transit times and create circuitous routes. The abandonment of any piece of line was said to affect the whole line. ITT Grinell stated that not one section of the Reading and Columbia branch could be abandoned without creating a financial hardship to its plant.

Several witnesses also expressed concern over federal intervention. ITT Grinell and the Lancaster Chamber of Commerce both preferred private solutions through Section 77 bankruptcy reorganization. They believe that more service would be provided by competing rail systems.

Most witnesses believed that this line met DOT carload requirements. Armstrong Cork pointed out that the Reading has never moved to abandon this track and contended that the branch is a money maker. Representative Harry Gring also believed that the branch met DOT carload requirements.

### Manheim to White Oak

The 5 mile long White Oak branch of the Reading Railway serves Manheim, Elstonville, White Oak, and Mount Hope near the Lancaster-Lebanon county line.

The Penn DOT estimated that annual freight traffic on the line was 130 carloads, or 26 carloads per mile. Three rail users were identified: Myers Propane Gas Service, Roman's Mosaic and Tile Co. and White Oak

Mills. These firms ship or receive aluminum foil and containers, lumber, and agricultural products. Myers Propane Gas Service recently made an investment in tank cars and projected its future rail usage would be close to 50 cars per year, given continued rail service.

### Conewago to Lebanon

The 16.4 mile long Lebanon branch is operated by the Penn Central and serves the cities of Conewago and Bellaire in Zone 67 and Lawn, Cornwall, North Cornwall, Edisonville and Lebanon in Zone 82. Only the segment from Cornwall to Lebanon would remain in service under the DOT proposal.

The PUC reported that the track from Mile Post 1 to Cornwall has been out of service since Hurricane Agnes in June, 1972. Total carloads on the line from Conewago to the damaged track were 123 in 1973, according to the Penn DOT. The PUC reported a usage of 96 rail cars per mile.

Rail car users located on this line who provided information to the RSPO were: Agway, Inc. which generated 123 carloads of lumber and seed in 1973; Alcoa; and Conewago Industrial Park. Alcoa is concerned that loss of the track will substantially increase its costs and service delays. Alcoa considers this service vital to its operation. The Conewago Industrial Park, which has not been completed, is expected to generate 4,000 carloads per year by 1979. The Middletown Area Association is concerned that loss of rail service would doom plans for a sewage treatment facility being built in conjunction with the Conewago Industrial Park. This facility is needed for residential and commercial development. The Industrial Park pointed out that, although Penn Central filed for abandonment of the Lebanon branch in February 1973, it chose to keep service to Mile Post 1 as an industrial spur.

Both the Penn DOT and the PUC regarded the operation of the branch line as vital to local economies. On the other hand, the Lebanon Valley Chamber of Commerce indicated that no adverse effects would be experienced by the county if the Lebanon Branch line were eliminated.

### Narvon to New Holland

See Zone 66 for a discussion of this line.

### Zone 68

The following four sections of rail line within Zone 68 were designated potentially excess by the Department of Transportation:

The RDG line between Topton and Kutztown.

The PC line from Hamburg to Temple.<sup>1</sup>

The RDG line from Eshbach to the southeastern zone border.

The RDG line from Sinking Spring to Columbia in Zone 67.

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated the following changes were to be made in its February 1, 1974 Report:

The RDG line from Boyertown to the southeastern zone border should not be shown as potentially excess.

### Topton to Kutztown

The Reading's 4.6 mile Kutztown spur connects with its main line at Topton. Commodities generated along this spur include feed, seed, fertilizer, scrap iron, lumber, and cement. The PUC estimated annual traffic along this line to be 402 rail cars (see Table 65 for a listing of those businesses on this line which submitted data to the RSPO).

**Table 65: Traffic Profile: Topton to Kutztown**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Berks Products Corp.	Lumber, building supplies		75-100	
Kutztown Machine and Foundry	Coke, pig iron, sand		160	
Atlas Minerals and Chemicals			555	
Becks Feed and Grain	Feed		126	
Cabric Corporation			670	

The Kutztown Machine and Foundry emphasized that, because of the volume of traffic and essentiality of the service, the burden should be on the Reading and the DOT to show that continued operation of this track would be an unreasonable burden.

Berks Products Corporation, which is contemplating expansion, indicated that abandonment would force it to relocate or shut down. Either action would cost the local economy 47 jobs. Fourteen jobs would be lost at Beck's Feed and Grain if rail service were discontinued.

<sup>1</sup> The DOT shows the Penn Central Schuylkill Branch line ending at the connection with the Reading at Hamburg, but the branch continues on to Schuylkill Haven in Zone 82. The Zone 68 map also shows the Schuylkill Branch connecting with the Reading near Temple, however the line actually continues to Philadelphia.

### Hamburg to Temple (Schuylkill Branch)

The Schuylkill branch is operated by the Penn Central and serves Schuylkill Haven (Zone 82), Hamburg, Leesport, Reading, and Philadelphia (Zone 66). Only the portion between Hamburg and Temple was designated potentially excess by the DOT. The PC Schuylkill branch parallels the Reading Schuylkill branch, which serves a limited number of users and is in worse condition than the PC track.

The area served by the Schuylkill branch is heavily industrialized and very dependent on rail service. The PUC estimated total annual traffic on the line from Schuylkill Haven to Temple to be 808 rail cars in 1973, an average of 43 cars per mile (see table 66 for a listing of businesses on this line which submitted data to the RSPO).

The Glen-Gery Corporation stated that it was advised that the Reading had only five customers on its Schuylkill branch and that the annual volume of shipments on that section is negligible compared with the PC branch's volume. The Glen-Gery Corporation proposed that Reading customers, who are all located close to Temple, be served by a short line railroad and that through service to Hamburg be maintained on the Penn Central rather than the Reading track. The proposal would continue rail service to all who need it. Algonquin Chemical agreed with this proposal.

Most rail users located on the Schuylkill branch ship in raw materials from such distant points as the west coast, Florida, British Columbia and New England. Eliminating rail service would greatly increase their transportation and handling costs and would force some firms to consider laying off employees, shutting down or relocating. The Penn DOT estimated 638 persons would lose their jobs if rail service were abandoned. Pennsylvania Steel Machine and Foundry indicated that temporary layoffs might be required. Hastings Pavement Company stated that abandonment would very probably cause the closing of its plant. Harris Pine Mills Inc. might be forced to relocate. The Spaulding Brick Corporation stated its concern that increased transportation costs would price local businesses out of their markets.

Several industries mentioned potential expansion plans that would be retarded by loss of rail service. The East Penn Manufacturing Corporation, Glen-Gery Corporation and General Battery Corporation are planning, or have undertaken, expansion programs which will increase their rail usage and employment.

**Table 66: Traffic Profile: Hamburg to Temple**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Reading Industries, Inc. <sup>1</sup>	Copper		720	720
Agway, Inc.	Peat moss, fertilizer, seed		23	40-45
Hustings Pavement Company	Paving products		204	
Spaulding Brick Co., Inc.	Bricks, cement blocks		175	
Harris Pine Mills, Inc.			120	
General Battery Corporation				
Pennsylvania Steel Foundry and Machine Company	Scrap metal			
Glen-Gery Corp.	Brick		175	350
East Penn Manufacturing Co., Inc.	Coke		39	
Hamburg Broom Works			31	
Algonquin Chemical Co., Inc.				

<sup>1</sup> Reading Industries, Inc. is located at Reading.

### Eshbach to Boyertown (Colebrookdale Branch)

The Colebrookdale branch is operated by the Reading Railway and serves Eshbach, Bechtelsville, Boyertown, Pine Forge, and Pottstown (Zone 66). Only the 4 mile segment between Eshbach and Boyertown has been declared potentially excess by the DOT.

The Penn DOT reported that the segment from Eshbach to Boyertown generated 64 carloads of freight in 1973. The Borough of Boyertown submitted Reading Railway exhibits showing that 59 cars were handled at Bechtelsville in 1969, 64 in 1970 and 37 in the first 7 months of 1971. New Berlinville, between Boyertown and Bechtelsville, received 3 cars in 1969 and 5 in 1970 (see Table 67 for a listing of businesses on this line which submitted data to the RSPO).

Boyertown area businessmen could not understand why rail service could not be maintained over the branch. They claimed that industrial growth will inevitably take place north along the track to Eshbach. Two hundred acres of land along the branch are zoned for industrial use.

**Table 67: Traffic Profile: Eshbach to Boyertown**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Superior Underwear Mill, Inc. <sup>1</sup>				
Eshbach Coal and Lumber Co.			5	8
Montgomery-Bucks Farm Bureau Cooperative Association	Oats, soya meal etc.		13	
Bally Case and Cooler, Inc.	Lumber		9	10
Kawecki Berylco Industries, Inc.			134	
Eastern Foundry Company			286	
Boyertown Auto Body Works	Truck bodies, chassis		307	658
Boyertown Packaging Service Corp.	Polyethylene		23	25
Unicast	Pig iron, coke		15	
Hollenback Company	Lumber, lime, plywood		25	28
J. H. Robinson Jr., Inc.	Salt		3	3
Amandus D. Moyer Lumber	Lumber		86	86
Boyertown Burial Casket Co.			70	

<sup>1</sup> Superior Underwear Mill, Inc. generated 756 tons in 1973.

### Sinking Spring to Columbia

See Zone 67 for a discussion of this line.

## Zone 69

The DOT Report designated the following lines within Zone 69 potentially excess:

The EL line from Belfast to Portland.

The EL line from Portland to Belvidere, New Jersey.

The RDG line from Emmaus to Perkiomen Junction (Zone 66).

The EL line from Washington to Netcong, New Jersey (Zone 60).

Public responses pointed out several errors in DOT's map of Zone 69. Bethlehem and Allentown were both incorrectly located. (The DOT corrected this error in its March 1, 1974 additions and corrections supplement.)

Several lines were omitted or misplaced on the map. The Penn Central line from Easton to Belvidere is incorrectly shown. Martins Creek is recommended for local service on a branch that has long been without track. The Erie Lackawanna branch from Martins Creek Junction to Martins Creek is not shown. The branch serves Con Agra, Inc. which expects to generate 3,000 carloads per year when its plant expansion is completed.

Also missing in the DOT Report map is the Lehigh and New England Railroad. The L&NE serves Bethlehem, Bath, Nazareth, Stockertown, and Uhlers, and has filed an application to operate the Lehigh Valley line from Palmerton to Bethlehem to Easton on the north side of the Lehigh River. The L&NE line from Stockertown to Uhlers and a spur from Schoenersville east to Crane Junction are not shown on the DOT map. The L&NE line from Bath to Nazareth is the northernmost of two parallel lines. The line to the south is the Erie Lackawanna. The L&NE also has a branch line extending from Allen Junction, just north of Bethlehem, west through Fullertown to Allentown.

The Northampton and Bath Railroad track is incorrectly identified by the DOT as belonging to the Lehigh Valley. It runs from Northampton—not Coplay—to an interchange with the Erie Lackawanna and the Lehigh and New England near Bath. The Northampton and Bath is a Class II carrier, 7.24 miles long, which serves two cement plants. The two plants, Universal Atlas at Navarre and Keystone Portland Cement Company at Bath, generated 4,762 carloads in 1973. Of the total, 2,450 cars were interchanged with the LV and 2,312 with the EL. The Northampton and Bath Railroad is not opposing the rail restructuring and believes that its line would have greater utility as part of a larger system.

The zone map does not identify the Ironton Railroad which runs from Ironton east to a connection with the Reading and the Lehigh Valley near Catasauqua. The Ironton, which is approximately 6 miles long, interchanged 1,206 cars with the LV in 1973.

Also not identified on the DOT map is the Phila-

delphia, Bethlehem, and New England Railroad which operates on the south side of the Lehigh River. The carrier connects with the Lehigh Valley and the Reading lines to Hellerstown and Philadelphia.

Although the DOT map shows only one LV line through Bethlehem there are two parallel lines which are separated by the Lehigh River. The line on the south side of the river is the main line to New York. The line on the north side of the river runs northeast from Bethlehem to Easton where it connects with the Central Railroad of New Jersey. Along this line the towns of Odenwelder, Freemansburg, and Tatamy (on a spur from Easton) are not scheduled to receive rail service under the DOT plan although they generate considerable traffic. West of Bethlehem, this LV line extends southwest to Allentown and then north to Lehigh Gap (Zone 70).

The cities of Northampton and Lehigh Gap were not recommended for local service. The Cement Division of Martin Marietta Corp., which is located at Northampton, generated 1,432 carloads of freight in 1972 and 891 in 1973. A Pfizer, Inc. plant, located at Lehigh Gap, received 20 carloads of bulk sulphur and shipped 16 partial carloads of finished chemical products in 1973.

Cementon was shown by the DOT as a station generating 303 cars in 1972, however, in 1973, 1,175 carloads were shipped from Cementon by White Hall Cement Co. alone.

The Penn DOT stated that the Zone 69 map incorrectly attributed Metropolitan Edison Company's traffic to Portland, instead of to the Portland Steam Generating Plant Station. That plant can only be served by the Erie Lackawanna's Old Road Line.

### Belfast to Portland and Portland to Belvidere, New Jersey

The Bangor and Portland branch is operated by the Erie Lackawanna. It serves the cities of Belfast, Pennargyl, Bangor, Stier, and Portland. The PUC reported that the line has annual traffic of 33 carloads per mile,

**Table 68: Traffic Profile: Belfast to Portland**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Snyder Milling Co.	Grain		42	
Supradur Mfg. Corporation			214	
R and R Toy Mfg. Co., Inc.	Stuffed toys		224	
Stoddard Slate Companies, Inc.	Slate		36	
Con Agra, Inc.	Grain		250	
Fling Milling Co.	Grain		442	
Bangor Lumber Co.	Lumber		8	
Agway, Inc.	Fertilizer			
Metropolitan Edison Co.	Coal			14,000

excluding the 13,720 cars of coal received at the Portland Steam Generating Plant of the Metropolitan Edison Company. The Penn DOT estimated annual traffic over the line to be 1,118 carloads, an average of 56 cars per mile (see Table 68 for a listing of businesses on this line which submitted data to the RSPO).

The Erie Lackawanna's Old Road Line connects with its Bangor and Portland branch at Portland and runs from Portland to Belvidere. Penn DOT reported that the Metropolitan Edison Company received 12,925 carloads of coal over the 2.5 mile Belvidere to Portland track in 1972.

Imco Container Co. expressed a concern for continued service over the segment between Belvidere and Portland. Imco, which has a pumping station and silos to handle carloads of plastic granules, asserted that it would be impractical for it to receive its raw materials via hopper cars at any other location because of the problem of contamination of materials and because of the increased cost of handling. Imco also reported a box car shortage.

If these lines were abandoned, at least two businesses would be forced to shut down with a resultant loss of 130 jobs. Area growth would be retarded. Four available industrial sites along the Belvidere to Portland branch would not be as attractive to developers and several firms along the Belfast to Portland branch would have to abandon their expansion plans.

Concern was expressed over the effect of cessation of rail service upon food production. Farmers in the area would not be able to obtain needed fertilizer and lumber, and several food processors in the area would not be able to receive farm products from the midwest.

Abandonment of these lines would leave the region totally without rail service. The Lehigh and New England has already discontinued its service to the area.

Metropolitan Edison noted that incoming coal shipments are vital to power generation for the area and stated that it must continue to have service over both of these lines in case one should become inoperative.

### Emmaus to Perkiomen Junction

For a discussion of this line see Zone 66.

### Washington to Netcong

For a discussion of this line see Zone 69 in the state of New Jersey.

### Zone 70

The DOT Report, as supplemented and corrected, designated two lines within Zone 70 potentially excess: the EL line from Honesdale to Lackawaxen and the LV line from Beaver Brook to Leviston.

### Honesdale to Lackawaxen (Honesdale branch)

The 26 mile long Honesdale branch is operated by the Erie Lackawanna and serves Honesdale, White Mills,

Hawley, and Lackawaxen. The Honesdale branch connects with the Erie Lackawanna main line to Port Jervis, New York (Zone 56).

Several respondents, including the Penn DOT and the PUC, noted that the branch is profitable and that its traffic is well above the DOT criteria. The Penn DOT reported 119 carloads per mile per year over the line while the PUC reported 128 carloads per miles per year (see Table 69 for a listing of businesses on this line which submitted data to the RSPO).

The Honesdale Milling Company, which has just been rebuilt after a fire, expects its traffic to increase. Moore Business Forms, employing 255, is the largest business form plant in the world, but stated that it would not be competitive if it lost rail service. The company estimated that shipping by truck would increase its costs at least \$106,000 per month. The company predicted a substantial increase in its traffic in the next few years if service is continued. S. J. Bailey & Sons stated that it cannot obtain a sufficient supply of cars. Worth Bat Company, which employs 18 people, would be forced to close if service were lost. Union Carbide stated that it is interested in locating a facility in Wayne County, but it would have to have rail service.

Wayne County and others reported that many main highways in the county are in poor condition, are overburdened by heavy traffic, and cannot support added motor traffic. Herzog Trucking, the area's largest motor carrier, stated that local truckers are incapable of replacing rail service.

The Pike County Commissioners noted that the region is a resort and second-home area, and stated that rail service is important to the vacation industry.

**Table 69: Traffic Profile: Honesdale to Lackawaxen**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Vogler and Son	Feeds		15	
Wayne Feed Supply	Feeds		60	
Agway	Feeds		51	
Kreiter Brothers	Lumber		12	
Narrowsburg Lumber	Lumber		25	
Kinsman	Farm equipment		2	
Murray Co.			2	
Bold's Roadside	Food		3	
Wayne Independent	Paper		8	
Waymar Building Center	Lumber		12	
Wayne County Wood Growers Assn.	Wood		1	
Honesdale Milling Co.	Feed		230	
Moore Business Forms	Paper, carbon, ink		1,578	
S. J. Baily and Sons	Furniture, lumber		1,205	
Worth Bat Co.	Lumber		75	
Gumble Brothers	Lumber		95	
Narrowsburg Feed and Grain	Feed		327	
Cochecton Mills	Feed		270	

## Beaver Brook to Leviston

The PUC stated that the Lehigh Valley Beaver Brook to Leviston line is no longer in existence.

### Zone 71

Two EL lines in Zone 71 were declared potentially excess by the DOT Report: the Pelkville branch from Jessup to Pelkville, and the 6.5 mile Wyoming branch from Elmhurst to the zone boundary. Both tracks have been previously removed.

The Erie Lackawanna's Jessup branch from Jessup to Nayburg was not shown on the DOT Zone 71 map. The carloads total of 2,207 assigned to Ransom Station for 1972 was questioned because one firm generated 3,087 carloads from that station in 1973.

A major interstate traffic flow pattern runs through Zone 71 and through portions of Zones 70, 72 and 73, between Buffalo and New York City/Newark. Three carriers maintain separate main line routes. The DOT Report stated that substantial excess interstate capacity exists, and recommended consideration of eliminating one or more routes. The Buffalo-New York/Newark route has been recommended as one which should have competitive rail service.

The Penn Central route does not pass through the region. PC's main lines run from Buffalo to Albany and from Albany to New York and Albany to Newark along opposite sides of the Hudson River. The DOT identified the Buffalo to Albany main line as having the heaviest density and recommended that it be considered the primary route. The Penn DOT noted that the PC route is the shortest distance between Buffalo and New York. Erie Lackawanna's main line from Buffalo to Binghamton, New York has the second heaviest density. There are two EL routes east of Binghamton. One goes through Port Jervis, New York, into New Jersey. The other passes through northeast Pennsylvania running south through Susquehanna county to Scranton, then southeast through Monroe County into New Jersey. The DOT suggested that the Erie Lackawanna main line also be considered as a primary route, but it did not make any recommendation as to whether the Port Jervis or the Scranton route should be preferred. The Penn DOT reported that the Erie Lackawanna route through Scranton was the shortest route from Buffalo to Newark and that it should be considered as the better alternate route from Buffalo to New York. The Erie Lackawanna trustees prefer the Scranton route and have begun to upgrade the line on that route.

The Lehigh Valley also maintains a main line which runs from Buffalo through Wilkes-Barre and on through Allentown to Newark. The DOT noted that this line has the lightest density and recommended that it not be considered as either a primary or an alternative route. The Penn DOT believed that the line was the best alternative

route to the Erie Lackawanna route through Scranton.

Statements were received from individuals in the Scranton Wilkes-Barre corridor, from Monroe County users, and from others who were afraid that they would lose rail service even though no portions of the EL or LV main lines were designated by the DOT as potentially excess.

Fears were expressed that service might cease or that possible downgrading might result in less frequent rail service or poorer maintenance of the lines.

Many of the respondents who were concerned about the future of the EL and the LV main routes were not direct rail users. Their statements dealt with the possible effects of abandonment: plant closings, unemployment, and higher prices—especially higher food prices, since the region is an important agricultural and food distributing area. A number of complaints were received regarding DOT's use of 1972 traffic data, since much of the region was heavily damaged by floods that year. Some parties noted that there would be difficulty in repaying federal emergency loans if rail service were eliminated.

Some witnesses noted that it would be difficult for them to move freight by an alternative method. It was reported that the nearest piggyback facilities were too far away to be utilized feasibly. It was also noted that many local roads are presently overcrowded. Some suppliers and customers of businesses in the region are not equipped to use truck transportation. Many items are very large in size and require rail transportation.

### Zone 72

The following seven lines in Zone 72 were designated potentially excess by the DOT Report:

The EL line from Bloomsburg (Zone 82) through Avondale (Zone 72) to Scranton (Zone 71).

The PC line from Bloomsburg (Zone 82) through Nescopeck to Wilkes-Barre.

The PC line from Nanticoke to Glen Lyon.

The LV line from Wanamie to Lee.

The LV line from Eckley Junction to Freeland.

The LV line from West Hazleton through Derringer and Gowen to the western zone border.

The LV line from Oneida Junction to Leviston (Zone 70).

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated that the PC line from Nescopeck to Wilkes-Barre should not be shown as potentially excess.

The Pennsylvania Public Utility Commission noted the following errors in the U.S. DOT Report for Zone 72:

- (1) The Lehigh Valley's Ebervale Branch from Pine Ash Junction to Harleight Junction was not shown on the DOT Zone 72 map. Jeddo

#7 Colliery, which is on this branch, generated 3,545 carloads of coal in 1973. Jeddo is shown as a station recommended for local service in the DOT Report, but it is shown as having generated only 496 cars in 1972.

- (2) The Penn Central's Glen Lyon Branch is incorrectly shown as connecting with the Lehigh Valley rather than with Penn Central's Wilkes-Barre Branch.
- (3) The Lehigh Valley track from Drifton to Free-land has been abandoned and the one-half mile line from Jeddo Tunnel to Drifton is not presently in use.
- (4) The Lehigh Valley track from Gowen to the zone boundary has been abandoned.

In addition, the PUC disputed the annual carload figures shown by the DOT for the following stations:

Station	Carloads	
	DOT (1972)	PUC (1973)
Crestwood	3,410	4,732
Wanamie	3,409	4,290
Hazleton	643	2,951
Miners Mills	471	838
Olivers Mills	393	693

### Bloomsburg to Scranton

The 86 mile Bloomsburg to Scranton line is operated by the Erie Lackawanna. It serves the cities of Bloomsburg and Berwick in Zone 82, Avondale and Pittston in Zone 72, and Scranton in Zone 71. Only that 19 mile portion from the Zone 72 boundary to Avondale has been declared potentially excess by the DOT. The line was severely damaged by Hurricane Agnes in 1972, and the U.S. Department of Transportation authorized a flood loan to the Erie Lackawanna to repair the line.

The entire Bloomsburg branch generated 112.7 cars per mile last year, and, although the potentially excess segment generated substantially less volume, witnesses believed that the line should be considered in its entirety. Table 70 contains data submitted to the RSPO by users of this line. The Penn DOT noted that the line lies on the west bank of the Susquehanna River and that there are no bridges or interchanges with the line between Avondale and Bloomsburg. If the potentially ex-

**Table 70: Traffic Profile: Bloomsburg to Scranton**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Merck & Co., Inc.	Drugs		1,000	
Champion Valley Farms		785 <sup>1</sup>	818 <sup>1</sup>	
Luzerne Electric	Transformer poles			
Bercon Packaging	Polyethylene resin		164	

<sup>1</sup> Terminating carloads.

cess segment were abandoned, the portion from Northumberland to Berwick would be isolated from the Erie Lackawanna system.

Champion Valley Farms, located in Lime Ridge, stated that it is considering the construction of a new plant facility. If the line were abandoned, the company would be forced to ship its freight by truck. The firm estimates that it would require 2,100 trucks per year to move its products. The effect would be detrimental to the area's roads, bridges and environment. South Center Township stated that abandonment of the line would cause great economic hardship for its residents.

Luzerne Electric stated that it requires rail service because of the size of the items it ships. Bercon Packaging estimated its added cost for trucking would be \$100,000 per year if the line were abandoned. Many of its customers are equipped to receive shipments only by rail, and the company would lose their business.

A representative of the Erie Lackawanna stated that the EL wants to see the line remain open in order to maintain competition on this corridor.

### Nanticoke to Glen Lyon (Glen Lyon Branch)

The 5.1 mile Glen Lyon branch is operated by the Penn Central. It has been inoperative, because the Penn Central Wilkes-Barre branch with which it connects was put out of service by Hurricane Agnes in 1972. The line generated 241 and 117 cars in 1970 and 1971, respectively, according to the PUC. The Penn DOT reported that Blue Coal Co. is rebuilding its Glen Lyon Colliery and plans to generate 15,000 carloads annually. Without rail service, the colliery would not be able to attain its potential. The track needs considerable refurbishing according to Penn DOT.

### Wanamie to Lee (Nanticoke Branch)

The 3.4 mile Nanticoke branch is operated by the Lehigh Valley. One mile of the line has already been abandoned. The track is leased to the Blue Coal Company and is part of an intra-plant facility. The company has several mine locations around Wanamie. Coal is carried from the Huber Colliery at Wanamie to the Huber Breaker at Ashley. This segment of the line is slated to remain in service. The company generated 15,000 carloads of coal in 1973 at its Wanamie locations, but it could have used 7,000 more rail cars had they been available. The company stated that rail service has been poor, but that, with improved service, there is a potential of 30,000 carloads over the segment from one mile west of Wanamie to Ashley. It should be noted that there seemed to be some confusion among respondents as to what the end points of the potentially excess rail line segment were. All agreed, however, that because of the need for coal and because of the present traffic volume, the line should be retained.

### Eckley Junction to Freeland

The 2.6 mile Freeland branch is operated by the Lehigh Valley, but most of the line is inoperative. The line is adjacent to considerable coal reserves, at Drifton, which are owned by the Buckley Coal Co.

### Hazleton to Western Zone Border (Tomhicken Branch)

The 15 mile Tomhicken branch is operated by the Lehigh Valley and serves Hazleton, Tomhicken, and Derringer. The line serves an area that is rapidly expanding industrially, particularly at the Valmont Industrial Park (see Table 71 for a listing of businesses on this line which submitted data to the RSPO).

**Table 71: Traffic Profile: Hazleton to Derringer and Shenandoah**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Saul-Spec			75	
Kauwecki Berylco Industries	Beryl ore, chemicals		60	
Kama Corp.	Plastic pellets		50	
Meyer Industries, ITT	Steel plate, steel poles		340	
Hazleton Brick Co.	Brick		210	
Honeybrook Mines	Prepared coal		400	
Gregory Galvanizing	Structural steel		60	
Fabri-Kal Corp.	Plastic pellets, plastic cups		34	
Dorr-Oliver Inc.	Machinery		30	
Continental Can Co.	Tinplate, scrap		187	
St. Regis Paper Co.	Polyethylene resin, film		571	
Tenneco Chemicals	Chemicals, foam		446	
Hazleton Standard Speaker	Newsprint			
All-Steel Equipment Co.	Steel filing cabinets		50	
Spaulding Bakeries	Flour, sugar		410	
Myers Lumber Co.	Lumber		36	
Gowen Coal Co.	Coal		350	
Hospador Steel Erectors	Steel			
Carbonite Filter	Coal filters		1	
Lehigh Navigation Dodson Co.	Coal		3,895	
Hart Metals, Inc.	Magnesium flares		12	
Betrami Enterprises	Coal		3,900	
Wetherly Foundry & Manufacturing	Melting scrap		10	
Fiberite Corp.	Minerals and fibers			

<sup>1</sup> Carbonite Filter Company generated 1,200 tons of freight in 1973.

The Kama Corp. stated that it would leave the area if rail service were lost. Hazleton Brick Co. reported that it would lose its New England market if rail service were discontinued. Spaulding Bakeries indicated that it would consider closing. Meyer Industries cannot feasibly ship

by any means other than rail. Many of Honeybrook Mines' customers can only receive by rail. Ten companies submitting statements from the Hazleton area reported that they require more cars than they have been able to obtain. Some could use up to 50 percent more cars.

The Penn DOT estimated that 1,930 jobs would be lost if rail service were discontinued. It noted that the line generated 180 cars per mile, well above the DOT financial viability criteria. The PUC emphasized that retention of the line is necessary to the coal industry.

A second LV branch that faces possible curtailment is the line from Hazleton to Shenandoah (Zone 82). The branch has 13 businesses along its track (Table 71). It generated 1,241 rail cars in 1973. A minimum of 655 jobs will be lost if service over the line is terminated.

The Carbonite Filter Co. would discontinue its plans to invest \$100,000 in its plant if the line were abandoned. Hart Metals, Inc. stated that it could absorb the expense of trucking without affecting local employment.

### Oneida Junction to Leviston

The LV Oneida Junction to Leviston (Zone 70) line serves the developing Humbolt Industrial Park.

The Penn DOT reported that one rail user, American Cyanamid, is already operating and that another, Cadbury Candy Co., is constructing a plant at Oneida Junction. Cadbury anticipates shipping or receiving at least 600 rail cars per year. With projections for 1974 from these industries, the Penn DOT estimated that the line will generate 174 rail cars per mile. This segment is the upper part of the Shenandoah-Delano-Hazleton Branch and should be considered with the lower segment in Zone 70. Continuation of service would then be financially justified according to Penn DOT.

The Greater Hazleton Chamber of Commerce submitted results of a survey of area railroad users. Nineteen industries stated that rail service is absolutely necessary to their operation; 10 stated they would be forced to discontinue business and eight stated that their competitive situations would be jeopardized if rail service were discontinued. Can Do, Inc. suggested that the downtown Hazleton trackage be abandoned and that the Jeddo tunnel be enlarged to allow operation of hi-cube box-cars and long tank cars. The Jeddo Coal Company stated that it could not maintain its present scope of operations if the lines were abandoned.

### Zone 73

The following five sections of rail line in Zone 73 were designated potentially excess by the Department of Transportation:

The LV line from Du Shore to Towanda.

The PC line from Williamsport to Elmira, New York (Zone 52).

The EL line from Blossburg to Corning, New York (Zone 52).

The Wellsville, Addison, and Galeton line from Elkland to Westfield.

The Wellsville, Addison, and Galeton line from Ansonia to Gaines Junction.

The Pennsylvania Public Utilities Commission noted that the Penn Central Mill Hall branch was not shown on the zone map and that Wellsboro was not recommended for local rail service even though it generated 1,064 rail cars in 1972.

#### **Du Shore to Towanda**

The Du Shore to Towanda branch is operated by the Lehigh Valley and serves Du Shore, New Albany, Monroeton, and Towanda. The line has been inoperative since it was washed out by the 1972 floods from Hurricane Agnes. The Penn DOT reported that the line generated 11 carloads per mile in 1971. The PUC stated that the portion from Towanda to Monroeton should be retained and that it generated 34 carloads per mile in 1971, the last full year of operation.

Rail users located on this line who submitted information to the RSPO were: Schaffer's Feed Service, which generated 66 carloads of freight in 1971; the GTE Sylvania Company, which generated 15,000 tons of freight in 1973; and Towanda Wholesale Company which projects a need for between 20 and 30 rail cars per year to handle bulk foods.

#### **Williamsport to Elmira (Elmira Secondary Track)**

The 63 mile Elmira secondary track is operated by the Penn Central and serves Newberry Junction, Cedar Ledge, and Troy in Zone 73 and Elmira in Zone 52. The entire line has been declared potentially excess by the DOT. Much of the line was destroyed in 1972 by Hurricane Agnes and Penn Central petitioned the ICC for permission to abandon the line. An Administrative Law Judge recommended, in February 1973, that the line be abandoned from near Williamsport to Cedar Ledge, where damage has been greatest, and that service be continued from Cedar Ledge north. Penn DOT reported that Penn Central has refused to restore service. The Chairman of the Bradford County Commission submitted a letter from the PUC which estimated the cost of repairing the lines from Cedar Ledge to Southport, N.Y. to be \$116,200 or \$2,200 per mile plus the cost of repairing a wall and a bridge. The PUC supported the recommendation of the Administrative Law Judge to restore service from Cedar Ledge north, and recommended continuing local service to Montgomery, South Williamsport, Canton, Troy, Columbia Crossroads, and Cedar Ledge. The Penn DOT recommended reopening the entire line from Newberry Junction. It was reported

that the Jones and Brogue Coal Company has been mining at Ralston and, if rail service were reinstated, could use up to 10,000 rail cars per year. Several feed mills, which have been marginal operations since the flood, cannot continue in operation without rail.

Recent traffic figures were not available since the line is not in service. The Penn DOT stated that in 1971, the last full year of service, the line carried 1,246 carloads or 20 carloads per mile. Even though Williamsport businesses are able to ship by another route, they still wish to use this line. Rail users of this line include: H. Rockwell and Son (feed grains); Glyce Chemicals (chemicals); M. W. Kellogg Co. (pipe); E. Keeler Co. (boilers); and Williamsport Paper Co. (pulp).

Glyco Chemicals stated that it uses volatile chemicals which cannot be shipped by truck. The M. W. Kellogg Company ships piping assemblies of up to 100 feet in length which are too long to be transported by truck. Keeler complained about Penn Central service and stated that it could not operate without rail.

#### **Blossburg to Corning (Blossburg Branch)**

The Blossburg branch is operated by the Erie Lackawanna and serves the cities of Blossburg, Covington, Tioga, Lawrenceville, and Corning (Zone 52). Only the 25 mile segment from Blossburg to Lawrenceville was declared potentially excess by the DOT Report.

Service was lost on the line after Hurricane Agnes and has not been restored. Erie Lackawanna petitioned for abandonment of the line in May of 1973. The Lower Tioga Council of Governments noted that an alternate rail line exists on the opposite side of the Tioga River from Nitchell Creek but that there is no railroad bridge across the river to connect to that line.

The only industrial user of the line to submit a statement was J. P. Ward Foundries of Blossburg. Before the flood, Ward generated 600 carloads of raw materials and pipe fittings annually. The company, which employs 500 people, stated it has incurred additional transportation costs of \$500,000 per year since service stopped, and, if the rail line is permanently abandoned, the plant may have to be closed. Coal is presently being trucked out of the Blossburg area. The PUC estimated that rail shipping potential from the coal mines would be 780 carloads per year which would bring total traffic on the restored line to at least 52 carloads per mile. There are also many acres of land in the area designated as prime industrial sites. The Lower Tioga Council of Government (COG) stated that industry is interested in locating in the area, but has been discouraged by the possibility of rail abandonment.

Lower Tioga COG also stated that an environmental impact statement should be required prior to any abandonment and that rail abandonment constitutes a major federal action significantly affecting the quality of the

environment within the meaning of the National Environmental Policy Act of 1969.

### Elkland to Westfield and Ansonia to Gaines Junction

The 14 mile Elkland to Westfield and the 8 mile Ansonia to Gaines Junction lines are operated by the Wellsville, Addison and Galetton Railroad Corporation, a solvent Class II railroad. No specific information concerning these lines was received by the RSPO.

#### Zone 74

Most of the evidence received concerning Zone 74 was from rail users located on rail lines not designated potentially excess by the DOT. Two rail users which offered information to the RSPO were J. A. Kohlhepp Sons of DuBois, which shipped 400 carloads of freight in 1973, and Corning Glass of Lemont, which shipped 241 carloads of freight in 1973. Others expressing an interest in the rail restructuring process included the Ridgway Industrial Development Corporation, Ridgway Area Chamber of Commerce, and the Elk County Planning Commission.

Witnesses expressed doubt over the capacity of the state's highway network to support increased freight traffic. The PUC reported a total of 269 highway bridges within Zone 74 with weight restrictions which would impede motor carrier travel. The PUC also noted that the portion of the Wellsville, Addison and Galetton Railroad from Galetton to Genessee has been removed.

Three sections of rail line in Zone 74 were designated potentially excess by the DOT Report: the C&O/B&O line from Bradford through Mt. Jewett to Chaffee; the PC line from Saint Mary's to Emporium; and the PC line from Ludlow to Rolfe. No specific information concerning the latter two lines was received by the RSPO.

### Bradford to Chaffee

The DOT Report designated this B&O line potentially excess from Bradford south to a point just east of Mt. Jewett and from a point just west of Mt. Jewett through Kane to Chaffee on the western zone border. An Erie Lackawanna track, which parallels the B&O line from Bradford to Mt. Jewett, is not totally intact, and the EL uses the B&O track to service Mt. Jewett.

The only firm on the Bradford to Chaffee line which supplied data to the RSPO was Dresser Manufacturing, which generated 386 carloads in fiscal year 1973.

#### Zone 75

The DOT Report did not include an excess line analysis for Zone 75. Submissions concerning the zone demanded an in depth analysis of the region before any lines are declared potentially excess.

Penn DOT stated that the Penn Central line from Titusville north to Corry (Zone 51) is excess. However,

the public response did indicate interest in maintaining continued rail service from Titusville south through Oil City, East Brady, Templeton, Ford City and Leechburg on the zone boundary. The Titusville Area Chamber of Commerce estimated that Titusville ships 550 rail cars per year and expects to ship 1,000 in 1975. Table 72 contains data submitted to the RSPO by users of this line.

**Table 72: Traffic Profile: Titusville to Ford City**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Grand Valley Manufacturing Co.				
Fisher and Yound Lumber Co.	Lumber			
Ernst Iron Works	Manufactured Iron			200
Pennzoil Rex-Hide, Inc.				
Harbison-Walker Refractories				530
Eljer Plumbing Ware	China		540	

Continued rail service for Mercer, which is located on the Penn Central, was requested by U.S. Representative Joseph P. Vigorito, the Borough of Mercer, the Mercer Area Chamber of Commerce, and ITT Reznor.

The economy of Mercer is heavily dependent upon the Reznor plant. The Borough of Mercer indicated that ITT Reznor accounts for 25 percent of the area's wage tax revenues and 10 percent of the real estate tax revenues. ITT Reznor shipped 164 carloads of freight in 1973, but, because of poor service, it did not use the Penn Central for inbound shipments. Loss of rail service would cost 90 to 100 jobs at the Reznor plant.

The Meadville Area Chamber of Commerce, the Crawford County Planning Commission, and the Board of County Commissioners stated that Meadville should continue to receive service. The DOT Report recommended Meadville for service. In 1973, the Erie Lackawanna moved 5,729 carloads of freight in and out of Crawford County. The Meadville Chamber of Commerce reported that a total of 4,839 carloads of petroleum moved between the cities of Franklin, Meadville and Oil City.

The A. P. Green Refractories Company, located at Climax on the Penn Central, expressed concern for continued rail service since the station was not recommended for local service by the DOT. The firm generated 205 carloads of freight in 1973.

Penn-Dixie Industries, Inc. of West Winfield is concerned because Winfield Junction is not recommended for service in the DOT Report. And because no excess line analysis was completed for Zone 75, there is some confusion as to the intended fate of the Winfield Railroad, an independent profitable Class II carrier which connects with the PC at Winfield Junction. Penn-Dixie generated 592 carloads of freight in 1973.

## Zone 76

Zone 76, with Pittsburgh as its center, is a major manufacturing and mining area. Steel production and coal mining are the major industries and users of rail service. These industries depend on rail, because it is the only economical means of transporting large amounts of heavy material.

Rail service in Zone 76 is provided by one insolvent carrier, the Penn Central, and five solvent carriers: the Norfolk and Western Ry. Co.; the C&O/B&O; the Pittsburgh and Lake Erie; the Bessemer and Lake Erie; and the Western Maryland. Several Class II carriers also operate in the area. They are the Montour, the Youngstown and Southern, the Monongahela, the Aliquippa and Southern, the Pittsburgh, Chartiers, and Youghiogheny and many small switching roads in the Pittsburgh area.

The primary concern in this geographic area, besides the abandonment of excess lines, was with the general effect of rail reorganization on mass transit plans in the Pittsburgh area. Currently, there is no rapid mass transit in the Pittsburgh area. Considerable time and money have been spent in developing plans to alleviate intolerable levels of traffic congestion on roads entering the Pittsburgh area.

The successful completion of Pittsburgh's rapid mass transit proposals depends on the relocation of traffic over two lightly used Penn Central tracks in the downtown Pittsburgh area. Currently, however, these tracks are used by Amtrak to provide intercity service to the downtown Pittsburgh train station. Under the proposals, the station would be relocated and the freight traffic rerouted to the north side of the Allegheny River.

The Golden Triangle Association and the Building Owners and Manufacturers Association of Pittsburgh believe this proposal would help attract new business to Pittsburgh, alleviate traffic congestion, and result in operating efficiencies for the railroads. They are worried, however, that additional delay in implementing the plan could cause them to lose millions of dollars in federal funds. They believe that any rail reorganization plan should take into account the needs of the downtown Pittsburgh area.

In 1970, the Port Authority of Allegheny County obtained approval for financial assistance from the Urban Mass Transit Administration for the development of a rapid transit program. In December of that year, Penn Central agreed to sell the property through which the Crosstown Boulevard was to be built. In 1972, the ICC approved the abandonment of certain approaches to these tracks. Both the Penn DOT and the Penn Central have sought authority to abandon this track. An abandonment approval is pending before the Commission. However, as pointed out by E. L. Tennyson of the Penn DOT, the removal of these facilities could only take place if a new station and an alternate route were pro-

vided. Penn DOT's previous agreement to finance re-routing, made before the formation of Amtrak, was based on the assumption that intercity rail passenger service to Pittsburgh was to be discontinued.

The Leechburg Borough Council also favors the idea of commuter rail service. The Leechburg area has been steadily declining in population since it lost rail service to Pittsburgh.

Opposition to these mass transit plans was also submitted. The Group Against Smog and Pollution emphasized the belief that a national rail system is the major solution to air pollution problems. It favors local rail service but is not convinced that the current proposals for mass transit in the Pittsburgh area are in the public interest. Other criticism of the Port Authority's proposals described the lines which would have to be abandoned as well engineered and capable of serving both Amtrak and heavy freight tonnage. The loss of the PC lines for the movement of freight traffic would require the use of a circuitous detour with stiff grades that would double motive power requirements.

The Allegheny County Commissioners analyzed the feasibility of implementing fast, modern passenger service on existing rail lines. Their conclusion was that five lines could provide fast, dependable rail service at reasonable cost and that service would take from one to two years to implement. The five lines are:

- (1) The P&LE on the south side of the Ohio River.
- (2) The PC from Pittsburgh to Trafford and Greensburg.
- (3) The PC from Pittsburgh to New Kensington.
- (4) The PC Monongahela Division.
- (5) The Street Car line to Library and Drake.

The ridership potential is estimated to be 112,000 people a day. Capital investment would be \$40 million. The C&O/B&O line from Pittsburgh to McKeesport is also being considered by the Port Authority of Allegheny County for commuter service. The County Commissioners believe that any projected abandonment of existing rail lines must be based on potential utilization rather than on existing rail condition and utilization.

Grief Bros. at Cannelton was concerned because the Cannelton Station was not recommended for local rail service in the DOT Report. Grief Bros.' plant is served by the Youngstown and Southern, a solvent Class II railroad. Grief Bros., which generated 87 carloads of freight in 1973, reported that two Cannelton brick plants generated 1,000 carloads in 1973.

The A. P. Green Refractories Company, located at Tarentum on the Penn Central, expressed concern for continued service even though the station was recommended for local rail service by the DOT. The firm generated 321 carloads of freight in 1973.

The Allegheny Ludlum Steel Corporation, which has plants at Natrona, Brackenridge, and West Leechburg, all

located on the Penn Central and recommended for rail service, expressed an interest in maintaining the status quo of the line. Together the plants at Natrona and Brackenridge generate 11,000 to 13,000 carloads of freight annually. The West Leechburg plant generates 1,500 to 1,600 carloads of freight annually.

The Turtle Creek Model Cities Agency of Pitcairn submitted a proposal for a model cities area to be located at the Penn Central's Pitcairn yard. The project would create a residential, recreational, industrial and commercial area that would encompass the presently under-utilized rail yards. Traffic running through the yards would be handled by rerouting it over main lines at the southern end of the yard. Track relocation costs would be \$7.7 million. The Turtle Creek Model Cities Agency believed that the sale of the yard would be financially rewarding to the Penn Central and that considerable operating efficiencies would result.

In contrast to the preponderance of testimony received from concerned individuals concerning Zone 76, the Pennsylvania Southwest Association recommended that the Penn Central line from Bridgeville to Gladden be eliminated, as well as that portion of the Penn Central line which parallels the C&O/B&O track through Fayette county—provided the traffic could be transferred to the C&O/B&O. On the other hand, the Association considered the Penn Central line from Boyce to Bridgeville to be vital to local economies.

The following five sections of rail line within Zone 76 were designated potentially excess by the DOT Report:

The C&O/B&O line from Scottdale to Mount Pleasant.

The PC line from Southwest Junction to Herminie.

The Montour line from Muse Junction to Houston.

The PC Burgettstown Branch.

The PC Kobuta Branch.

#### **Scottdale to Mount Pleasant (Mount Pleasant Branch)**

The 4.6 mile Mount Pleasant branch is operated by the C&O/B&O. According to the PUC, the Penn Central also has a Scottdale to Mount Pleasant line that is not shown on the DOT map of Zone 76.

The local area served by these lines is economically depressed. According to the Modulus Corporation, any increase in operating expenses could ruin local businesses. The potential for economic development exists, but economic growth through industrial development will be improbable without rail service, according to the Westmoreland County Department of Planning.

L. E. Smith Glass Company stated that abandonment would increase its transportation costs, decrease its competitive position and result in reduced employment. The Penn DOT estimated that 50 people would lose jobs as a result of abandonment of the branch. L. E. Smith rec-

ommended consolidating the two parallel branches with provision for retention of service for all users (see Table 73 for a listing of businesses on these lines which submitted data to the RSPO.)

**Table 73: Traffic Profile: Scottdale to Mount Pleasant**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>C&amp;O/B&amp;O line</i>				
Sam Levin Furniture Co.	Furniture		56	
L. E. Smith Glass Co.			79	
Durasteel Abrasive Co.	Clay, steel			1
Cook Lumber Co.	Lumber		25	
Permal, Inc.				
<i>Penn Central line</i>				
Modulus Corporation <sup>2</sup>	R.R. track bolts			250-300

<sup>1</sup> The Durasteel Abrasive Company generated 1,000 tons of freight for the C&O/B&O in 1973.

<sup>2</sup> The Modulus Corporation predicted that 800 carloads of freight would be generated along the Everson (Zone 77) to Mount Pleasant Line in 1974.

The Penn DOT reported an annual average of 31 carloads per mile for the C&O/B&O line and 36 carloads per mile for the Penn Central.

#### **Southwest Junction to Herminie**

The Hampfield branch is operated by the Penn Central and serves Southwest Junction, South Greensburg, Eisman and Herminie. Firms located in Herminie, which is not shown on the DOT map, generated 123 carloads of freight in 1972.

Rail users located on this line providing information to the RSPO were Shuster's Building Components and the Wickes Corporation. These two lumber firms generated 122 and 78 carloads of freight, respectively, in 1973. The Penn DOT reported an annual average of 31 carloads per mile on this line.

Abandonment of the line would have direct economic effects on the area. Both Shuster's Building Components and the Wickes Corporation would be forced to shut down. The Penn DOT estimated potential unemployment would be 165. Also affected would be the development of five industrial sites. The Hempfield Industrial Park, which serves industries that provide 1,200 jobs, has space available for future industrial expansion. The Westmoreland County Department of Planning emphasized that lack of rail service would deter any chance of further development.

The Municipal Authority of Westmoreland County expressed concern about the impact of abandonment upon its water distribution operation. Under an occupancy agreement with the Penn Central, the Municipal Authority uses rail rights-of-way on the PC Mount Pleasant and Redstone branches in the distribution of

water to the area. The Municipal Authority proposed that special federal or state legislation be enacted, if necessary, to allow the continued operation and maintenance of such utility lines.

### **Muse Junction to Houston**

The DOT Report designated the PC Muse Junction to Houston line potentially excess. According to the PUC, this line no longer exists, except for that portion of the line between Westland and Houston. Also the line described by the DOT was never actually owned entirely by the Penn Central. PC owns only the Westland to Houston segment.

The Montour Railroad is presently operating a branch from Venice, which is located near Muse Junction, to Westland. This branch connected with the Penn Central line before it was abandoned. The Montour branch from Venice to Westland is considered important because it serves the Westland mine of the Pittsburgh Coal Company. According to the Coal Traffic Bureau of Northern West Virginia, Ohio and Western Pennsylvania, the branch generated 10,714 carloads of coal in 1973. The Westland Mine is the largest employer in the area, according to the Washington County Industrial Development Agency.

The DOT map mistakenly places Muse to the east of Muse Junction on the Montour; it is actually at the southern end of the PC line. The Muse Junction to Muse line is 7 miles long and serves two industries that currently employ 80 people. Both industries are planning expansion in the next 2 years, but require rail service to operate economically.

The DOT map of Zone 76 contains two other errors. The map shows the line from Venice to Hendersonville as an N&W line, but the line is actually operated by the Montour Railroad. The Muse Junction to Hendersonville line is also operated by the Montour Railroad, not the Penn Central as shown on the Zone 76 map.

### **The Burgettstown Branch**

The Penn Central's Burgettstown branch, which originates off the PC's east-west main line route from Pittsburgh to Steubenville (Zone 98), runs south to Slovan where it divides into three segments which terminate at Atlasburg, Langeloth, and Studa.

According to the PUC, Burgettstown generated 760 carloads of freight and Atlasburg generated 105 carloads in 1972. PUC estimated that annual traffic volume is 201 carloads per mile over the 4.1 mile section from Burgettstown to Atlasburg.

American Metal Climax (AMAX) of Langeloth indicated that carload data does not actually reflect the true character of this firm's shipments. AMAX receives molybdenum from Colorado in special 100 ton hopper

cars. If regular cars were used, AMAX's total carload figure would be nearly twice as great. In 1973, the firm generated 504 carloads of molybdenum concentrates. AMAX reported that the railroads enjoy an extremely high profit margin on its business and that revenue on its shipments exceeds fully allocated cost by 5.7 percent. Its car-mile earnings are 91 percent above the local average, and its ton-mile earnings are 19 percent above the local average.

Z and L Lumber, in Atlasburg, generated 164 carloads of lumber in 1973. Z and L complained about Penn Central's poor service, especially the practice of not delivering cars until there is an order for more than one car for Atlasburg. This practice decreases Z and L's operating efficiency, since cars usually do not arrive until the end of the week when they cannot be unloaded promptly. As a result, demurrage charges are increased.

The impact of abandonment upon the area would be disastrous, according to the Washington County Industrial Development Agency. Potential job loss from AMAX and Z and L alone would be between 280 and 290. The tax revenue and personal income loss to the region would also be high if these plants were forced to relocate or shut down. Abandonment might cause both companies to revise planned expansion and capital improvements and might cause a third company, a coal crushing and loading operation, to change its plan to locate along this branch.

### **The Kobuta Branch**

The Kobuta Industrial branch is operated by the Penn Central and is located along the southern side of the Ohio River. The segment from Shippingsport west to the Pennsylvania-Ohio state line was declared potentially excess. The track west of Shippingsport is in such poor condition that it is no longer used. However, the PUC emphasized that the branch line is essential to the nation's energy needs for two reasons: (1) it is located in a fossil fuel reserve area; and (2) the branch provides rail access to a utility complex which includes one completed nuclear power plant, one under construction, one planned for development, and three coal-fired utility plants, all operated by the Duquesne Power and Light Company.

### **Zone 77**

Two sections of rail line within Zone 77 were designated potentially excess by the DOT Report: the WM line from Bowest Junction to the eastern zone boundary and the PC line from Brownsville to Uniontown.

DOT's March 1, 1974 additions and corrections supplement indicated that the WM line from Bowest Junction to the zone boundary should not be shown as potentially excess because the Western Maryland is a solvent carrier with a density of over 5 million gross ton-miles.

## **Brownsville to Uniontown (Redstone Secondary Track)**

The 16 mile Redstone secondary track is operated by the Penn Central and serves the cities of Brownsville, Walterburg, Vance Mill Junction, and Uniontown. Rail use along the line is light. The Penn DOT estimated that the line generated 84 carloads in 1973, or 5.3 per mile. Presidential Homes, Inc. estimated that it would ship 20 carloads of lumber in 1974. Other users along the line, according to Penn DOT and the Fayette County Development Council, include Constantine Farms, M. W. Platt Sons Junk Dealers, Michael Berkowitz Manufacturing, United Parcel Service, and Yozie Mold Company.

The Fayette County Development Council indicated that there are several potential industrial sites along the line which would be adversely affected by abandonment. Presidential Homes reported that its expansion plans would also be adversely affected. Potential employment loss as a result of abandonment would be 50 jobs, according to the Penn DOT's estimate.

The Pennsylvania Southwest Association considered the Penn Central line from Brownsville to Amtram and Hibbs to be vital to the local economies, but it also believed that the Penn Central line from Waynesburg to Washington in Zone 76 could be removed. The line, it should be noted, runs through an area of untapped coal reserves.

### **Zone 78**

The DOT Report did not undertake a comprehensive excess rail line analysis in Zone 78 because of the complex nature of the zone.

### **Zone 79**

A major concern of many citizens and representatives of government, labor, and business in Zone 79 is the future of PC's car building and repair center at Altoona.

The five railroad shops at Altoona employ 6,000 people, or 10 percent of the entire work force in Blair County. Over 115,000 freight cars have been built at the Sam Rea Shops. It is reported that the facilities at Altoona are the largest and most modern car repair facilities in the nation.

Long a railroad community, Altoona's labor force of second and third generation workers is well trained in all the necessary technical skills. The Altoona Shops have maintained an excellent record of labor-management relations for the 50 years they have been building and repairing locomotives.

Governor Shapp pointed out that, while the nation suffers a chronic car shortage, the Altoona shops are operating at approximately one-third capacity. It is estimated that the Sam Rea Shop could produce as many as 10,000 rail cars a year. The Governor recommended

that Pennsylvania receive an allocation from the DOT emergency fund to be used to increase production.

Two sections of rail line within Zone 79 were designated potentially excess by the DOT Report: the PC line from Roaring Spring to Ore Hill and the PC line from Mikee south through Sproul in Zone 74 and Bedford and Hyndman in Zone 80 to Cumberland, Maryland in Zone 88. DOT's March 1, 1974 additions and corrections supplement indicated that PC main line A should continue east from Tyrone to the zone boundary rather than north from Tyrone as shown on the first map of the zone.

The Pennsylvania Public Utilities Commission noted the following additional errors:

- (1) The Penn Central line from Roaring Spring to Curry was not shown on the DOT zone map.
- (2) The Penn Central line from Martinsburg Junction to Martinsburg was not shown on the DOT zone map.
- (3) The Penn Central's Bloomfield secondary track from Brooks Mill to McKee was incorrectly shown on the DOT zone map.

The Southern Alleghenies Planning and Development Commission also noted that the Zone 79 map did not include the Penn Central line between Williamsburg and Alexandria.

### **Roaring Spring to Ore Hill**

The Penn Central's Roaring Spring to Ore Hill line has already been approved for abandonment by the ICC. There are no shippers along the line, according to the PUC.

### **Mikee to Cumberland, Maryland (Bedford Branch)**

The 52 mile Bedford branch of the Penn Central serves Mikee, East Freedom and Sproul in Zone 79; Queen, Bedford and Hyndman in Zone 80; and Cumberland in Zone 88. The segment from Mikee to the Pennsylvania-Maryland border was designated potentially excess by the DOT Report.

The Penn DOT reported that the line generates about 80 carloads per mile per year (see Table 74 for a listing of businesses on this line which submitted data to the RSPO).

Users complained about Penn Central service and stated that their use of the line would be greater if service were better.

Westinghouse reported that rail service to its plant was discontinued in June 1973, contrary to PC's promise to maintain service. Hedstrom Company reported that one of its officers had been informed by a PC representative that the line is presently profitable. Hedstrom also stated that it could not compete without rail service and might be forced to close its plant, which employs 325.

**Table 74: Traffic Profile: Mikee to Cumberland**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Atlantic Homes	Lumber		70	95
General Refractories (Claysburg)			286	
General Refractories (Sproul)			286	
Standard Register Co.	Paper		368	
L. B. Foster Co.				3
May & Bigley, Inc.				8
Westinghouse	Paper			8
Agway, Inc.			36	72
Hedstrom Co.	Furniture		471	600
Blacklum-Russel Co.	Canned foods		80	
Bedford Farm Bureau	Feed, fertilizer		84	
Lane Metal Products Co.	Steel		121	
Bedford Sanitation Service	Scrap paper		12	

Most users are projecting a high growth rate, and many are planning plant expansion.

### Roaring Spring to Curry

Penn Central's 6.6 mile long Morrison Cove branch from Roaring Spring to Curry was not designated potentially excess by the DOT Report. The line serves a number of businesses and industries, most of which were included in the submission of Altoona Enterprises, Inc. (see Table 75 for a listing of those businesses on this line which submitted data to the RSPO).

**Table 75: Traffic Profile: Roaring Spring to Curry**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Curry Supply Co.	Corn, oats		4	
Agway, Inc.	Feed, fertilizer		158	
Youngs, Inc.				150
National Cash Register			958	1,237
Roaring Spring Blank Book Co.	Paper		97	

One company, Youngs, Inc., plans to build a new facility and would expect to use 150 rail cars per year if rail service were available. The Roaring Spring Blank Book Co. indicated that it cannot survive without rail service. The PUC reported that the line generated 67 carloads per mile last year.

### Martinsburg Branch

The 1.3 mile Martinsburg branch is operated by the Penn Central and serves Martinsburg Junction and Martinsburg. This branch was not designated potentially excess by the DOT Report. The PUC estimated that the line generates 168 carloads per mile per year.

Rail users on this line include: Martinsburg Milling Co., which generated 90 carloads of feed grains in 1973; Over's Feed Store, which generated 32 carloads of feed and fertilizer in 1973; and Spring Cove Produce Pack-

ers, which generated 81 carloads of freight in 1973. Over's Feed Store reported that there is limited motor carrier service in the area. Spring Cove Produce Packers stated that it would probably leave the community if the line were abandoned.

### Zone 80

Zone 80 was formerly a coal mining region, but mining is not presently the principal industry. The Bedford County Industrial Development Authority reported that unemployment in the area is presently at 11 percent and that the area could not afford the closing of any of its industries due to the termination of rail service. Huntington County Business and Industry stated that unemployment in that county is 5.6 percent and that, if rail service were eliminated, the county's largest employer would probably close, and unemployment would jump to over 9 percent.

The Southern Alleghenies Planning and Development Commission expressed concern over the economic effects of rail abandonment on an area that is economically depressed. It noted that, in many cases, rail traffic is less than it might be due to the poor condition of the equipment and the poor service provided by the Penn Central. The Commission also noted that many of the potentially excess branch lines are near recoverable coal reserves.

The eight lines within Zone 80 designated potentially excess by the DOT Report were:

The PC line from Petersburg to Holidaysburg in Zone 79.

The PC line from Queen south through Bedford to State Line.

The PC branch from Bedford to Mount Dallas.

The PC line from Marion to Mercersburg.

The WM line from Quinsonia to Hagerstown, Maryland in Zone 88.

The PC line from Chambersburg to Harrisburg in Zone 81.

The PC Maitland Branch line.

The PC Milroy Branch line.

The Pennsylvania Public Utilities Commission noted that the Everett Railroad line from Mount Dallas through Everett to Tatesville and the Penn Central line from Chambersburg to Waynesboro were not shown on the DOT map of Zone 80.

The short 3.5 mile branch from Mount Dallas to Tatesville, operated by the Everett Railroad, connects with the Bedford branch which begins at East Freedom in Zone 79. The line is considered profitable; it served 11 businesses and moved 520 carloads of freight in 1972 and 407 carloads in 1973. Rail users on this line who submitted information to the RSPO included: Bedford Farm Bureau, which generated 24 carloads of freight in 1973; Everett Hardwood, which generated 74 carloads of lumber in 1973; and Everite Door Company,

which generated 51 carloads of lumber in 1973.

The Everett Railroad serves two plants which make untreated cross-ties for the Penn Central. Hauling the cross-ties does not produce revenue for the railroad but continuation of the service is considered vital since its elimination would increase operating costs of the Penn Central.

The Everett Railroad and its users all reported difficulty in obtaining rail cars and stated that traffic could be higher if more cars were available. The Everett Railroad also reported that the Broad Top Area Mine may once again go into coal production. It was noted that local streets are not capable of handling the increased truck traffic which would result from rail abandonment.

**Petersburg to Holidaysburg**

The Petersburg to Holidaysburg line is operated by the Penn Central and serves the cities of Petersburg and Alexandria in Zone 80 and Holidaysburg in Zone 79. Only that portion of the line from Petersburg to the Zone 80 boundary was declared potentially excess by the DOT.

The branch, damaged by Hurricane Agnes in 1972, was quickly repaired and used as an important detour route.

Table 76 contains a listing of businesses on this line which submitted data to the RSPO.

**Table 76: Traffic Profile: Petersburg to Holidaysburg**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Westab-Blair	Paper		319	467
Agway, Inc.	Grain, fertilizer		14	
Clapper & DeShong	Farm machinery		4	
Alexandria Fire Clay	Processed clay		17	
Maryland Refractories				150

**Queen to State Line**

This is a segment of the PC Mikee to Cumberland, Maryland line discussed in Zone 79.

**Bedford to Mount Dallas (Mount Dallas Branch)**

Penn Central operates the 6.5 mile Mount Dallas branch between Bedford and Mount Dallas. The PUC stated that the line generates 75 cars per mile per year. It serves 10 businesses, according to the Penn DOT. Rail users of this line who submitted information to the RSPO included Van Nessen & Co., which generated 51 carloads of lumber in 1973, and Central Chemical Corporation, which generated 147 carloads of phosphates and potash in 1973.

**Marion to Mercersburg (Mercersburg Branch)**

Penn Central operates the 13 mile Mercersburg branch between Marion and Mercersburg. The Penn DOT reported that the line generated 91 rail cars per mile per

year, but the PUC estimated that it generates only 42 cars per mile (see Table 77 for a listing of businesses on this line which submitted data to the RSPO).

**Table 77: Traffic Profile: Marion to Mercersburg**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Huntington Creek Corp.	Barrels			
Lehmaster Elevator Co.	Grain		37	
Shirley-Ayr Farms			59	
PBS Coals			40	
Smith's Implements			11	
Mercersburg Builders' Supply			19	35
Potomac Edison				
Loewengart and Co.			31	100
Franklin County Farmers Association	Feed, fertilizer			

The Huntington Creek Corporation, a distillery, is a new operation and expects to increase its rail shipments as business expands. PBS Coals also expects to expand. It predicts a 25 percent annual growth rate for the next 5 years. Shirley-Ayr Farms has just expanded its operation. So has Loewengart and Co. Many of Loewengart's suppliers ship only by rail, and the company would be unable to obtain raw materials without rail service.

The Mercersburg Area Chamber of Commerce and the Penn DOT both noted that Penn Central stated in June, 1973 that the Mercersburg branch was meeting its operating costs and making a small profit.

**Quinsonia to Hagerstown**

The Quinsonia to Hagerstown line is operated by the Western Maryland and serves Quinsonia, Nicodemus, Waynesboro and Hagerstown, Maryland (Zone 88). Only that 10 mile portion of the line from Quinsonia to Midvale was designated potentially excess. The area served by the line is primarily industrial. The Penn DOT reported that the line generated 54 cars per mile per year.

Homes by Keystone constructed a siding in 1973 and in the first year of operation received 5,000 tons of freight. Many of its suppliers will ship freight prepaid only by rail.

The Waynesboro Chamber of Commerce stated that abandonment of the WM line would leave the city without any rail service and that Waynesboro could not afford such a loss. The Penn DOT estimated that 730 jobs would be lost if service on the line were discontinued. The Western Maryland has indicated that the line is profitable.

**Chambersburg to Harrisburg**

The Cumberland Valley branch, which is operated by the Penn Central, serves Chambersburg in Zone 80 and Shippensburg, Newville, Carlisle, New Kingston, Mechan-

icsburg and Harrisburg in Zone 81. Only that portion of the line from Chambersburg to New Kingston was declared potentially excess.

The Borough of Chambersburg recommended that the Western Maryland serve the community over the Penn Central right-of-way. Many businesses are on the PC line, which is elevated. The WM line is at street level and is a traffic hazard; a shift of additional traffic to the WM line would aggravate the situation.

Franklin County has a well developed agricultural sector. There are, according to County Agent John Shearer, over 1,800 commercial farms in the county which are dependent on rail service for receiving fertilizer and feeds.

The Greater Carlisle Chamber of Commerce predicted that the impact of rail abandonment on local agri-business would be disastrous. It contended that the traffic between Carlisle and New Kingston is above the DOT criteria for viability. It also noted that continued local service to Newville is absolutely vital to local agriculture, although the annual traffic there is only 60 cars per year. The highways around Carlisle are heavily traveled and dangerous and could not handle extra truck traffic. The Cumberland County Agricultural Extension Service reported that the Penn Central was the only line in the county with service for farmers' warehouses or dealers and that the line was required for the Emergency Feed Program.

The Shippensburg Area Chamber of Commerce complained about Penn Central service and stated that usage would be greater if the service were improved.

The PUC reported that the line from Chambersburg to New Kingston generated an annual volume of 125 cars per mile. The Penn DOT estimated that the segment from Chambersburg to the Franklin county line generated 46 carloads per mile, and the segment from Shippensburg to New Kingston, 74.4 carloads per mile (see Table 78 for a listing of businesses on this line which submitted data to the RSPO).

**Table 78: Traffic Profile: Chambersburg to Harrisburg**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Nitterhouse Concrete Products	Cement			
Pet, Inc.	Frozen foods		105	120
Cumberland Valley Cooperative	Grain, feed		200	400
Newville Builders Supply and Mfg.	Lumber		2	52
Carlisle Tire & Rubber	Carbon black, rubber		500	750
C. H. Masland & Sons	Jute, polyethylene		1,435	
Certain-Teed Products			72	
The Frog, Switch, and Mfg. Co.	Manganese castings		121	

The Newville Builders Supply & Mfg. Company is a new and growing business. The company stated that the borough of Newville does not have direct access to an Interstate or U.S. highway, and that costs for trucking would be prohibitive.

Carlisle Tire and Rubber depends on rail service to receive carbon black which cannot economically be shipped by truck. A major expansion is scheduled to begin in August, 1974 but is contingent upon rail service.

C. H. Masland & Sons is the county's largest employer and is dependent upon rail service for its raw materials. The company's interdependent materials handling and packaging system requires the use of boxcars in its unloading operation. If rail service is eliminated, Masland will be forced to move most of its facilities eliminating at least 1,100 jobs.

The Frog, Switch, and Manufacturing Company is a foundry. Many of its products and some of its raw materials can only be moved by rail. The company stated that a large expansion is underway but that, if service were curtailed, many jobs would be lost.

#### **Maitland and Milroy Branches**

Both the Maitland and Milroy branches are operated by the Penn Central and serve Maitland, Lewistown, Burnham, Reedsville, Thompsontown, Naginey and Milroy.

Four respondents submitted evidence to the RSPO concerning the detrimental effects that abandonment of these branches would have upon the area. The Juniata Valley Medical Center, Inc. was primarily concerned about the effect upon the supply of medical and dental materials. The Triangle Pacific Cabinet Corp., in Thompsontown, observed that rail service could probably be reduced to weekly intervals but stated that cutting out rail service would raise its operating costs to 6 to 10 times their present level. The Sitkin Smelting Co. noted that large amounts of federal funds already invested in area development projects would be wasted if these branches were abandoned. Rep. Walter F. DeVerter noted that companies cannot get adequate supplies of rail cars and stated, "planning a future rail network should reflect demand for rail transportation, not use patterns based on poor service."

#### **Zone 81**

The following five lines within Zone 81 were designated as potentially excess by the DOT Report:

The PC line from Millersburg to Lykens.

The RDG line from Middletown to Hummelstown.

The PC line from Dillsburg Junction to Dillsburg (Zone 83).

The RDG line from Carlisle Junction to Biglerville (Zone 83).

The RDG line from Camp Hill through Carlisle Junction to Shippensburg.

DOT's March 1, 1974 additions and corrections supplement indicated the following changes were to be made in its February 1, 1974 Report:

The RDG line from Camp Hill through Carlisle Junction and Shippensburg to the western boundary of the zone should not be shown as potentially excess.

The PC line north from the southern boundary of the zone to Dillsburg Junction should be shown as potentially excess.

#### **Millersburg to Lykens**

The Lykens Valley branch is operated by the Penn Central and serves Millersburg, Elizabethville and Lykens. The ICC has approved the abandonment of the line, but the track has not been physically removed. The line has been out of service since the floods following Hurricane Agnes in June, 1972 destroyed the connection with the main line.

The Penn DOT reported a traffic volume of 169 carloads over the line in 1971. Principal commodities shipped and received were coal, feed products, lumber, canned meats, and frozen vegetables. The Penn DOT has estimated that traffic would be 900 carloads per year if service were restored.

Calvin Summers Trucking and Storage, located in Elizabethville, is a storage and distribution service for fresh and frozen food processors and suppliers. Calvin Summers received 28 carloads of food products in 1970. Klenger Lumber Company, Elizabethville, received 50 carloads of lumber and plywood in 1973 at Millersburg. Klenger indicated that having to truck from the Millersburg siding would increase its shipping cost \$20,000 per year.

#### **Middletown to Hummelstown**

The Middletown to Hummelstown line is operated by the Reading Railway. It runs north from Middletown 6 miles along Swatara Creek to a connection at Hummelstown with the Reading main line. This line was damaged by the Agnes floods in 1972 and has not been repaired. At present, Penn Central is serving the Reading's customers in the Middletown area. Reading is negotiating to sell this track, subject to ICC approval and to authorization of state funds for restoration of the track.

The Penn DOT stated that traffic volume for the 6 mile line is 573 carloads per year for an average of 95.5 cars per mile. Industries served by this line ship and receive light fixtures, chlorine, and plywood.

Penn Central service creates some inconvenience for the people of Middletown, and they prefer service over the Reading. According to the submissions, the Reading

branch is needed because of the growth of the port of Harrisburg.

The Middletown East End Warehouse Company proposed that the Penn Central take over all rail property in Middletown up to Union Street, and the Reading reactivate service from Union Street to Hummelstown.

The Borough of Hummelstown supports the removal of the Reading track, which crosses the major highway in Hummelstown. The crossing is a traffic hazard because it is a required stop for some vehicles even though there are no trains using the track.

#### **Dillsburg Junction to Dillsburg (Dillsburg Branch)**

The 7 mile Dillsburg branch is operated by the Penn Central and serves Dillsburg Junction and Dillsburg in Zone 83. The line serves primarily agricultural users and carries grain, seed, and lumber. The PUC estimated that the line generated 40 rail cars per mile, while the Penn DOT estimated that it generated 53.3 rail cars per mile.

Users of this line who submitted data to the RSPO included Allied Mills, which generated 240 carloads of grain in 1973, and J. H. Rearick, which generated 25 carloads of lumber in 1973. Both firms projected a future need of 300 carloads. One Dillsburg businessman stated that the line is not losing money. It was reported that two businesses would be forced to close if rail service were discontinued. At least 29 jobs would be lost if the line were abandoned.

#### **Carlisle Junction to Bigerville (Zone 83) (Gettysburg Branch)**

The Gettysburg branch is operated by the Reading. It serves Carlisle Junction, Mt. Holly Springs, and Hunters Run in Zone 81 and Gardners, Bendersville, Biglerville and Gettysburg in Zone 83. The portion of the line from Biglerville to Gettysburg was not designated potentially excess by the DOT Report, however, the line was washed out by Hurricane Agnes in 1972 and service has not been restored. Businessmen on this section expressed a desire to see service restored over the entire branch. Some Mount Holly Springs businesses have been forced to use alternate, circuitous routes to ship northbound (see Table 79 for a listing of businesses on this line which submitted data to the RSPO).

Knouse Foods has expanded and wishes to build a new siding. Eaton-Dikeman, which employs 92 people, indicated that it could not operate without rail service. Eaton also reported that a local Reading agent had informed a company representative that the line is considered to be profitable. It was noted that Biglerville is the billing point for all towns between Mount Holly Springs and Biglerville.

Zeigler Brothers reported that it has just completed a plant expansion and anticipates further expansion if

**Table 79: Traffic Profile: Carlisle Junction to Gettysburg**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Mount Holly Builders Supply Co.	Lumber		3	
Peter Schweitzer	Pulp, paper		76	
Eaton Dikeman	Pulp		70	
PPG Industries		4,950		
Knouse Food Corp.	Fruit		75	
Zeigler Bros.	Grain		60	285
Musselman Fruit Products	Canned fruit		75	
Pennsylvania Mineral & Mining			480	720
Pfaltzgraff Co., (Aspens)			120	240
(Bendersville)				110
Duffy-Mott			243	
Inland Container Corp.			812	1,046

rail service is retained. The company and the PUC both noted that, if the portion of the line from Biglerville south to Gettysburg remains in service, it would be isolated from the Reading system. Musselman Fruit Products operates two interdependent plants at Gardners and Biglerville. Each is dependent upon continued rail service. Biglerville, it was noted, has no major highways.

Pennsylvania Mineral & Mining has recently installed a new milling system which will increase its rail usage. The Pfaltzgraff Company has acquired a new plant at Bendersville which will commence operations in December 1974. Loss of rail service would cause cutbacks or a shutdown at the Inland Container plant. Allis-Chalmers, in York, uses the line as a high-wide detour from the Western Maryland main line, which does not provide sufficient clearance.

### Zone 82

A major anthracite coal reserve runs through Zone 82, as well as portions of Zones 70, 72 and 80. Schuylkill County alone has over 49 percent of Pennsylvania's anthracite coal deposits. Preceding the fuel crisis, the mining of anthracite declined rapidly from 52,252,000 tons in 1946 to 7,526,000 tons in 1971.

The possibility of future energy shortages has increased the likelihood that anthracite coal may be extracted again in large quantities. Many submissions noted that the preservation of trackage in such areas was a specific requirement of the Regional Rail Reorganization Act of 1973.

Nearly 60 percent of the submissions from the area were concerned with unemployment which has risen to as high as 20 percent in recent months. Area residents have established various regional development corporations which have been responsible for many new jobs and an inflow of millions of dollars in investment capital.

This capital has led to the current construction of new industrial parks and to plans for the expansion of existing facilities. If this expansion is to be realized, rail service must be maintained at present levels or increased levels.

The following 7 lines within Zone 82 were designated potentially excess by the Department of Transportation:

The PC line from Selinsgrove to Paxtonville.

The PC line from Lewisburg to Mifflinburg.

The RDG line from Lebanon to Suedburg.

The RDG line from Good Spring to Westwood.

The RDG line from Tremont to Pine Grove.

The RDG line from Shamokin to Dunkelbergers.

The RDG line southeast from West Milton through Rupert, Ringtown, Lofty, Tamaqua and New Ringgold to Port Clinton on the southeastern zone border.

The DOT's March 1, 1974 additions and corrections supplement indicated that the LV line from Hometown to Raven Run should also be shown as potentially excess. The Pennsylvania Public Utilities Commission noted that the map of Zone 82 did not show the Reading Carbon Run spur from Shamokin to Carbon Run.

### Selinsgrove to Paxtonville

The 13.8 mile Selinsgrove branch is operated by the Penn Central and serves the cities of Selinsgrove, Clifford, Kreamer, Middleburg, and Paxtonville. According to the Penn DOT, the branch line generates 543 cars per year. Testimony indicated that 11 businesses are served by this line, however, only Wood-Metals Industries, Inc. supplied traffic data. In 1973, Wood-Metals generated 91 carloads of cabinets. The Middle Creek Township supervisors claimed that 200 carloads of freight were generated on the Selinsgrove Branch in 1973, and they projected a future need of 300 to 390 cars. The Central Susquehanna Valley Chamber of Commerce claimed that 570 carloads of freight were generated on this line in 1973 and projected a future need of 730 rail cars. The testimony indicated that, if rail service were eliminated, local unemployment would rise to 25 percent.

Kramer Feed Store, Inc. has recently built a \$400,000 addition. Kramer made that investment with the understanding that rail service would continue to be improved. The Snyder County Planning Commission suggested that, if the Middleburg to Paxtonville run is eliminated, the right-of-way should not go back into private hands. The Commission has received various proposals for public use of the right-of-way. The Central Susquehanna Valley Chamber of Commerce pointed out that trucks cannot handle additional traffic because of insufficient roads and narrow bridges. The First National Trust Bank noted that Selinsgrove is an emergency civil defense headquarters, and would be an alternate state capital in a

crisis, thus making it vital from a military and defense point of view that service be maintained.

### Lewisburg to Mifflinburg (Montandon Secondary Track)

The 9 mile Montandon secondary track is operated by the Penn Central and serves Lewisburg, Vicksburg, and Mifflinburg. According to the Penn DOT, the line generates 1,682 rail cars per year (see Table 80 for a listing of businesses on this line which submitted data to the RSPO).

**Table 80: Traffic Profile: Lewisburg to Mifflinburg**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Yorktowne	Kitchen cabinets		291	725
Pennsylvania House	Furniture		170	
Wickes Homes	Home construction products		33	35
Stanford Seed Co.	Seed		22	25
Marlin Industries			6	7
Mifflinburg Farmers Exchange	Farm products		50	60
Shipton Building Supply	Building materials		4	5
Montgomery Bucks Farm Bureau			3	3
Mifflinburg Farmers Supply	Farm products		3	3
General Interiors Corp.	Furniture		182	

Yorktowne, a manufacturer of kitchen cabinets, has begun construction of a \$750,000 improvement to its plant. The company's total new plant investment is approximately \$3.5 million. Yorktowne needs rail service to remain financially solvent and might have to lay off 160 or more if service were terminated. Yorktowne's parent company, Wickes Homes, expressed categorical opposition to the elimination of rail service between Lewisburg and Mifflinburg.

Pennsylvania House stated that rail is the only feasible mode of transportation for it and that trucking would cost it twice as much as shipping by rail.

### Lebanon to Suedburg

The 16.6 mile Lebanon and Tremont branch is operated by the Reading Railway and serves Lebanon, Jonestown, Indiantown Gap, and Suedburg. According to the Penn DOT, the line serves five businesses which generated 708 carloads of freight in 1973. The PUC reported that 108 carloads per year are generated by Jonestown and 258 carloads per year by Suedburg. The branch also serves the military reservation at Indiantown Gap.

E. H. Gerhart Company, located at Jonestown, was the only rail user on the branch to submit evidence to the RSPO. The company reported total traffic for the

Lebanon and Tremont branch of 513 carloads of freight of which 104 were feed, fertilizer and building materials shipped to the Jonestown area. The Lebanon Valley Chamber of Commerce reported that J. R. Herr Feed Mill shipped 60 carloads of feed and grain per year and Lebanon Packing Corporation shipped 70 carloads of packaging and containers per year. The new plant of Lebanon Packing Corporation at West Jonestown is expected to operate 130 carloads per year.

A large manufacturing firm is considering a 47 acre site along this branch for an industrial plant. R and B Associates recently bought a 109 acre site south of Jonestown for development as an industrial park. Susquehanna Development Co. has bought 150 acres for use as an industrial park, and plans to use the Lebanon and Tremont branch. These plans would be adversely affected by a loss of rail service.

Concern was also expressed for national defense. The Penn DOT reported that the Indiantown Gap Military Reservation has a high priority classification within the national Mobilization Plan. The track serving this site must, therefore, be kept open and operative. Indiantown Gap received 409 carloads of coal and military supplies during 1973.

### Good Spring to Westwood and Tremont to Pine Grove (West End Branch)

The West End branch is operated by the Reading Railway and serves Glenworth, Donaldson, Good Springs, Tremont and Pine Grove. The branch runs from Westwood (not shown on DOT map) west to Tremont where it divides into two segments, one serving Good Spring and the other serving Pine Grove.

The Westwood to Good Spring segment is 14 miles long and serves nine businesses. These businesses are primarily involved in the mining and processing of coal. Approximately 4,980 carloads of freight were generated by this line in 1973. Frederic A. Potts & Company, a coal producer, stated that 90 percent of its product must be shipped by rail because it is economically impossible to ship coal long distances by truck. The Exxon Chemical Company, a chemical producer, noted that the DOT criteria of "carloads per mile" does not consider the difference between regular and jumbo cars. The company also predicted that rail traffic on this line will meet the DOT criteria in 1976.

The Tremont to Pine Grove spur is approximately 6.8 miles long and serves five businesses. According to the Penn DOT, 624 cars per year are generated on this section and, if the line were terminated, a minimum of 15 jobs would be lost. Pine Grove Industries, a non-profit development corporation, stated that it has tried to raise money for the area in order to attract new industry. The corporation emphasized that removal of the West End branch would be disastrous. The Borough of

Tremont concurred with this statement of Pine Grove Industries.

### Shamokin to Dunkelbergers

This 12 mile branch is operated by the Reading Railway and serves Kulps, Trevorton, and Dunkelbergers. The Penn DOT stated that 1,224 carloads of freight were generated on this line in 1973 by three businesses along the line. Discontinuance of rail service on the line would result in unemployment of 339 persons. The Waste Management Corporation, which paid \$2 million in freight charges to the Reading in 1973, stated that rail service was absolutely essential for hauling solid waste from Philadelphia to the strip mines.

### West Milton to Southeastern Zone Border

This line is one of two Reading routes connecting Williamsport and Reading. From West Milton it extends southeast through Rupert, Ringtown, Lofty, Tamaqua and New Ringgold to Port Clinton on the southeastern zone border. The DOT Report's map of Zone 82 shows the line as potentially excess from West Milton to a point northwest of Rupert and from Rupert to McAdoo on the eastern zone border. The line does not serve McAdoo; it turns south near Lofty and runs through Haucks to Tamaqua (Tamauga on the DOT map). The DOT map shows the remainder of the line from Tamaqua south to the zone border as potentially excess.

The line serves at least 15 businesses which generated over 10,000 carloads of freight in 1973 (see Table 81 for a listing of businesses on this line which submitted data to the RSPO).

**Table 81: Traffic Profile: West Milton to Port Clinton**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Kennedy Van Saun Corp.	Manufacturing equipment		150	
H. H. Knoebel Sons Gold Bond Bldg. Products	Building supply			
Cicioni Stone Co.	Paper products			
Catawassa Lumber & Specialty Co.	Stone			
A. J. Balshi, Inc.	Lumber		73	
Ateeco, Inc.	Animal feeds		30	
ACF Inc.	Pack frozen food		50	
United Wiping Cloth Co.	Tank cars		100	
Shennandoah Rag Co.	Sterilized wipers			
American Home Foods Inc.	Rags			
Philco			1,600	
Kawneer, Inc.	Electric cabinets		1,250	
Berwick Forge & Fabricating	Architectural Prod.		100	
Atlas Powder Co.	Metals		5,596	
CECO Corp.	Explosives		485	
			1,328	

If rail service were eliminated on this line, an immediate loss of 2,060 jobs would ensue, according to the Penn DOT.

This branch line with its many businesses has a number of specific transportation problems. The Kennedy Van Saun Corp. manufacturers equipment that must be transported on two connecting rail cars. Trucking is not a viable alternative for Kennedy Van Saun, nor is it for Gold Bond Building Products which ships large rolls of paper.

A majority of the users on this line stated that trucking their products would be three or four times as expensive as moving them by rail. This added expense could affect profits and lead to layoffs and shutdowns.

ACF Industries and CECO Corp. each have two plants that are connected by the segment which connects West Milton and Milton, and they would have to ship their goods an additional 120 miles if the line were closed. Discontinuance of service would also make it impossible for the Milton plants to receive raw materials by rail from the north.

Most rail users predicted that the proposed discontinuation of service would have a most detrimental effect on employment. The Ringtown Valley Industrial Commission predicted job losses in the hundreds and the closing of some plants. The Schuylkill County Technical Assistance Office warned of economic stagnation in industrial parks and inability to service fossil fuel deposits. The Shennandoah Rag Co. envisioned stock cuts of from 50 to 60 percent. The Columbia County Development Authority summed up the sentiments of many in stating "We do not wish to relinquish even one inch of rail in Columbia County."

### Hometown to Raven Run

No information specifically concerning this line was received by the RSPO.

### Nesquehoning Branch

This LV line runs from Jim Thorpe in Zone 70 to Haucks in Zone 82. The line was not designated potentially excess by the DOT Report, however, three businesses submitted statements to the RSPO, all indicating the need to continue service over the line (Table 82).

**Table 82: Traffic Profile: Nesquehoning Branch**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Air Products	Gas (liquid)		60	
Chemicals	Petroleum			
Eastern Diversified				
Metal	Nonferrous metal		550	
Lehigh Navigation				
Dodson Company	Coal		1,328	
Carbon County Planning Commission <sup>1</sup>	Heavy equipment, coal, fly ash		5,000	

<sup>1</sup> The Commission presented data for four local industries.

As with most other coal companies, the Lehigh Navigation Dodson Company stated that truck transportation is impossible because the fossil fuel volume is simply too great. It also stated that there is a specific problem in getting the needed number of rail cars. Eastern Diversified Metals concurred in this opinion, noting that it would choose rail service over trucks more often if the necessary cars were available.

### Frackville Branch

The Reading Railroad's Frackville branch runs between Mill Crook Junction and Bear Run Junction. This branch is in the heart of the anthracite coal region. The line was not designated potentially excess by the DOT Report. Table 83 contains data supplied to the RSPO by users of the line.

**Table 83: Traffic Profile: Frackville Branch**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Greater Pottsville Industrial Development Corp.	Coal			
Cellu Products Inc.	Polyethylene foam, paper		73	
Yock Bakery Co.	Flour		52	
Clark's Feed Mills, Inc.	Wheat		151	
Glen Burn Colliery Inc.	Coal		3,300	
Shamokin Filler Co., Inc.	Coal by-products		1,000	

Yock Bakery stated that the cost of trucking flour is 50 percent greater than the cost of shipping it by rail and thus is financially prohibitive. A switch to truck transport would cause Yock to lay off many of its employees. Glen Burn Colliery, Inc. indicated that 85 percent of its coal is shipped by rail and that it is economically impossible to use another mode of transportation. Cellu Products Corporation projected a 37 percent growth in its traffic volume during 1974. Both Clark's Feed Mills and Burton Enterprises stated that they have made considerable plant investments recently but will be forced to shut down if the line is abandoned.

### Zone 83

Five lines in Zone 83 were designated potentially excess by the DOT Report. They were:

The PC line from Thomasville to Frederick, Maryland in Zone 88.

The RDG line from Peach Glen to Biglerville.

The PC line from York through New Freedom to Cocksylville in Zone 87.

The Stewartstown Railroad line from New Freedom to Stewartstown.

The PC line from York to Columbia in Zone 67.

The DOT's March 1, 1974 additions and corrections

supplement stated that the WM line from York Rd. to Porters and from Spring Grove south through Porters to the zone boundary should also be shown as potentially excess.

### Spring Grove to Frederick, Maryland

The York, Hanover and Frederick branch is operated by the Penn Central and serves York, Spring Grove, Hanover, Littlestown, and Frederick (Zone 88). Only the portion of the line from Spring Grove to Frederick was designated potentially excess by the DOT. The Allis-Chalmers Corporation reported that the line from York to Spring Grove, the alternate to the Western Maryland line, is in very poor condition and does not provide the extra clearances required to transport the company's large hydraulic turbines. Much of the firm's freight can only be shipped by rail.

The PUC reported that the line running south from Spring Grove generated 286 rail cars per mile per year. The Penn DOT's estimate for the entire line was 615.6 cars per mile. If service on the line were discontinued, an estimated 900 jobs would be lost, according to Penn DOT. Table 84 contains data supplied to the RSPO by users of the line.

**Table 84: Traffic Profile: Spring Grove to Frederick**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Allis-Chalmers Corp.	Steel, turbines		375	
Thomasville Stone and Lime Co.			1,200	
P. H. Glatfelter Co.	Pulp, chemicals		6,962	
Penland Container				200
Revonah Spinning Mills			200	
Chemtron Corp.	Chemicals		386	
Jiffy Mfg. Co.			93	
United Cabinet Corp.			311	600
Lee Metals Products	Steel		200	

Allis Chalmers estimated that, if it were forced to discontinue production of turbines, it would have to terminate 865 jobs. Jiffy Manufacturing reported that, if its rail service were eliminated, it could not compete and would be forced to close.

United Cabinet Corporation began production April 1, 1974, from an expanded facility. The company reported that its added traffic alone would place the line above the viability criteria. Donald L. Johnson, representing a group of Littlestown developers, stated that they are planning an industrial park, shopping centers, and residential areas in the next two to three years. Continued rail service is essential to these plans.

The Manufacturers' Association of York submitted results of a survey of area users which indicated that most would increase their rail usage if service were improved.

For example, the Chemtron Corporation complained about the quality of Penn Central service, notably delays, damaged goods, and car shortages.

### **Peach Glen to Biglerville**

This is a segment of the Carlisle Junction to Gettysburg line discussed previously in Zone 81.

### **York to Cockeyville (Northern Central Branch)**

The Northern Central branch is operated by the Penn Central and serves York, White Pigment, Smyser, and New Freedom in Zone 83 and Parkton, Cockeyville, and Baltimore in Zone 87. The segment from York to Cockeyville was designated potentially excess by the DOT Report. The Northern Central branch was rendered inoperative by Hurricane Agnes in 1972 and service has not been restored. Penn Central has petitioned for abandonment. In May 1973, an ICC Administrative Law Judge recommended denial of the application with respect to that portion of the line between York and New Freedom (see the discussion in Zone 87 in the state of Maryland).

The PUC reported that the Northern Central branch operated at a profit. The Penn DOT reported that shippers on the line are most anxious for the resumption of rail service.

### **New Freedom to Stewartstown**

The 6.4 mile New Freedom to Stewartstown line is operated by the Stewartstown Railroad Company, a solvent short line railroad. The Stewartstown Railroad cannot function without the Penn Central's Northern Central branch.

The Stewartstown Railroad criticized the Penn Central for abandoning the Northern Central branch by refusing to restore service. It claimed that the Penn Central used deceptive data to justify its abandonment application. Several statements criticized DOT for using 1972 data, made invalid by the disruption of service, and for "virtually destroying" the Stewartstown Railroad by listing its line and Penn Central's line as potentially excess without contacting the railroad or its users for information and traffic data. The Stewartstown Railroad listed nine shippers it served and reported that, from January 1972, to June 1972, it received 212 rail cars at the New Freedom interchange. An industrial park has been located next to the Stewartstown line, and the developers are waiting for resumption of service. The railroad strongly desires to resume service as soon as possible.

Both Charles G. Summers, Inc., and the Lumber Yard of Stewartstown stated that, since the Northern Central branch was closed, they have been forced to truck their freight to and from distant rail points, at a substantial increase in cost. Neither company can continue to operate in this manner. Summers, which is a vegetable can-

ner, stated that some of its customers demand rail delivery. The company estimated its added cost to be \$380 to \$500 per rail car to unload and transfer to truck at Hanover, Brodbeck, or York. The Lumber Yard is growing and could use a substantially larger number of rail cars than it used in 1971. Stewartstown Milling now picks up its grain in York; the extra cost is estimated at \$150 per car. Piggyback service would also cost more. It would cost \$5,400 to ship two piggyback trailers of lumber from the west coast but only \$1,650 to ship the lumber by freight car.

### **York to Columbia (Wrightsville Branch)**

The Wrightsville branch is operated by the Penn Central and formerly served a number of cities from York to Lancaster (Zone 67). However, the portion of line from York east to the Susquehanna River is presently out of service east of Stonybrook. Nevertheless, the line still serves a large number of businesses in the York area (see Table 85 for a listing of businesses on this line which supplied data to the RSPO).

**Table 85: Traffic Profile: Wrightsville Branch Line**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
York-ShIPLEY Co.	Machinery		24	
York Container Co.	Paper		504	
Certain-Teed Products			1,345	
Standard Register Co.	Paper		179	
Lok-Box	Corrugated paper		14	

York-ShIPLEY Company manufactures machinery weighing over 30 tons. It has no alternative to shipping by rail. Standard Register Co. complained about Penn Central service. Its use of Penn Central has declined because of delays and damage to goods. Lok-Box indicated that it would have to drastically curtail its operations if rail service were lost. The Penn DOT indicated that many other users of the line would also have to cut back operations or close if rail service were eliminated and that a minimum of 270 jobs would be lost.

### **York Rd. to Porters and Thomasville to Emory Grove, Maryland (Zone 87)**

Western Maryland's York to Emory Grove, Maryland line was designated potentially excess from Thomasville south through Spring Grove, Porters and Glenville to Emory Grove in Zone 87. A short spur from Porters to York Rd. was also designated potentially excess. The PUC indicated that the Pennsylvania portion of the line has a density of 20 to 29.9 million gross ton-miles per mile per year, which would place it above the DOT criteria for service by a solvent carrier. Abandonment of the line would isolate the portion from Thomasville to York from the rest of the Western Maryland system.

The P. H. Glatfelter Company uses both the Western

Maryland and the Penn Central at Spring Grove. In fact, the only connection between the WM line and the PC line is Glatfelter's track facilities. The company, which employs 1,164 persons, depends upon service from the WM line to receive essential coal used for its generators and dryers. The company has no coal receiving facilities on the Penn Central and cannot operate without Western Maryland service.

The line carries overhead traffic from the York and Hanover areas into the Baltimore market. It has recently been repaired and has high and wide clearance. The traffic density is reported to be more than 5 million gross ton miles per mile per year—above DOT's criteria for solvent railroads.

### **PUBLIC CRITICISM OF THE DOT REPORT**

Criticism of the DOT Report was broadly based and comprehensive in scope. Hundreds of pages of submissions and testimony expressed a myriad of specific criticisms. The following is a distillation of those comments.

#### **Pennsylvania Department of Transportation (Penn DOT)**

The Penn DOT made repeated criticism of DOT's criteria. The 30 million gross tons and the 75 carloads criteria were both viewed as misleading measures of evaluation. The figures generated by these criteria do not account for qualitative distinctions in the commodity being carried and thus do not reflect accurately the revenues of the carloads in question. Penn DOT also criticized the emphasis placed on "branch line" analysis to the detriment of in-depth "main line" review. The goal of preserving competition within Pennsylvania was viewed as all but abandoned because of DOT's wholesale designation of unprofitable rail lines as "potentially excess."

Penn DOT contended that track elimination does not necessarily lead to the diminution of expenses when the potential decrease in revenues is taken into account. Penn DOT also contended that inter-modal competition is more often than not economically unfeasible since the cost of alternative modes can be as much as four times that of rail.

Specific criticisms of the DOT Report by Penn DOT included the following: DOT failed to recognize 1972 data as unreliable due to the effects of Hurricane Agnes upon Pennsylvania's rail traffic; DOT failed to project rising demand for rail service or to project economic growth in the region; and DOT failed to consider oversized shipments requiring special clearances in tunnels and over bridges.

#### **Pennsylvania Public Utility Commission (PUC)**

The PUC submission made the following criticisms of the DOT Report:

- (1) DOT's zone by zone approach does not account for overhead traffic.
- (2) DOT should have used actual revenue figures instead of branch operating and maintenance costs.
- (3) Some of DOT's recommendations would divide branch lines into two dead-end lines. The additional costs of servicing these dead-end lines would offset any savings from such an abandonment.
- (4) DOT's proposals would severely curtail north-south service throughout the state.
- (5) Table 8 of the DOT Report (page 11, Vol. 1) estimated the annual cost to maintain modernized track and roadway to be \$12,000 per mile for signalled track and \$5,000 per mile for unsignalled track. The PUC questioned the accuracy of these figures in light of Penn Central figures showing maintenance costs of \$1,589 per mile for running track, \$306 per mile for signals, and \$3,956 per mile for two track universal interlocking.
- (6) The DOT Report, on pages 9 and 10, Vol. 1, stated that usage of freight cars is insufficient in the Northeast. The PUC contended that this situation is caused by industry's inability to receive the cars it needs for normal rail shipment.
- (7) The PUC criticized the DOT Report for using misleading data based on the calendar year 1972 and for using billing stations rather than actual origination and termination points. It called on the DOT to re-analyze the zones and to exclude data affected by Hurricane Agnes from its analysis.
- (8) The PUC observed that Zones 75 and 78 were not analyzed and that Zones 51, 73, 77, 79 and 80 were analyzed without determining "connecting traffic flows between adjacent zones and to points outside the region." The PUC also stated that Zones 51 and 75 should have been analyzed together.
- (9) The PUC observed that, on page 11, Vol. 1 of the DOT Report, it is stated that \$9.6 billion will be required to modernize 111,000 miles of track. However, PUC noted that Clarence Jackson of the Penn Central presented testimony in the PC bankruptcy proceedings showing that only \$562.2 million would be needed to modernize 15,000 miles of Penn Central tracks.
- (10) The PUC pointed out that 1969 input data was used by the DOT in determining which lines should be recommended for competitive

service. The PUC believes that 1974 data should be used.

### Public

The following additional criticisms of the DOT Report were submitted by the general public:

- (1) The unavailability of rail cars contributed to the deficiency in the carload counts for individual branch lines.
- (2) From a revenue standpoint, many of the light density lines designated potentially excess by the DOT actually support themselves.
- (3) The DOT did not recognize the importance of continued and improved rail commuter service.
- (4) Rail clearance factors, such as size and weight, were not given enough consideration by the DOT, particularly in Zones 72 and 82.
- (5) The DOT failed to give proper consideration to all ecological and energy matters.
- (6) The DOT Report did not take specific notice that in Pennsylvania there are 10,000 miles of highways with poor road surfaces and 3,000 substandard bridges, and that the state has an annual highway service debt of \$100 million.
- (7) The DOT Report failed to take into account future traffic projections.
- (8) The DOT Report did not properly examine resource allocation.
- (9) The DOT relied too heavily on theory and did not sufficiently consider local conditions such as intermodal alternatives, the dependence of local economies on rail service, unemployment effects,<sup>2</sup> and local growth potential.
- (10) The DOT Report did not adequately address the question of abandoned rights-of-way with respect to potential future usage.
- (11) The abandonment proposals within the DOT Report would result in excessive circuitry.
- (12) None of the many facets of inter- and intra-modal competition were adequately treated.
- (13) The DOT Report did not properly consider the ability of rail yards to handle additional carload traffic.
- (14) The DOT Report failed to consider the effect of cessation of rail service upon the ability of rail users to remain competitive.
- (15) Rail users were not allowed sufficient time to adequately prepare their case.

### RECOMMENDATIONS

The following suggestions for improving the planning process were offered:

- (1) Railroads should not be subsidized.
- (2) The state of Pennsylvania or the county should purchase and run the lines in Schuylkill County.
- (3) Railroads should be allowed to use either the double-declining balance or sum-of-the-digits methods of depreciation.
- (4) Railroads should not be regulated as public utilities.
- (5) The federal government should subsidize essential branch lines and the construction and maintenance of railroads.
- (6) An energy and environmental impact statement should be filed before a line is abandoned.
- (7) Amtrak should recognize the special needs of the elderly, handicapped, rural citizens, the poor, and youth in rail travel. There should be a half-fare rate for the aged.
- (8) The USRA should suspend uneconomic rail service but keep the rights-of-way intact.
- (9) Work rules should be modernized.
- (10) Because of diseconomies of scale, Conrail should not be larger than the Penn Central.
- (11) Railroads should be nationalized.
- (12) Competition between railroads should be eliminated.
- (13) State or local taxes upon railroads should be eliminated.
- (14) The methods employed in reaching conclusions regarding alternative rail restructuring must be open to public scrutiny and review.
- (15) A tax should be levied on the diesel fuel used by locomotives and the revenues should be applied to the maintenance of track.
- (16) A full cost analysis should be undertaken before a rail abandonment is approved.
- (17) As an alternative to abandonment, freight rates should be allowed to increase to the level of alternate modes.
- (18) All potentially excess branch lines should be offered for public sale.
- (19) Demurrage and per diem rates should be adjusted to encourage the expeditious handling of rail cars.
- (20) A northeast railroad trust fund should be established, financed by federal surcharges, to improve the railroads.
- (21) A comprehensive master plan should be incorporated into USRA's final system plan

<sup>2</sup> The Office of State Planning and Development of Pennsylvania estimated that 56,000 workers would face unemployment if the Pennsylvania rail lines designated potentially excess by the DOT were actually abandoned.

whereby special rail routes are established for the shipment of all radioactive fuel or waste cargoes.

(22) The Midwest and Northeast railroads should be restructured into three competitive railroad systems.

## DELAWARE

Delaware is the second smallest state in the union with a length of about 100 miles and an average width of little more than 20 miles. It is situated in the eastern part of the Delmarva Peninsula, formed by the Chesapeake Bay and the estuary of the Delaware River. In population, Delaware ranked 46th in 1970 with 548,104 people, an increase of 22.8 percent over 1960.

While agriculture has always been an important part of Delaware's economy, it has now been surpassed by manufacturing, especially manufacturing of chemicals and food products. The development of manufacturing in Delaware has centered largely within the northern part of New Castle County, which includes Wilmington.

### POTENTIALLY EXCESS RAIL LINES

While the Department of Transportation divided the entire state of Delaware into only two zones, 84 and 85 (Figure 4), it was the consensus of those who submitted evidence that Delaware, together with portions of Maryland and Virginia, should actually have been considered as one economically interdependent area. The Delaware Department of Transportation, for instance, pointed out that although the DOT report showed only a 4 percent loss in traffic volume as a result of abandonments for the entire Midwest and Northeast area, the loss for the Delmarva region itself is expected to reach 28 percent. Such a loss would, it is felt, cause chaos through price increases, plant relocations, and plant shutdowns. The heavy dependence on rail by Delmarva was perhaps best illustrated when the rail bridge crossing the Chesapeake and Delaware Canal, the Peninsula's only link to the Mainland to the north, was closed due to an accident. Only 40 percent of the shipments, according to Delaware's DOT, could be shipped by other means during the shutdown. In addition, the Delaware DOT estimated that the annual cost of rail-rerouting or using alternative transport modes would be \$9.5 million.<sup>1</sup>

The Delmarva Poultry Institute, Inc., with a membership of 3,300 was also strongly opposed to abandonments in Delmarva and called for improvement of the lines.<sup>2</sup>

<sup>1</sup> A number of more specific examples of cost increases were given by the Delaware Department of Transportation. For example, feed cost could expect to rise approximately \$9 per ton and fertilizer by roughly \$30 per ton.

<sup>2</sup> Penn Central estimated the cost of upgrading all Class I track in Delmarva to be \$4.0 million.

Its interest in the abandonment problem stems from the fact that approximately 8,000 persons are employed in the area to process annually 346,295,000 chickens (11 percent of the nation's broilers), with a market value of \$400 million. The institute does not want its members to be wholly dependent upon trucks. It cited the grain crop failures of 1966 and 1968 and expressed worry that, if there was a repeat, it would be difficult or impossible to bring in enough grain by truck. In 1973, 15 million bushels of soybeans and 33 million bushels of corn were consumed as feed. Additionally, much of the agricultural products transported into Delmarva are from Canada, the Midwest, and California, too far away to be economically transported by truck.

The Brotherhood of Railways, Airline, and Steamship Station Employees also opposed abandonments and called for a complete economic and environmental evaluation of the Peninsula as a whole prior to any consideration of rail abandonments.

Of immediate concern to many witnesses was the Cape Charles Rail Car Float connecting the Virginia mainland with the Delmarva Peninsula. Principal arguments advanced for maintaining the operation are as follows:

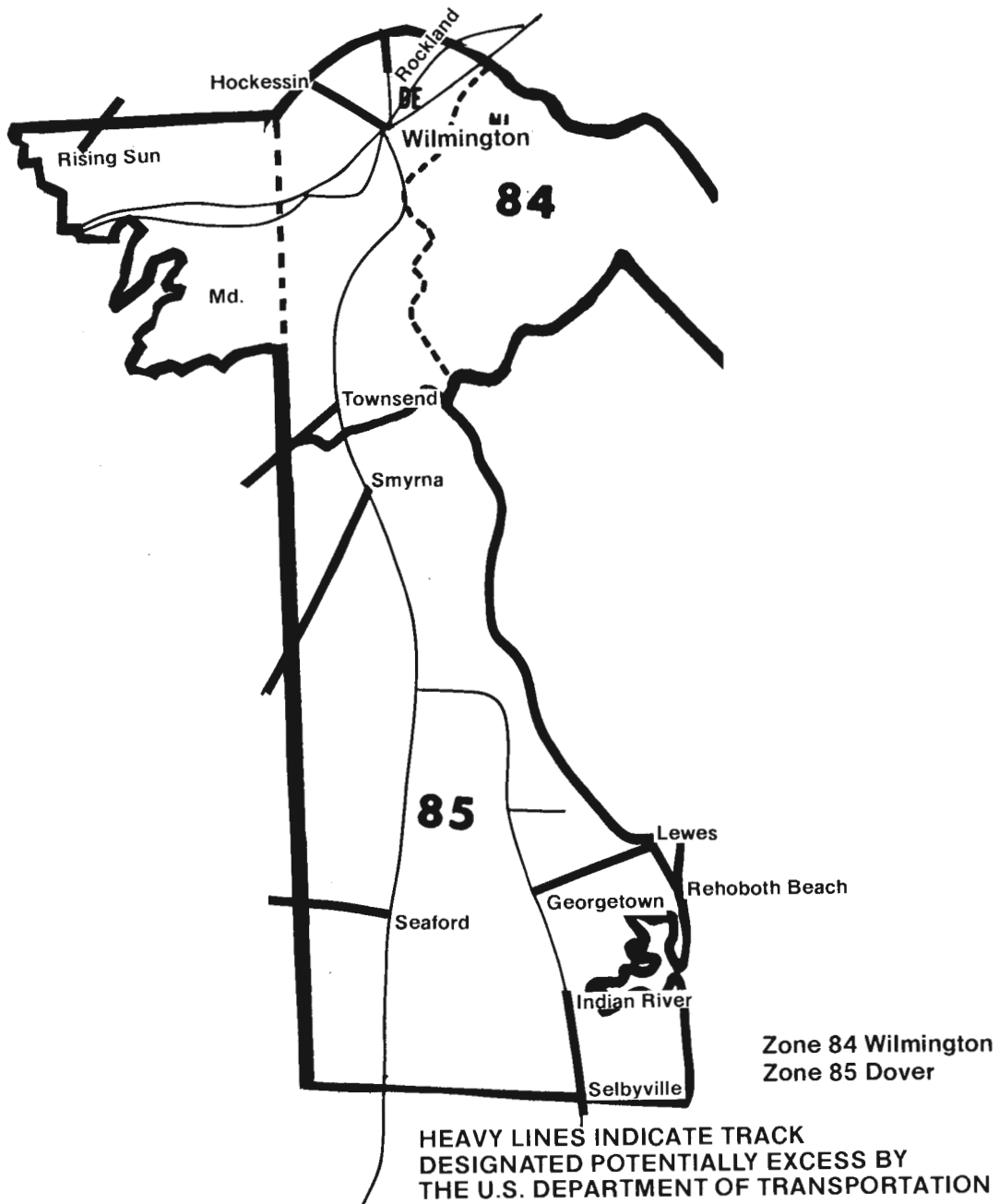
- It provides a necessary alternate connection to the mainland in case future accidents render the rail bridge crossing the Chesapeake and Delaware Canal inoperable.
- The two alternative rail routes have allegedly inherent disadvantages. The Penn Central main line between Philadelphia and Washington has notable bottlenecks at Baltimore where no car may exceed 14 feet 2 inches in height in order to clear a tunnel and at Washington where the Potomac classification yards are overcrowded and inefficient. The "Great Valley" route from Harrisburg, Pennsylvania, to Roanoke is circuitous and expensive, and complicates interline operations.
- The majority of the roughly 30 thousand rail cars handled annually represents overhead traffic rather than freight originating in Delmarva proper.
- An alternative rail link must be available to the military installations at the Norfolk-Hampton Roads complex.

Within Delaware there are nine rail lines designated potentially excess by the U.S. Department of Transportation; six of the designations have been challenged by the state and by users of the lines.

# DELAWARE

## ZONE LOCATOR MAP

Figure 4



## Zone 84

The RSPO received testimony concerning two lines in Zone 84: the Penn Central line from Elsmere to Hockessin and the Penn Central line from Townsend west to the Maryland state line.<sup>3</sup> There was no expressed opposition to the cessation of rail service for either the Rising Sun Line running north to the Pennsylvania border or the short piece of line at Norma. Although General Motors and E. I. DuPont are major users of the Reading Line running from Rockland north to the Pennsylvania line, they did not indicate any undue hardship if the line was actually abandoned. Since the Reading Railroad is also able to reroute traffic around this particular line, Delaware's Department of Transportation did not oppose the abandonment.

The Elsmere to Hockessin line is an 8.8 mile track located in the extreme northern area of the state near Wilmington, Delaware. In 1973, according to the Delaware State Department of Transportation, this line generated 1,165 carloads of freight, thereby giving it a rather high probability of financial viability. The major users of this line are shown in Table 86. In addition to freight operations, this line is also leased to the Wilmington and Western Railroad for passenger excursions on weekends and Thursdays. In 1973, 22,000 people traveled on W&W excursions.

## Zone 85

Testimony was received concerning the following lines in Zone 85: from Georgetown eastward to Lewes and on to Rehoboth; from Clayton southwest to the Maryland state line; from Seaford west to the Maryland state line; and from Dagsboro to Selbyville. There was no opposition expressed to the cessation of service from Lewes to Rehoboth. Indeed, Joseph T. Conaway, Sussex County Administrator, declared that there actually seemed to be no economic reason for this line's use. "In fact," he continued, "the railroad right of way would be better used for other purposes more in keeping with the recreational climate of the area."

Although the 15.6 mile long track running from Georgetown eastward to Lewes generated only 330 and 426 carloads of freight in 1971 and 1972, respectively, the Delaware DOT believed that this line should be maintained because of its potential. In addition, Sussex County has put up \$143,783 of its own money, in concert

<sup>3</sup> In the original Department of Transportation February 1, 1974 Report the Townsend rail line, which ultimately reaches south-eastward to Chestertown and Centerville, Maryland, was not marked as potentially excess; however, the DOT's March 1, 1974 additions and corrections supplement indicated that this line was to be considered potentially excess.

It is conceivable that the latter publication containing the correction was not received or read by the general public which could, of course, largely account for the lack of evidence concerning this line.

**Table 86: Traffic Profile of Zones 84 and 85**

Rail user	Estimated carloads		
	Commodity	1972	1973 Projected
<i>Elsmere-Hockessin Line (Zone 84)</i>			
National Vulcanized Fibers	Pulpwood		
Delaware Brick	Brick		
Penn Del Supply	Feed		
Material Transit	Oil		
Haveg Industries	Plastic tanks		
Passmore Supply Co.	Lumber		
Town and Country Furniture	Furniture		
E. J. Hollingswoth	Lumber		
Hercules	Coal		
Kennett Canning Co.	Canned mushrooms		
Losito Mushroom Corp.	Fertilizer		
L. Guizzetti & Son	—		
<i>Georgetown-Lewis Line (Zone 85)</i>			
Seacoast Products, Inc.	Fishmeal	13	
Delaware Pulpwood	Pulpwood	125	
Paramount Poultry <sup>1</sup>	Crates	103	
Thomas Best and Sons	Machinery	—	
Barcroft Co.	Aluminum	86	
Fish Products	Food	—	
Boise Cascade	Lumber	260	
Smith Douglas (division of Borden)	—	60	
Justin Enterprises	Chemical fibre glass tanks		200
Virginia Homes	Modular homes		50
Mid-South Aluminum	Aluminum prod.		500
<i>Dagsboro to the Maryland State Line (Zone 85)</i>			
Southern States Co-op	Fertilizer		
Agway, Inc.	Fertilizer		
Murray's Feed (Frankford)	Feed	222	161
Fox Co.	Feed		
I. W. Long & Son	Lumber		

<sup>1</sup> Paramount stated that, if it had to convert to truck transportation, there would be an additional \$80.00 per carload cost to the firm. The potential cost of conversion to motor carriers was also expressed by others. The state DOT estimated additional costs of shipping by truck of up to \$8 per ton for grain and up to \$24 per ton for lumber. The Red-White Mills of Wilmington stated that it could not compete if it had to use trucks. The firm's rail shipping costs are presently \$7 per ton and would increase to \$10 per ton if shipped by truck.

with a \$100,000 Economic Development Administration federal grant, to build rail spurs for a new industrial subdivision located just east of Georgetown. Of 29 possible sites, two are leased and a third lease is being negotiated. All three tenants intend to use rail. This spur is expected to add approximately 750 cars per year to the line. Many of the present users of the

line also indicated to the state DOT that they would use the line more (approximately 50 carloads more per year) if it gave better service. The state DOT estimated that it would cost \$169 thousand to put the track in Class I condition.

Submitting testimony in opposition to the continued maintenance of the Georgetown-Lewes line was Mr. Rhodes Vessels of Lewes, Delaware. He believed the line should be retained only from Georgetown to the Sussex County Industrial Park. Mr. Vessels advanced the following arguments against its continuation eastward from the industrial park: there is no basis for predicting growth of demand for rail transport on this line within the next 30 years to that level at which substantial state and local subsidy could assure its eventual viability; the line is a liability for the city of Lewes inasmuch as the rail bridge over the Lewes-Rehoboth Canal has a horizontal clearance of only 46 feet, thereby preventing the completion of the Intercoastal Waterway Lewes to Kiptopeke Canal system; and the principal users of this segment of the line are located on Delaware Bay in Lewes and are readily accessible to both barge and motor transportation.

Although the Clayton and Seaford lines, which run westward to the Maryland state line, affect only two users in Delaware, the States of Delaware and Maryland together with the Delmarva Advisory Council urged that these lines be kept open because of the interdependent nature of the Delmarva economy. The Sussex County council was particularly concerned with the Seaford line since Seaford is the largest city in the county and is the location of a large DuPont nylon plant. The Council, which felt that further industrial development of the Seaford area would be curtailed without rail service, would like to attract industry to alleviate Seaford's high rate of unemployment. The Delmarva Advisory Council pointed out that the Dagsboro to Selbyville line is a small segment of a larger line from Harrington, Delaware to Snow Hill, Maryland.<sup>4</sup> The DOT's zone approach split that portion of the line, designated potentially excess, into two segments, with the segment from Dagsboro to the zone boundary generating only 384 carloads in 1972. The Council felt that the entire segment from Dagsboro to Snow Hill, Maryland should be analyzed as one line and noted that, if it were, the total carloads generated would

<sup>4</sup> The Department of Transportation March 1, 1974 additions and corrections supplement stated that the Delaware segment of the line should be shown as potentially excess from Selbyville to the Indiana River.

be 2,294. The Berlin to Ocean City spur line contributes 1,280 carloads per year, a figure which would increase, according to the Sussex County Administrator, if the line were upgraded. He estimated the cost of such a project at \$50,470.

## PUBLIC CRITICISM OF THE DOT REPORT

The following specific criticisms were leveled against the U.S. Department of Transportation's February 1 Report.

The Barcroft Company at Lewes felt that a more appropriate evaluation abandonment criteria would have included revenue per car, weight per car, whether revenue produced on a line is head haul or back haul, claim experience on the line, type of car used, and comparison of total expected revenue for a line.

Senator William V. Roth was likewise critical of the abandonment approach when he stated that "... the Department of Transportation Report is, quite frankly, inadequate, irrelevant, and unrealistic." According to Sen. Roth, the Report was inadequate because it did not give adequate consideration to the social and economic problems of or costs to the areas which would lose service; irrelevant in that one cannot expect to use the same formula for all areas, urban and rural; and unrealistic because of its premise that abandonments create economic efficiency from which, in turn, will come profit.

The DuPont Company made the following comments on the DOT Report: (1) the DOT Report was, of necessity, based on 1972 or older data, but final decisions should be based on as recent data as possible; (2) rail revenue should be used instead of car counts as a basis for determining whether a station is recommended for continued service; (3) the traffic density figures used by DOT overlook bridge traffic; (4) it was not clear in the report whether stations not specifically "recommended for local rail service", but located on a line so recommended, would continue to receive rail service; and (5) the recommendations of the report seemed to be based on application of criteria to each of the individual zones without consideration of the effect on overall rail system activity. Dupont stated that "a widespread elimination of alternative rail service not only eliminates the advantages of competition but precludes the use of alternate rail service during periods of strikes, weather problems, derailments, wrecks, bridge outages or other circumstances rendering one system or line incapable of providing service."

## MARYLAND

Maryland has a total area of 10,577 square miles. It is a state of diverse economic activity; agriculture and seafood industries are particularly important. Maryland's small but intensively cultivated farms produce vegetables, fruit, tobacco and broilers. Manufacturing is centered in the Baltimore, Cumberland, Frederick, Hagerstown, and Salisbury areas.

The state has been a commercial and transportation center for many years; the Baltimore Clipper ships operated here in the eighteenth and nineteenth centuries, and the Baltimore and Ohio Railroad opened in 1830, the first railroad in America to offer both passenger and freight service.

The market for transportation services is growing steadily in Maryland because of growing industrialization, the burgeoning Washington-Baltimore corridor, and the development of the Eastern Shore as a recreational area for the entire region. The 1970 population of Maryland was 3,922,399, ranking eighteenth in the nation. The state experienced a growth rate of 26.5 percent in the decade 1960-1970. In 1970 the population distribution was 76.6 percent urban and 23.4 percent rural.

### POTENTIALLY EXCESS RAIL LINES

The DOT Report divided the state of Maryland into five zones (Figure 5): Salisbury (Zone 86); Baltimore (Zone 87); Hagerstown (Zone 88); Waldorf (Zone 89); and Washington, D.C. (Zone 90). No rail lines were designated potentially excess by DOT in either Zone 89 (Waldorf) or the Maryland portion of Zone 90 (Washington, D.C.), but 20 percent (225 miles) of Maryland's trackage was designated potentially excess by the DOT Report.

#### Zone 86

Zone 86 consists of the Maryland portion of the Delmarva Peninsula. Approximately 65 percent of the track in the zone was designated potentially excess by the DOT Report. It was widely felt that DOT should not have divided the Peninsula into three zones but should have analyzed it as one economically interdependent area.

The most widely discussed concern of witnesses from the Delmarva Peninsula was the impact of the loss of rail service upon their largely agricultural economy. Representative of the general concern was the testimony of the Delmarva Fertilizer Association which stated that the

extra cost to their members of conversion to truck transport would be \$5.00-\$10.00 per ton, plus an extra \$3.00-\$4.00 per ton for handling. The Association also stated that, due to the long distances involved, trucking would be impractical, and firms forced to use trucks would not be able to compete with those still able to use rail. Prices would rise sharply and severe unemployment would be caused by plant closings and relocations. Similar views were expressed by the Maryland Agricultural Commission and the Delmarva Advisory Council.

The Maryland Department of Economic Community Development also pointed out the increased costs of trucking and expressed the fear that such increases would have adverse effects on the Peninsula's poultry industry.

The following additional reasons were advanced in favor of maintaining the various Delmarva lines:

- (1) The lines can accommodate large, modern freight cars which cannot negotiate tunnels along the main line through Washington and Baltimore.
- (2) The lines can serve as alternate routes in cases of natural disaster, national emergency, or derailment on the main line through Washington, D.C.
- (3) The route through Delmarva is 100 miles shorter than the alternate route via Richmond, Washington, and Baltimore.
- (4) The route through Delmarva helps to minimize congestion in the Potomac Yards.
- (5) The Delmarva lines are a major north-south artery (65 percent of all traffic is through traffic).
- (6) Maryland, Delaware, Virginia, and the federal government has invested large sums of money in Delmarva to encourage industrial growth and increase job opportunities.
- (7) There are no alternate rail lines available.
- (8) The future growth of the Peninsula would be depressed.<sup>1</sup>

The following nine sections of line within Zone 86 were designated potentially excess by the Department of Transportation:

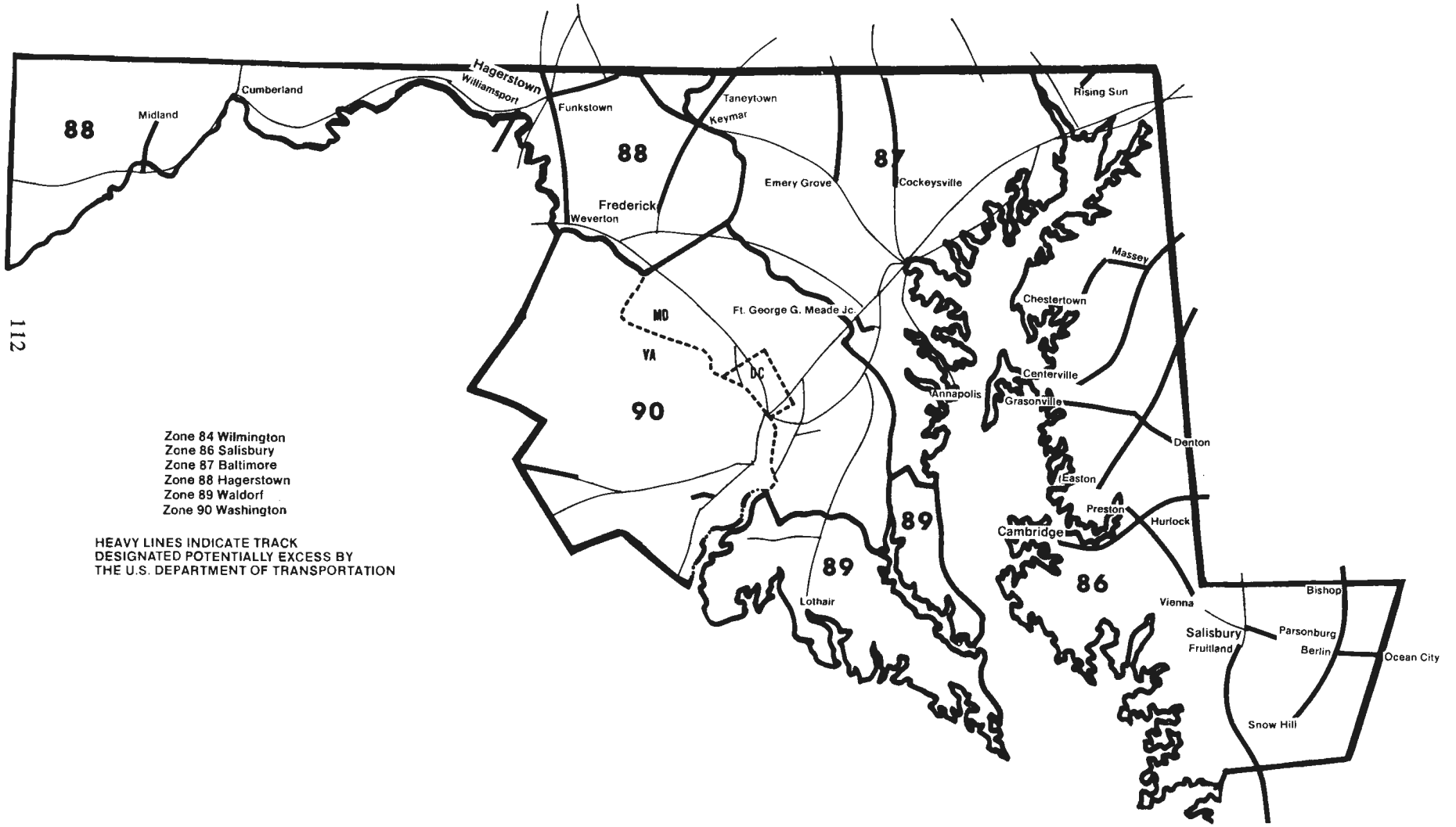
- (1) The Penn Central Line which subdivides at

<sup>1</sup> James O'Donnell pointed out that local lines throughout Maryland cannot subsist on local traffic and he strongly advocated federal subsidies.

# MARYLAND

## ZONE LOCATOR MAP

Figure 5



- Zone 84 Wilmington
- Zone 86 Salisbury
- Zone 87 Baltimore
- Zone 88 Hagerstown
- Zone 89 Waldorf
- Zone 90 Washington

HEAVY LINES INDICATE TRACK DESIGNATED POTENTIALLY EXCESS BY THE U.S. DEPARTMENT OF TRANSPORTATION

Massey and runs to Centerville and Chestertown.

- (2) The Penn Central line from Marydel southwest to Easton.
- (3) The Penn Central line from Queenstown through Queen Anne to Denton.
- (4) The Penn Central north-south line from Preston through Hurlock to Vienna.
- (5) The Penn Central east-west line from Salisbury to Parsonburg.
- (6) The Penn Central east-west line from Dessard to Cambridge.
- (7) The Penn Central north-south line from Fruitland to the Virginia zone boundary.
- (8) The Penn Central north-south line from Bishop to Snow Hill.
- (9) The short Penn Central east-west line from Berlin to Ocean City.

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated a tenth section of line which should be considered potentially excess—the Penn Central line from Kings Creek to Crisfield.<sup>2</sup>

Two firms expressed specific concern with the Penn Central line from Massey to Centerville, Maryland. The Tidewater Publishing Company of Centerville, which received 250 carloads of paper in 1973, stated that, while it is presently paying from \$.82 to \$1.16 per hundred weight, that cost would rise to \$3.70 if it had to convert to truck. The firm expressed concern that its ability to compete would be jeopardized and it might have to shut down. The Delmarva Sash and Door Company at Barclay, Maryland, which generates 100 cars per year, voiced concern that its competitors would still have rail service after its service has ceased. Rather than incur the additional cost of shipping by truck, the company would relocate and thus cause unemployment. The other firm to present evidence with regard to the Massey to Chestertown line was P. M. Brooks & Son, Inc. of Chestertown which generated 53 cars in 1973 and projects 130 cars in 1974. Brooks stated that it cannot convert to truck due to the long distances involved; Brooks' fertilizer would have to cost \$4 to \$5 a ton more if shipped by truck.

Two firms located on the Penn Central line from Marydel to Easton (an extension of the line that begins in Clayton, Delaware) together with three firms on the crossing line from Queenstown to Denton, via Queen Anne, submitted traffic data which is summarized in Table 87.

<sup>2</sup> It is conceivable that the latter DOT publication containing the corrections was not received or read by the general public which could account for the lack of evidence concerning this line segment.

**Table 87: Traffic Profile: Marydel to Easton and Queenstown to Denton**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Maryland-Easton line</i>				
Salisbury Bros.	Agriculture		73	
Southern States Easton Service			80	50-100
<i>Queenstown-Denton line</i>				
Friel & Friel Lumber Co.		113	47	300
Koopers Company	Forest products			
Fox Foods	Vegetables and equipment	39	41	50-325 <sup>1</sup>

<sup>1</sup> Seasonal.

Businesses on these two lines stated that cessation of service would cause potential unemployment; retard the area's growth; cause plant shutdowns or relocations; push the cost of fertilizer up \$5-\$6 per ton; and unfavorably alter competitive positions. Shifting to motor carrier service was rejected outright because of its unavailability, the nature of the products, the distance factor and the cost. Friel & Friel stated that a shift to trucks would result in a cost increase of 25 percent; Fox Foods estimated its alternate cost would be \$20,000; and Southern States Easton Service stated that switching over to trucks would necessitate building unloading facilities; would cost \$50,000 in buildings and equipment that would have to be abandoned; and would initially increase yearly handling costs to \$15,000 (\$30,000 by 1976).

The strongest supporter of the short Preston to Hurlock rail line was the Preston Planning and Zoning Commission which stated that Preston users generate approximately 300 cars annually for this spur. The witnesses were concerned about the effect abandonment of the line would have on the growth of the community. This sentiment was echoed by the Dorchester County Commission which stated that loss of rail service would bring disaster to industry and agriculture. It accused Penn Central of intentionally downgrading the line, contending no maintenance has been performed in 12 years. Before 1971, 5,000 cars traveled through Dorchester County, whereas now only 2,118 cars use the tracks. Table 88 presents a traffic profile of those firms who submitted evidence relative to this line. No evidence was received for that portion of the line which extends from Hurlock to Vienna. Table 88 also contains traffic data from those firms located on the crossing track which runs from Dessard to Cambridge (the line begins in Seaford, Delaware). All five of the firms that supplied data were located in Cambridge.

The arguments most often advanced by firms located on these two lines dealt with the costs associated with switching to trucks in the event of rail abandonment. Nagel Farm Service stated that present rail costs on its

**Table 88: Traffic Profile: Preston to Hurlock and Dessard to Cambridge**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Preston Hurlock line</i>				
Southern States Preston Coop.	Fertilizer		50	
Albert W. Sisk & Co.		198		
Nagel Farm Service	Bulk feed concentrates	1	82	300
Bayshore Foods	Feed and meal		250	
Acme Markets <sup>1</sup>	Canned goods		120	
<i>Dessard-Cambridge line</i>				
Western Publishing Co.	Paper stock		66	130
Hanover Brands	Processed food		151	
Connelly Containers	Cartons and fiberboard		424 <sup>2</sup>	563
R.J.R. Foods	Food products		241 <sup>2</sup>	754
National Can Co.	Sanitary cans			

<sup>1</sup> Acme Markets stated that another firm which uses its warehouse in Preston generates 300 cars.

<sup>2</sup> These figures are lower than normal because of the accident which closed the bridge crossing the Chesapeake and Delaware Canal.

freight equal out to \$1.50 per ton, but truck costs would jump to \$8.50-\$10.00 per ton. Bayshore Foods would expect to pay an additional \$61,700 and \$51,800, respectively, for gluten meal and phosphates, if shipped by truck. Even though it did not supply any figures, Acme Markets anticipated it would incur increased costs of several hundred dollars per car if the rail line were closed. Western Publishing Co. said the difference between truck and rail costs to it range from \$.29 to \$1.19 per cwt. Hanover Brands and Connelly Containers stated that shipping by truck would cost them 20 and 25 percent more, respectively. A switch to trucks would cost R.J.R. Foods \$25,000 in manufacturing expenses alone.

Although witnesses on these two lines criticized labor feather-bedding and railroad management and service failures, they recognized the need for rail service to compete with trucks. Paraphrasing Bayshore Foods, rail service is needed to keep checks and balances on trucks.

Other witnesses stated that switching to trucks would affect their ability to compete or to expand their businesses; that the risk of delays would be increased due to the distance factor and the nature of the product; and that the switch to trucks would cause too much congestion and consume too much gas. Additional results predicted as a result of cessation of rail service included: unemployment; factory relocations;<sup>3</sup> possible abandonment of expansion plan;<sup>4</sup> and area growth retardation.

<sup>3</sup> Western Publishing Company and Connelly Containers submitted potential unemployment figures which totaled 310 persons.

<sup>4</sup> The Connelly Containers Company at Cambridge is presently planning for a \$300,000 expansion to its plant.

Concern was expressed for the line running from Salisbury to Parsonburg by the Salisbury Chamber of Commerce, which represents some 600 members including 25 who rely on rail traffic. According to the Chamber of Commerce, Salisbury is the industrial hub of Delmarva; however, only one firm, Perdue Chickens, Inc., submitted traffic data for this line. Perdue, located about 3 miles east of Salisbury, received and originated 537 cars in 1972 and 592 cars in 1973 and expects to receive and originate 642 cars in 1974. Perdue which has 2,000 employees and pays 700 local farmers \$6.5 million a year, estimated that a change to truck transport would cost \$250,000 per year.

Even though the spur line running from Hebron to Salisbury was not marked as "potentially excess" by the Department of Transportation, both the Salisbury Chamber of Commerce and the Marvil Package Company in Hebron expressed a concern for its continued maintenance. Marvil Package, a substantial traffic generator, originated 668 cars and received 1000 cars in 1972. In its statement to the RSPO, the firm noted that the cost to the many industries in the Delmarva area, including Marvil, would be \$500,000 if forced to shift entirely to trucks. Marvil estimated that its cost via truck would be \$.05 to \$.06 more per package, or two times more than via rail.

The Penn Central main line through Delmarva to Cape Charles, Virginia was designated by DOT as potentially excess from just south of Fruitland, Maryland to Cape Charles. This line is of major concern to a number of businesses as noted in Table 89.<sup>5</sup> George P. Volenik, town manager of Princess Anne, Maryland represented the general concern for this line when he said that growth in the area would be retarded and unemployment would increase without rail service. He was also concerned that trucks are three times less efficient than rail and that truck freight costs are higher for those commodities in which this area is most interested.

Mr. Volenik's emphasis upon the problems associated with conversion to truck transportation was in accord with the strong position taken by other firms in Zone 86. Conversion to truck would cost Somerset farmers \$8 more per ton. According to Chesapeake Bay Plywood, the transport rate on glue-x "Cocob" would rise from \$.63 per cwt. via rail to \$1.56 per cwt. via truck. *The Daily and Sunday Times* estimated that its alternate shift cost would be \$20,000. While not supplying figures, the Glatfelter Pulpwood Company and the Delmarva Housing Corporation stated that they expect their costs to rise by 50 and 25 percent, respectively, as a result of shifting to trucks.

<sup>5</sup> The Royster Company estimated that 2,200 carloads were produced by industries on the Penn Central line south from Fruitland.

**Table 89: Traffic Profile: Fruitland to Cape Charles**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Glatfelter Pulpwood Co.	Pulpwood		376	840
Daily and Sunday Times	Newspaper			105
Campbell Soup Co.	Frozen foods		300	400
Somerset Farmers Service	Fertilizer		36	
Northern Propane Gas Co.			33	63
C. H. Hayman & Sons			4	
Cohn & Brock Company			160	250
Delmarva Housing Corp.	Lumber	6 <sup>1</sup>	12 <sup>1</sup>	46 <sup>1</sup>
Chesapeake Foods	Feed		442 <sup>1</sup>	
Kings Creek Canning Co.			48	
Chesapeake Bay Plywood Corp. <sup>2</sup>	Plywood		84	40 <sup>1</sup>
Lance J. Eller, Inc.	Crushed stone	846	238	
Anderson Box Co.	Pulpwood	90	90	90

<sup>1</sup> Terminating carloads.

<sup>2</sup> The Chesapeake Bay Plywood Corporation claimed that, if more rail cars were obtainable and rail service more dependable, it would make all its traffic available to the railroads. This would mean an additional 560 carloads. The firm also stated that it has plans for a \$177,000 expansion which would make another 150 carloads available.

Firms along the Fruitland-Cape Charles line were particularly vociferous in their criticism of the railroads. Foremost among their complaints were poor and unreliable service, poor car condition, car shortages, freight losses, and improper equipment.

The line from Bishop to Snow Hill (an extension of the line that begins in Harrington, Delaware) and the spur from Berlin to Ocean City, Maryland are the last two segments declared potentially excess by DOT in Zone 86. Table 90 presents a traffic profile of those firms which submitted evidence with regard to these two lines.

Additional carload statistics for the Bishop-Snow Hill line were submitted by William H. Price, on behalf of the Mayor and City Council of Snow Hill, and by two shippers located outside Zone 86. Mr. Price stated that, in 1973, 336 carloads were originated and 814 cars were terminated at Snow Hill. Consolidated Blenders shipped 29 cars of alfalfa and meal from Nebraska to Snow Hill in 1973 and expects to ship between 100 and 110 cars in 1974. The Zapata Haynie Corp. of Baltimore shipped 333 carloads of fish to Berlin in 1973. Berlin Milling Company estimated that a shift to trucks would cost it \$350,000. Mr. Price estimated conversion would cost \$758,721 for users in his area. Holly Farms Poultry, Inc. of Snow Hill detailed its alternate shift costs as follows:

New facilities	\$100,000
Transportation	192,000+
Shrinkage	150,000+
Production cost	50,000+

Berlin Milling Company, one of the larger firms in Berlin,

**Table 90: Traffic Profile: Bishop to Snow Hill and Berlin to Ocean City**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Bishop-Snow Hill line</i>				
Showell Poultry Feed and Grain Division	Feed		161 <sup>1</sup>	
Paul M. Jones Lumber Co.	Wood chips	205		149 <sup>3</sup>
Worcester County Road Commission	Slag	223 <sup>1</sup>	218 <sup>1</sup>	200-225 <sup>1</sup>
<i>Berlin-Ocean City line</i>				
Chesapeake Foods <sup>4</sup>	Grains		48	
Adkins Company			40 <sup>1</sup>	
Holly Farms Poultry, Inc.	Poultry		404	404
Moore Business Forms	Paper		356	534
Berlin Milling Co.	Grains	314 <sup>1</sup>	395 <sup>1</sup>	500 <sup>1</sup>

<sup>1</sup> Terminating carloads.

<sup>2</sup> Due to the car shortage, 76 additional carloads could not be shipped in 1973.

<sup>3</sup> This figure is for nine months only.

<sup>4</sup> Chesapeake Foods stated that it would have shipped an additional 55 carloads had they been available from the railroads. Others made similar claims but did not supply specific figures as to how much they would have shipped.

Maryland, estimated a cessation of rail service could result in the loss of 600 jobs.

A number of other firms detailed the additional costs they expect to incur from a shift to truck transportation. Showell Poultry Feed and Grain Division estimated that its freight cost would increase by \$9.50 per ton. This figure, taken together with Showell's shrinkage cost, would result in a total cost to the firm of \$120,401. To haul freight by motor transport rather than by rail would cost the Worcester County Road Commission and the Paul M. Jones Lumber Company an additional \$1.00 and \$6.00, respectively, per ton. Zapata Haynie commented that its rail cost for a 50 ton shipment from Baltimore to Berlin is \$278.00 compared with \$472.00 via truck.

Other problems noted were: businesses would not be able to compete if forced to use trucks; many commodities are too heavy to be moved by truck; the distances are too great for trucking some commodities; a large investment in facilities would be necessary to convert to shipping by truck; trucks are not always available; and shipping by truck results in damage to the commodity.

Railroads were criticized for car shortages,<sup>6</sup> poor track conditions, inadequate and deteriorating service<sup>7</sup>, and the congestion they cause in Berlin because of their 3 day per week delivery schedule.

<sup>6</sup> The Worcester County Road Commission complained about the increasing unavailability of gondola cars.

<sup>7</sup> Berlin Milling Company, a substantial receiver of grains, claimed the usage of rails would be 10 to 15 percent higher if service were better.

Many rail users stated that loss of rail service would cause them to close or relocate. The only firm to supply figures on relocation costs was the Showell Poultry Feed and Grain Division. It estimated its relocation cost to be \$500,000.

Concern was expressed by representatives of the Railways of America and Historic Railroads, Inc. for the excursion railroad from Berlin to Ocean City. They stated that government subsidies are needed and that, if the connecting line to the north from Berlin is abandoned, the historic railroad which has recently purchased new equipment, would not be able to survive.

### Zone 87

Four rail lines in this zone were shown as potentially excess by the DOT Report: the short C&O/B&O line running through Fort Meade Jct.; the Penn Central line due north from Cockeyville to the zone border; the Western Maryland line from Woodensburg to Lineboro; and the W&M line from Detour to Eyman to Middleburg and the connecting Penn Central line from Eyman north through Taneytown to the zone border. DOT's March 1 additions and corrections supplement indicated that the W&M line from Middleburg west to Detour should not be shown as potentially excess.

No evidence was received with respect to the possible abandonment of the short C&O/B&O line running through Fort Meade Jct. However, a number of witnesses appeared at the Baltimore hearings who expressed concern over the eventual fate of railroad service to Aberdeen, Havre de Grace and Perryville, even though the lines upon which these communities are located, were not considered potentially excess by the DOT.

The J. M. Huber Corp. of Havre de Grace stated that, if it lost service, it would go out of business and 51 people would lose their jobs. H. & S. Distributing Co. of Aberdeen, Maryland also stated that it would have to cease operations if rail service ceased. Firestone Tire and Rubber Co. supplied traffic data for its Perryville, Maryland plant showing that in 1973 it received 721 carloads and 25 truckloads and shipped out 540 carloads and 1,734 truckloads. Interspace Corporation of Perryman, Maryland generates 600 carloads of traffic per year. Cessation of service could cause abandonment of its facilities in Perryman and in Solon, Ohio. Interspace stated that truck costs are too high.

Baltimore Gas and Electric Company of Perryman noted that a nuclear power station is being constructed next to the Penn Central right-of-way immediately east of Bush River. The expected life of the plant is 40 years. A gas generating plant at the same location presently requires rail service.

While no lines were recommended as potentially excess in the Baltimore metropolitan area, testimony concerning the area was received by the RSPO. Much of the

testimony involved proposals to use existing rail lines for commuter service. A common thread running through the testimony of all the urban witnesses was that, if lines must be abandoned, rights-of-way must be preserved for alternative public uses such as recreation. The final system plan should insure that rights-of-way are not lost forever to alternative public use or to possible renewed railroad use. The Director of Transportation Planning of the Baltimore City Regional Planning Council, C. William Ockert, pointed out that the DOT Report completely omitted the unused Baltimore-Annapolis Railroad right-of-way in its analysis.

Three Baltimore firms supplied carload traffic data (Table 91).

**Table 91: Traffic Profile of Three Baltimore Firms**

Rail user	Commodity	Estimated carloads	
		1972	1973
Container Corp. of America	Paper stock	502	364
Atlantic Cement Co.	Cement		450-500
Central Soya Co.	Grain		14.6
			(tons)

The Penn Central line from Cockeyville, Maryland to York, Pennsylvania, known as the Northern Central line, was deemed potentially excess by the DOT Report. The Harry T. Campbell Company of Texas, Maryland ships 30 million tons of cement a year. Campbell complained of poor service and a shortage of freight cars and stated that before passenger service is added, provision must be made for adequate service at present freight levels. Campbell also pointed out that the DOT Report erred in identifying the line north of Baltimore as having a density level of less than .9 million gross ton miles, since its traffic alone generates more than that.

The Stewartstown Railroad Company, an independent short line which interchanges with the Northern Central line at New Freedom, Pennsylvania, reported that the Penn Central has never restored segments of the Northern Central line between Baltimore and York, Pennsylvania which were damaged by Hurricane Agnes. Penn Central is not servicing this line.<sup>8</sup>

Robert H. McLaughlin, of the Northern Central Protestants Committee, pointed out that the line was well repaired until Hurricane Agnes broke it in many places and that the line is still repairable at no great cost. Mr. McLaughlin estimated that, over the 56.2 miles of track between Cockeyville and Hyde, just prior to Hurricane

<sup>8</sup> An abandonment proceeding concerning the line is pending before the ICC (Finance Docket No. AB-5, Sub-No. 106). In an initial decision, issued May 25, 1973, ICC Administrative Law Judge Robert M. Glennon authorized the abandonment of a segment of the line from Cockeyville, Maryland to New Freedom, Pennsylvania (Zone 83) but denied the application to abandon that portion of the line from New Freedom to Hyde, Pennsylvania (on the outskirts of York).

Agnes, 1,005 carloads per year were shipped, an average of 19 carloads per mile per year.

Mr. Miller of the Harry T. Campbell Co., testified that, of the 5,601 cars per year now shipped from Cockeysville by his firm, approximately 750 cars per year would travel north to York over the Northern Central branch if it were operational. Consequently, he felt that the 34 carloads per mile per year criterion could instantly be met. Although it is impossible to firmly update statistics on the line because it has not been operational since 1972, evidence supplied at the Baltimore hearing suggested that the line has great potential because of the recent industrial growth in the Cockeysville area and the steady growth along the line in Pennsylvania.<sup>9</sup>

The Stewartstown Railroad, operating between New Freedom and Stewartstown, Pennsylvania is an independent and viable short line railroad which would be put out of business if the Northern Central branch were abandoned. The grade of the Northern Central line is about 50 percent steeper than the alternative Penn Central line through Port Deposit to the east but the Northern Central line is much shorter. Furthermore, although the Port Deposit route is electrified, it is frequently damaged by ice from the Susquehanna River and experiences delays from yard congestion.

Objections to the suggested abandonment of the Western Maryland line above Emory Grove were raised by firms in the area because of their problem in getting access to Hanover and York, Pennsylvania and points north. The track near Union Bridge, Maryland was wiped out by Hurricane Agnes, and the line is not presently used. Abandonment of this line and others designated potentially excess in the area, would make it impossible for firms on the line from Emory Grove to Union Bridge to have a direct northern route.

Traffic data supplied by firms in this area was as follows: the Portland Cement Co. of Union Bridge generates 1,133 carloads per year; Black & Decker of Hampstead generates 151 carloads per year; and Southern States Cooperative at Westminster generates 100 cars per year. General concern was expressed with regard to: retardation of growth in the area; energy consumption; and air pollution. Congoleum Industries complained specifically about the poor service it is presently receiving.

The Economic Development Commission of Carroll County, the Taneytown Grain and Supply Co., Inc. and a number of Taneytown public officials objected to the designation of the Penn Central line through Taneytown as excess. The Taneytown Grain and Supply Co., which indicated it has terminated some 284 cars over the last 10 years, stated that a switch to truck would raise its costs by 20 percent. According to Taneytown's public

<sup>9</sup> Evidence submitted to the RSPO indicates that 25 firms in the area are ready to ship approximately 1,005 carloads over this line.

officials, discontinuance of service would be very detrimental to the town.

### Zone 88

Six rail lines in Zone 88 were designated potentially excess by the DOT Report: the line from Cannon to Midland Jct.; the C&O/B&O line south from Funkstown to Weverton; the Penn Central line from Hagerstown through Williamsport to Martinsburg; the Penn Central line from Hagerstown north to the zone boundary; the east-west line between Chewsville and Rocky Ridge; and the Penn Central line north from Frederick, through Legore into Pennsylvania.

The DOT's March 1 additions and corrections supplement indicated the following changes in Zone 88:

- (1) The Penn Central line from Hagerstown north to the zone boundary should not be shown as potentially excess.
- (2) The Western Maryland line from Hagerstown through Thurmont to the zone boundary should not be shown as potentially excess.<sup>10</sup>
- (3) The C&O/B&O line from Hagerstown due south to Weverton is not a main line and should not be shown in blue.

The Western Maryland railway line from Cannon to Midland Jct. in the Georges Creek area was designated potentially excess by DOT. Several protestants pointed out that the area is experiencing a revitalization of coal mining. The Western Maryland Coal Owners and Operators Association stated that 7,500 cars per year originate on this line. Due to present energy concerns, there is increased demand for coal which would make this track more profitable. Five million dollars a year is generated by the coal industry in the area, and there are coal reserves of over 1 million tons. The operators feel that abandonment would be inconsistent with the government's goal of

<sup>10</sup> This line, though not now considered potentially excess by DOT, concerned the Moore Business Forms Company in Thurmont and the Cavetown Planning Mill Co. in Cavetown. Moore generated 290 carloads on this line in 1973 and expects a traffic increase of 27 percent in the near future. Moore also stressed concern with regard to the effect abandonment would have upon energy consumption, prices, unemployment, and tax revenues. The Cavetown Planning Mill Co., which received 53 carloads in 1973, is concerned with the status of this track since it is its only rail route north. The company is especially concerned about the potentially excess portions of the track between Cavetown and Frederick, Maryland. Raw materials used by the company travel a considerable distance and shipment by truck would cost 10 percent more than rail. An additional \$53,000 would have to be spent on equipment. The company stated that abandonments would have a disastrous effect on small businesses and would accelerate growth of large conglomerates. Furthermore, abandonment is not consistent with the aims of energy conservation. Although the firm says that its present rail service is adequate it fears a potential abandonment would lead to a shut down of its plant and of the town of Cavetown since the mill is Cavetown's largest employer.

rejuvenating the Appalachian coal industry. United States Senator J. Glenn Beall testified that eight coal companies in the George Creek area generate 70 cars per day. If abandonment is carried out, 100 workers would be potentially unemployed. Senator Beall stated: "The federal government should consider the possibilities of partnerships with affected states which would mobilize the talents of our agricultural land-grant colleges to develop new ways and methods to make certain that the giant agricultural production of this country will not be lost or subsequently diminished because of cutbacks in rail service or inadequate rail transportation." Similar concern was expressed by the Maryland Coal and Realty Company; Maryland delegates Sloan, Williams, Byrnes, and Reed; and C. William Ockert, Director of Transportation Planning for the Regional Planning Council of Baltimore.<sup>11</sup>

In the same general area, though on another Western Maryland line, the Kaiser Aluminum and Chemical Company plant at Frostburg, Maryland, is concerned about Frostburg's status as a station not recommended for local service. Kaiser employs 137 people at this Allegheny County plant. In 1972, it originated 223 carloads and terminated 424; in 1973, it originated 219 carloads and terminated 477. Kaiser has no alternative mode of transportation available.

Evidence was received from three sources with respect to the C&O/B&O line south from Funkstown to Weverton. Maryland Metals testified that it is located just a few miles down the C&O/B&O line from Funkstown and ships over 350 carloads of scrap metal a year. Scrap metal, according to Maryland Metals, cannot possibly move by motor transport because of the cost and because mills are not geared to accept scrap metal that does not come via rail. Maryland Metals also noted that it would take four trucks to carry the same amount of scrap which moves on a single 70 ton rail car. The firm of Norman S. Early & Son and attorney Emanuel Horn advised that a new industrial park is under construction near Roxbury. Early expects the park to generate 400 carloads in 1975, 800 carloads in 1976 and 900 carloads in 1977.

Table 92 presents a traffic profile of those firms that submitted evidence relating to the use of the Penn Central

<sup>11</sup> The United Transportation Union of Maryland submitted a paper by the State of Maryland's Department of Natural Resources on the coal reserves of Western Maryland. It stated that, due to the energy shortage, this country must examine alternative energy sources. Coal comprises about 80 percent of domestic energy reserves but supplies less than 20 percent of the energy consumed. The paper outlined the extensive reserves in the counties of Garrett and Western Allegheny and discussed the problem involved in extracting that coal. Maryland coal is relatively high in sulfur and, therefore, does not pass present air pollution control requirements. The Maryland Department of Natural Resources recommended a feasibility study in fiscal year 1975 to resolve the problems with regard to the coal reserve in Western Maryland.

line from Hagerstown south through Williamsport to Martinsburg (Zone 196) and from Hagerstown north to the zone boundary. Local 1054 of the United Transportation Workers Union contended that the Hagerstown to Martinsburg line is profitable and handles approximately 789 cars per month. Additional arguments advanced for the retention of both of these segments noted: environmental and energy considerations; loss of tax revenues; increased costs associated with shifting to alternate modes;<sup>12</sup> plant closures or relocations; unemployment;<sup>13</sup> unavailability, unreliability or unsuitability of trucks; business and community retardation; and severe restriction of the production of essential crops.

**Table 92: Traffic Profile: Hagerstown to Williamsport to zone boundary**

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Hagerstown-Williamsport line</i>				
Wm. Gower & Son	Coal-feed	53 <sup>1</sup>	53 <sup>1</sup>	53 <sup>1</sup>
Certain Teed Products Corp.	Plastics-resins		118 <sup>1</sup>	125-254 <sup>1</sup>
Maugansville Elevator & Lumber Co.	Feed-lumber	336 <sup>1</sup>		
Martins Elevator Horner Manufacturing Co.	Commodities	140-160	140-160	140-160
	Furniture	310	310	620
<i>Hagerstown-north zone boundary</i>				
Gray Concrete Pipe Co.	Cement	80-85 <sup>1</sup>	80-85 <sup>1</sup>	80-85 <sup>1</sup>
Central Chemical Corp.	Fertilizer	32 <sup>1</sup>	32 <sup>1</sup>	32 <sup>1</sup>

<sup>1</sup> Terminating carloads.

The Penn Central line from Frederick north, through Legore into Pennsylvania, which has been designated potentially excess, has not been operating north of Frederick because of a washed-out bridge. Instead, the C&O/B&O has been required to serve the area from the Frederick Junction to the location of the washed-out bridge. While the Clorox Company and the Farmer's Supply Company are the heaviest shippers of those that submitted a statement, a number of present users of the rail line indicated that they would use it more if they could get more cars and better and more efficient service (Table 93). The Southern State Woodsboro Co-op stated it would use 135 to 150 more cars per year. Farmer's Supply Co. would increase its usage by 30 percent. Ralston Purina could use 50 more cars. The Frederick Trading Com-

<sup>12</sup> Conversion to truck would raise the costs of Wm. Gower & Son of Williamsport \$10 per ton.

<sup>13</sup> Although unemployment projections were not presented by the firms who submitted evidence, employment figures for those firms totaled 557.

pany could expand its use of rail cars to 1,000 carloads per year. Clorox, a key user of chlorine, stated that it is presently served by the C&O/B&O, and the service is satisfactory; however, C&O/B&O wants to discontinue service. The firm pointed out that chlorine is a volatile chemical and too dangerous to move by truck. Clorox, which has halted an expansion program until the results of the rail crisis are determined, would be content to continue to use the C&O/B&O if it would continue service.

**Table 93: Traffic Profile: Frederick to Pennsylvania border**

Rail user	Estimated carloads		
	1972	1973	Projected
Harry S. Hahn		19	35
Ralston Purina		67 <sup>1</sup>	175
William D. Bowers			
Reliable Junk Co.			11
Frederick Junk Co.	17-25	17-25	17-25
Frederick Iron and Steel	36	36	36
Farmer's Supply Co.		189	
Clorox Company		125	103
Frederick Trading Co.	100	100	100

<sup>1</sup> Terminating carloads.

### Zone 89

In spite of the fact that no points in Zone 89 were noted as being potentially excess by DOT in their original report,<sup>14</sup> avid interest was nevertheless expressed by several people in the Charles County area (Table 94). Of particular concern was the new track, built by the Potomac Electric Power Co. (Pepco), which runs west of Woodsell, Maryland to serve the power plant on the Potomac River. This new line was not shown on the DOT map of the zone. Then Penn Central line south from Lothair, Maryland to Morgantown, Maryland, site of another large Pepco plant, was also not shown on the DOT map. Pepco testified that the lines are needed for high volume coal shipments that cannot be transported by any other means.

Other evidence presented to the RSPO showed that the J. Lipton Company plans a large facility at Pope's Creek on the Potomac River, with 35 cars per week projected. Moreover, the Charles County Economic Development Committee noted that six new industries have been established in the past 3 years in the county creating 750 new jobs. Railroads are considered necessary to sustain these gains and to attract new growth.

<sup>14</sup> The March 1, 1974 DOT additions and corrections supplement indicated that the Penn Central lines south of Woodsell to Lothair should be shown as potentially excess.

**Table 94: Traffic Profile of Zone 89**

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Potomac Electric Power Co.	Coal		365
St. Charles Industrial Park			572
Lehigh Portland Cement Co.			4,956
Congoleum Industries			1,193
Black and Decker, Inc.			151
Buck Distributing Co.	Beer	261 <sup>1</sup>	416 <sup>1</sup>
Pyle's Lumber Co.	Lumber		25 <sup>1</sup>
Marlo Furniture Co.	Furniture		416
Berger Brothers, Inc.	Grains		25-30

<sup>1</sup> Terminating carloads.

### PASSENGER SERVICE

Strong sentiment was expressed in favor of additional commuter lines in the state. It was pointed out that, not only are rails more economical, but they use much less energy than cars. Environmental groups expressed their concern that air pollution would be increased by rail abandonments. The key area recommended for commuter service was Baltimore. Suggested lines were Baltimore to York, Pennsylvania and Baltimore to the Owings Mill area over the WM line. Also suggested was the restoration of the Western Maryland line from Cedarhurst to Westminster. George S. Wills, of the Maryland Environment Trust, stated that, in the past 15 years, Baltimore passenger traffic has increased 100 percent. He listed the problems of energy, air pollution, and traffic congestion as reasons for placing a high priority on increased rail commuter usage. He said that highways have been built over the years at the expense of planned commuter service.

James Aggenbroad of the Maryland Department of Transportation and Bernard L. Berkowitz, Physical Development Coordinator in Baltimore, were quite concerned with the commuter problem in Maryland. They felt that rail service must be integrated into a full commuter transportation program. As evidence of the state's commitment, Mr. Aggenbroad mentioned a new commuter train on the Brunswick, Maryland to Washington, D.C., line, beginning March 18, 1974.

A number of witnesses found the DOT Report to be inconsistent with the national goal of saving fuel.

### PUBLIC CRITICISM OF THE DOT REPORT

The three most common complaints with regard to the DOT Report were: it evidenced too little concern for the future; it gave inadequate consideration to the question of competition; and the data used were inaccurate. Other charges were that the DOT failed to consider all of

the goals of the Act or the future impact which would result from the fulfillment of its proposals.

Witnesses predicted that, if the DOT proposals were carried out, the results would include a halt in economic and industrial growth, a rise in unemployment, increased energy needs and diminished supplies, and harm to communities located on abandoned lines. Witnesses also charged that the DOT failed to take into consideration large, recent investments many shippers have made in new siding facilities and in plans for expansion or for the construction of new plants. In many instances, it would be either impractical or impossible for these shippers to relocate.

Other shippers testified that loss of rail service could force them to go out of business. Some businesses would not be able to compete with competitors who would still have rail service. Others, who ship their products out-of-state by rail, might incur such greatly increased shipping costs that it would be impossible for them to sell their products at a price that would be both competitive and profitable. Many problems were noted with respect to the data used by the DOT.<sup>15</sup> Gerald W. Fauth, consultant to the Delmarva Advisory Council, alleged that DOT did not appear at times to use its own formulae. Mr. Fauth criticized strongly the criteria developed for DOT by R. L. Banks & Assoc. He considered the criteria for light density branch line viability an absolute farce. He tested the Banks Study using the Seaford, Delaware to Cambridge, Maryland branch as a model. Using the Banks Study, this branch had a profitability of \$34.00 a car. He concluded that there is no loss on this line and went on to quote the R. L. Banks Study:

The approach employed in this study begins with the development of a data base of typical branch line operations; estimates the revenues and costs of each operation; determines an economic abstraction of branch line operations by relating the resulting profit levels to various measures of traffic density; and ends with an evaluation of that abstraction. At the outset it should be noted that although the following study applies several statistical evaluation techniques to the results, the data themselves have necessarily been drawn from a wide diversity of universes. It follows that some of the samples employed were developed without regard to the level of randomness typically required for application of strict statistical testing. Thus, interpretation of the statistical results that follow must be tempered with the knowledge that data limitations have precluded adherence to rigorous statistical sampling procedures.

<sup>15</sup> It should be noted that not all of the submissions received from Maryland were critical of the Department's efforts. Koppers Company, in Denton, stated that inaccuracies are to be expected in such a large report.

Given these rather severe limitations, the wisdom of undertaking such a study may be questioned when, whatever the results might be, they cannot be fully endorsed as buttressed on sound statistical theory. However, the deviations from statistical tenets were made only to compensate for the absence of sound data and/or where judgment and experience so dictated. The purpose of the study, therefore, neither is, nor could be, to provide precise and final standards superior to the "34-car rule," but merely to perceive and limit the bounds within which more concrete results may eventually be forthcoming.

Miscellaneous complaints about the DOT Report were as follows:

- (1) Removing rail service would give truckers too great a competitive advantage.
- (2) Maryland would lose 28.9 percent of its rail service and 65 percent of its trackage if DOT's recommendations were carried out.
- (3) The data for Westernport, Maryland is inaccurate. It does not include the accumulation of unit-train coal cars.
- (4) Only origin and destination traffic was considered. No traffic flow patterns were compiled.
- (5) The 2-year period for federal subsidies is insufficient to encourage state participation.
- (6) If a line connects two major lines it cannot be considered a "branch".
- (7) Because of different track conditions, certain lines should not be compared solely as to the amount of traffic they handle. For example, the Penn Central track between Spring Grove and West York is in such a bad state of repair, with severe speed limitations and restricted clearance, that it cannot be compared with the Western Maryland track which is in excellent shape.
- (8) The DOT relied too heavily on railroad-supplied data.
- (9) Botts Station is on a Western Maryland line, not a Penn Central line.
- (10) The DOT Report, in evaluating the Delmarva main-line route, considered only locally generated cars and omitted from its counts an approximately equal number of "deadhead" (empty) cars as well as a greater amount of interstate cars which neither originate nor terminate on the Delmarva Peninsula.
- (11) The DOT should not have designated lines of profitable railroads potentially excess.

## RECOMMENDATIONS

The recommendations of the Maryland public were practical in nature. Shippers stressed the belief that, if

service were improved, more cars would be used and the railroads could be profitable. Witnesses testified that the answer to unprofitable railroads is not reckless abandonment but improvements which would make rail a more desirable mode of transportation.

Several persons, including T. Vernon Hansen of the Southern States Cooperative, Inc., stated that they saw no compelling reason for railroads to be required to be profitable. In the light of social and environmental concerns, a break-even or small loss operation should be permissible. Several citizens expressed their approval of government subsidies for the railroads, pointing out that rail is the only major mode of transportation not receiving such subsidies.

The testimony also pointed out that improving service does not simply mean more reliable schedules and shorter delivery times. It also means improving railroad company management and the attitude and morale of railroad employees. Many persons complained of intentional downgrading, a condition which they believe must come to a quick halt.

Another important recommendation was that the final decision makers consider the social and economic impact of abandonment on the rails. If the harm to businesses and communities located on lines to be abandoned out-

weighs the benefits of maintaining profitable service, the DOT proposals must be rejected since it would be unwise to drop a few unprofitable branch lines at the cost of economic devastation for an area.

Should the DOT Report in its present form be implemented, the Southern States Cooperative, Inc. suggested the following recommendations:

- (1) If a line is abandoned, the tracks should not be torn up for a period of 60 months after the abandonment. During this period these tracks should either be donated, or offered at minimal cost, to local government or interested shippers.
- (2) Immediate consideration should be given to the relaxation of certain motor carrier regulations. Section 203(b)(6) of the Act should be broadened to include commodities such as mixed feeds and fertilizer. Communities abandoned by the railroads must have alternative means of transportation.
- (3) Local contractors should be allowed to compete by sealed bids for track rehabilitation projects under Title V, Section 506 of the Act. Such a procedure should result in a considerable savings to the taxpayer and to local governments.

## WASHINGTON, D.C.

Hearings were held in Washington, D.C. from March 4, through March 8, 1974, regarding the Secretary of Transportation's February 1, 1974 Report. Witnesses appearing at the hearing discussed a wide range of issues. Appearing were concerned citizens and shippers, associations, U.S. Senators and Representatives, and federal agencies.

The testimony from those individuals that discussed local or state railroad concerns will be found in other more appropriate sections of this report. For example, a number of witnesses spoke to the matter of possible abandonment of the Penn Central line in Zones 182 (Cape Charles) and 189 (Winchester). These views were incorporated in that section dealing specifically with the concerns of Virginia. The views of witnesses whose testimony reflected a substantial national constituency and those representing agencies of the federal government will be found later in this volume, as will a summary of testimony presented at the Washington hearing concerning rail passenger service.

Douglas Schneider, testifying for Mayor Walter Washington of Washington, D.C., cited particular needs facing the nation's capital. He pointed out the need for a rail corridor along New York Avenue because of planned industrial development and tourist traffic flow patterns in the "northeast corridor". He also pointed out the need for commuter service complementing the new Metro subway development.

Nancy Solly of the Capitol Hill Action Group echoed this call for coordinated and expanded rail service, especially commuter, as did the Northern Virginia Conservation Council. Also stressing the need for more commuter services were the Metropolitan Washington Coalition for Clean Air; the Paralyzed Veterans of America, who stressed the need for services for the handicapped; Richard Rochette of Arlington, Va.; Richard Kordel of Washington, D.C.; James Lange of Silver Spring, Md.; and James Aggenbroad of Garret Park, Md., who pointed out a possible error on the DOT map for Zone 90, relating to the omission of the Garret Park, Md. station as a commuter station. According to Mr. Aggenbroad, Garret Park serves over 40 commuters each way, each day. Mr. Lange suggested using otherwise unused rail rights-of-way around cities for commuter service.

Royal F. Herdeg, a railroad analyst since 1921, submitted a written statement to the Rail Services Planning Office. His statement included a basic plan for reorganiz-

ing the Penn Central Transportation Company; a plan to reorganize other bankrupt railroads; discussions of the profitability of joint rail operations, the liquidation of light density lines, and piggyback and container service; and critical comments on the DOT Report.

### THE FEDERAL GOVERNMENT RESPONSE TO THE DEPARTMENT OF TRANSPORTATION REPORT

#### The U.S. Department of Agriculture (USDA)

The response to the February 1, 1974 Report of the Department of Transportation by the USDA in essence was an expression of fear that the end result of following the DOT proposals would be the formation of numerous independent short-line railroads. The USDA did not feel that this would fulfill the goal of adequate rail service to meet the region's needs. The USDA called for greater intramodal competition since it has doubts about the availability of intermodal competition at the local level. USDA also criticized the DOT for not considering overhead traffic in the branch line criteria and stated that this would affect many zones which are large producers of semiperishable products such as grain. It further stated that:

- (1) DOT made no recommendation that future traffic potential be considered in the retention of service decisions.
- (2) DOT made no evaluation of energy effects.
- (3) DOT was not clear about the fate of stations located on lines recommended for service but not recommended as service points.
- (4) The "profitability criteria" should receive further review.
- (5) DOT did not consider rural road weight restrictions.
- (6) DOT did not consider the factor of economic dislocation.

#### The U.S. Department of Commerce

The Maritime Administration of the Department of Commerce took issue with the abandonment approach taken by the DOT. It believes, however, that the Great Lakes, inland and coastal waterway systems in the area affected by potential abandonments can offer a substitute means for moving some of the region's bulk commerce.

## The U.S. Department of Defense (DOD)

Colonel Dean Duncan, testifying for the Department of Defense, stated that the elimination, under the Department of Transportation proposal, of much existing intra-modal competition could result in a less than adequate car supply. It has been DOD's experience that the ability to draw upon one or more carriers usually results in an adequate supply.

It was also felt by DOD that rates would be disrupted by the DOT proposals. "When competitive forces are removed, whether it be intermodal or intramodal, rates rise drastically." One example cited by the Defense Department was jet fuel. Previous rates on jet fuel via pipeline and railroad were almost identical. Once the railroad decided not to compete, the pipeline increased its rates from \$0.25 per barrel to \$0.47 per barrel. DOD recommended a temporary rate freeze at all stations affected by the proposed abandonments.

DOD further asserted that national defense requires quick reaction for which DOD needs all forms of transportation, particularly rail, since it lends itself to bulky items such as coal, petroleum, missiles and tanks.

It was determined by DOD that if all lines identified as potentially excess were abandoned, service would be excluded from 23 Defense Department installations (Table 95). There were 44 installations where local service was not recommended by DOT (Table 96). The DOD admitted that due to low volume, impact at many of these points would be slight. However, there were some which DOD pointed to as large traffic generating centers. Joliet Army Ammunition Plant in Zone 131 (Illinois), for example, received and shipped an estimated 7,320 carloads annually. However, this station was not recommended for local service. The apparent cause for this was that the traffic was incorrectly attributed to the Joliet station, 15 miles away.<sup>2</sup> The cost impact at Joliet would be an additional \$4.2 million if motor transport had to be used.

The effect of possible abandonments on route direction concerned the Department of Defense as well. It noted a number of stations now on through lines, and thus able to enjoy service in two different directions, which might find themselves on dead-end lines and limited to dispatching shipments to, or receiving them from, one direction only. (Table 97).

Col. Duncan supplied the following data to illustrate the conversion impact of a cessation of rail service to the installations listed in Table 95.

Year	Rail carloads	Motor truckloads
1972	1,216	3,040
1973	969	2,423
1974	951	2,378

<sup>2</sup>The limited time available to prepare the DOD statement precluded the furnishing of extensive traffic data, except for Joliet Army Ammunition Plant, Illinois and the carload statistics referred to in Table 1.

### Table 95: Traffic Statistics on 23 DOD Installations Affected by Abandonments

Zone	DOD installation	1972	Carloads	
			1973	1974 Projected
10	Lyndonville Air Force Station, VT	0	0	0
14	L. G. Hanscom Field, MA	36	42	15
16*	Activities served thru:			
	Otis Air Force Base, MA			
	Camp Edwards, MA (inactive)			
	Massachusetts Air National Guard, Permanent Field Training Site			
	North Truro Air Force Station, 762nd Radar Squadron	356	132	200
18	Naval Supply Center, Newport, RI	125	67	0
27*	Naval Air Station, Quonset Point, RI			
27	Naval Construction Battalion Center, Davisville, RI	284	361	435
27	Rhode Island Air National Guard, Warwick, RI	0	0	0
42*	Watervliet Arsenal, NY	95	94	119
65	770th Radar Squadron, Ocean City, NJ	0	0	0
81	Carlisle Barracks, PA	36	0	0
82*	Indiantown Gap Military Reservation, Annville, PA	0	0	0
121*	Jefferson Proving Ground, IN	66	106	77
122*	Camp Atterbury, IN	18	27	40
157	Port Austin Air Force Station, MI	0	0	0
165	Camp Grayling, MI	27	20	1
165	Empire Air Force Station, MI	0	0	0
182	Cape Charles Air Force Station, MI	0	0	0
184	Fort Story, VA	0	30	37
184	Naval Air Station, Oceana, VA	173	90	27
189	Vint Hill Farms Station, VA	0	0	0

\* Points strongly recommended by the DOD for continued service in the interest of national defense.

Source: MTMTS Data Bank and Installations

### Table 96: List of DOD Activities Affected by Route Direction of Problems

Zone	Activity	Railhead	Serving railroad
81	Naval Supply Depot	Mechanicsburg, PA	PC
81	Carlisle Barracks, PA	Carlisle, PA	PC
123	Naval Ammunition Depot	Crane, IN	CMSP & P
205	Charlestown AAP, IN	Charlestown, IN	B&O

In other words, DOD estimated that in 1974 it would take 2,378 truckloads to handle the contents of 951 carloads. It questioned whether trucks would be able to handle this extra volume, and the effect on the highway system.

DOD stated that the DOT Report does not take into consideration potential increases in motor carrier rates, the present physical condition of the track, or revenue received by a line. It recommended a 2 year moratorium

**Table 97: List of DOD Installations having Rail Trackage but Identified by the Department of Transportation for Local Service Discontinuance**

<i>Zone</i>	<i>Activity</i>	<i>Railhead</i>	<i>Serving railhead</i>
4*	Naval Air Station, Brunswick	Brunswick, ME	MEC
4*	Portsmouth Naval Shipyard	Kittery, ME	BM
5	Naval Fleet Training Center (Inactive)	Team Track (TT) delivery at Portland, ME	GTW, MEC, BM
15	Naval Air Station, South Weymouth, MA	North Abington, MA	PC
30*	Naval Submarine Base, New London, CT	Submarine Base, CT	PC
49	U. S. Army Support Center, Niagara Falls, NY	Bellaircraft, NY	PC
52*	Seneca Army Depot	Kendaia, NY	LV
56	U. S. Military Academy	West Point, NY	PC
58	U. S. Property and Fiscal Office for NY Subwarehouse, Peekskill, NY	Peekskill, NY	PC
58	New York Air National Guard (Air Force Base 6325, Westhampton Beach, NY)	Westhampton Beach, NY	LI
60	Picatunny Arsenal	Picatunny, NJ	W&N
62*	Naval Air Station	Lakehurst, NJ	CNJ
66	McGuire Air Force Base, NJ New Jersey Air National Guard, Ft. Dix, NJ	Ft. Dix, NJ	PC
76	Pennsylvania Air National Guard (Air Force Base 6381), Greater Pittsburgh Airport 911th Military Airlift Group	Team Track at Rook, PA	N&W
76	Hays Army Ammunition Plant, PA	West Homestead, PA	B&O
87*	Aberdeen Proving Ground Aberdeen, MD & Edgewood, MD	Aberdeen, MD Edgewood, MD	B&O
87	U. S. Property and Fiscal Office for Maryland	Havre de Grace, MD	B&O
87	Fort George G. Meade, MD	Fort George G. Meade, MD	B&O, PC
87	Naval Security Group	Fort George G. Meade, MD	PC, B&O
88	Fort Ritchie	Fort Ritchie, MD	WM
90	National Naval Medical Center	Bethesda, MD	B&O
121	Jefferson Proving Ground, Madison, IN	Wirt, IN	PC
122	Ft. Benjamin Harrison, Lawrence, IN	Ft. Benjamin Harrison, IN	PC
125	Newport Army Ammunition Plant	Dana, IN	L&N
131*	Naval Training Center	Great Lakes, IL Upton, IL	EJ&E CNW
131*	Joliet Army Ammunition Plant, IL	Joliet Arsenal (Area I)  (Area II)	ICG ATSF ICG CMSP&P N&W
131	Fort Sheridan, IL	Fort Sheridan, IL	CNW
131	Illinois Air National Guard, Park Ridge, IL	Team Track of Chicago North Western, Des Plains, IL	CNW
131	Forward Area Support Shop, Orland Park, IL	Team Track of Norfolk and Western at Orland Park, NJ	N&W
131	O'Hare International Airport, 928th Tactical Group	Team Track of Chicago North Western at Des Plains, IL	CNW
131	U. S. Property and Fiscal Office for Illinois	Team Track of Illinois Central at Broadview, IL	ICG
133	Savanna Army Depot	Proving Ground, IL	BN

<i>Zone</i>	<i>Activity</i>	<i>Railhead</i>	<i>Serving railroad</i>
133	Army Materiel Command Ammunition Center, Savanna, AD, IL	Proving Ground, IL	BN
166	Air Force Station 753rd Radar Squadron	Team Track of SOO Line Railroad at Sault Sainte Marie, MI	SOO
166	Kincheloe Air Force Base, Kinross, MI	Kincheloe Air Force Base Spur, MI	SOO
167	K. I. Sawyer Air Force Base, MI	Plains, MI	CNW
183	Camp AP Hill, VA (Inactive)	Team Track of Richmond, Fredericks- burg, and Potomac at Milford, VA	RF&P
185	Oyster Point, Bomarc Site, VA	Team Track of C&O at Oyster Point, VA	C&O
193*	Radford Army Ammunition Plant, VA	Explosive-Cowan, VA General Commodities, Pepper, VA	N&W
193	Department of the Army Data Processing Center, Radford Army Ammunition Plant, VA	Pepper, VA	N&W
198	U. S. Property and Fiscal Office for West Virginia	Team Track of B&O at Point Pleasant, WV	B&O
205*	Naval Ordnance Station, Louisville, KY	Strawberry Yard, KY	L&N
323	Scott Air Force Base, IL	Scott Air Force Base, IL	SOU
323	Headquarters, Military Airlift Command, Scott Air Force Base, IL	Scott Air Force Base, IL	SOU

\* Points strongly recommended by the DOD for continued service in the interest of national defense.

torium on removal of track to allow shippers to arrange for new modes of transportation.

#### **The U.S. Department of the Interior**

The Department of the Interior's primary concerns are with the environmental aspects of the rail problem in the Northeast—the maintenance of lines which go to national parks; land use; the creation of national wildlife resorts; and energy conservation.

#### **The U.S. Department of Labor**

The Department of Labor was dissatisfied with the criteria for abandonment and the lack of a concrete example of DOT's definition of profitability. It contended that "profitability might better be defined if one examines the net profit of a main line and its feeders rather than just looking at the main line in a vacuum."

#### **The U.S. Department of Housing and Urban Development**

The Department of Housing and Urban Development expressed concern about the impact which the railroad restructuring could have on the urban environment. It pointed out that railroad property within an urban area can disrupt land use patterns by dividing neighborhoods or by separating residential areas from compatible areas such as open space. HUD cited Penn Center in Philadelphia as an imaginative example of urban renewal involving the use of rail properties and carried out by private enterprise. The Lackawanna Plaza Urban Re-

newal Project in Montclair, New Jersey was cited as an example of what can be done to improve and preserve valuable rail properties under HUD's urban renewal program.

HUD pointed out that passenger and freight terminals were in place long before current urban land use patterns developed, and it urged that, in considering the use to which such properties are to be placed, municipalities keep in mind their overall transportation needs. In particular, HUD suggested that, where a railroad station is to be retained in an urban area, planners should consider how it can provide direct access to other modes of transportation.

HUD also noted the impact of particular potential railroad abandonments upon certain towns being developed under its "new communities program." These are discussed elsewhere in appropriate sections of this report.

#### **The U.S. Postal Service**

The United States Postal Service stated that unit mail trains are economical and fast, but that, due to problems with available service, the Post Office's use of rail transportation has decreased substantially. In 1950, the Post Office dispatched mail on 10,000 passenger trains nationally; in 1960, 1,000; and in 1970 (prior to Amtrak), 200. Original Amtrak schedules were largely unsatisfactory to the Postal Service because of the elimination of much overnight service, and only a limited number of passenger train schedules have been altered to meet postal needs.

Where piggyback service is available, the mail trailer must often be delivered to ramp areas as much as 10 hours before train time, and in some areas ramps are not open on weekends. The Postal Service pointed out that there has been a drop of over \$200 million in railway mail service payments since 1960. In 1960 the Post Office paid the railroads \$343 million; in 1973, payments declined to \$106 million. It cited several examples of comparative transit times of train versus truck service:

	<i>Rail</i>	<i>Truck</i>
Atlanta to Los Angeles	102 hours	52 hours
Dallas to Oakland	66 hours	41 hours
Chicago to Jacksonville	57 hours	30 hours
New York to Jacksonville	42 hours	21 hours

The Postal Service would like to increase its use of rail transportation due to the fuel situation if the problems associated with adequate service could be overcome.

### **The General Services Administration (GSA)**

GSA criticized DOT for using outdated information and for ignoring the energy crisis. Its most pressing concern is for seven facilities which are served by stations not recommended for local service.

### **The U.S. Environmental Protection Agency (EPA)**

The United States Environmental Protection Agency stated, "Our main criticism of the DOT Report centers on the emphasis on financial viability of local rail lines to the apparent exclusion of the other goals stated in subsection 206(a) of the Act." EPA felt that the effect of discontinuance of rail service in diverting rail passengers and freight to highways could threaten the success of transportation control strategies for attainment and maintenance of national ambient air quality standards. Such rail to highway diversion could lead to significant noise level increases as well. Rail service discontinuance might also result in inefficient use of resources, especially energy, a major concern of the agency. Finally, right-of-way disposition associated with rail abandonments might not be carried out, in EPA's view, with adequate consideration of the potential for environmental good or harm inherent in the use of such lands.

Additional points raised by EPA include DOT's use of 1972 data, its lack of attention to energy considerations, its failure to analyze factors other than traffic volume in making branch line viability decisions, the failure of its route density figure of 30 million gross ton miles to take into account passenger trains and passenger service generally. Finally, EPA submitted the following list of cities which have been found to require transportation control strategies under the Clean Air Act of 1970, and which, in its view, should be spared any increase in truck and passenger automobile traffic:

Baltimore	Washington, D.C.
Boston	Philadelphia
Chicago	Pittsburgh
Cincinnati	Rochester
New York City	

### **The Executive Office of the President**

The Council on Environmental Quality, an agency located in the Executive Office of the President, cited section 206(c)(1) of the Regional Rail Reorganization Act as a basis of support for possible public use of abandoned rights-of-way for such purposes as mass transit, energy transmission, or open spaces. The Council made the following recommendations:

- (1) Early identification should be made of public use potential:
  - (a) Criteria should be developed to assist in the identification of potential public use.
  - (b) Rights-of-way suitable for public use should be identified.
  - (c) Rights-of-way not to be used for rail service should be automatically examined for public use.
  - (d) Only rights-of-way with no public use potential should be disposed of for other purposes.
- (2) Priority should be given to maintaining rights-of-way in their entirety for the use of the public.
- (3) DOT should clarify the relationship between "commuter and intercity rail passenger service" and "other public purposes including . . . other forms of transportation" as those terms are used in the Act.
- (4) The value of those rail properties that will be made available for public purposes should be established early so that the potential public buyers are aware in advance of the costs of the public use alternatives.
- (5) Appropriate public authorities should be allowed sufficient time to acquire surplus right-of-way.

### **ORGANIZATIONAL RESPONSE TO THE DEPARTMENT OF TRANSPORTATION REPORT**

The National Council of Farm Cooperatives, representing 106 cooperatives and over 3 million farmers, testified that the effect of major rail abandonments would be particularly harmful to the production of food and to rural areas. It also testified that declining rail traffic was the result of poor service, poorly maintained track, and poor equipment. It does not believe that subsidies can provide the answer since there will not be enough funds for urban and rural areas, and since rural areas are likely

to find it difficult to compete with urban areas for what funds are made available through state transportation agencies. The Council argued that abandonment should not be based solely on the concept of profitability and that motor carriers could not handle all the traffic that would be generated by rail abandonments. It also pointed out that rural roads in the region are often in poor condition. According to the Council, 95 percent of the bridges on rural roads in the Northeast were constructed prior to 1935, and many were designed for loads as small as two tons.

The Fertilizer Institute, which represents 90 percent of the fertilizer producers in the nation, stated that rail service is absolutely crucial to that industry. Fertilizer is a high-bulk, low-value product which in many cases must move great distances. The Institute found fault with DOT's criteria, especially the theory that abandonments would allow the reorganized railroad to be a profitable operation.

The National Milk Producers Federation stated that no meaningful recognition or analysis was given in the DOT Report with respect to either the availability of alternate modes or the impact service termination would have on individual communities. It argued, also, that the DOT Report:

- (1) Failed to recognize the total needs of the region.
- (2) Did not note that dairying is the most important agricultural enterprise in the Northeast.
- (3) Did not note that rates in the Northeast are much higher than rates in the Southeast.
- (4) Failed to examine the impact on food supply and prices.
- (5) Contained proposals which would result in higher milk prices.

The Midwest Association of State Departments of Agriculture represents state agriculture departments in 12 central states: Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, and Wisconsin. In 1973 these 12 states produced 86 percent of the nation's corn, 54 percent of its dry edible beans, 58 percent of its wheat, 73 percent of its soybeans, 81 percent of its oats, 44 percent of its grain sorghum, and 44 percent of its barley. The Association pointed out that the agriculture industry relies heavily upon railroads for the shipment of agricultural products out of this region and for the shipment of fertilizer, chemicals, and farm machinery into this region.

The Association took particular issue with the DOT's apparent assumption that large-scale rail abandonments are both necessary and desirable. It saw as underlying the DOT Report the assumption that alternate modes of transportation, primarily motor carriage, would be available and suitable for handling traffic now moved by rail. In the case of shipping bulk items such as grain, fertilizer,

fertilizer ingredients, chemicals, and farm machinery, it is the Association's contention that it is uneconomical to use non-rail transportation, and that truck transportation has become increasingly less available in light of the fuel shortage. The Association also voiced concern about the ability of surviving rail carriers to provide adequate service in light of the poor condition of roadbeds and the shortage of freight cars.

Finally, the Midwest Association of State Departments of Agriculture pointed out that the DOT Report was in apparent conflict with other, previously approved federal policies. The Association cited the Rural Development Act of 1972, designed to improve the living standards of rural communities by encouraging balanced growth, and argued that the DOT's suggestion that there be large-scale abandonments of rural rail lines would effectively thwart the clearly expressed Congressional intent by eliminating transportation facilities needed to attract new industry to predominantly rural areas.

The National Lumber and Building Material Dealers Association, representing 12,000 establishments, stressed what were described as inaccuracies and inadequacies in the DOT Report. It argued that DOT used an old data base and did not adequately consider the energy problem or the adverse affect of abandonments on small businesses and communities. This group is particularly concerned about the possible loss of available switching service.

The National Industrial Traffic League limited its testimony to the area of freight loss and damage claims. It urged that the rights of shippers with claims against the railroads in the Midwest and Northeast Region be considered as the restructuring process goes forward.

The Railway Labor Executives' Association, which represents 15 of the 22 railroad unions, and the Congress of Railway Unions (CRU, six unions which represent 70 percent of railroad employees) challenged the DOT Report as not living up to the requirements of the Act. It argued that the Secretary of Transportation expanded his role beyond that envisioned by the Act by suggesting a plan which would restructure profitable as well as insolvent railroads and by calling for the abandonment of lines of profitable and insolvent roads without concern for the resulting viability of the railroads affected. CRU contended that effectuating the recommendation of the DOT Report would require the nationalization of the railroads since it would require certain railroads to surrender profitable lines which they would not give up voluntarily. It also argued that the statutory goals calling for "preservation . . . of existing patterns of service" and "retention of competition in the provision of rail and other transportation services in the region" would not be realized if the DOT's recommendations were accepted.

The Interreligious Council for Housing took the position that the DOT Report lacked an accurate information base. It suggested the utilization of information developed

by other government departments and a study of the internal operations of railroads.

The Americans for Democratic Action (ADA) contended that the DOT Report did not consider the overall needs of the public; that it failed to recognize the importance of transportation as a determinant of patterns of residential and economic growth; and that it included inadequate consideration of passenger traffic. ADA called for development and execution of a national transportation policy which would include a strong emphasis on rail transportation. Finally, it made the following recommendations:

- (1) Highway construction should be cut back.
- (2) Emphasis should be placed upon public mass transportation.
- (3) Air transportation for less than 300 miles should be eliminated.
- (4) The government should take control of all public transportation.
- (5) Cost should not be the only yardstick in developing the system plan.
- (6) Environmental problems should be given consideration.
- (7) Funds made available by the cessation of highway construction should be used for subsidies to retain and improve rail lines.

The National Consumer Congress argued that, if all money-losing railroads are closed down, fuel consumption and air pollution will increase and that it is incorrect to assume that consolidation will make the insolvent railroads viable. In addition to maintaining present freight levels, the Congress believes that Northeast Corridor type trains should replace short-haul airplane trips. It urged that additional criteria be developed to gauge the impact of rail restructuring on communities.

The Sierra Club, representing 140,000 members, stressed energy conservation. It criticized the DOT Report for being backward looking; for concentrating on excess capacity and excluding the problem of freight rates; for not calculating optimal line density on the basis of lowest unit price per ton miles; and for not recognizing that reduced competition could ultimately result in lessened efficiency.

The American Bikeways Foundation recommended that the government purchase excess rail line as "linear activity" parks and bike trails as a means of capitalizing the railroads. The Foundation cited the Elroy-Sparta state trail in Wisconsin as an example of what can be done with abandoned rail lines converted to park use.

The Northern Virginia Conservation Council, the Center for Environmental Strategy, the National Consumers' Council, the Capitol Hill Action Group, and the National Coalition of the Transportation Crisis appeared in opposition to extensive rail abandonments, citing the need for new services, the environmental advantages of rail

over other modes, and the need for rail subsidies. The general theme was that there are no truly excess lines, but only under-used lines. The testimony of each of these groups was general and was aimed at the larger political, economic, and social decisions that they considered to be of transcendent importance to decisions regarding rail services.

## PASSENGER SERVICE

Concern over the effect of large-scale rail restructuring on national rail passenger transportation was expressed by both J. Richardson Tomlinson, Executive Vice President of the National Railroad Passenger Corporation, and Anthony Haswell, Chairman of the National Association of Railroad Passengers and President of the RAIL Foundation. They appeared at the Washington, D.C. hearing.

Mr. Haswell urged planners to identify those routes which logically have the need and potential for future intercity passenger service. He identified a number of routes which, in his opinion, should be considered:

Bangor-Portland-Boston  
New York-New Haven-Springfield  
Philadelphia-Harrisburg  
Washington-Richmond-Hampton Roads  
New York-Albany-Buffalo  
Pittsburgh-Youngstown-Cleveland  
Cleveland-Columbus-Cincinnati  
Chicago-Detroit  
Chicago-Toledo-Cleveland  
Chicago-Indianapolis-Cincinnati  
Chicago-St. Louis

He also asked that consideration be given to a number of possible rail passenger routes which would be affected if service was discontinued over lines found to be potentially excess in the DOT Report. He provided the following list, in which each possible passenger route is followed by the segment of the route found to be potentially excess in the DOT Report:

Boston-Portland via Newburyport  
Salisbury-Beverly (Zones 12 and 14)  
Boston-Montreal via White River Junction  
Concord-White River Junction (Routes 7 and 8)  
New York and Boston-Cape Cod  
Middleboro-Falmouth-Hyannis (Zone 16)  
New York-Pittsfield via Danbury  
Pittsfield-New Milford (Zones 23 and 35)  
Albany-Boston  
Rensselaer-Castleton (Zone 42)  
Albany-Burlington, Vermont via Rutland  
Troy-Johnsville (Zone 42)  
New York-Pittsfield via Brewster  
Chatham-Mt. Kisco (Zones 55, 56 and 58)

Baltimore-Harrisburg via York  
 York-Cockeysville (Zones 83 and 87)  
 Cleveland-Columbus  
 Sims Station-Ashley (Zone 112)  
 Cincinnati-Columbus via Dayton  
 Columbia Heights-London (Zones 103 and 110)  
 Cincinnati-Indianapolis via Richmond  
 Rockdale-Eaton (Zones 107 and 108)  
 Columbus-Indianapolis via Dayton  
 Dayton-New Paris (Zone 108)  
 Columbia Heights-London (Zones 103 and 110)  
 Louisville-Chicago via Indianapolis  
 Franklin-Edinburg (Zone 122)  
 Indianapolis-Chicago via Lafayette  
 Indianapolis-Lafayette (Zones 122 and 127)  
 Lafayette-Sheff-Munster (Zones 127, 128, and 130) (alternate)  
 Francesville-Wanatah (Zone 128) (alternate)  
 Chicago-Peoria via Streator  
 East Peoria-Ancona (Zones 134, 137 and 139) (alternate)  
 Chicago-Peoria via Streator  
 East Peoria-Ancona (Zones 134, 137 and 139) (alternate)  
 East Peoria-La Rose (Zone 134 and 137) (alternate)  
 Chicago-Grand Rapids via Kalamazoo  
 Grand Rapids-Plainwell (Zones 149 and 163)  
 Detroit-Muskegon via Grand Rapids  
 Grand Rapids-Muskegon (Zones 163 and 164)  
 Grand Rapids-Mackinaw City via Cadillac  
 Entire line (Zones 162, 163 and 165)  
 Detroit-Mackinaw City via Saginaw and Cadillac  
 Clare-Mackinaw City (Zones 162 and 165)  
 Front Royal-Washington, D.C.  
 Front Royal-Gainesville (Zones 90 and 189)

Mr. Haswell stated, as his organizations' view, that the need for modern passenger rail service stems from the inability of highways and airways to cope with expanding transportation demands, especially within and between major metropolitan areas, without doing unacceptable damage to the environment. As examples, he cited the new Dallas-Fort Worth Airport, which is as large in area as Manhattan Island, and the fact that, in the Northeast Corridor, 1,240 square miles are devoted to streets and highways. Railroads require relatively little land—Manhattan's two railroad terminals handle 105 million passengers a year on 124 acres. The three New York Airports handle less than one-third of the passengers on 60 times the land area. The railroads, he said, also cause less air and noise pollution than other modes of transportation.

Mr. Haswell compared the fixed plant investment economics of railroads to that of highways and airports. One mile of new expressway, he contended, costs a mini-

um of \$1 million. In an urban area, it can cost \$10 million per mile. The cost of the Dallas-Fort Worth airport, exclusive of access roads, was roughly \$250 million. Rail, on the other hand, can utilize present rights-of-way, with necessary upgrading, at a far smaller cost per passenger served.

On energy consumption, Mr. Haswell believed that, as a consequence of anticipated future environmental concerns and the demand for more energy-efficient modes of transportation, further consideration should be given to the need for establishing a more balanced passenger system. He cited several recent studies which appear to indicate that trains are more energy efficient than automobiles and airplanes. The following data, based on equivalent load factors was supplied by Mr. Haswell:

#### BTU's per passenger mile—Intercity

Bus	740
Train (high speed corridor)	925
Train (all intercity)	1,100
Auto	1,600
Plane	4,100

Source: Eric Hirst, *Energy Intensiveness of Passenger and Freight Transportation Modes 1950-1970*, Oak Ridge National Laboratory, April 1973; *Improved High Speed Rail for the Northeast Corridor*, Department of Transportation, January 1973.

#### Passenger miles per gallon of fuel—Commuter Only

Express Commuter Train	252
Large Bus (transit)	133
Large Subway Car	115
Local commuter train	94
Auto (2 persons)	27
Auto (1 person)	14

Source: Pennsylvania State Department of Transportation—February 1974

#### Passenger-miles per gallon of fuel

Commuter trains or subway train	100-150
Bus	75-150
Auto (intercity)	35
Auto (commuter)	25
Plane	15

Source: Secretary of Transportation Claude S. Brinegar at Round Table on Conservation of Energy in Transportation, *Scientific American Magazine*, Washington, D.C., March 17, 1974.

Another of Mr. Haswell's concerns is the provision in the Act for guaranteed government loans to Amtrak to acquire and upgrade facilities in the Northeast Corridor. He fears that Amtrak may pay too much for the property, especially in cases where it would not be the predominate user of the property.

His final concern was over the condition of the track and roadbed in the region. He believes that this problem

must receive top priority in the interests of safety and passenger convenience.

Amtrak participated in this proceeding through the submission of a written statement to the Rail Services Planning Office. It expressed concern over specific existing passenger service routes that would be affected if the lines found to be potentially excess in the DOT Report were actually abandoned. The specific routes that could be affected are:

#### **Chicago-Florida**

The DOT Report recommended abandonment of two segments of Penn Central line between Indianapolis and Louisville, Kentucky (between Franklin and Columbus, Indiana, and between Austin, and Sellersburg, Indiana). There is no suitable alternative to this line, even though it requires upgrading. Additionally Amtrak plans to institute Chicago-Florida auto-ferry service along this route.

#### **Chicago-Cincinnati**

The DOT Report recommended abandonment of the entire segment from Kankakee, Illinois, to Indianapolis, Indiana. This line would have to be essentially rebuilt before it could be of any further value as a passenger route. There is an alternative route by way of Logansport, Indiana, but this route also needs some upgrading and bypasses the major point of Lafayette, Indiana. The Kankakee-Indianapolis line is presently unfit for passenger train use and Amtrak trains are being detoured via Logansport to avoid it.

Between Indianapolis and Cincinnati the situation is somewhat different. Although this segment of the route is also unfit for service at the present time, the DOT Report appears to recommend retaining it, at least for local service. Volume I of the DOT Report recommended giving preference to the C&O route for through-freight service between Cincinnati and Chicago. Although that line is now a good alternative for detouring service on a temporary basis, the absorption of freight traffic now moving over the PC would quite likely make the line an unreliable passenger service route. The route through Indianapolis is better for Amtrak purposes from a marketing standpoint.

It should be noted that a portion of the detour route Amtrak is now using over the PC between Cincinnati and Richmond, Indiana is also identified as potentially excess. This portion runs from Eaton, Ohio in Zone 108 to Rockdale, Ohio in Zone 107. If this line was removed without restoration of the direct line between Cincinnati and Indianapolis, there would seem to be no alternative

but to use the C&O between Cincinnati and Chicago and by-pass Indianapolis.

#### **New York-Chicago**

The DOT Report suggests downgrading the Penn Central mainline between Pittsburgh and Chicago. Depending on the extent of this downgrading, passenger train operating times on this segment of the route could be lengthened.

Amtrak suggested that there be further study of the rail system from Pittsburgh/Cleveland across northern Ohio and Indiana to Chicago since there appears to be enough present track capacity to provide for both good freight and passenger service.

#### **New York/Washington-St. Louis/Kansas City**

In Zones 108 (Dayton), 109 (Springfield) and 110 (Bellefontaine), the DOT Report identified as potentially excess two segments of the route now used, one between Dayton, Ohio and New Paris, Ohio (Zone 108) and one between Dayton and Columbus. This would cut both PC lines between Columbus and Dayton. These abandonments would prevent Amtrak from serving Dayton on a through East-West route or on a Cleveland-Cincinnati route and would make its East-West service more circuitous than at present.

#### **Detroit-Chicago**

Although the DOT Report showed the Penn Central's Detroit-Chicago line as remaining in service, it suggested that this line be removed from consideration as a possible surviving route for through freight traffic. This indicated a possible rerouting of the present through-freight traffic on the Eastern end of the line. Amtrak is not certain what effect, if any, this would have upon its operations.

While a satisfactory alternative for through Chicago-Detroit traffic could be provided over routes not recommended for downgrading, the present route serves Niles, Kalamazoo, Battle Creek, Jackson and Ann Arbor, all of which are important from a passenger standpoint and most of which would be by-passed if one of the alternative routes were selected.

#### **Washington-Montreal**

In Zone 10, the DOT Report suggested elimination of the Central Vermont (part of the Canadian National Railway System) portion of this route between Essex junction, Vermont and Bethel, Vermont. If the line were to be abandoned, there would be no satisfactory alternative route which would allow Amtrak to serve Montreal via Penn Station, New York.

## VIRGINIA

Virginia is divided into three physiographic regions: (1) the Coastal Plain or Tidewater Region, including the eastern shore; (2) the Piedmont Plateau; and (3) the Appalachian Mountain Province. The latter is sometimes subdivided (from east to west) into the Blue Ridge, Great Valley and Allegheny Ridges. Virginia is a growing state in terms of population and industrial activity. In 1970, the population of Virginia was 4,648,494, ranking 14th in the nation, an increase of 17.2 percent over 1960. While agriculture, fisheries and mining are still important industries in Virginia, they are gradually being overshadowed by the growth of manufacturing. The heaviest industrial activity is centered in the Richmond-Petersburg and Roanoke-Lynchburg areas and the Hampton Roads complex of Newport News, Norfolk and Portsmouth.

Presently, Virginia has five very large and viable railroad systems which operate throughout the state. These are the Southern, the Seaboard-Coast Line, the Norfolk and Western, the C&O/B&O and the Richmond, Fredericksburg and Potomac. Of the fourteen zones into which the U.S. Department of Transportation divided the state, only four—Washington, D.C. (Zone 90), Cape Charles (Zone 182), Norfolk (Zone 184), and Winchester (Zone 189)<sup>1</sup> were analyzed since only solvent roads operate in the other zones (Figure 6).

The overwhelming majority of oral and written evidence received from Virginia interests concerned Penn Central Railroad operations in the Delmarva area and the connecting Cape Charles car float, located within Zones 182 and 184, respectively. Limited concern for all rail lines in Zones 90 and 189, as well as general concern over the regional rail system, was expressed.<sup>2</sup>

<sup>1</sup> In the original Department of Transportation February 1, 1974 Report, the short section of the Southern Railway line from Broadway to Shenandoah Caverns (Zone 189) was marked as potentially excess. A subsequent additions and corrections supplement, issued on March 1, 1974, noted that this section was not to be considered potentially excess.

<sup>2</sup> At the Washington, D.C. hearing, the mayor, the Chamber of Commerce, the National Park Service, and the Historic Fredericksburg Foundation testified of the need for increased passenger and commuter services to and from Fredericksburg, Virginia (Zone 183). There is now only one passenger train, each way, per day, that stops in Fredericksburg, and this occurs at odd hours for commuter and tourist services. The testimony pointed out that Fredericksburg is a major tourist area, with four major Civil War battlefields and that the energy crisis has drastically cut down on the number of tourists by automobile. An additional statement was received from Ryan Homes, Inc. opposing any ter-

### POTENTIALLY EXCESS RAIL LINES

#### Zone 90

There are two rail lines noted by the Department of Transportation as being potentially excess in Zone 90. One line is a very small segment off the main RF&P north-south track near Lorton, and the other extends from west of Gainesville to Front Royal in Zone 189 (Figure 6). Concern regarding rail service in this zone was voiced by the Annandale Millwork Corporation and the National LP Gas Association. The Annandale corporation received 90 percent of its shipments by rail and expected to receive approximately 2 million pounds in 1975. The National LP Gas Association, which is located in Arlington and represents some 4,600 members that ship LP Gas, voiced concern about the fate of the rail system.

#### Zone 182

Many individuals were apprehensive over the cessation of the rail car ferry service to the Virginia portion of the Delmarva Peninsula. Many of the concerns expressed, including unemployment, retardation of economic growth, loss of competitive position, and industrial relocation, are identical to those expressed by those who testified on behalf of the Delaware and Maryland portions of the Delmarva Peninsula. The Accomack-Northampton Planning District Commission pointed out that the temporary closing of the Chesapeake and Delaware Canal Railroad Bridge, the only other rail link to the peninsula, caused layoffs of approximately 7,200 workers just in Delaware. A number of individuals pointed out recent expansion plans which call for rail service. Brown and Root, Inc., of Cape Charles, recently purchased land for a new factory. The Accomack County Board of Supervisors discussed plans for a new industrial park, and the Texasgulf Corporation, which originated 306 cars in 1973, plans a 50 percent expansion at its Lee Creek, North Carolina plant.

The importance of agriculture in the peninsula is indicated by Borden Chemical's statement that farmers are

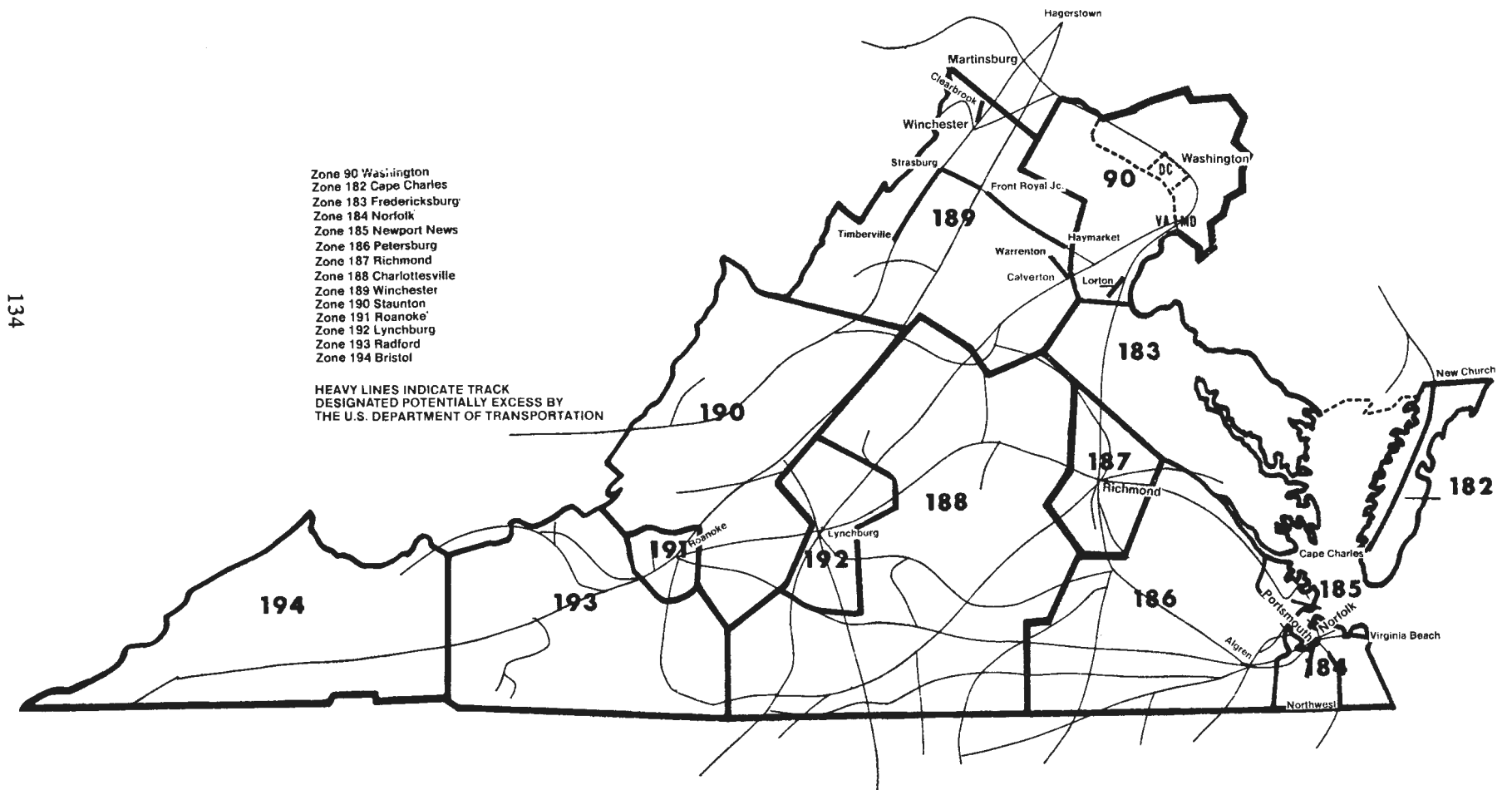
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mination of service to Fredericksburg on the RF&P. Ryan, one of the largest builders of homes in the eastern U.S., received 60 carloads of lumber products at its Fredericksburg facility in 1972 and 138 carloads in 1973 and projects that it will receive 1,743 carloads by 1979. It is anticipated that discontinuance of rail service at Fredericksburg would cost Ryan an additional \$550 per car.

# VIRGINIA

## ZONE LOCATOR MAP

Figure 6



- Zone 90 Washington
- Zone 182 Cape Charles
- Zone 183 Fredericksburg
- Zone 184 Norfolk
- Zone 185 Newport News
- Zone 186 Petersburg
- Zone 187 Richmond
- Zone 188 Charlottesville
- Zone 189 Winchester
- Zone 190 Staunton
- Zone 191 Roanoke
- Zone 192 Lynchburg
- Zone 193 Radford
- Zone 194 Bristol

HEAVY LINES INDICATE TRACK  
DESIGNATED POTENTIALLY EXCESS BY  
THE U.S. DEPARTMENT OF TRANSPORTATION

dependent on rail transportation for many materials. Eighty percent of fertilizer for the peninsula comes via rail, a large portion of the early white potato harvest is shipped by rail, and portions of the soybean and corn harvests are shipped by rail-barge to Norfolk for export. Other concerns noted were isolation from markets, highway weight limitations, the investment commitments of the federal and state governments, national defense, and the costs associated with shifting to alternate modes.

A number of firms provided specific information about the additional costs they expect to incur with a shift to truck service. Cargill, Inc., a substantial grain shipper, states that it would cost their firm an additional \$11 per ton to shift from rail to motor. Allied Mills estimates that its freight costs would rise \$10 per ton. Bayshore Concrete Products Corporation believes that such a shift would result in a yearly cost of \$60,000. To haul its highway supplies by motor carriers rather than by rail would cost the Virginia Department of Highways \$140,000 annually. The Borden Chemical Corporation supplied an extensive list of additional costs by commodity and destination, ranging from \$2.00 to \$17.84 per carload. It concludes that by using 1973 figures it would cost the firm \$330,953.60 in additional freight costs to move products to eastern shore destinations, provided truck capacity was available. The substantial cost impact of shifting to motor carrier for the Shore Fertilizer Corporation, located at Belle Haven, is shown below.

<i>Commodity</i>	<i>Present rail cost (Per ton)</i>	<i>Motor carrier cost (Per ton)</i>
Potash	\$24.31	\$144.63
Nitrogen	4.74	11.35
B. liquid	4.87	22.05
Phosphate Acid	6.66	28.87

It was also pointed out by a number of firms that abandonment of the Penn Central would force costly re-routings and transit delays. Borden Chemical stated that, if it were forced to go through the "Richmond-Potomac Yards-Wilmington-Philadelphia route," transit time would likely triple and expenses double. This added expense, in conjunction with stiff industry competition, could possibly cause it to close out their operation.<sup>3</sup>

General Foods Corporation has a similar concern about the same line, although its freight moves in the opposite direction. Its distribution center in Newark, Delaware presently routes 140 cars per year to Norfolk via the Penn Central Line. It has found that the mainland route through Petersburg takes 2 to 3 days longer.

The Association of Virginia Potato and Vegetable Growers and 12 individual shippers, located along

<sup>3</sup> Congressman Thomas N. Downing of the First District of Virginia noted that liquid fertilizer may not be brought by truck through the Chesapeake Bay Bridge Tunnel.

the railroad track from Parksley to the Cape Charles car float, supplied traffic data with which to evaluate the possible abandonment impact of the Penn Central line in Zone 182 on Virginia shippers (Table 98). These figures

**Table 98: Traffic Profile of Zone 182  
(Cape Charles Car Float)**

<i>Rail user</i>	<i>Commodity</i>	<i>Estimated carloads</i>		
		<i>1972</i>	<i>1973</i>	<i>Projected</i>
Byrd Foods, Inc.	Food		40-50 <sup>1</sup>	
Blake and Co., Inc.			150-200 <sup>2</sup>	
T&W Block, Inc.	Raw materials		240 <sup>2</sup>	
Economy Feed & Milling Co., Inc.	Feed			5 <sup>1</sup>
Shore Fertilizer Corp.	Fertilizer	230 <sup>2</sup>	260 <sup>2</sup>	
Brown & Root, Inc.	Machines	482	594	652
Webb's Lime Spreading Service				149
Association of Virginia Potato & Vegetable Growers				4,900
Lance J. Eller, Inc.	Crushed stone	846 <sup>2</sup>	238 <sup>2</sup>	

<sup>1</sup> Originating carloads.

<sup>2</sup> Terminating carloads.

emphasize the interdependent economy and isolated nature of the entire Delmarva region and the importance of the line as a major north-south route. With respect to "overhead traffic" volume, both the Virginia Port Authority and the Virginia State Corporation Commission pointed out that, in 1972, between 30,000 and 32,000 rail cars came across the Cape Charles car float. A number of shippers in the Norfolk area also supplied traffic statistics showing their usage of the Cape ferry and the connecting Penn Central line. The Borden Chemical Corporation shipped 176 carloads to Virginia, 310 carloads to Delaware, and 234 carloads to Maryland in 1973 from Norfolk. Cargill, Inc., a major user of the Penn Central line, showed traffic volumes of 2,399 and 2,532 carloads, respectively, in 1972 and 1973. Allied Mills, Inc. originated 150 carloads in 1973, and the Bayshore Concrete Products Corporation's carload volumes in 1972 and 1973, respectively, were 172 and 319 cars.

A number of the present users of the Penn Central line also indicated that they would use the railroad more if it gave them better service, reduced delays (in some areas an eight mile per hour speed limit is imposed due to poor track maintenance), improved claim service, reduced lost or misrouted freight, improved the temperature controls on the cars, and provided more and better cars. For example, Byrd Foods, Inc. at Parksley would send or receive an additional 220 cars yearly. Lance J. Eller, Inc. testified that, because of unreliable rail service, it has shifted from 100 per cent reliance on rail service in 1972 to 63 percent reliance in 1973.

Borden Chemical presented findings of a study done for the Penn Central by H. M. Tiedemann and Company

of New York, marine engineers, in support of continued operation of the Cape Charles car float. The report recommended that a new self-propelled rail car ferry and required shore facilities be constructed at a total cost of \$7.9 million, made up of the following items:

<i>Item</i>	<i>Cost</i>
48 car capacity, self-propelled rail car ferry	\$5,400,000
Terminal facilities at Cape Charles and Little Creek	1,000,000
Renovation of railroad marshalling yards at Cape Charles and Little Creek	500,000
Renovation of other railroad tracks connecting marshalling yards and main tracks at Cape Charles and Little Creek	1,000,000
Total	\$7,900,000

Since the Chesapeake and Delaware Canal railroad bridge closure resulted in estimated losses to Delmarva business of some \$9 million, it is Borden's position that the cost of renovating and modernizing the facilities makes the upgrading economically justifiable.

In addition to the estimated \$7.9 million cost, Borden also pointed out that approximately \$290,000 would be required to upgrade the existing tracks to Class I standards from Cape Charles north to Salisbury, Maryland, a distance of 99 miles.

Borden went on to point out that federal assistance through the United States Maritime Administration would amount to 37½ percent of the car float cost of \$5.4 million. In addition, the Maritime Administration could guarantee the mortgage for 87½ percent of the cost of the ferry with the remaining 12½ percent of the mortgage being guaranteed by Maryland, Virginia, and Delaware, alone or in concert with other involved agencies. The remaining \$2.5 million for the related shore facilities and \$290,000 for track renovation on the Peninsula would, according to Borden, most likely be the responsibility of the three states.

Borden also asserts that, in addition to the Delmarva states, the Virginia Port Authority, the Southern Railroad, the Chessie Railroad System, and the Norfolk and Western have all expressed varying in degrees of interest in improving the existing ferry system.

#### **Zone 184**

Four rail lines in Zone 184 were shown as being potentially excess by the DOT Report: the South Railway's east-west line from Virginia Beach to Lynn Haven; Southern's north-south line from south of Chesapeake to Northwest, Virginia near the North Carolina border; Southern's line running southwest through Bowers; and the Norfolk and Portsmouth Belt Line Railroad Com-

pany's line running directly south from Portsmouth.<sup>4</sup> The Seaboard Coast Line stated at the Washington, D.C. hearings that the potentially excess line from Chesapeake south is mislabeled as Southern whereas it should actually be Seaboard.

There was a large amount of concern expressed over the Norfolk and Portsmouth Belt Line Railroad Co. which provides a switching operation for over 30 firms in Norfolk, Portsmouth, and Chesapeake. Almost all industrial users together with local government officials submitted statements in support of the continuation of this rail service (see Table 99 for the tonnage generated over this line during 1972 and 1973). One representative of the city of Chesapeake stated that there is an investment of \$100 million in firms located on the N&P Belt Line and that these firms generate \$3 million in city taxes per year.

The major impacts predicted by the respondents were: that abandonment would thwart their planned expansions;<sup>5</sup> that consumer prices would increase; that truck service is economically or physically impractical and/or unavailable; that they would have to curtail operations or would go out of business; that they are solely dependent on rail transportation; and that they have large sums invested in rail facilities. The Atlantic Cement Company predicted a cement shortage if the line is closed, and the Swift Chemical Corporation stated that abandonment would cut off all but one fertilizer plant in Hampton Roads. Both C. W. Priddy & Co. and the Chilean Nitrate Sales Co. pointed out that rails are needed to get fertilizer to farmers. Chilean expects to ship between 65,000 and 70,000 tons of nitrate of soda and nitrate of soda-potash through its Chesapeake warehouse. About 80 percent of agricultural nitrate of soda is used as a sidedressing material for vegetables and tobacco, vital crops in the economy of North Carolina and Virginia. Abandonment of this line, according to Virginia Electric and Power Co., would cut off propane gas supplies for 77,000 customers in the area.

Cargill, Inc., while primarily concerned with rail service to and through Delmarva, expressed concern over the loss of the Southern line leading south from Norfolk to Northwest. It received 924 carloads on this line in 1972 and 495 in 1973.

The Royster Company opposed the abandonment of that portion of the Southern's line, formerly Norfolk

<sup>4</sup> The railroad is wholly owned by the linehaul carriers which operate in the area (N&W, Seaboard Coast Line, C&O/B&O, Southern, and Penn Central). These owners contend that the 5 mile track in question is a main line track with two classification lines; is not duplicative; is financially self-sustaining; and serves growing, industrialized Norfolk.

<sup>5</sup> The Foster Grant Company has a new \$15 million plant under construction that is expected to generate between 600-700 carloads per year.

**Table 99: Norfolk and Portsmouth Belt Line  
Railroad Company: Total Loaded Car  
Movements To and From Industries  
Situated South of Old Virginian Crossing**

Name of firm	Total carloads	
	1972	1973
Cavalier Concrete Products	3	216
Solite Masonry Units Corporation	641	583
Atlantic Cement	1,297	1,708
Higgerson-Buchanan, Inc. (Int. S. & G. Co.)	50	137
Lone Star Industries—M. Pt.	807	953
Diamond Construction Company	29	3
Tidewater Construction Company	46	11
Chilean Nitrate Sales Corp.	781	986
Cooperative Fertilizer Service	1,216	1,678
W. R. Grace & Co.	0	0
C. W. Priddy & Co.	531	514
Royster Guano Co.—M. Pt.	765	283
Smith Douglass Div. of Borden Chem.	3,159	4,509
Swift Chemical Corporation	1,963	1,753
Swift Nitrogen Corporation	236	266
Weaver Fertilizer Company	2,519	2,913
Gowen Chemical Company	0	3
Davis Grain Company	92	86
Eppinger & Russell Company	591	406
Norfolk Tallow Company	193	179
Butts Siding	3	5
Gordon Paper Company	64	44
Cities Service Oil Company	12	12
Tenneco Oil Company	104	50
N. Block & Co.	86	73
Jacobson Metal Co. (Ports. Salvage Co.)	1,942	2,840
Elizabeth River Terminals	1,788	1,523
Hitch Terminals	280	243
Virginia Yard Lower #6 Freeman Ave.	14	38
V. E. & P. Co.—Buell Yard	100	119
Tidewater Equipment Company	84	42
Foster Grant Company	0	0
<b>TOTAL</b>	<b>19,396</b>	<b>22,176</b>

and Southern Railway trackage, serving one of the nation's largest military installations—the Oceana Naval Air Station.

### Zone 189

Table 100 presents a listing of the users of rail service from Virginia who submitted statements to the RSPO relative to abandonments in Zone 189. In addition, evidence concerning this zone was introduced by the Shenandoah Valley Manufacturing Association, the Winchester-Frederick County Chamber of Commerce, and the Woodstock Chamber of Commerce, Inc. Of the five rail lines marked as potentially excess, only the north-south Shenandoah Valley line running through Woodstock and Winchester, Virginia; Martinsburg, West Virginia; Hagerstown, Maryland; and ultimately Harrisburg, Pennsylvania, evoked public response.

While the Crown Cork and Seal Company is the heaviest shipper of those that submitted statements, substantial additional tonnage can be expected from the new

**Table 100: Traffic Profile of Zone 189**

Rail user	Estimated carloads		
	1972	1973	Projected
Cives Corporation-Shenandoah Iron Works Division			350
Howard Shockey & Sons, Inc.	152 <sup>1</sup>	69 <sup>1</sup>	
National Fruit Products Co.		126	
Crown Cork and Seal Co.		966	
Johns-Manville Corp.			1-2 cars daily-124,000 tons annually terminated

<sup>1</sup> Terminating carloads.

Johns-Manville plant at Woodstock, and the Cives Corporation plant at Winchester (350 cars are expected to be received by Cives in 1974). Given better rail service, Crown contends it would generate 200 more cars. The following comment was incorporated within its statement:

At this point, one must ask the obvious question, which came first the curtailment of tonnage offered by the shippers and receivers in the area, or the progressive failure of P.C. to provide adequate service?

According to the evidence presented, abandonment is opposed due to potential unemployment and to the fact that alternative motor carriage is either impractical or too costly.

### PUBLIC COMMENTS AND RECOMMENDATIONS

Precise comments and recommendations were limited to a few individual statements.

Speaking of both the DOT Report and the Act, John P. Fishwick, president of the Norfolk and Western Railroad, stated that there must be a balance of power and competition between the surviving solvent railroads, like N&W, and Conrail. Meaningful participation in the new system by these financially healthy railroads is necessary; joint routes and competitive routes are vital. The fact that only 19 of the 184 metropolitan area zones in the Northeast meet DOT requirements for competitive service shows, he believes, the inadequacies of the report. Rail companies must have equal rights and duties and competitive strength to coordinate service. Mr. Fishwick agrees that intercity routes should be reduced, but monopolies at the major cities should not be allowed. Profitable lines should share in the distribution of primary routes. Walter Clement, also of N&W, stressed a necessary balance between viable and bankrupt railroads and between railroads and motor carriers.

Concerned citizen Robert Rochette believes that the failure of Penn Central was due to corporate irresponsibility. He stated that the public should finance the railroads through taxes and investment. Mr. Rochette suggests that, after the railroads are once again healthy, all

forms of transportation should be treated equally with the removal of subsidies causing rail costs to dip and all other transportation modes' costs to rise. He wants a train system ". . . of the people, by the people, and for the people."

Recommendations were also received from Swift Chemical Company and the Royster Company. Swift stated that: (1) the DOT completely ignored the agricultural sector of the economy; (2) the report was based on old data; and (3) the volume of traffic used was not comprehensive and (4) the zone analysis approach was incomplete as it did not consider Class II Railroads, traffic outside of a region, and overhead traffic. Swift believes that profitability should not be the over-riding concern,

no segment of line should be abandoned if it meets out of pocket costs, and consideration should be given to permitting strong southern and western railroads to take over stations on lines served by bankrupt roads.

Carl Prendergast, of the Royster Company, offers his firm's plan for solving the Northeastern railroad problem. They believe that a two zone approach is more realistic than lumping the Midwestern and Northeastern lines together. Zone one would include Illinois and central freight territories, and zone two the Trunk Line and New England Territories. They further stated that the cost of whatever subsidies are deemed necessary should be borne by local, state, and federal governments, as well as industry in the area served.

## WEST VIRGINIA

West Virginia, located in the Appalachian Mountains of the eastern United States, is divided into two distinct physiographic areas. The Allegheny Plateau, on the West, comprises about two-thirds of the area of the state and forms a part of the Great Appalachian Plateau which extends from New York to Alabama, and the newer Appalachian or Great Valley region on the East. The Allegheny Plateau consists of nearly horizontal beds of limestone, sandstone and shale, including important seams of coal. The plateau inclines slightly toward the Northwest and is dissected by streams into a maze of narrow canyons and steep-sided hills. This rugged topography, among other factors, has prevented the development of large scale agriculture. Nevertheless, the population still resides primarily in rural areas of the state.

West Virginia is noted for manufacturing iron, steel and metals, chemicals and allied products, glass, lumber and lumber products, clothing and textiles. Mining is the most important industry. Coal is the most valuable mineral mined in the state accounting for over 20 percent of the nation's total production. It has been estimated that 44 of the 55 counties in the state contain mineable coal. In addition to coal, the state also has significant deposits of natural gas and oil, rock salt, glass sand, clays, and stone, river sand and gravel used extensively in construction. The brines of the Kanawha Valley made possible the beginning of the state's great chemical industry.

In recent years, an increase in automation and a decline in the economic strength of coal resulted in high unemployment in the state and undoubtedly contributed to the population decrease of 6.2 percent in the decade 1960-1970.<sup>1</sup> However, increasing demand for coal by generating plants brought on by the energy problem is expected to cause a resurgence in the industry.

In an effort to lessen its dependence on coal, the state has carried on a continuing campaign to attract new industries. Since 1969, West Virginia has been involved in a massive road building program and increased industrial development. Thirty-one companies announced plans to locate new manufacturing facilities in West Virginia in 1974, and at least 31 additional West Virginia manufacturers have unveiled plans to expand. In 1971, total investment in new plants and expansions was \$200 million and jobs increased by 6,500. In 1972, investments rose

<sup>1</sup> According to the U.S. Census of 1970 West Virginia ranked 34th in the nation with a population of roughly 1.7 million.

by another \$130 million and the number of jobs increased 3,500.

Governor Arch Moore pointed out in his testimony that the state has been escalating the economic development of West Virginia and Appalachia for 9 years and rail lines are a necessary part of the development, especially in view of West Virginia's topography. Governor Moore stated:

I sincerely believe that the proposed railroad abandonments in the state of West Virginia, if carried out, would be in direct contradiction to West Virginia's development philosophy and the intent of the Appalachian Regional Development Act of 1965.<sup>2</sup>

The Appalachian Regional Commission (ARC) stated that the DOT Report did not allow for the inclusion of economic development in planning for the reorganization of the existing railroad system, analyze the complete range of alternatives open to the railroad industry, nor identify the benefits that could be expected from improvements in rail service in terms of recapturing some of the demand lost to other modes of transportation. The ARC is undertaking an extensive rail transportation study of the area in Appalachia affected by the DOT Report. The major objective of the study is to provide inputs to the transportation planning process from a regional economic development perspective.

A number of economic dislocations and distortions which could result from the cessation of rail service were predicted by various concerned individuals. The issues raised included: (1) rising unemployment,<sup>3</sup> (2) tax losses, (3) factory relocations, (4) the difficulty of attracting industry, and (5) inflated rail rates. Concern was also expressed for passenger service, energy and the environment.

### POTENTIALLY EXCESS RAIL LINES

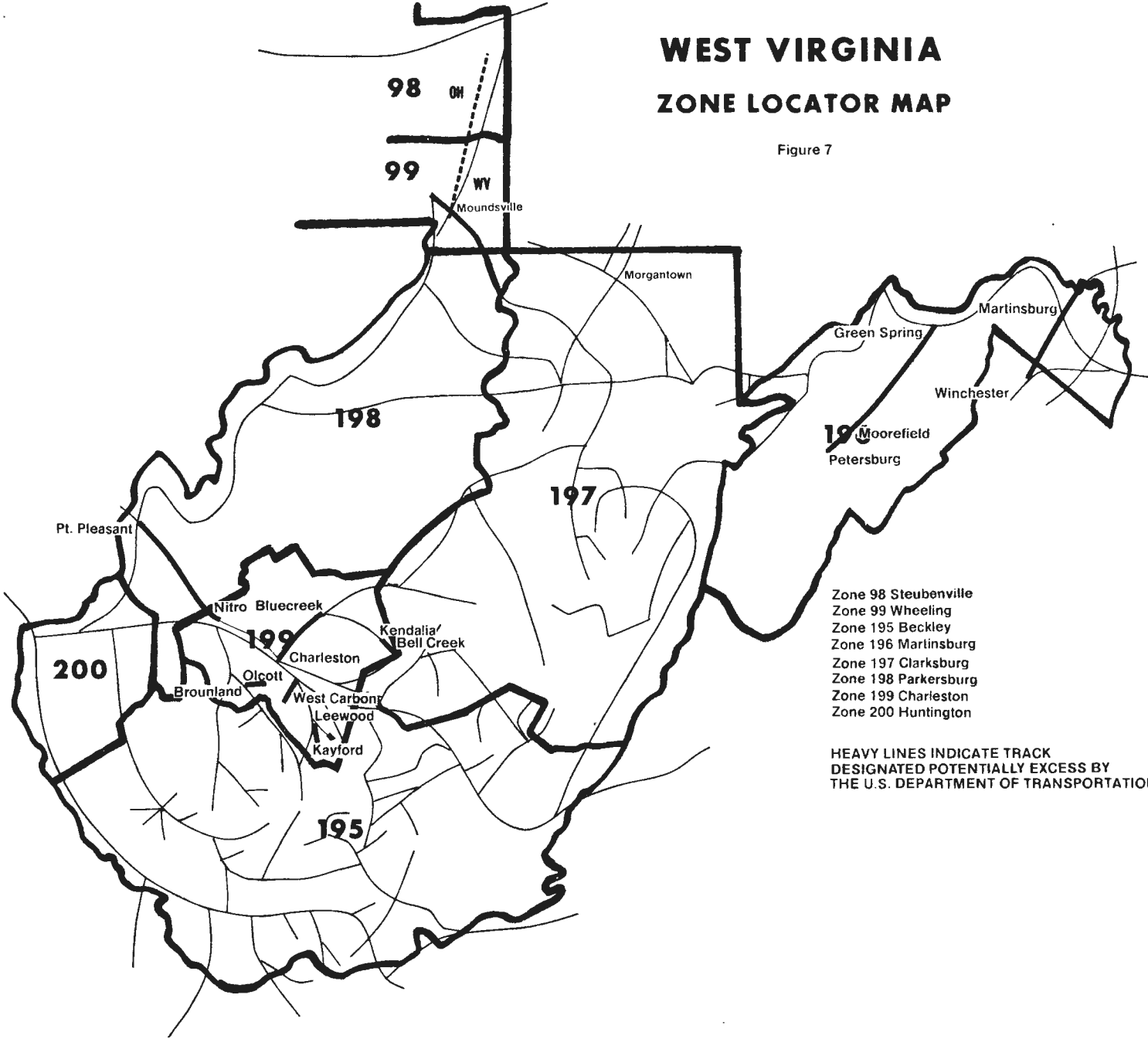
Due to the complex nature of the state's rail network and because the area is dominated largely by solvent carriers, large portions of West Virginia were not analyzed by the United States Department of Transportation.

<sup>2</sup> A number of firms, including the Allied-Egry Company, a division of SCM Corporation, made reference to the fact that their plants were partially financed by the federal government through the Area Redevelopment Authority (now the Economic Development Administration) to relieve high unemployment in the area.

<sup>3</sup> Although the issue of unemployment permeated the West Virginia submissions, only three firms actually submitted potential unemployment figures; these figures totaled 277 persons.

# WEST VIRGINIA ZONE LOCATOR MAP

Figure 7



- Zone 98 Steubenville
- Zone 99 Wheeling
- Zone 195 Beckley
- Zone 196 Martinsburg
- Zone 197 Clarksburg
- Zone 198 Parkersburg
- Zone 199 Charleston
- Zone 200 Huntington

HEAVY LINES INDICATE TRACK  
DESIGNATED POTENTIALLY EXCESS BY  
THE U.S. DEPARTMENT OF TRANSPORTATION

Hence, only six percent (200 miles) of West Virginia's 3,569 railroad route miles were deemed to be potentially excess. Therefore, public concern centered primarily on only those rail lines located within four of the seven West Virginia zones: Zone 99, containing the Penn Central "Captina" branch that terminates at Herob Church, Ohio; Zones 198 and 199, containing the Charleston area; and Zone 196 containing the Penn Central line from Harrisburg, Pennsylvania, to Winchester, Virginia, which passes through Martinsburg and Tablers, West Virginia (Figure 7).

Several firms located in zones which were not analyzed by the Department of Transportation also presented evidence. These firms apparently feared that, if their zones had been analyzed, the Department of Transportation might have found their lines to be potentially excess. For example, the Novamont Corporation of Kenova, West Virginia vigorously opposed any curtailment of rail service within Zone 200 since its total inbound freight traffic has steadily increased from 591 carloads in 1966, to 835 carloads in 1973 (3,300 carloads are projected for 1980). Outbound traffic has likewise increased from 50 carloads in 1966 to 455 carloads in 1973 (1,750 carloads are projected for 1980). The Huntington Area Chamber of Commerce voiced its concern for Zone 200. According to an individual survey, ten firms located in the Huntington area loaded a total of 89,245 cars in 1973.

The Pardee and Curtin Lumber Company at Curtin submitted testimony concerning a line in Zone 197 from Webster Springs to Elkins. Pardee stated that rail service is crucial to its operation because trucking in the area during winter time is virtually impossible.

### Zone 99

The present and potential mining of coal, stated Dwight L. Koerber, Executive Secretary of the Coal Traffic Bureau, necessitates the maintenance of the short Penn Central line that terminates at Herob Church, Ohio. According to Mr. Koerber, the Y&O Coal Company, which has a new mine (Allison) at Herob Church, is expected to ship about 1.2 million tons via rail in 1974. The mine has a life expectancy of 30 years. In addition, the Y&O Coal Company also has sizeable reserves that could be served by this branch.

Mr. Koerber also pointed out that North American's Powhatan No. 6 mine is another new mine served by this branch. This particular mine expects to ship 24,000 cars annually over the next 25 years. Another North American mine is Powhatan No. 5 which will produce an estimated 10,900 carloads annually during the 7 years it is expected to remain in operation.

Mr. Koerber stated that the station shown on the Department of Transportation's zone map as Onco represents the location of the Oglebay Norton Company's mine. Although this tipple was sold about a year ago, it

was his understanding that there are a few million more tons of recoverable coal at this location.

### Zone 196

There are two specific rail line segments located within Zone 196 which were of concern to West Virginia firms—the Penn Central route southward from Martinsburg to the Virginia border and the C&O/B&O line between Green Spring and Petersburg.<sup>4</sup>

The principal argument advanced for maintaining the Martinsburg route was the failure of the DOT to reflect the new industrial activity expected to develop over the next 18 months within this area. In addition to the freight being received or shipped by those firms already established along this line (Table 101), the proposed Western Electric Company distribution center at Tablers, West Virginia is expected to generate between 975 and 1,000 carloads yearly by 1975.

Western Electric is primarily concerned with the continuation and maintenance of the 5 mile segment of Penn Central line from Tablers to Martinsburg, particularly since there is a 10 m.p.h. track into Tablers. Western Electric believes profitability evaluations should not be made only on isolated segments of lines such as the Martinsburg to Tablers. The evaluation should include the line that extends from Hagerstown, Maryland, a major connecting point to other rail systems in the region, to Winchester, Virginia. This point is graphically illustrated by an informal survey conducted by the company (Table 102). The survey indicated that users on this 43 mile line generate approximately 14,291 carloads<sup>5</sup> annually and that, for the 25 mile segment from Tablers to Hagerstown, approximately 8,593 carloads are currently being originated or terminated. If the potential 1,000 carloads from Western Electric are included, the line's total annual volume would be almost 9,600 carloads.

While not actually a heavy user of rail service, the Thorn Lumber Company, in its testimony, stated that the U.S. Railway Association, in designing the future rail system of the entire Midwest and Northeast region, must consider the potential economic-inflationary impact resulting from the switchover from rail to some other transport mode. Thorn stated that, if it had to convert to truck transportation, it would incur an additional \$8,400 freight cost.

<sup>4</sup> On March 1, 1974 an additions and corrections supplement to the U.S. Department of Transportation's February 1, 1974 Report was issued. Contained therein was the notation that the Penn Central line from Martinsburg through Cumbo Branch Jct. to the northern zone boundary should be shown as potentially excess. It is conceivable that the correction supplement was not received or read by the general public which could, therefore, account for the lack of concern for this particular line in Zone 196.

<sup>5</sup> Although the E. I. DuPont firm is not located on the aforementioned track, it nevertheless uses that portion of the line located between Martinsburg and Hagerstown.

Ten firms supplied traffic data with regard to the C&O/B&O line from Green Spring to Petersburg. These 10 firms were all located at the lower end of the C&O/B&O line in or near the cities of Moorefield and Petersburg.

From the testimony, the two heaviest users of rail service along this line appear to be Greer Steel Company, a substantial shipper of limestone, and Allied/Ergy Business Systems, which ships various types of business forms. Together, these firms accounted for almost 59 percent of the known traffic. In addition, there are apple shipments during the summer and fall months from various points along the line. According to the evidence presented, abandonment of this particular line would result in: (1) added total freight cost of \$20,000 to Central Tie and Lumber Company; (2) an increase in freight rates to Pittsburgh for Greer Steel from the present \$5.00 per ton via rail to between \$8.25 and \$9.25 per ton via truck; and (3) extensive unemployment.

In judging the future viability of this line, it should be noted that a number of firms testified that they have attempted to expand their rail business. However, according to the Greer Steel Company, "over the past six years an additional 20% rail tonnage was lost because cars were not available."

**Table 101: Traffic Profile: Martinsburg to Virginia State Line**

Rail user	Estimated carloads		
	1972	1973	Projected
Corning Glassworks		249	
Erath Veneer			100
Kayser-Roth			300
Lewis and Abrell Packaging House		6 <sup>1</sup>	
Martinsburg Lumber and Coal			19
Musslemans (Pet Milk, Inc.)	277	104 <sup>2</sup>	
National Fruit Products		50 <sup>1</sup>	
Schmidt Baking Company		156 <sup>1</sup>	180
Shifman Brothers		25 <sup>1</sup>	40
Thorn Lumber Company		28	
Western Electric Company, Inc.			975-1,000
Green Spring-Petersburg line:			
Adel Polymers		96	
Allied/Ergy Business Systems		321	
Central Tie and Lumber Co.		15	
Glovers Auto Supply		2	
Grant Co. Farm Service		21	
Greer Steel Company (Germany Valley Limestone)		450 <sup>3</sup>	
Hardy County Farm Service		32	
Pierce Precooked Foods		2	
Raygold Cabinet Company		188	
Southern States Co-op		187	

<sup>1</sup> Data supplied by Western Electric Co.

<sup>2</sup> According to Musslemans, 1973 was a bad year for growing apples.

<sup>3</sup> Originating carloads

**Table 102: Western Electric Co. Survey of Rail Users on the Penn Central Line from Hagerstown, Maryland to Winchester, Virginia**

Station	Company	No. of Cars Originating & Terminating Annually
Hagerstown, Maryland	Martins Elevator	160
	Potomac Dealers	90
	Maryland Metals	425
	Horners Manufacturing Co.	675
	The Creasey Co.	128
	Kenosha Transport	1,120
	Baker Driveaway	3,618
	Gray Concrete Pipe Co.	90
	Southern States Co-op	50
	Maugansville El & Lumber	364
Williamsport, Maryland	Certain Teed Products	100
	Potomac Edison	100
Falling Waters, West Virginia	E. I. Dupont	1,000
	National Fruit Products	50
	Thorn Lumber	40
Martinsburg, West Virginia	Schmidt Baking	156
	Shiffman Bros.	25
Tablers, West Virginia	Corning Glassworks	396
	Lewis and Abrell Packaging House	6
	Pet Milk, Inc.	100
Inwood, West Virginia	W. S. Frey Co.	2,800
	Clearbrook Farm & Feed Supply Co.	12
Clearbrook, Virginia	Kerr McGee Fertilizers	37
	Zuckerman Co.	500
	Virginia Supreme Corp.	90
	Crider Shockey Co.	100
	Miller Chemical Co.	25
	Crown Cork & Seal	1,352
	Shenandoah Valley Apple Works	235
	General Woods & Veneer Ltd.	120
	Green Chemical Co.	72
	Inland Container Corp.	63
	Mid Atlantic Equip. Co.	3
	National Fruit Products	99
A. C. Slonaker & Son	35	
Southern States Co-op	55	
<b>Zone 198</b>	<b>Total</b>	<b>14,291</b>

While two lines were designated by the Department of Transportation as potentially excess in Zone 198, the RSPO received testimony concerning only the Penn Central line from Point Pleasant to Nitro to Charleston, West Virginia in Zone 199. The line is approximately 42 miles long.

Congressman John Slack, in his submission, opposed abandonment of rail service between Nitro and Point Pleasant. Congressman Slack noted that coal production was being encouraged in the area and suggested restudy

of the line's potential in light of projected coal production and electrical energy needs in the foreseeable future.

While concern was expressed for the entire line, which runs through the extremely narrow Kanawha Valley, the majority of shippers who testified were located mainly in or very near Nitro. Among these companies were: Peron Motor Freight Lines, Inc., which received 238 carloads of freight over this line in 1973; Putnam Fabricating Company, a subsidiary of Union Boiler Co., which received 171 carloads in 1973; the Kanawha Manufacturing Co.; and the Mobay Chemical Company. The Trojan Steel Company, located at Charleston, is a user of this line and opposed its abandonment.

Georgia Pacific has recently located in the Rock Branch Industrial Park, which is only about 3 miles north of Nitro. During 1973, Georgia Pacific received 480 carloads of freight and, in 1974, expects to receive 709 carloads. If the line were discontinued, Georgia Pacific could not maintain its plant at this location.

Located approximately 8 miles from Nitro is ACF Industries, the nation's third largest rail freight car lessor with 35,000 cars. This company also repairs and conditions chemical and other tank cars. ACF's traffic is in excess of 1,300 cars per year. The company has plant and equipment valued in excess of \$4 million and employs 85 people. ACF is presently planning to increase its employment by about 20 percent, to approximately 100 people. The company has 10,000 feet of rail tracking inside its plant. While the nearest repair facility similar to ACF's is only 20 miles away, those facilities can handle only 10 percent of the ACF plant's capacity. The next closest similar facility is approximately 450 miles away. Thus, if the line was abandoned, a large number of chemical companies near Charleston, which use the ACF facilities, would be faced with shipping their cars in excess of 400 miles for cleaning and repairs. Therefore, ACF believes that the cost of abandoning this track must actually be measured against the effect abandonment would have upon the continued operation of the nation's rail fleet.

North of Nitro along the line to Point Pleasant are the following companies: (1) Amherst Coal Company; (2) Fike Chemicals, Inc. (which averages about 50-60 inbound rail cars per year); and (3) the Excello Cemento Company. The West Virginia Malleable Iron Company, which received 100 carloads of freight in 1973, was the only firm that submitted evidence for Point Pleasant. Plans were announced for the construction of a \$350 million power plant near Point Pleasant.

The C&O/B&O line from Huntington, West Virginia north up the Ohio River to Point Pleasant is not a feasible alternate to the line designated potentially excess. The C&O/B&O line is considerably longer, and the north side of the Kanawha Valley from Nitro to Point Pleasant along the existing Penn Central line is more suitable for industrial growth.

## Zone 199

There were six sections of line within Zone 199 designated potentially excess by the Department of Transportation. These lines are as follows:

- (1) The Penn Central line from Charleston northeast to Blue Creek
- (2) The C&O/B&O line southeastward from Leewood to a point just past Kayford
- (3) The Penn Central line between Kandalia and Bell Creek
- (4) A Kanawha Central line from Brounland to Olcott
- (5) One-half mile of line on the Winifrede Railroad southeast of Charleston at West Carbon
- (6) A short piece of line on the C&O, southeast of Charleston on the Leewood and West Virginia mine No. 4 line, from West Virginia mine No. 1 to mine No. 4.

Dewey E. S. Kuhns, President of the Kanawha County Court, noted in his testimony that the Penn Central line from Charleston to Blue Creek was abandoned about 1967 and the tracks removed. The parallel line southward from Leewood (Red Warrior Jct.) has been abandoned for approximately 20 years.

The short line marked as potentially excess between West Virginia mines number 1 and 4, while not revenue producing, is used by the Carbon Fuel Company to move empty cars beyond its processing plant and maneuver them back into their yard for loading coal. The only alternative method to the present operation would be to build new track below the facility and run the cars through one at a time.

At the present time, approximately 800 carloads per year of coal are being shipped by the Carbon Fuel Company over a privately owned half-mile line of the Winifrede Railroad at West Carbon. Present plans of the mine owners indicate that there will be considerable expansion within the next few years. The mine has a life expectancy of 40 years.

The proposed abandonment of the Brounland to Olcott rail line was also opposed by Mr. Kuhns who stated that this line is privately owned by the Kanawha Central Railroad and serves some 1,700 acres of coal reserves. At the Charleston hearing, Francis G. McKenna of the Interstate Commerce Commission noted that a considerable amount of coal is loaded at Buskirk which is located approximately midway between Brounland and Olcott (C&O records showed that 324 carloads were moved between February 1973 and January 1974). Expanded coal production is expected in this area.

Mr. McKenna pointed out that while the C&O/B&O line between Cherokee and Kayford would be retained under the DOT proposals, service to Acme would be dropped. He noted that the C&O's records indicated that

15,516 carloads were shipped from the mine at Acme between February 1973 January 1974.

Testimony at the hearing noted that the Penn Central line between Kendalia and Bell Creek is in a poor state of repair. The present line operates only to Morris Folk, which is approximately 1.5 miles above that section designated potentially excess. The line between Kendalia and Bell Creek is, in fact, unusable. Claud N. Wilcher, who owns coal fields on both sides of the proposed excess section, was the sole protestant of this abandonment. It should be noted, however, that coal is presently being mined in the area but is shipped by truck to Ward which is about 7 or 8 miles from Bell Creek. The coal is then loaded on the Penn Central line which extends above Cedar Grove. Cedar Grove is about 20 miles southeast of Charleston on the main Penn Central branch. Testimony at the Charleston hearing noted that in view of the recent increase in coal prices, the likelihood was that the mines in the vicinity of this line would be reopened. Attorney Paul Kaufman submitted a number of recommendations including: (1) any abandoned track should be purchased at a fair price by the federal government; (2) there should be heavily subsidized, widespread, cheap rail passenger service; (3) bicycle paths should be constructed on any available right of way; and (4) rail freight should be subsidized sufficiently to increase its use as an energy-efficient mode of transportation.

### **Passenger Service**

Although the major concern in the testimony from West Virginia was with freight service, there were several appeals for continued and additional passenger service.

Frank de Martino of the Tug Valley Chamber of Commerce, Williamson, West Virginia, sent in petitions and letters representing more than 2,000 people asking to be assured of passenger service via the Amtrak Cincinnati to Norfolk route. The people of Williamson are far removed from the interstate and Appalachian highway systems. Amtrak has stated that the depots in Williamson and Blue Field and other places need renovation; Mr. de Martino stated that, in the case of Williamson, the city would gladly take on that expense. Representative Ken Hechler stated that due to poor roads and poor bus service, the residents of his district have traditionally depended on the rails. Amtrak estimates that its line serves five million people and costs \$4.2 million per year; Representative Hechler took issue with that figure and stated that he believes that Amtrak doesn't adequately consider the increasing public demand for rail passenger service.

Leonard N. Taylor, a concerned citizen, called for commuter service for the greater Morgantown area, including service for students of West Virginia University. Specifically, he proposed the operation of six commuter cars on the old M&K line from Kingswood to Morgantown. His proposal for service to the University would utilize the existing C&O/B&O line from Point Marion to Morgantown. According to Mr. Taylor, there is presently no public transportation for this area of approximately 58,000 people.

The Tourist Railway Association, an organization of those engaged in leisure train operation in the United States, is concerned about its future. Its concern rests largely on the fact that its members usually do not own their own track and must depend upon the trackage of large companies.

## NEW YORK

### GOVERNMENT

#### Federal

Senator Jacob Javits  
Congressman Jonathan Bingham  
Congressman Benjamin A. Gilman  
Congressman Frank Horton (represented by David Louenheim)  
Congressman Robert C. McEwen  
Congressman Barber B. Conable, Jr.  
Congressman Henry P. Smith  
Congressman James F. Hastings  
Congressman Ogden R. Reid (represented by James Scherer, Jr.)  
Congressman Thaddeus J. Dulski  
Congressman Jack Kemp  
Congressman Hamilton Fish, Jr.  
Congressman Howard W. Robison

#### State

Governor Malcolm Wilson  
Attorney General Louis J. Lefkowitz  
Senator J. P. Rolison, Jr.  
Senator Warren Anderson  
Senator John D. Caemmerer  
Senator James H. Donovan  
Senator Tarky Lombardi, Jr.  
Senator James Griffin  
Assemblyman Antonio G. Olivieri  
Assemblyman Ronald H. Tills  
Assemblyman John B. Daly  
Assemblyman Willis H. Stephens  
Assemblyman Harold K. Grune  
Assemblyman Francis J. Griffin  
Assemblyman Daniel Haley  
Assemblyman Daniel B. Walsh  
Assemblyman Koppel (represented by Gary Moss)  
Assemblyman Constance E. Cook  
Assemblyman Eugene Levy  
Assemblyman George J. Farrell, Jr., Assembly Standing Committee on Transportation  
Assemblyman Louis Ingrassia  
Assemblyman Lawrence Herbst  
Raymond T. Schuler, Commissioner of Transportation (represented by D. W. Harp)  
Frank Walkley, Commissioner for the Department

of Agriculture and Markets for the State of New York

Department of Transportation  
Department of Mental Hygiene  
Niagara Frontier Transportation Authority  
Port Authority of New York and New Jersey  
Tri-State Regional Planning Commission  
Metropolitan Transportation Authority  
Temporary State Commission to Study the Catskills

#### County

William F. Davidson, Lake Champlain-Lake George Regional Planning Board.  
L. A. Parks, Supervisor, Steuben Co., N.Y.  
S. J. Nasca, County Commissioner, Steuben Co.  
Louis Mills, County Executive of Orange Co., N.Y.  
Robert F. Hart, Chairman of Livingston Co. Board of Supervisors  
Steuben County Board of Supervisors  
Columbia County Board of Supervisors  
Harold Dewey, Chairman, Cattaraugus County Legislature  
Byron F. Andrews, Jr., Wayne County Board of Supervisors  
The Legislature of Rockland County  
Allegany County Board of Legislators  
Don B. Winship, Cattaraugus County Legislature  
Edward V. Regan, Erie County Executive  
Dolf L. Bonenberger, Cattaraugus County Legislature  
Ronald P. Bennett, Erie County Legislature  
Alfred Del Bello, County Executive of the County of Westchester  
Joseph Raffa, Chairman of the Board of Supervisors, Sullivan County  
C. Grund, Supervisor, Sullivan County  
Louis H. Bevier, Ulster County Legislator  
Franklin County Legislature  
Steuben County Democratic Committee  
John Lee, Attorney for the County of Warwick  
Milton Levine, County Attorney for Sullivan County  
William Parment, Planner for Chautauqua County  
Perry R. Trimmer, Economic Coordinator for Erie County  
Kenneth Roberts, Economic Development Coordinator for Allegany County

Erie County Environmental Management Council  
Chautauqua County Planning Department  
B. Kelleher, Highway Superintendent, Columbia  
County  
Clifford S. MacMullen, Dutchess County Board of  
Representatives  
Carlton W. Laird, Dutchess County Commissioner  
Charles R. O'Neill, Jr., Environmental Coordinator,  
Sullivan County  
Tioga County Legislature  
Edward V. Regan, Erie County Executive  
Dave Seibert, Commissioner of Planning, Sullivan  
County, N.Y.  
Rockland County Planning Board  
W. Fox, Allegany County Industrial Development  
Agency  
Earl Wilde, Sullivan County Agricultural Agent  
Fred Denman, Chairman, Sullivan County Soil and  
Water Conservation District

#### City

Mayor Abraham D. Beame, New York  
Mayor Angelo Martinelli, Yonkers  
Mayor John L. Tooker, Canajoharie  
Mayor Thomas G. Dunn, Elizabeth, New Jersey  
Mayor Paul Lattimore, Auburn  
Mayor Kenneth Tulloch, Malone  
Mayor Donald Walsh, New York State Conference  
of Mayors  
Mayor Donald F. Colon, Baldwinsville  
Mayor Leon A. Damian, Dunkirk  
Mayor Charles St. George, Fredonia  
Mayor Andrew Mazzella, Hornell  
Mayor Erastus Corning II, Albany  
Mayor Stanley Makowski, Buffalo  
Mayor Donald Lazar, Gowanda  
Mayor Raymond C. Betsch, Lockport  
Mayor Robert Gardner, Village of Wellsville  
Mayor Stanley Lundine, Jamestown  
Mayor Keith Reid, Salamanca  
Mayor Donald Coe, Falconer  
Mayor William O. Smith, Olean  
Mayor Harold Mosher, Wilson  
Mayor Harry A. Calale, Homer  
Mayor Albert Anderson, Millerton  
Whitney Barnum, Supervisor, Town of Wilson  
Eugene Woodward, Town Supervisor, Orchard  
Park  
Lester Loucks, Town Supervisor, Village of Wells-  
ville  
Frank F. Smith, Supervisor, Town of Lima  
W. A. Feasley, Supervisor, Town of Eden  
New York Conference of Mayors  
R. Abrams, President, Bronx Borough, New York  
City

Timothey V. Smith, Sparta Township Council  
Vincent D'Angelo, Sparta Township Council  
B. W. Read, Member of Rye City Council  
Town Board, Town of Edwards  
William F. Harvey, Town Councilman, Town of  
Lima  
James Cantwell, Malone Town Board  
Board of Trustees, Village of Springville  
Colden Town Board, Colden  
Kenneth Barie, Supervisor, Town of Concord  
Frank R. Barney, Town Supervisor, Sherman  
Robert C. Watson, Supervisor, Town of La Fayette  
Lawrence R. Merritt, Supervisor, Town of Hamlin  
Robert A. Smith, Supervisor, Town of Avoca  
Ardean Warner, Supervisor, Town of Wayland  
Jack O. Gaylord, Supervisor, Town of Collins  
Frank Patrizio, Jr., City Manager, City of Canan-  
daigua  
Moravia Town Board  
Otto Wolf, Town Justice, Town of Patterson  
James Saunders, Town of Montgomery  
Town of Cherry Creek  
Timothy Dye, Village of South Dayton  
Town of Hamburg  
Peter R. Corrallo, Corporation Counsel for the City  
of Lockport  
Orchard Park Republican Committee  
Daniel R. Polowy, City Clerk, City of Dunkirk  
Clark Brown, Attorney for Lewiston  
Environment Commission, Village of Hamburg  
Village of South Dayton  
Carl J. Sobermisana, Chairman, Planning Board of  
Lakehurst Borough  
Planning Board of the Town of Northeast  
Town Board of Clarkstown  
Town Board of Thompson  
William C. Craine, Town Supervisor of Sherburne  
Deputy Mayor Mary C. Bryan, Village of Piermont  
Warwick Valley Central School District Board of  
Education  
Stephen Hopkins, Deputy Supervisor, Town of East  
Fishkill  
Maxwell J. Wortman, Councilman, Town of  
Ramapo  
Fremont Town Board  
Town of Callicoon  
Town of Edwards  
Town of Sherburne  
Town of Cocheton Planning Board  
Paul J. Upham, Village of Pawling Planning Board

#### BUSINESS

Manufacturing and Service Industries  
C. F. Mueller Co.  
General Foods Corp.

Lederle Laboratories, division of American Cyanamid Co.  
Industrial Chemicals and Plastics Division, American Cyanamid Co.  
American Can Co.  
The Nestle Company, Inc.  
American Standard, Inc.  
Continental Can Co.  
Diamond International Corp.  
Phillip Gottschalk  
Kanaval Brothers  
The Celotex Corp.  
Louis N. Picciano and Son  
Tioga Foundry Corp.  
Ward and Van Scoy, Inc.  
Lee Dyeing Co. of Johnstown, Inc.  
Container Corp. of America  
Pillsbury Co.  
Thatcher Glass Manufacturing Co.  
Witco Chemical Corp.  
Electro Division, Ferro Corp.  
Upson Co.  
Beaverboard Co.  
Vanchlor Chemical Co. and Millword Alloys  
Diamond Shamrock Chemical Co.  
Austin Milling Inc.  
Rochester Shoe Tree Co., Inc.  
E. I. DuPont De Nemours and Co.  
The Hament Corp.  
Allied Chemical Corp.  
Meyerink Milling Co.  
Quakercraft Millwork, Inc.  
Metal Clading  
Rochester Germicide Co.  
Battenfeld Grease and Oil Corp.  
Swift Chemical Co.  
American Olean Tiles  
Shamel Milling Co.  
Chemtrol Pollution Services, Inc.  
Air Preheater Co.  
Steam Turbine Division, Turbodyne Corp.  
Red Wing Co.  
Gramco, Inc.  
Dresser Industries  
Carnation Co.  
High Point Mills  
American Kitchen Products Co.  
J. Walter Caves, Inc.  
Eastman Kodak Co.  
Concord Millwork Division, Concord Lumber Co., Inc.  
Gleason Works  
Sterling Cooperative, Inc.  
Louis J. Gale & Sons  
Champion International Corp.

C. H. Stuart & Co., Inc.  
Corning Crossroads, Inc.  
Corning Glassware  
The Gunlocke Co.  
Norwich Pharmacal Co.  
G. W. Bryant Core Sand, Inc.  
Whitehead Brothers Co.  
B. H. Tracy & Sons, Inc.  
Curtice Burns, Inc.  
Interstate Bag Co.  
Hercules, Inc.  
Grumman Boats  
Latex Fiber Industries  
Overhead Door Co.  
Jones Chemicals, Inc.  
Duffy-Mott Co.  
Joslyn Mfg. and Supply Co.  
Corenco Corp.  
Scheidelman, Inc.  
Cheeseborough Whitman Manufacturing Co.  
Xerox Corp.  
V.A.W. of America, Inc.  
St. Joe Minerals Corp.  
Paul Riefler, Inc.  
Richardson Milling Co., Inc.  
Laing's Mill, Eden, N.Y.  
Dryden Implement, Inc.  
Patch Brothers, Inc.  
Finch, Pruyn, and Co., Inc.  
FMC Corporation  
Cargill, Inc.  
The Telescope Folding Furniture Co., Inc.  
Mettowee Lumber and Plastics Co., Inc.  
McIntosh Box and Pallet Co., Inc.  
Northeastern Industrial Park, Inc.  
Maybrook Junction Industrial Park  
H. D. Rowell Estate  
Allegheny Ludlum Steel Corp.  
General Electric Co.  
Batavia Waste Material Co., Inc.  
Air Products and Chemicals  
Cee-Mor Sales Corp.  
Lee Knowles, Inc.  
Birkett Mills  
Tri-Wall Containers, Inc.  
Killawog Red Mills, Inc.  
Vac Air Alloys Corp.  
American Manufacturing Concern  
Victor Insulator Division, ITE Imperial Corp.  
Markin Tubing  
Georgia Pacific Corp.  
American Concrete Pressure Pipe Association  
Price Brothers Co.  
Interpace Corp.  
Speas Co.

Westinghouse Electric Corp.  
Glidden-Durkee Co.  
Metamora Homes  
Voplex Corp.  
Textile By-Products Corp.  
ITE Imperial Corp.  
Columbian Rope Co.  
Robert Miller Co.  
Hewitt Brothers, Inc.  
Holman & Holman, Inc.  
Mobil Chemical Company, Plastics Division  
Atlantic Richfield Co.  
Alcan Aluminum Corp.  
I. L. Richer Co., Inc.  
The West End Brewing Co.  
Victor Lumber Division of Bryant  
Beacon Milling Co.  
Watkins Salt  
Comstock Foods, Borden, Inc.  
Pfeiffer's Foods, Inc.  
International Salt Co.  
Allen V. Smith, Inc.  
Condec Corp.  
N.Y. State Electric & Gas Co.  
Niagara Mohawk Power Corp.  
Orange and Rockland Utilities, Inc.  
The First National Bank of Moravia, N.Y.  
Northern Propane Gas Co.  
Northeastern Park; Distribution Unlimited, Inc.  
Fair Play Caramels, Inc.  
Burrows Paper Corp.  
Clarence Winter  
Forbush Lumber Co.  
Growers and Packers Cooperative Canning Co.  
Matthews and Fields Lumber of Henrietta, Inc.  
Foster Paper Company, Inc.  
Salada Foods, Inc.  
Atlantic Cement Co., Inc.  
The General Crushed Stone Co.  
Federal Paper Board Co., Inc.  
Rochester Tree Co.  
Sodus Cold Storage Co.  
Hammermill Paper Co.  
Taylor Wine Company, Inc.  
Newton Falls Paper Mill, Inc.  
Seneca Foods Corp.  
Genesee Brewing Company, Inc.  
The Lyndonville Canning Co., Inc.  
Canandaigua Wine Co.  
Giles Logging and Lumber  
Brown Co.  
Cotton Hanlon, Inc.  
Baker/Beach-Nut Corp.  
Lifesaver, Inc.  
Mohawk Valley Wholesale Grocers, Inc.

Widmer's Wine Cellars, Inc.  
Ajayem Lumber Corp.  
Gold Bond Building Products, division of National  
Gypsum  
Sadlo Lumber and Wood Products, Inc.  
Thiele Coal and Feed, Inc.  
Bowaters Southern Paper Corp.  
Olean Wholesale Grocery Co-op  
Ridge Lumber, Inc.  
Baker-Miller Lumber, Inc.  
Eber Bros. Wine and Liquor Corp.  
Rochester Liquor Corp.  
Honey-Butter Products Co., Inc.  
St. Regis Paper Co.  
ITT Continental Baking Co., Inc.  
Ethan Allen, Inc.  
Modern Builders Supply Co., Inc.  
Beckerle Lumber-Supply Co., Inc.  
Robert Greene Lumber, Inc.  
Ryan Homes, Inc.  
Buffacon, Inc.  
Rochester Gas and Electric Corp.  
Security Trust Co., Cohocton, N.Y.  
Citizens' National Bank, Wellsville, N.Y.  
American Electric Power Service Corp.  
Consolidated Edison  
Union Carbide Corp.  
Fancher Furniture Co.  
International Paper Co.  
Nabisco, Inc.  
Avon Products, Inc.  
Heywood Wakefield Co.  
Sheffield Chemical  
Paul Riefler, Inc.  
Forbush Lumber, Inc.  
Rucker Lumber, Inc.  
Ivan R. Ford, Inc.  
Paper Novelty Manufacturing Co.  
Robert Mallery Lumber Co., Inc., subsidiary of  
Southwest Forest Industries  
R. H. Miller Division of Pennwalt Corp.  
Hilson Brothers  
Brewer Titchener Corp.  
Barden & Robeson Corp.  
Brockway Motor Trucks, division of Mack Trucks,  
Inc.  
Channel Master, division of Avnet, Inc.  
Barrier Chemicals, Inc.  
Buckbee-Mears Co.  
Wegmans Food Markets, Inc.  
Monk's Express, Inc.  
Victory Markets, Inc.  
United National Bank  
Gutchess Lumber Co., Inc.  
Standard Brands, Inc.

Lloyd Lumber Co., Inc.  
Chem-trol Pollution Services, Inc.  
Peck Furniture Services, Inc.  
Peck Furniture House, Inc.  
Monroe-Metz Industrial Supply, Inc.  
P&C Food Markets, Inc.  
W. G. Potter and Son  
Cortland Produce Co.

#### Agriculture

Jaquay Feed Co., Inc.  
R&S Agricultural Supply, Inc.  
Schoonmaker Feed Co.  
H.H.F. Farms, Sullivan County, N.Y.  
Malone Feed and Farm Supply, Inc.  
Weidner Feed Service, Inc.  
Agway, Inc.  
Farm & Home Meats, Inc.  
Stanford Seed Co.  
Montgomery Feed Mill  
Maxon Mills, Inc.  
Bouckville Mill, Inc.  
Narrowsburg Feed and Grain Co., Inc.  
Berry's Mobile Milling, Inc.  
Marathon Agway  
Continental Grain Co.  
Albert Mendel and Son, Inc.  
Thorp and Mann, Inc.  
Onondaga Farms, Inc.

#### Organizations

Ramapo Industrial Committee  
Brooklyn Chamber of Commerce  
Sullivan County Bankers Association  
Co-Operative Feed Dealers, Inc.  
Broome County Chamber of Commerce  
Northeastern Retail Lumberman's Association  
Greater New York Chamber of Commerce  
Beacon-Fishkill Chamber of Commerce  
Associated Industries of New York State  
Wallkill Valley Rail Users Association  
Manufacturers Association of the Jamestown Area  
Dave Tetor, Cooperative Extension Agent, Dutchess  
and Columbia Counties  
Sullivan County Farm Bureau  
Cortland County Farm Bureau  
New York Farm Bureau  
Southern Tier Rail Users Association  
Inter-County Farmers Cooperative Association, Inc.  
Industry of Southeastern New York  
Buffalo-Dayton Shippers Committee  
Town of Hamburg Industrial Development  
Committee  
Erie County Agricultural Society  
Chamber of Commerce, Chemung County

Chamber of Commerce, Ellicottville, N.Y.  
Greater Syracuse Chamber of Commerce, Inc.  
Wayne Economic Development Corp.  
Bath Area Industrial Development Corp.  
Southern Tier Central Regional Planning and  
Development Board  
Southern Tier West Regional Planning Board  
Rochester-Genesee Regional Transportation  
Authority  
Black River-St. Lawrence Economic Development  
Commission  
Genesee-Finger Lakes Regional Planning Board  
Mohawk Valley Economic Development District,  
Inc.  
Herkimer County Area Development Corp.  
Delaware Valley Chamber of Commerce  
Lockport Area Chamber of Commerce  
Buffalo Area Chamber of Commerce  
Raymond C. Betsch, representing City of Lockport  
industry  
Kenneth F. Ford, representing Lockport Area  
Chamber of Commerce and Rail Service Re-  
organization and Abandonment Committee for  
Lockport  
North Tonawanda Chamber of Commerce  
Eastern Federation of Feed Merchants, Inc.  
Eugene T. Forhan, representing industries along  
the Southern Tier  
Springville Area Chamber of Commerce  
Chautauqua Chamber of Commerce  
Agriculture Extension Service  
Farmers Mill Cooperative  
Chamber of Commerce, Wellsville, N.Y.  
Hornell Chamber of Commerce  
Dunkirk Chamber of Commerce  
Olean Chamber of Commerce  
Associated New York State Food Processors, Inc.  
Rochester Area Chamber of Commerce, Inc.  
Livingston County Chamber of Commerce  
Steuben County Area Potato Growers Association  
Steuben County Farm Bureau  
Hamburg Chamber of Commerce  
Chenango County Chamber of Commerce  
Council of Industry of Southeastern New York  
Ulster County Chamber of Commerce  
Orange County Chamber of Commerce  
Greater Newburgh Chamber of Commerce  
Cortland County Chamber of Commerce  
Penn Yann Area Chamber of Commerce  
National Lumber and Building Material Dealers  
Association  
Real Estate Board of New York  
Walkill Chamber of Commerce  
New York Christmas Tree Growers Association  
Catskill Resort Association, Inc.

Narrowsburg Chamber of Commerce  
Warwick Chamber of Commerce

## **RAILROADS**

New York Dock Railway  
The Lehigh and Hudson River Railway Co.  
Delaware & Hudson Railway Co.  
Lehigh Valley Railroad Co.  
Erie-Lackawanna Railroad  
Watervliet Arsenal  
Genesee and Wyoming Railroad  
Mohawk Valley Railway Co.  
Brooklyn Eastern District Terminal

## **LABOR**

Bakery and Confectionery Workers International  
Union  
Brotherhood of Locomotive Engineers  
Brotherhood of Railway, Airlines and Steamship  
Clerks  
United Electrical, Radio and Machine Workers of  
America  
United Transportation Union  
AFL-CIO

## **CONCERNED CITIZENS**

### Organizations

Northwest Citizens Union  
Syracuse Metropolitan Transportation Study  
Barlow School  
Natural Resources Defense Council  
Regional Plan Association  
The West Hudson Environmental Association  
National Steering Committee of the Gray Panthers  
Council on the Environment of New York City  
Earth Action Group  
Institute for Public Transportation  
North East Corridor Rail Action Group  
National Consumers Congress  
Citizens for Sound Planning  
Citizens for the Preservation of Dutchess County  
National Audubon Society  
Harlem Consumer Education Council  
Committee for Better Transit  
Council for Better Transportation Planning  
Eastern Paralyzed Veterans Association  
Sierra Club, New York Group  
Environmental Defense Fund  
Edwin Ferber, Delaware Planning Board  
Essential Rail Service Committee  
Pattern for Progress  
Catskill Mountain Transportation Corp.  
Atlantic Chapter of Sierra Club

Lockport Area Transportation Committee  
League of Women Voters, Capital District  
Railroad Passengers of America  
Saratoga Springs Mass Transit Council  
Capital Region Citizens' Committee  
Paul Adams, Supervisor of Transportation,  
Wappingers Central School District  
New York Public Interest Research Group  
Cooperative Extension, Cornell University  
Cornell University Dept. of Buildings and Properties  
Rennselaer Polytechnic Institute  
University of Rochester  
Harlem Valley Transportation Association  
Harper and Central Electric Rail Trains Association  
Democratic Party  
New York State Grange  
Senior Citizens Club of Eden  
Housewives to End Pollution in Buffalo  
Sierra Club, Buffalo  
The Town of Tonawanda Volunteer Recycling  
Committee  
Cattaraugus Community Action Inc.  
Eden Conservation Advisory Council  
Citizens National Bank, Wellsville, N.Y.  
Citizens Energy Council of Western New York  
American Association of University Women  
The League of Women Voters of Erie County  
Kiwanis Club of Roscoe  
Kiwanis Club of Callicoon  
Lamola Civic Association, Inc.  
Fremont Taxpayers and Civic Association  
Mid-Hudson Pattern for Progress, Inc.  
Cooperative Extension Association of Chenango  
County  
Environmental Association of Delaware and  
Otsego Counties, Inc.  
Cochecton Mens Club, Inc.  
New York State Transportation Council  
Lions Club of Highland  
Friends of the Earth  
Cohocton Service Club  
Citizens Advanced Transit Council  
Natural Resources Defense Council  
National Audubon Society  
Hudson Valley Community College  
Citizens for Sound Planning  
Erie County Agricultural Society

### Individuals

Gary Nelson  
Richard Walker  
John Kneiling  
Robert Wiczkowicz  
Mrs. Bayard W. Read

Maia Gregory  
Howard Samuels  
William L. Phillips  
Bernard Krainis  
George Vosburgh  
Walter Davis  
June Davis  
Eric Lamm  
Ursula Lamm  
Paul C. Laing  
Robert Paaswell  
Ronald Storfer  
David Reister  
Daniel J. Chavanne  
Waldo Nielsen  
Terrance J. Spencer  
Charles Blodgett  
William Gratz  
Andrew Wityk  
Jeanette Lowery  
John G. New  
Andrew J. Lazarus  
Carolyn F. Viall  
Mrs. Gerald Carson  
William Staffeld  
Steve W. Bevan  
Mark Clifford  
Andrea Gilbert  
Michael Kingsford  
Irene Devlin  
Margaret Bowes  
Beverly Pulver

Robert Osborn  
Albert Clark  
Miss F. E. Sheehan  
E. S. Almburg  
Mr. and Mrs. Gerald Tillots  
Mrs. Beverly J. Eaton  
Mrs. Philip Bush  
Francis Uhlir  
Mr. Phillip Bush  
George T. Wilcox  
Robert L. Davis  
T. M. Humphreys  
S. Barrett Hickman  
Edwin R. Winter  
Clarence P. Winter  
Rudolph Noetzel  
Larry Kintisch  
John M. Schreiner  
Dolf L. Bonenberger  
James A. Sommer  
John H. Knuppel  
Gayl A. Knox  
Helmut Kimpel  
Cameron P. Hall  
George E. Olsen  
George B. Young  
Louis H. Bevier  
Daniel S. Smith  
Roy Creveling  
Anthony De Gillio  
Warren L. Smith  
Gordon J. Thompson

## NEW JERSEY

### GOVERNMENT

#### Federal

Senator Clifford P. Case  
Senator Harrison A. Williams  
Congressman Joseph J. Maraziti  
Congressman Frank Thompson  
Congressman William Widnall  
Congressman Edward J. Patten (represented by  
Judith Cooper)  
Department of Defense

#### State

Joseph A. Hoffman, Commissioner, Department of  
Labor and Industry  
Phillip Alampi, Secretary of Agriculture  
Alan Sagner, Commissioner of Transportation  
Andrew C. Paszkowski, Department of Planning  
Conservation and Economic Development  
Senator Wayne Dumont

Senator Herbert J. Buehler  
Senator Anne C. Martindell  
Assemblyman Myron Baer  
Assemblyman Morton Salkind  
Assemblyman Robert E. Littell  
Delaware River Port Authority  
Senator Bernard J. Dwyer  
Bernard J. Minetti, Principal in the Bureau of Rail  
and Motor Carriers of the Division of Common  
Carriers of the Board of Public Utility Commis-  
sioners of the State of New Jersey  
Assemblyman James R. Hursky (represented by  
Meade Landis)

#### County

Vaughan D. Cooper, Acting Clerk, Board of  
Chosen Freeholders, County of Sussex  
Dean A. Gallo, Director of Morris County Board  
of Chosen Freeholders

Charles T. Juliana, Clerk, Burlington County Board of Chosen Freeholders  
 Frank Tilley, Executive Director, Bergen County Board of Transportation  
 Henry W. Peterson, Board of Public Transportation of Morris County  
 Bernard Cedar, Director of Planning, Burlington County Planning Board  
 George Ververides, Assistant Planning Director, Middlesex Planning Board  
 James E. Fogarty, representing Monmouth County Planning Board  
 Anne O'Malley, Director, Hudson County Transportation Committee  
 Benjamin Kirkland, representing Hunterdon County Board of Chosen Freeholders  
 Cyrus Gutman, President, Industrial Development Corporation of Lehigh County  
 Frederick Eckhart, Jr., Monmouth County Planning Board  
 Albert E. Driver, Member, Mercer County Board of Chosen Freeholders  
 Theodore J. Labrecque, Chairman, Monmouth County Transportation Coordinating Committee  
 Golda Gottlieb, Executive Director of the Middlesex, Somerset, and Mercer Regional Study Council  
 Joseph E. Buckelew, Director, Ocean County Board of Chosen Freeholders  
 The Board of Chosen Freeholders of the County of Warren  
 The Warren County Board of Agriculture  
 Gloucester County Development Council, Inc.  
 Camden County Department of Planning  
 Southern New Jersey Development Council  
 Cumberland County Economic Development Commission  
 Sussex-Warren Resource Conservation and Development Project  
 Passaic County Board of Public Transportation  
 The Board of Chosen Freeholders, County of Morris  
 Morris County Planning Board  
 Ocean County Planning Board  
 Somerset County Planning Board  
 Middlesex County Planning Board

**City**

William H. Collins, General Manager, Vineland Municipal Utilities  
 Carl E. Vanlier, Township Clerk, Upper Deerfield  
 Donald F. Campbell, Chairman, Jackson Township Industrial Commission  
 Eric Kelly, representative of Gloucester New Communities Company

R. A. Davenport, President, Ocean City Chamber of Commerce  
 Robert F. Mooney, Clerk, Borough of Princeton  
 Mayor Arthur J. Holland of Trenton  
 Ridgeway A. Gaun, Township Clerk, Lumberton Township Committee  
 Mrs. Elizabeth L. Hutter, representing the Joint Transportation Advisory Committee of Princeton Borough and Township  
 Samuel Inglese, Attorney for Monroe Township  
 Mayor Joseph Indyk of Monroe Township  
 Jerry Hersch, Councilman, City of Englewood  
 Richard Ilnicki, Edward Vicinski, Karl Hintz, representing South Brunswick Township  
 Lawrence Pepper, Jr., First Associate Solicitor of the City of Vineland  
 Joseph Pulaski, representing the City of Bayonne  
 Frank Brine, representing Mayor Kenneth A. Gibson of Newark  
 Township of Medford  
 City of Sea Isle City, Board of Commissioners  
 The Township of Hamilton, Mayor Fred J. Gmitter  
 Township of Upper Deerfield  
 West Windsor Township Parking Authority  
 Mayor William Hodas  
 Township of Sparta  
 Mount Olive Township Industrial & Economic Development Committee  
 West Milford Township Industrial Commission  
 Borough of Tenafly  
 Borough of Cresskill  
 Borough of Hillsdale  
 Borough of Frenchtown, Mayor John Dale Seip  
 Borough of Spotswood, Mayor Donald J. Brundage  
 Mayor Philip Pittore of Lambertville  
 Borough of Closter  
 Luther Wallace, Commissioner of Public Safety, Ocean City  
 Mayor Fred M. Eden of Cranbury Township

**BUSINESS**

Space Farms  
 Co-operative Growers Association, Inc.  
 Limestone Products Corporation  
 Armour-Dial, Inc.  
 TPCO, Inc.  
 Kimberly-Clark Corporation  
 New Jersey Charcoal Company  
 New Jersey Porcelain Company, Inc.  
 Komline-Sanderson Engineering Corporation  
 Jamco Products, Inc.  
 BASF Wyandotte Corporation  
 Weyerhaeuser Company  
 Wheeling-Pittsburgh Steel Corporation  
 Tenneco Chemicals, Inc.

Stephan Chemical Company  
Riegel Products Corporation  
Royal Glass and Millwork Corporation  
National Battle Corporation  
Fred Reuten, Inc.  
Reichhold Chemicals, Inc.  
Thatcher Glass Manufacturing Company  
Plant Food Chemical Company  
Firestone Tire and Rubber Company  
Betz Laboratories  
Oakite Products, Inc.  
New Jersey Zinc Company  
E. I. DuPont de Nemours and Company  
McGraw-Edison Company  
Air Products and Chemicals, Inc.  
Monmouth Rubber Corporation  
Mobil Chemical Company, Plastics Division  
Midland Glass Company  
Imperial Oil Company  
IMCO Container Company  
International Paper Company  
Advanced Computer Supplies, Inc.  
Ingersoll Rand Corporation  
ICI America, Inc.  
Airco, Inc., Airco Welding Products Division  
Ber Plastics, Inc.  
Champale, Inc.  
Carpenter Technology Corporation, Tube Division  
Degen Oil and Chemical Company  
Homasote Corporation  
Greif Brothers Corporation  
Ethyl Corporation  
CPC International, Inc.  
Scovill Manufacturing Company, Caradco Division  
Charms Company  
Chamberlin and Barclay, Inc.  
Cities Service Company  
Brockway Glass Company  
Anchor Hocking Corporation  
Woodward Plastics  
Atlantic Plastic Containers, Inc.  
MacMillan Bloedal Containers, Inc.  
Ewing Industrial Park  
Owens Illinois Corporation  
Morris Industries, Inc.  
Mohawk Laboratories, subsidiary of National  
Chemsearch Corporation  
Kenrich Petro-Chemicals, Inc.  
Mars Incorporated, M&M/Mars Division  
Reed and Perrine, Inc.  
Link Paper Company  
Platz Food and Chemical Company  
H. M. Royal, Inc.  
Highstown Team Track Spur  
Home Furnishings Group of the De Sota, Inc.

Amway Corporation  
Certified Steel Company  
Holland Manufacturing Company  
Woodhull Equipment Company  
Tapco Limited  
Michigan Oil Company  
Medlin Lumber Corporation  
General Motors Corporation, Parts Division  
Mobil Oil Company  
Peter Lumber Company  
Champion International Corporation  
Kirby Brothers, Inc.  
Wyraugh and Loser, Inc.  
Theobald Industries  
Trap Rock Industries, Inc.  
Teleg Transportation, Inc.  
Standard Roofings, Inc.  
Princeton Commercial Development Corporation  
Amerace Corporation  
New Jersey Lumber and Building Materials  
Association  
Certain-Teed Products Corporation  
Jersey Central Power and Light Company  
Northern Propane Gas Company  
Manufacturers Reserve Supply, Inc.  
Mohawk Lumber Company  
S. C. Johnson & Son, Inc.  
Interstate Transportation Company  
Con Tech, Inc.  
Christy's Supplies  
Elro Supply Company  
Freehold Lumber Company, Inc.  
Gas Construction Company, Inc.  
Held Warehouse and Transportation Corporation  
Farmers Storage Company, Inc.  
Gallo Wine Sales of New Jersey  
J. S. Collins and Sons, Inc.  
Chandler & Maps Company, Inc.  
Pennsylvania Power and Light  
A. B. Murray Company, Inc.  
Reisen Lumber Industries  
Lumber Distributors, Inc.  
Eckco Products  
I.T.T. Continental Baking Company  
Halecrest Company  
Empire Clay Products Company, Inc.  
Sears Roebuck Company  
Allgood Terminal Warehouses  
Rex Lumber Company  
Dee Wood Industries, Inc.  
Rollings Terminals, Inc.  
Mrs. Paul's Kitchens, Inc.  
Alpha  
Peter J. Schweitzer Division of Kimberly-Clark  
Corp.

Action Plastics Co.  
Pulverizing Services, Inc.  
Wheeling Corrugating Co., division of Wheeling-  
Pittsburgh Steel Corp.  
Rodhelm-Reiss, Inc.  
New Jersey Zinc Co.  
Gloucester New Communities Co.  
Contech, Inc.  
Held Warehouse and Transportation Corp.  
Campbell Soup Co.  
Bemis Co., Inc.  
MacMillan Bloedel Containers, Inc.  
Ecko Products  
Phelps Dodge Tube Co.  
Mid-Point Industrial Park  
Standard Brands, Inc.  
Scott Tabulating Card Stock

#### Business Organizations

Greater Princeton Chamber of Commerce  
Ocean City Hotel, Motel, and Restaurant  
Association, Inc.  
New Jersey Manufacturers Association  
Midway Civic Association, Inc.  
New Jersey Industrial Development Association  
Rariton Valley Regional Chamber of Commerce  
The Greater Bellmawr Chamber of Commerce  
Northern Branch of the Northern Valley Rail  
Users Association  
Committee on Transportation, New Jersey State  
Chamber of Commerce  
Carteret Industrial Association  
South Hunterdon Chamber of Commerce  
Central Railroad of New Jersey Lifeline Committee  
Bayonne Chamber of Commerce and Tax Research  
Council  
Bergen County Chamber of Commerce  
Ocean City, New Jersey Community Association  
Hunterdam Chamber of Commerce  
Trenton-Mercer County Chamber of Commerce  
Allentown-Lehigh County Chamber of Commerce  
Phillipsburg Area Chamber of Commerce  
CNJ Lifeline Committee  
Chamber of Commerce of Ocean City  
New Jersey Lumber and Building Materials Dealers  
Association, Inc.  
New Jersey State Chamber of Commerce

#### RAILROADS

Black River and Western Corporation  
Central Railroad of New Jersey  
Lehigh Valley Railroad Company  
United New Jersey Railroad and Canal Company  
Lehigh and Hudson River Railway Company  
Pennsylvania-Reading Seashore Lines

Port Jersey Railroad Company  
New York and Long Branch Railroad Company  
New York, Susquehanna and Western Railroad  
Company

#### LABOR

Carlo Simone, United Paperworkers International  
Union  
Charles Thompson, Chairman, New Jersey State  
Legislative Board of the Brotherhood of  
Locomotive Engineers  
Richard P. Venus, United Transportation Union  
Harold Kendler, Local 1370, United Transportation  
Union  
George J. Kennedy, Brotherhood of Locomotive  
Engineers  
Irvin McFarland, United Transportation Union

#### CONCERNED CITIZENS

Otto Janssen  
Michael M. Meyers  
Jack Barbour  
Thomas G. Lee  
Mrs. William J. Broderick  
Mary L. Kelly  
Warren C. Reis  
Rose Marie Kelly  
Kenneth T. Giebel  
Emil J. Stevens  
Mrs. Hannah Atwood  
G. J. Chadwick  
John R. Harrington  
Mrs. Mary Buckley  
Michael Bindas  
Charles E. Powell  
Martin Rathke  
Thomas C. Sutherland, Jr., Asst. Dean of Arch.  
and Urban Planning, Princeton University  
Mrs. Thomas H. Dowbekin  
Margaret A. Belcher  
Joseph F. Shanahan, representing South Hunterdon  
Taxpayers Association  
Raymond F. Male, President, New Jersey Citizens  
Transportation Council  
Nancy Bristol, Harry Myer and Maria Vizcorrando,  
student representatives from Kean College  
Christopher J. Burke, Executive Director, New  
Jersey Public Interest Research Group  
Thomas T. Taber  
North Jersey Conservation Foundation  
Helen P. Chase, representing West Windsor  
Environmental Commission  
Robert N. Rickles, Executive Director, Institute for  
Public Transportation  
V. D. Bradley

Walter J. Murphy, Jr., Chairman, Concerned  
Citizens for Improved Northeast Rail Service  
Margaret C. Reinhart  
Rose Sakel, President, Environmental Action  
Coalition  
Edwin C. Hatter  
Middlesex County Citizens Conservation Council  
John F. Kraus, Chairman, Inter-Municipal Group  
for Better Rail Service  
Phillip Barbash  
William T. Sutphen, representing Princeton  
Intervenors  
David F. Moore, Executive Director, North Jersey  
Conservation Foundation  
Herbert Harvey  
William F. Thompson, President, Hunterdon  
County Taxpayers Association  
Mrs. Frank Rooney, Air Chairman, New Jersey  
League of Women Voters  
John Barry  
Esther F. Berk  
Alice Gibson, Vice President, New Jersey Citizens  
for Clean Air  
Diane Graves, Conservation Chairman, Sierra Club  
Thomas J. Smith

Kevin Quinn, representing Delaware Valley  
Citizens Council for Clean Air  
Charles E. Humiston  
Richard G. Juve  
Martha L. Stohlman, member, Mercer Hill  
Associates, and Environmental Commission  
of Princeton  
Dr. Felix Yertzley  
John Ahrens  
Henry Posner  
Joan M. Sabeck  
William Jackson  
Raymond F. Male, New Jersey Citizens  
Transportation Council  
Leonard J. Wyzalek  
Anne T. Szmigiel  
John J. Bagnell  
Margaret Boal  
George J. Muth  
Fred G. Wright  
John N. Bissell  
Mr. & Mrs. William H. Francis  
Francis J. Dennis, Jr.  
Clayton F. Smith, Canal Society of New Jersey  
James M. Symes

## PENNSYLVANIA

### GOVERNMENT

#### Federal

Senator Hugh Scott  
Senator Richard S. Schweiker  
Congressman Edward G. Biester, Jr.  
Congressman Lawrence Coughlin  
Congressman Daniel J. Flood  
Congressman Albert W. Johnson  
Congressman Joseph M. McDade  
Congressman John P. Murtha  
Congressman Fred B. Rooney  
Congressman Herman T. Schneebeli  
Congressman E. G. Shuster  
Congressman Clark S. Smith  
Congressman Joseph P. Vigorito  
Congressman Gus Yatron  
Daniel J. Snyder, Environmental Protection Agency

#### State

Governor Milton J. Shapp  
Department of Environmental Resources  
Department of Transportation  
Department of Labor and Industry  
Department of Commerce  
Governor's Energy Council  
Public Utility Commission

E. L. Tennyson, Deputy Secretary for Local and  
Area Transportation  
Office of State Planning and Development  
Secretary of Agriculture James A. McHale  
Senator Henry Hager  
Senator Robert J. Mellow  
Senator Richard A. Snyder  
Representative William W. Foster  
Representative Jon Vipond  
Coal Advisory Board  
Senator Franklin L. Kury, represented by Ron  
Bartholomew  
Industrial Development Authority  
Highway Information Association  
Representative Donald Dorr  
Representative Fred C. Noye  
Representative Harry H. Gring  
Representative Carville Foster  
Representative Walter F. Deverter  
Representative Denny J. Bixler  
Representative W. William Wilt  
Representative John S. Renninger  
Representative Clark S. Smith  
Representative Forest W. Hopkins  
Representative Joseph M. McDade  
Representative Joseph V. Grieco

Representative Philip S. Ruggiero  
Representative Charles F. Mebus  
Representative Joseph R. Pitts  
Representative Raphael I. Musto  
Representative Joseph G. Wargo  
Representative William H. Yohn, Jr.  
Representative Frank J. O'Connell, Jr.  
Representative James J. Ustynoski  
Representative John Hope Anderson  
Delaware River Port Authority  
Pennsylvania State University Cooperative  
Extension Service  
Elaine M. Freeman, Consumer Coordinator, Region  
III, Department of Agriculture  
Auditor General Robert P. Casey

#### Regional

South Jersey Port Corporation  
Delaware Valley Regional Planning Commission  
Southeastern Pennsylvania Transportation  
Authority  
William W. Scranton, Chairman, Railroad Task  
Force for the Northeast Region  
Economic Development Council of Northeastern  
Pennsylvania  
Richard Greenburg, Executive Director, North  
Central Pennsylvania Economic Development  
District  
Charles Wiggins, Economic Development Director,  
Northern Tier Regional Planning and  
Development Commission  
Transportation Committee of the Northwest  
Regional Planning and Development  
Commission  
Regional Planning Commission for Higher  
Education  
Susquehanna Economic Development Authority—  
Council of Governments  
Southern Alleghenies Planning and Development  
Commission  
Endless Mountains Resource Conservation and  
Development Project  
Eastern Pennsylvania Comprehensive Health  
Planning Board  
Tri-County (Cumberland, Dauphin, and Perry  
Counties) Regional Planning Commission  
West Chester Regional Planning Commission  
Northeastern Pennsylvania Industrial Development  
Commission  
Turtle Creek Valley Model Cities Agency

#### County

Edward P. Edinger, Planning Director, Crawford  
County Planning Commission  
Robert D. Fleming, Chairman, Port Authority of  
Allegheny County

T. Graney, Planning Director, Lawrence County  
Ross Nese, Deputy Director, Allegheny County  
Model Cities  
Brian Scruby, on behalf of Allegheny County  
Commissioner William R. Hunt  
Thomas Shumaker, County Commissioner,  
Lawrence County  
Richard Ackland, Senior Planner, Montgomery  
County Planning Commission  
Joseph F. Catania, Chairman, Bucks County Board  
of Commissioners  
David C. Yaeck, Special Assistant, Chester County  
Board of Commissioners  
Richard Byler, County Planner, Chester County  
Planning Commission  
Robert Hollywood, Executive Director, Chester  
County Development Council  
Hugh Purnell, Chairman, Chester County  
Industrial Development Authority  
Robert W. Pettinato, Chairman, Lackawanna  
County Board of Commissioners  
Keith Eckel, President, Lackawanna County  
Agricultural Extension Executive Service  
James Keenan, Representative, Schuylkill County  
Commissioners  
Albert U. Koch, Chairman, Carbon County  
Commissioners  
Agnes T. McCartney, Executive Director, Carbon  
County Planning Commission  
Edward Heiselberg, Director, Luzerne County  
Planning Commission  
Thomas Jurchak, County Extension Director for  
Penn State University, Cooperative Extension  
Service in Lackawanna County  
Nancy Shukaitus, Chairman, Monroe County  
Commissioners  
Marshall Rees, Monroe County Planning and  
Zoning Commission  
Thomas Shepstone, Director of Wayne County  
Planning Commission  
Charles N. Johnson, Chairman of the Northumber-  
land County Planning Commission  
Jack E. Naus, Chairman, Columbia County  
Industrial Development Authority, Inc.  
North Central Economic Development District  
Willard Baker, Chairman, Wyoming County Board  
of Commissioners  
John A. Noreika, Tioga County Planner  
Harold Woodward, Chairman of Bradford County  
Commissioners  
Milton Levine, representing Sullivan County  
John Pieski, Lu Lac, Luzerne - Lackawanna  
Environment Council  
John Trone, Planning Director, Union County  
David J. Bond, Director of Planning for Port

Authority of Allegheny County  
 Armando V. Greco, Asst. Dir. of Joint Planning  
 Commission of Lehigh Northhampton Counties  
 Township Planning Commission of Washington  
 County  
 Victor A. Reed, Elk County Planning Commission  
 Colson E. Jones, Chairman of the Transportation  
 Committee of the Six County Southern  
 Alleghenies Substate Region  
 Robert K. Sweet, Chairman of the Bedford County  
 Board of Commissioners  
 Winston R. Chesney, Huntington County Board  
 of Commissioners  
 Richard T. Haines, Planning Director, Blair  
 County Planning Commission  
 Jay W. House, Blair County Council of Economic  
 Opportunity  
 John P. Bevacqua, Director, Franklin County  
 Planning Commission  
 Commissioners of Union County  
 Robert Decker, Planning Director, Snyder County  
 Planning Commission  
 Commissioners of Northampton County  
 P. Meredith Beegle, Bedford County Industrial  
 Development Authority  
 William A. Jordan, President, Bedford Heritage  
 Commission, Inc.  
 Huntingdon County Conservation District  
 William R. Hunt, M.D., Allegheny County  
 Commissioner, represented by Brian C. Scruby  
 Eli G. Corak, Beaver County Commissioners  
 Adams County Board of Commissioners  
 Blair County Conservation District  
 Commissioners of Huntingdon County  
 Commissioners of Warren County  
 Warren County Planning and Zoning Commission  
 Washington County Industrial Development Agency  
 Westmoreland County  
 Municipal Authority of Westmoreland County  
 County Commissioners of York County  
 Luzerne County Tourist Promotion Agency  
 Board of Lehigh County Commissioners  
 West Bradford County Council of Governments  
 Franklin County ASC Committee  
 Franklin County Conservation District  
 Fayette County Development Council  
 Pike County Commissioners  
 Mifflin County Planning Commission  
 F. D. Whalen, Administrator, Washington County  
 Charles E. Smoke, Cumberland County ASCS  
 City  
 Mayor Tony Angelo of Latrobe  
 Louis Bell, representing Mayor Peter J. Page,  
 Bethel Park  
 Del Borgsdorf, Manager, Ellwood City

Albert D. Brandon, Utility Counselor, Pittsburgh  
 Mayor Peter Flaherty of Pittsburgh  
 Mayor Mike Giannini of Derry  
 J. W. Hamphries, Councilman, Derry  
 Mayor William L. Hurst of Irwin  
 James Lillie, President, Board of Commissioners,  
 North Huntingdon Township, Westmoreland  
 County  
 Rockwell O'Sheill, Warren Borough City Council  
 Joseph Pandy, Jr., Electric Power Superintendent,  
 City of Painesville, Ohio  
 Mayor William Potoka of Mount Pleasant  
 Thomas A. Schilinski, Smith Township  
 Mayor Kenneth Showers of Dubois  
 Mayor William Stouffer of Altoona  
 George Yaksic, Chairman, Smith Township  
 Planning Commission  
 Harry J. Fisher, Secretary, Philadelphia Port  
 Corporation  
 Harry Belinger, Director of Commerce for the  
 City of Philadelphia  
 Frank Ferraro, Supervisor, North Hampton  
 Township  
 Will Heiser, Chairman, New Britain Township  
 Commission  
 Beatrice Garber, Board of Commissioners of  
 Springfield Township  
 Mayor Donald A. Buchman of Kutztown  
 J. William Siefert, President, Board of Commis-  
 sioners of Springfield Township  
 John B. Roberts, Chairman, Springfield Township  
 Planning Commission  
 John Kerrigan, Counsel for the Borough of Newton  
 and Newton Township  
 Larry Waetzman, Director of Planning, Norristown  
 Clyde Stone, Township Manager and Secretary,  
 Cheltenham Township  
 William Hodson Miller, Whitmarsh Township  
 Rowland Read, Borough Manager, Boyertown  
 Mayor Alvin E. Eby of Carlisle  
 Mary Bean Rogers, on behalf of John W. Kohr,  
 Chairman, Board of Supervisors of Upper  
 Salford Township  
 Mayor Eugene J. Peters of Scranton  
 Mayor James Turnbach of Hazelton  
 Wilbur Pohle, President of Honesdale Borough  
 Council  
 Mayor John Keegan of Honesdale  
 Warren E. Hause, Berwick Industrial Development  
 Assoc., Inc.  
 Richard West, Sayre Borough Council  
 Paul Nardi, Lower Tioga Council of Governments  
 Mayor John G. Wilkins of Wilkesburg  
 Gary Lee Krause, Councilman from the Borough  
 of St. Marys

Mayor Robert P. Linn of Beaver  
 Murray W. Laite, Derry Township in Mifflin County  
 David A. Wion, representing the Borough of  
     Hummelstown  
 Thomas S. Summers, President of Borough Council  
     of New Freedom  
 Stanley E. Seitz, representing Forks Township  
     (Northhampton County)  
 Bert Lamport, Township Commissioner for Mt.  
     Lebanon Township  
 Travis B. Young, City Councilman, City of Altoona  
 Shenandoah Valley Board of Education  
 Mayor Frederick L. Eberharter of Scottsdale  
 Malcolm Hopkins, President, Borough of  
     Shenandoah  
 Council of the Borough of Carlisle  
 Mayor Emerson D. Portner of North York Borough  
 Daniel G. Grow, President of Ringtown Borough  
 J. Delton Plank, Borough Manager of Souderton  
 Southampton Township Supervisors  
 Andrew Barilla, Sr., Swoyersville Borough Council  
 South Centre Township Supervisors  
 West Mahanoy Township Sewer Authority  
 Sheldon D. Ickes, President, Bedford Borough  
     Council  
 Mercersburg Planning Commission  
 Middlecreek Township Supervisors  
 Chalfont Borough Council  
 Greenfield Township Board of Supervisors  
 Greene Township Board of Supervisors  
 City of Hazleton  
 Township of Delano  
 Township of Hazle  
 Township of Kline  
 Borough of McAdoo  
 Township of Packer  
 Borough of West Hazleton  
 Borough of Glendon  
 Board of Supervisors of Charleston Township  
 Borough of Tremont  
 Upper Gwynedd Township Board of Commissioners  
 Township of Upper Hanover  
 Borough of Union City  
 Wood Township Supervisors  
 Borough of Wilson  
 Washington Township Board of Supervisors  
 Borough of Warren  
 Borough of Waynesboro  
 Mayor John D. Krout of York  
 Anthony J. D'Filippi, President of Leechburg  
     Borough Council  
 Lower Swatara Township Board of Commissioners  
 Borough of Lansdale  
 Borough of Chambersburg  
 Carlisle Planning and Zoning Commission

Borough of Canonsburg  
 Borough of Blossburg  
 City of Easton  
 Port Commission of the City of Erie  
 Mayor Louis J. Tullio of Erie  
 Borough of East Stroudsburg  
 Township of Forks  
 Borough of Doylestown  
 Peters Township Supervisors  
 Township of Palmer Board of Supervisors  
 Mount Pleasant Township Supervisors  
 Montgomery Township Board of Supervisors  
 Borough Council of Mount Holly Springs  
 Borough of Mercer  
 Mount Lebanon Township  
 Schwenksville Borough Planning Commission

## **BUSINESSES**

Hydril Co.  
 Everite Door Co.  
 Koppers Corp.  
 Iron City Sash Door Co.  
 Brown Thompson Newspapers  
 Allegheny Ludlum Steel Corp.  
 C & W Mining Co.  
 PBI Industries  
 Constantine Farms  
 Crane Co.  
 D. W. Dickey & Sons Inc.  
 Bedford Farm Bureau Cooperative Association  
 Presidential Homes  
 H. Wolfe Iron and Metal Co.  
 Climax Molybdenum Co.  
 Buckeye Publishing Co.  
 Lishon Steel Fabricating  
 Hammermill Paper Co.  
 National Forge Co.  
 Hanley Company  
 Witco Chemical Co.  
 Victoria Industrial Properties  
 PPG Industries  
 Erie Crawford Dairy Cooperative Association  
 West Penn Oil Company, Inc.  
 Lan Metal Products Company, subsidiary of  
     Bethlehem Steel  
 Herminie Feed and Supply Co.  
 Stackpole Carbon Co.  
 Larimer & Norton, Inc.  
 Stanford Lumber Co.  
 Serro Travel Trailer Co.  
 M. W. Platt & Sons  
 Hedstrom Co.  
 Westinghouse Electric Corp.  
 Sharon Steel Corp.  
 H. H. Robertson Co.

Central Chemical Corp.  
Harbison-Walker Refractories  
Shusters Building Components  
Babcock and Wilcox Co.  
Union City Chair Co.  
Jones & Laughlin Steel Corp.  
Standard Register Co.  
Struthers Wells Corp.  
Halliburton Services  
United Refining Co.  
Germany Valley Limestone Co.  
Balogna Mining Co.  
Penntech Papers  
Z & L Lumber Co.  
Glen-Gery Corp.  
William H. Rorer, Inc.  
Navron Mines  
Anchor Hocking Corp.  
Lukens Steel Co.  
E. I. Du Pont de Nemours & Co.  
Redman Mobile Homes  
ITT Grinnell Corp.  
Sperry Rand Corp.  
Shirley-Ayr Farms  
Cumberland Valley Cooperative Association  
Frost-Watson Lumber Corp.  
Algonquin Chemical Co., Inc.  
Del Monte Corp.  
Erdner Brothers  
Allied Tube and Conduit Corp.  
AMSAT Corp.  
G. & W. H. Corson Co.  
Jiffy Manufacturing Co.  
Pennsylvania Power and Light Co.  
Supradur Manufacturing Corp.  
Scott Paper Co.  
Pennsylvania Malleable Iron Co.  
Loewengart and Co.  
A. P. Parts Co.  
Hastings Pavement Co.  
United Cabinet Corp.  
Allis-Chalmers  
Lee Metal Products  
Crown Cork and Seal Co.  
Caloric Corporation  
Metropolitan-Edison Co.  
Grocery Store Products Co.  
Zenith Electronics Corp.  
Mrs. Pauls Kitchens  
Frank Sahd Salvage Center  
Gordon Waste Co.  
Superior Combustion Industries  
Lenape Forge Division of Gulf & Western Industrial  
Products Co.  
Pennsylvania Mineral & Mining Co.

Pennsylvania Steel Foundry & Machine Co.  
Wood-Metal Industries, Inc.  
Peter Lumber Co.  
N.V.F. Co.  
Luria Brothers Co.  
G. O. Carlson, Inc.  
Merck Sharp and Dohme  
Chemetron Corp.  
Hainesport Industrial Park and Material Fabrication  
Corp.  
General Refractories Co.  
Acme Markets, Inc.  
Mack Printing Co.  
The Wickes Corp.  
Nachman Corp.  
Bateman Brothers Lumber Co.  
Boyertown Area Industries  
Duffy-Mott, Inc.  
Knouse Foods Cooperative, Inc.  
Reading Industries, Inc.  
Oxford Manufacturing Co.  
Berks Products Corp.  
Paramount Nurseries  
Farmer's Storage Co.  
Amherst Industries, Inc.  
J. C. Snavelly & Sons  
Campbell's Soup Co.  
Pfizer, Inc.  
H. J. Heinz Co.  
Martin Marietta Corp.  
Gallo Wine Co. of New Jersey  
Allentown Portland Cement Co.  
Budd Co.  
Valley Paper Mills  
Arbogast & Bastian, Inc.  
Atlas Minerals and Chemicals  
Beck's Feed & Grain  
Kutztown Foundry and Machine Corp.  
Tidewater Grain Co.  
Gloucester New Communities Co.  
Superior Combustion Industries  
Conewago Industrial Park  
National Cash Register  
Keystone Lamp Manufacturing Corp.  
Waste Management Inc.  
Harris Pine Mills  
Keystone Mushroom Farms, Inc.  
Tyler Pipe Industries  
Westinghouse Electric Corp.  
C. Schmidt & Sons, Inc.  
Pagnotti Coal Co.  
Blue Coal Corp.  
United Wiping Cloth Co.  
Potlatch Corp.  
Bercon Packaging, Inc.

Shamokin Filler Co., Inc.  
Glen Burn Colliery, Inc.  
Kennedy Van Saun Corp.  
Fiebus-Gordon & Co.  
Giant Markets  
International Correspondence Schools  
International Salt Co.  
RCA Corp.  
Kane Warehousing, Inc.  
Mifflin Warehouse Co.  
Jos. Notarianni and Co.  
Channel Master Corp.  
United Gilsonite Laboratories  
Suckle Corp.  
Claverack Rural Electric Cooperative, Inc.  
Pennsylvania Gas and Water Co.  
Commonwealth Telephone Co.  
Stanley Lipinski  
First National Bank of Eastern Pennsylvania  
Wyoming Valley Broadcasting Co.  
Scranton Times and Sunday Times  
Atlas Powder Co.  
CAN-DO, Inc.  
Edward Cherkoski, representing independent truckers  
Meyer Industries  
Hazelton Standard-Speaker, Inc.  
Cadbury Corp.  
Dorr-Oliver, Inc.  
Beltrami Enterprises, Inc.  
Hazleton National Bank  
Marshall Railway Equipment Co.  
Air Products and Chemicals, Inc.  
Craft Associates, Inc.  
Consolidated Transportation Services, Inc.  
Topps Chewing Gum, Inc.  
Schott Optical Glass, Inc.  
The Celotex Corporation  
Scranton Lackawanna Industrial Building Co.  
Haddon Craftsmen, Inc.  
Philco-Ford Corp.  
Scrantonian Publishing Co.  
Independent Explosives Co.  
Moore Business Forms, Inc.  
S. J. Bailey & Sons, Inc.  
Ball Brokerage Co., Inc.  
Trylon Chemicals Division of Emery Industries, Inc.  
Clinton Paper Co.  
Glyco Chemicals, Inc.  
M. W. Kellogg Co.  
Ceco Corp., Milton Manufacturing Division  
ACF Industries, AMCAR Division  
Sitkin Smelting and Refining Co., Inc.  
Merck & Co., Inc.  
Champion Valley Farms, Subsidiary of Campbell  
Soup Co.

Yoch Bakery  
Cellus Products Co.  
Clark's Feed Mills, Inc.  
Central Pennsylvania Savings Association  
Whipple Brothers, Inc.  
Procter & Gamble Co.  
Louden Hill Farms  
Masonite Corp.  
Shaffer's Feed Service  
Pocono International Raceway, Inc.  
Flory Milling Co.  
Snyder Milling Co.  
Scholl Lumber Co.  
Mann & Parker Lumber Co.  
General Interiors Corp.  
The Lumber Yard, division of Wolfe Supply of York  
Kimberly-Clark  
National Gypsum Co.  
Diversified Metals/Diversified Industry  
Catawissa Lumber & Specialty Co.  
Certain Teed Products Corp.  
Towanda Wholesale Co., Inc.  
Fuller Co.  
C. H. Masland and Sons  
Carlisle Tire and Rubber Co.  
Yorktowne Kitchens, division of Wickes Corp.  
Arden Tewksbury, dairy farmer  
Pennsylvania Electric Co.  
Homes by Keystone  
Shirley-Ayr Farms, Inc.  
Ziegler Brothers, Inc.  
Newville Builders Supply and Manufacturing Inc.  
Inland Container Corp.  
Michael Baker Jr., Inc.  
Allied Mills  
J. H. Rearick and Sons Lumber Co.  
Thomas W. Schneck Coal Co.  
Grove Manufacturing Co.  
Musselman Fruit Products Division of PET Inc.  
Thomasville Stone & Lime Co.  
Airco Speer Carbon-Graphite  
Barnes and Tucker Coal Co.  
Jones and Laughlin Steel Corp.  
George A. Hornel Co.  
J. P. Ward Foundries, Inc.  
H. Rockwell and Son  
Klinger Lumber Co.  
Susquehanna Broadcasting Company of York  
Charles G. Summers Jr., Inc.  
Cal Summers  
Transportation Advisory Services, Inc.  
Stackpole Carbon Co.  
E. H. Gerhart Co., Inc.  
The Frog, Switch and Manufacturing Co.  
Thrine Lumber Co.

Stewartstown Milling Co.  
 Altoona Hospital  
 Johnstown Regional Industries, Inc.  
 Maryland Refractories Co.  
 Blair Plant of Westab  
 Juniata Valley Medical Center  
 Roaring Spring Blank Book Co.  
 Martinsburg Milling Co.  
 Westvaco  
 Champion Home Builders  
 Appleton Papers Division of N.C.R.  
 Central Chemical Corp.  
 Agway Inc.  
 Altoona Pipe and Steel Supply Co.  
 Bedford Sanitation Service  
 ACF Industries  
 Ateco, Inc.  
 American Olean Tile Co., Inc.  
 ARA Services, Inc.  
 Alcan Services, division of Alcan Aluminum Corp.  
 Aluminum Corporation of America  
 Adams County National Bank  
 Agfoods, Inc.  
 American Metallurgical Products, Inc.  
 Affiliated Food Distributors, Inc.  
 Alexandria Fire Clay Co., division of Resco Products,  
 Inc.  
 Bethlehem Steel Corp.  
 Bethlehem Contracting Co.  
 Bethlehem Fabricators, Inc.  
 Armstrong Cork Co.  
 Binney & Smith, Inc.  
 Bay State Milling Co.  
 Frederick A. Potts & Co., Inc.  
 Fiberite Corp.  
 Fisher & Young Lumber Co., Inc.  
 Frantz Transfer, Inc.  
 Fabri-Kal Corp.  
 Fenati Brick Co., Inc.  
 Equipto  
 Everett Hardwood Lumber Co., Inc.  
 Ernst Iron Works, division of Ernst Steel Corp.  
 Eljer Plumbingware, division of Wallace Murray Corp.  
 Eastern Pennsylvania Supply Co.  
 Eastern Milk Producers Cooperative  
 Eastern Distribution Center Development Corp.  
 Eaton-Dikeman, division of Knowlton Bros.  
 East Penn Manufacturing Co.  
 Denlinger, Inc.  
 DG Shelter Products, division of Di Giorgio Corp.  
 Dresser Manufacturing, division of Dresser Industries,  
 Inc.  
 Delisa Pallet Corp.  
 Durasteel Abrasive Co.  
 Doylestown Lumber and Millwork Co.

Dairylea Cooperative, Inc.  
 Grand Valley Manufacturing Co.  
 A. P. Green Refractories Co.  
 Pennsylvania Gas and Water Co.  
 Gregory Galvanizing and Metal Processing, Inc.  
 Gowen Coal Co.  
 Greif Bros. Corp.  
 GTE Sylvania  
 Glyco Chemicals  
 P. H. Glatfelter Co.  
 General Crushed Stone Co.  
 Fuller Co.  
 Frost-Watson Lumber Corp.  
 Flory Milling Co.  
 Snyder Milling Co.  
 Fleetwood Craftsmen, Inc.  
 L. B. Foster Co.  
 First National Trust Bank, Sunbury  
 Oakes & McClelland Co.  
 Cove Dehydrating  
 Curry Supply Co.  
 Atlantic Homes, division of Champion Home Builders  
 Co.  
 General Refractories Co.  
 Agway, Inc., Curryville  
 Young's, Inc.  
 Over's Feed Store  
 Spring Cove Produce Packers, division of Roaring  
 Spring Enterprises, Inc.  
 ITT Reznor  
 Inter Cities Distributing and Packaging Corp.  
 Ingersoll-Rand Co.  
 Hospador Steel Erectors  
 Roger J. Howell, P.E.  
 Honeybrook Mines, Inc.  
 Hazleton Brick Co.  
 Huntington Creek Corp.  
 F. D. Hartzels Sons Co., Inc.  
 General Battery Corp.  
 Gold Bond Building Products, division of National  
 Gypsum Co.  
 Lenape Forge Division of Gulf & Western  
 Pickering Creek Industrial Park, Inc.  
 G. O. Carlson, Inc.  
 Exton Paper Manufacturers, Inc.  
 Mushroom Supply Co.  
 Hastings Glass & Aluminum Products  
 KNA Press, Inc.  
 Ahrens Home Improvement Centers, Inc.  
 Blair Strip Steel Co.  
 Berwick Forge and Fabricating  
 Burton Enterprises of Pennsylvania, Inc.  
 A. J. Balshi, Inc.  
 Blackburn-Russell Co.  
 Coatesville Plate Washer Co.

Chapman Industries, Inc.  
 ConAgra, Inc.  
 Community National Bank of Southern Pennsylvania  
 Corning Glass Works  
 Continental Can Co., Inc.  
 Eastern Pennsylvania Storage  
 Kutskiel Lumber Yard  
 Kreamer Feed Store, Inc.  
 H. H. Knoebel Sons  
 Kawneer/Amax  
 J. A. Kohlepp Sons  
 Kocjancic and Horn  
 Kane Hardwood  
 Kawecki Berylco Industries, Inc.  
 Kama Corp.  
 E. Keeler Co.  
 Knoll Enterprises, Inc., subsidiary of Heller  
     International  
 Juniata Lumber & Supply Co.  
 Jamy, Inc.  
 Jeddo-Highland Coal Co.  
 Just Born, Inc.  
 Joseph Ayers, Inc.  
 May & Bigley, Inc.  
 Maryland Refractories Co.  
 Marine National Bank  
 Myers Lumber Co., Inc.  
 Midway Broadcasting Co., Inc.  
 Modulus Corp.  
 Masonite Corp.  
 Moulton H. Davis Estate  
 Matlack, Inc.  
 McGraw Edison  
 The Lumber Yard of Stewartstown  
 Lane Metal Products Co., Inc.  
 Lehigh Navigation-Dodson Co., subsidiary of  
     Greenwood Stripping Corp.  
 Lok-Box, Inc.  
 Lehigh Valley Chemical Co.  
 Landes Bros., Inc.  
 Lansdale Warehouse Co., Inc.  
 Lionel Leisure, Inc.  
 Lotts Feed Mill, Inc.  
 Heath Feed Mill  
 Vandervoort Feed Mill, Inc.  
 Sun Oil Co. of Pennsylvania  
 Schaible's Bakery  
 Sprout, Waldron & Co., Inc.  
 Sam Levin Furniture Co.  
 L. E. Smith Glass Co.  
 Saul Spec, Inc.  
 Spaulding Bakeries, Inc.  
 St. Regis Paper Co.  
 Shenandoah Rag Co., Inc.  
 Spaulding Brick Co., Inc.

*Town and Country*  
 Tenneco Chemicals  
 WMJW Thunder Broadcasting Corp.  
 Trail Implement Co.  
 Molded Materials Corp.  
 Triangle Pacific  
 Trailmobile  
 Trojan-U.S. Powder, division of Commercial Solvents  
     Corp.  
 Trexler-Haines Gas, Inc.  
 York Container Co.  
 Universal Rundle Corp.  
 First National Bank of Eastern Pennsylvania  
 White Cap Division, Continental Can Co., Inc.  
 Wilkes-Barre Publishing Co.  
 Weatherly Foundry & Manufacturing Co.  
 Luzerne Electric Division, UGI Corp.  
 United Wiping Cloth Co.  
 Wood-Metal Industries, Inc.  
 Valley Bank and Trust Co.  
 Warren Car Co.  
 Wyoming Valley Distributing Co.  
 Valley Distributing & Storage Co.  
 Pfaltzgraff Co.  
 Nitterhouse Concrete Products, Inc.  
 Northern Engineering and Plastics Corp.  
 R. & R. Toy Mfg. Co., Inc.  
 Revonah Spinning Mills  
 Roland & Roland, Inc.  
 L-co Cabinet Corp.  
 Air Products & Chemicals, Inc.  
 Eastern Diversified Metals Corp.  
 Atlas Powder Co.  
 Hart Metals, Inc.  
 Lumber Distributors, Inc.  
 H. H. Robertson Co.  
 Williamsport Paper Co.  
 Welles Mill Co., Inc.  
 Victor-Balata Belting Co.  
 Redman Mobile Homes, Inc.  
 Rhoads Mills, Inc.  
 Rex-Hide, Inc.  
 Reliable Lumber and Supply Co.  
 Ryan Homes, Inc.  
 Carbonite Filter Corp.  
 Cabinet Industries, Inc.  
 Clapper and DeShong  
 Cicioni Stone Co.  
 American Home Foods  
 National Dairy Division, Great Atlantic and Pacific  
     Tea Co., Inc.  
 Permali, Inc.  
 Pocono International Raceway, Inc.  
 Pocono Produce Co., Inc.

Pennsylvania Electric Co., subsidiary of General  
Public Utilities Corp.  
Penn-Dixie Industries, Inc.  
People's Ice Co.  
Pennzoil Co.  
Pennsylvania Bank and Trust Co.  
Pine Creek Coal Co.  
Procter & Gamble Co.  
Pennsylvania Glass Sand Corp.  
Pakwell Paper Products Co.  
Penn-Del Supply Co.  
Penland Container  
Pet, Inc., Frozen Foods Division

Shenandoah Chamber of Commerce and Shenandoah  
Industrial Development Enterprises  
Greater Hazleton Chamber of Commerce  
Greater Hazleton Industrial Council  
Luzerne County Tourist Promotion Agency  
Greater Scranton Chamber of Commerce  
Pocono Mountains Chamber of Commerce  
West Branch Manufacturers Association  
Greater Williamsport Chamber of Commerce  
Central Susquehanna Valley Chamber of Commerce  
Valley Economic Development Association  
Wayne County Farmers Association  
Delaware Valley Chamber of Commerce  
Pittston Chamber of Commerce  
Greater Carlisle Area Chamber of Commerce  
Greater Chambersburg Chamber of Commerce  
Gettysburg Area Chamber of Commerce  
Greater West Shore Area Chamber of Commerce  
Golden Triangle Association  
Altoona Area Chamber of Commerce/Altoona  
Enterprises Inc.  
Altoona Area Taxpayers League  
Pennsylvania Coal Mining Association  
Blair-Center Chapter Pennsylvania Association for  
the Blind and General Industries for the  
Handicapped  
Central Pennsylvania Industries  
Shamokin Area Industrial Corp.  
Penn Ag Industries Association  
Bedford Development Council  
Stroudsburg Businessmen's Association  
Allentown-Lehigh Valley Chamber of Commerce  
Bethlehem Area Chamber of Commerce  
Oil City Area Chamber of Commerce  
Greater Harrisburg Area Chamber of Commerce  
Industrial Development Corporation of Lehigh County  
Greater Scranton Board of Realtors  
Greater Valley Chamber of Commerce  
Greater Waynesboro Chamber of Commerce  
Greater Wilkes-Barre Chamber of Commerce  
Greater Wilkes-Barre Industrial Fund, Inc.  
Everett Area Industrial Development Corp.  
Eastern Industrial Traffic League  
York County Industrial Development Corp.  
Pennsylvania State Council of Farm Organizations  
Ringtown Valley Industrial Commission  
Chester County Development Council  
Broad Top Chamber of Commerce  
Berwick Industrial Development Association, Inc.  
Cumberland County Industrial Enterprises, Inc.  
Chambersburg Area Development Corp.  
Shippensburg Area Transportation Improvement  
Council  
Shippensburg Area Chamber of Commerce  
Littlestown Chamber of Commerce

## ORGANIZATIONS

Institute of Scrap Iron and Steel Corp.  
Building Owners and Managers Association of  
Pittsburgh  
Huntington Business and Industries, Inc.  
Penns' Southwest Association  
Kane Chamber of Commerce  
Central Westmoreland Chamber of Commerce  
Golden Triangle Association  
Johnstown Industrial Development Corporation  
Titusville Area Chamber of Commerce  
Coal Traffic Bureau of Northern West Virginia,  
Ohio and Pennsylvania  
Warren County Chamber of Commerce  
Industrial Development of Washington County  
Meadville Area Chamber of Commerce  
Pymatuning Area Industrial Development Group  
Greater Pittsburgh Chamber of Commerce  
Delaware River Port Authority  
Philadelphia Industrial Development Corp.  
Reading Chamber of Commerce  
Mercersburg Area Chamber of Commerce  
Lebanon Valley Chamber of Commerce  
Bucks County Industrial Development Corp.  
Transportation Committee, Central Bucks County  
Chamber of Commerce  
Middle Atlantic Lumbermen's Association  
Philadelphia Chapter, American Institute of Planners  
Wyoming Valley Building Trades Council  
New York-Pennsylvania Shippers Association  
Eastern Federation of Feed Merchants  
Pennsylvania State Grange  
Wyoming Valley Retail Merchants Association  
Pocono Mountains Vacation Bureau  
The Non-Profit Corporation of the Eastern Industrial  
Development Company of Northeastern  
Pennsylvania  
Southern Tier Rail Users Association  
Greater Pottsville Industrial Development Corp.  
Greater Tamaqua Industrial Development Enterprises

Lancaster Chamber of Commerce  
 Manufacturer's Association of Lancaster  
 Manufacturer's Association of York  
 Mechanicsburg Area Chamber of Commerce  
 Mount Pleasant Area Chamber of Commerce  
 Mercer Area Chamber of Commerce  
 Manufacturer's Association of Berks County  
 Middletown Area Association of the Chamber of  
 Commerce of the Greater Harrisburg Area  
 Northern Tier Planning Economic Development  
 Administration  
 North Penn Chamber of Commerce  
 National Electrical Manufacturers Association  
 Shamokin Area Industrial Corp.  
 Shenandoah Business and Professional Association  
 Towanda Area Chamber of Commerce  
 Tamaqua Industrial Development Enterprises  
 York Area Chamber of Commerce  
 Upper Perkiomen Valley Chamber of Commerce  
 Northern Pennsylvania Association of Manufacturers'  
 Representatives, Inc.  
 Railway Industrial Clearance Association  
 Economic Development Council of Northeastern  
 Pennsylvania  
 Pennsylvania State Grange  
 Wayne Industrial Development Corp.  
 Waynesboro Industrial Development Corp.  
 Corry Area Industrial Development Corp.  
 Ridgway Area Chamber of Commerce  
 Ridgway Industrial Development Corp.  
 Philadelphia Port Corporation  
 Pennsylvania Farmers' Association  
 Pennsylvania Rural Electric Association  
 Pennsylvania & New Jersey Traffic Bureau  
 Peninsula East Access Association, Inc.  
 Philadelphia Industrial Development Corp.  
 Pennag Industries Assoc.

## **RAILROADS**

Everett Railroad Company  
 Philadelphia Belt Line Railroad Company  
 Reading Railroad  
 Penn Central Company  
 Lehigh Valley Railroad Company  
 Erie-Lackawanna Railroad Company  
 Lehigh and New England Railway Company  
 Delaware and Hudson Railway Company  
 Lehigh and Hudson River Railway Company  
 Stewartstown Railroad Company  
 Philadelphia, Baltimore and Washington Railroad  
 Company  
 Lehigh Coal and Navigation Company  
 Union Railroad Company  
 Bessemer and Lake Erie Railroad Company  
 Pittsburgh and Lake Erie Railroad Company

Connecting Railway Company  
 Northampton and Bath Railroad Company

## **LABOR**

John R. Francis, Brotherhood of Railway, Airline  
 and Steamship Clerks, Freight Handlers, Express  
 and Station Employees  
 Frank Gillespie, United Transportation Union  
 Adjustment Committee  
 Ben Lambert, Jr., Brotherhood of Railway Clerks  
 Yolando Munoz, Brotherhood of Railway, Airline and  
 Steamship Clerks  
 Bernard Porta, Local 2017, Transport Workers Union  
 of America AFL-CIO  
 John Ravella, Local 1311, VAW at Climax  
 Molybdenum, Langeloth, Pennsylvania  
 Milo Shimrak, Transportation Workers Union of  
 America, AFL-CIO  
 Charles J. Sludden, United Transportation Union  
 Jack Paradee, Delaware United Transportation Union  
 Thomas P. Shearer, United Transportation Union  
 William Savitsky, District 25, United Mineworkers of  
 America  
 William Cockerill, International Association of  
 Machinists  
 Everett W. Croyle, Railroad Brotherhoods in the  
 State of Pennsylvania  
 Griff Davis, United Transportation Union for the Erie  
 Lackawanna Railway Company (Eastern District)  
 James M. Reilly, United Transportation Union for  
 Lehigh Valley Railroad System  
 Donald J. Regan, Local 1932, United Transportation  
 Union  
 Jack Gallagher, Local 1932, United Transportation  
 Union  
 Robert Evans, Brotherhood of Railroad Carpenters  
 Frank C. Seeber, United Transportation Union,  
 Lodge 408  
 Joseph T. Gunning, Local 387, United Transportation  
 Union  
 Nick Andrianos, Lodge 1968, United Transportation  
 Union  
 George Goodmiller, United Transportation Union out  
 of Sayre  
 H. Dropkin, Amalgamated Clothing Workers Union  
 Nicholas Sedon, United Labor Council, Lower  
 Luzerne and Carbon Counties  
 Jerome Dennen, AFL-CIO, Oil, Chemical and Atomic  
 Workers, Local 8-580  
 E. M. Wesloskie, Brotherhood of Railroad Clerks,  
 Lodge 421  
 Harry Boyer, Pennsylvania AFL-CIO  
 Kenneth Karstetter, Transportation Worker's Union  
 Walter Williams, Local 1722, United Transportation  
 Union

Jack McCartney, Brotherhood of Railway, Airline and Steamship Clerks.  
 George Datres, Altoona Lodge 1931, International Association of Machinists and Aerospace Workers.  
 Chester Cornman, Local 1739, Textile Workers Union of America, AFL-CIO.  
 Bernard E. Porta, Transport Workers Union of America, AFL-CIO, Local 2017  
 John Garritano, Juniata Local Lodge 1639, International Association of Machinists and Aerospace Workers  
 Charles Elder, Juniata Local Lodge 1639, International Association of Machinists and Aerospace Workers  
 Charles Mumma, District 22, International Association of Machinists and Aerospace Workers  
 Gil Ciombotti, International Brotherhood of Electrical Workers, Local 2273, AFL-CIO  
 William Dunchuck for Chester Mayberry  
 John E. Penny, United Steel Workers of America  
 Roy D. Kyler, United Transportation Union  
 E. M. Wesloskie, Square Deal Lodge No. 421, Brotherhood of Railway and Steamship Clerks  
 Leo Ward, General Chairman, United Transportation Union, Reading Railroad  
 John H. McKee, Altoona Lodge No. 1931, International Association of Machinists  
 Philip F. Brady, Railroad Task Force for Northeast Region  
 Helen C. Milberger, Vice-President, Pennsylvania AFL-CIO  
 James J. Kelly, Chairman, Pennsylvania State Legislative Committee, Brotherhood of Railway, Airline and Steamship Clerks  
 R. E. Dixon, Local Union No. 525, Sheet Metal Workers' International Association  
 Francis B. Zuber, St. Nicholas Local Union No. 7226, United Mine Workers of America  
 John H. Reese, Local No. 90, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry  
 John Buchinsky, Local Union 807, United Mine Workers of America  
 Jack R. Corkran, United Paperworkers International Union  
 James Purcell, Local No. 1932, United Transportation Union  
 A. H. Bartles, Sr., Local No. 1954, United Transportation Union  
 Thomas Shelburne, Railroad Task Force for the Northeast Region

**CONCERNED CITIZENS**

Dr. C. E. Blakeslee

Suzanne Broughton, North Area Environmental Council  
 Group Against Smog and Pollution  
 Rod Curtis, Transportation Task Force, Pittsburgh Neighborhood Alliance  
 Lawrence L. Giventer, American Youth Hostels, Inc.  
 Samuel Hays, Sierra Club, Pennsylvania Chapter  
 Whitney W. Irons  
 E. Kent Kane  
 Pat McArdle, representing *TRAIN*  
 Mary T. McCormick  
 Michael Mead  
 John C. Oliver, Western Pennsylvania Conservancy  
 Carl Pfeffer  
 Jonathan B. Robison, Transportation Task Force, Pittsburgh Neighborhood Alliance  
 John S. Ruch, Alliance for Consumer Protection  
 Brian T. Scales  
 George Shankey, Civic Club of Allegheny County  
 Darrell Holmes, East Stroudsburg State College  
 Stanley Myers, Izaak Walton League  
 Elizabeth Shepler  
 Albert C. Strauss, Concerned Taxpayers of Allegheny County  
 Harry Hyde, Jr., Delaware Valley Association of Railroad Passengers  
 Maggie Kuhn, Gray Panthers Tabernacle Church  
 Edward Morlok  
 Emil F. Weitz, Delaware Valley Council Transportation Committee  
 Henry Dickinson, The Historic Red Clay Valley, Inc.  
 Debbie Yager, Disabled in Action of Pennsylvania  
 Alfred A. Siess, Jr.  
 Joseph Oberman  
 Jeff P. Price  
 Robert G. Bellwoar, Ocean City Commuters Club  
 Paul M. Felton  
 Marilyn Manchester, League of Women Voters of the Southern Pennsylvania Region  
 Robert Strommen, Philadelphia Area Consumer Organization and Pennsylvania Rural Electric Association  
 Richard A. Walter, Delaware Valley Citizens Transportation Commerce  
 Elaine Cohen, Delaware Valley Citizens Committee for Better Transportation  
 David I. Grunfeld, Delaware Valley Commuters Organization, Inc.  
 C. W. Guthrie, Whitmarsh Village Association  
 Charles W. Bowser, Philadelphia Urban Coalition  
 Ellen Wells, Chestnut Hill Community Association  
 Stanford Beldon, Lehigh Valley Environmental Federation  
 Lillian Waldman  
 Gerald Muskin

Louis Weiner  
 Bruce Allen  
 Frank Jones, Citizens Committee for Ethical Insurance  
 Dan Walsh, III  
 Edward T. Gavin, Frankford Senior Citizens Central  
 Northern Central Protestant's Committee  
 Martin W. Davenport, Eastern Pennsylvania Group,  
 Sierra Club  
 Rita Saul, Philadelphia Bar Association's Committee  
 on Environmental Law  
 Kevin Quinn, Delaware Valley Citizen's Council for  
 Clean Air  
 Mary Bean Rogers, Stop the Oil-Pipeline Society  
 William Petrecca  
 John E. Wilkens, Pennsylvania Conference Association  
 of Seventh Day Adventists  
 Daniel Clark, Altoona Area Vocational-Technical  
 School  
 Albert Simkins, Juniata Valley School District  
 Marianna Thomas, Philadelphia Chapter of the Society  
 of Architectural Historians  
 Joseph A. Schafer  
 Sanford E. Balick, Temple University Law School  
 Public Interest Research Group  
 Elmer L. Letcher  
 Bonnie Gellman  
 Marie A. Spadafora  
 Alfred B. Riedel  
 Richard Pallman  
 Pennsylvania Economy League  
 Tom Shaughnessy, representing Pennsylvania collieries  
 Gerry Grimaud  
 Dr. Larry Rymon  
 Thomas J. Halligan  
 Matthew J. Freda, Kiwanis Club of Callicoon, N.Y.  
 Harley L. Swift  
 Alice Belensky  
 Doris B. Malloy on behalf of housewives of Lower  
 Bakerton, Pa.  
 Gerry Yescavage  
 Bishop James J. Hogan  
 Kathy Muri, Altoona Area Vocational-Technical  
 School  
 Mrs. Charles Bucher for Reverend Jameson, on behalf  
 of area homemakers  
 Philip Ray  
 Roy Ogburn  
 Norman Kennedy  
 Barbara Walsh (represented by Betty Burgett),  
 League of Women Voters of Pennsylvania  
 Thomas E. Stewart  
 Joseph B. Goclowski  
 Arthur Berger  
 Thomas P. Shearer  
 Robert Jubelirer

Thomas Doty, Flood Victims Action Council  
 Residents of Barnes & Tucker Coal Co. # 25 Area  
 William J. H. Hough, Jr.  
 Cooperative Extension Service, Chambersburg  
 Cumberland County Agricultural Extension Service  
 Bradford-Sullivan Counties Pomona Grange No. 23  
 Citizens' Council of Montgomery County  
 Office of Veterans Affairs, Schuylkill County  
 Dean E. Arnold  
 Keith W. Eckel  
 Philadelphia Chapter of the American Institute of  
 Planners  
 Glenavie Norton  
 Solomon Lubin  
 South Schuylkill Chapter No. 77, Disabled American  
 Veterans  
 Mrs. Elmer D. Diamond  
 Miss Mabel Cross  
 David Dure  
 Schuylkill County Meralda Brennan Discussion Club  
 Ecology/Alert of Bloomsburg  
 Glovers Hill Ladies Auxiliary  
 Walter H. Wardigo Post No. 7, AMVETS  
 Mrs. Louis Addeo  
 Anthony P. Damato Post No. 792, The American  
 Legion  
 Michael Harrington  
 Blair County War Veterans' Council  
 Royal F. Herdeg  
 B'Nai B'Rith Lodge #1199, North Schuylkill County  
 Mrs. Penny Sebring  
 Kathryn Powers  
 Kenneth C. Springirth  
 Sara G. Woy  
 Mark B. Howard  
 E. R. Schmidt  
 Thomas J. Halligan  
 Mr. and Mrs. Edward G. Marcus  
 John D. Sieber  
 Clarence W. Rinebolt  
 Andrew Osinski Chapter 31, Disabled American  
 Veterans  
 Pennsylvania Highway Information Association  
 William R. Kampf  
 John J. Haines  
 Charles and Joy Lord  
 Jerry Wolman Chapter, Pennsylvania Sports Hall of  
 Fame  
 Mrs. Anna Pike  
 Victor E. Oru  
 Civic Club of Allegheny County  
 Citizens Council of Delaware County  
 Gladys M. and Mary D. Dudwig  
 Citizens Fire Co. No. 1, Brandonville  
 Mrs. George W. Wormley

Allegheny County Environmental Coalition  
 Shenandoah Area Barracks 2122, Veterans World  
 War I, U.S.A., Inc.  
 Liths Club  
 Paul Fein  
 William F. Goodling  
 Mrs. Elizabeth C. Shepler  
 Jan Massoth  
 Mrs. Penny Sebring  
 Shenandoah Moose Lodge No. 922  
 Tony Ramos  
 Ringtown Area Lions Club  
 Ringtown Valley Rotary Club  
 Elsa G. Richter  
 Robert Evans  
 Joseph Figured  
 Residents of Gloria Dei Towers, Huntington Valley  
 Jack Gallagher  
 Lackawanna Bar Association  
 Martin Noone  
 William Liasson Phillips  
 James Purcell  
 Ernest D. Preate, Jr., Esq.  
 Joseph T. Gunning  
 George A. Goodmiller  
 Charles W. Hargens, III  
 Mrs. Gertrude Hope  
 Robert E. Kimmel  
 Kiwanis Club of Kane  
 Future Alternative Surface Transit Concept  
 Pennsylvania Economy League

Arthur Clink  
 L. E. Payne  
 Dr. Harris Blumberg  
 Jonathon Benson  
 Frank Basciani  
 George Shawger  
 C. T. Fenderone  
 Frank C. Seeber  
 Lost Creek Fire Co. No. 1  
 Shipshiqua Shipshinski  
 Mr. and Mrs. Leo Brady, Jr.  
 Mrs. Connie Nolon  
 Rotary Club of Central Perkiomen  
 Blair County Pomona Grange No. 37  
 Donald J. Regan  
 Lloyd E. Sheneman  
 Mary T. Sommers  
 Wyalusing Rainbow Club  
 United Way of Lackawanna County  
 Mrs. Stanley Maksimik, Locust Mt. Hospital Auxiliary  
 William Stewart  
 Helene Emlen  
 Columbia Hose and Steam Fire Co., No. 1,  
 Shenandoah  
 Andrew Shaw, Jr., Wilkes College  
 Polish American Fire Co. No. 4, Shenandoah  
 Phoenix Fire Co. No. 2, Shenandoah  
 Barbara Paul, Perkiomen Valley Watershed  
 Association  
 Curtin Winsor, Pennsylvania Environmental Council,  
 Inc.  
 Joseph K. Folckemmer

## DELAWARE

### GOVERNMENT

#### Federal

Senator William V. Roth, Jr.  
 Senator Joseph R. Biden  
 Congressman Pierre S. Du Pont

#### State

Governor Sherman W. Tribbitt  
 Robert J. Taylor, Department of Highways  
 John O. Hidinger, Department of Highways  
 Delaware Division of Transportation  
 Senator David H. Elliott

#### County

Joseph T. Conaway, Sussex Co. Engineer's Office

### BUSINESS

#### Agriculture

Delmarva Poultry Industry, Inc.  
 Seaford Feed Co.  
 Paramount Poultry

#### Manufacturing

Hercules, Inc.

#### Delaware Brick Co.

Leeds Travelwear, Inc.

Red-White Mills, Inc.

E.I. DuPont de Nemours & Co.

Seacoast Products, Inc.

Kaiser Aluminum and Chemical Corp.

Leon Morse, representing William H. Roser and  
 Barcroft Co.

#### Service Industry

Southern States Cooperative Store

#### Organization

Delaware State Chamber of Commerce

### LABOR

Brotherhood of Railway, Airline and Steamship

Station Employees

United Transportation Union

### CONCERNED CITIZENS

Brian Woodstock

Rhodes Vessels

Fred Holdengreen

## MARYLAND

### GOVERNMENT

#### Federal

Senator J. Glenn Beall, Jr.  
Senator Charles McC. Mathias, Jr.  
Congressman Robert E. Bauman  
Congressman Clarence D. Long  
Congressman Goodloe E. Byron  
Paul Phillips, Department of Agriculture

#### State

Governor Marvin Mandel  
House of Delegates  
James J. O'Donnell, Deputy Secretary of the Maryland Department of Transportation  
Harry R. Hughes, Secretary of Transportation  
Young D. Hance, Secretary of Agriculture  
David H. Elliott, Senator, 21st District of Delaware  
Franklin Burres, Executive Secretary of the Maryland Agriculture Commission  
Joseph Anastasi, Secretary of the Department of Economic Community Development  
Edward P. Thomas, Senator, 2nd District, Carroll and Frederick Counties  
Charles H. Smelser, Senator, 2nd District, Carroll and Frederick Counties  
James E. Agenbroad, Maryland Department of Transportation  
Charles H. Smith, Maryland Department of Transportation  
Delegates Sloan, William, Byrnes and Reed  
Robert E. Wagner, Cooperative Extension Service, University of Maryland

#### County

James P. Earp, representing the Economic Development Commission of Carroll County; County Commissioners of Carroll County; Westminster-Carroll County Chamber of Commerce  
Donald Lewis, representing the Board of County Commissioners of Frederick County  
Larry Johnson, Planning Director for Frederick County  
Kenneth Green, Director of Planning for Harford County  
Norman E. Gerber, Chief of the Community Plans Division of the Baltimore County Office of

#### Planning and Zoning

Leonard W. Dayton, Dorchester County Commissioners  
Robert L. Kiley, Executive Director of Salisbury Wicomico Economic Development, Inc.  
William J. Argo, Executive Director of Charles County Economic Development Commission  
Leonard W. Dayton, President of County Commissioners - Dorchester County.  
Harold W. Morris, Planning Director of Worcester County  
G. Herbert Rice, Jr., President of County Commissioners of Carroll County  
Dr. James P. Earp, Director of Economic Commission of Carroll County  
Richard C. Matthews, Carroll County Committee, Economic Matters  
John A. Derr, Board of County Commissioners of Frederick County  
Earl L. Brenneman, Commissioners of Cumberland County  
George W. Aldridge, Jr., County Administrator for County Commissioners of Queen Annes County

#### City

Bernard L. Berkowitz, Physical Development Coordinator for the City of Baltimore, representing Mayor William Donald Schaefer  
C. William Ockert, Director of Transportation, Regional Planning Council (Baltimore)  
Alan George Merchant, representing Mayor Ronald Young of Frederick, Maryland  
George Olsen, representing Mayor D. T. Warwick of Denton, Maryland  
George P. Volenik, Town Manager of Princess Anne  
Mayor William H. Price of Snow Hill  
Mayor Clayton Rose of Preston  
Mayor James J. Conway of Bowie  
Mayor Neal W. Powell of Taneytown  
Max Chambers, Preston Planning and Zoning Commission  
Robert W. Cook, Greater Salisbury Committee  
Richard D. Howell, Town of Warwick  
Commissioners of Thurmont

## BUSINESS

### Agriculture

Maryland Farm Bureau  
Frederick County Pomona Grange  
Berlin Milling Co., Inc.  
Perdue Inc.  
Holly Farms Poultry Industries, Inc.  
Chesapeake Foods, Inc.  
Showell Poultry, Inc.  
Delmarva Poultry Industry, Inc.  
Somerset Farmers Service, Inc.  
Nagel Farm Service  
Southern States Easton Service  
Southern States Taneytown Co-op  
Southern States Woodsboro Co-op  
Southern States Co-op, Inc. Cambridge Service and  
Preston Service  
Saulsbury Brothers  
Fair Hill Farm  
Consolidated Blenders  
Fox Foods, Inc.  
Accomack County Farm Bureau  
Anderson Box Co.  
Southern States Kent Co-op  
Dulany Foods, Inc.  
Farmers Supply Co. of Walkersville, Md.

### Extracting/Mining

Maryland Coal and Realty Co.  
Phoenix, Inc.  
Northern Propane Gas Co.  
Cardinal Mining Co.  
George's Creek Coal and Land Co.  
Buffalo Coal Co.  
Winner Bros. Coal Co.

### Manufacturing and Service

Campbell Soup Co.  
Moore Business Forms  
National Can Corp.  
Maryland Metals, Inc.  
Central Chemical Corp.  
Cavetown Planing Mill Co.  
Martin's Elevator, Inc.  
William Gower and Son  
Clorox Co.  
Certain-Teed Products Corp.  
Farmer's Supply Co.  
Peter Parker for Harford Sands, Suscohana  
Concrete Products  
Interpace Corp.  
Harry T. Campbell Sons Co.  
Borden Chemical  
Gray Concrete Pipe Co.  
H. & S. Distributing Co., Inc.

E.I. DuPont de Nemours and Co.  
Chesapeake Bay Plywood Corp.  
Bayshore Foods, Inc.  
RJR Foods, Inc.  
Seaford Feed Co.  
Hanover Brands, Inc.  
Friel and Friel Lumber Co.  
Albert W. Sisk and Sons, Inc.  
Delmarva Modulator Housing Corp.  
Lance J. Eller, Inc.  
Western Publishing Co.  
Thomas J. Lipton Co., Inc.  
Penland Containers  
Delmarva Sash and Door Co. of Maryland, Inc.  
Horner Manufacturing Co.  
Ralston Purina Co.  
Frederick Iron and Steel  
J. M. Huber Corp.  
Connelly Containers  
Glatfelter Pulpwood Co.  
Kerr McGee Chemical Corp.  
Westvaco Corp.  
Salisbury Steel Co.  
H. D. Metal Co.  
Congoleum Industries  
Somerset Farmers Service, Inc.  
Kaiser Aluminum and Chemical Corp.  
Worthington Engineered Pumps, Inc.  
Shore Fertilizer Corp.  
Bayshore Concrete Products Corp.  
Firestone  
Container Corporation of America  
W. S. Frey Co.  
Taneytown Grain and Supply Co., Inc.  
Maugansville Elevator and Lumber Co.  
Frederick Trading Co.  
Delmarva Power and Light Co. of Maryland  
Dresser Industries  
Tidewater Publishing Corp.  
Marvil Package Co.  
Barrick Lime Co.  
Allied Mills  
P. M. Brooks and Son, Inc.  
E. S. Adkins and Co.  
Zapata Hanie Corp.  
C. H. Hayman and Sons, Co.  
Cohn and Bock Co.  
Paul M. Jones Lumber Co.  
Koppers Co.  
Daily and Sunday Times  
Norman S. Early and Son  
Buck Distributing Co.  
Pyles Lumber Co.  
Marlo Furniture  
Benger Brothers, Inc.

Boggs Water and Sewage, Inc.  
 Kings Creek Canning Co.  
 Hickman Lumber Co.  
 The Thurmont Bank  
 The Bank of Somerset  
 Baltimore Gas and Electric Co.  
 Atlantic Cement Co.  
 Northern Propane Gas  
 Central Soya Co.  
 Acme Markets  
 Potomac Electric Power Co.  
 Howard Shockey and Sons, Inc., Grider and  
 Shockey, Inc., Shockey Brothers, Inc., and  
 Shockey Realty Co.  
 David L. Johnson, Esq.  
 Edward Holland, division of Fruit and Produce  
 Packaging Co.  
 Wm. D. Bowers Lumber Co.  
 Reliable Junk Co., Inc.  
 Buck Distributing Co., Inc.  
 Adkins Co.  
 Chevron Asphalt Co.  
 Kings Creek Canning Co.

#### Organizations

Western Maryland Coal Owners and Operators  
 Assoc.  
 Delmarva Advisory Council  
 Greater Salisbury Committee  
 Charles County Chamber of Commerce  
 Delmarva Advisory Council Railroad Committee  
 Upper Eastern Shore Crops Advisory Council  
 Tri-County Field Crops Advisory Council  
 Taneytown Chamber of Commerce  
 Northern Central Protestants Committee  
 Delaware/Maryland Plant Food Association  
 Delmarva Peninsula Fertilizer Association  
 Bank Administration Institute  
 Carroll County Chamber of Commerce  
 Mid-Atlantic Food Processors Association, Inc.  
 Salisbury Area Chamber of Commerce  
 Wicomico Economic Development, Inc.  
 Chamber of Commerce of Frederick County  
 Seaboard Chapter, Institute of Scrap Iron and  
 Steel, Inc.

#### RAILROAD

Chessie System, Inc.  
 Stewartstown Railroad Co.

#### LABOR

United Transportation Union, Local 1722  
 United Transportation Union for the State of  
 Maryland  
 Brotherhood of Railway, Airlines and Steamship  
 Clerks

#### CONCERNED CITIZENS

John L. Crothers, Jr.  
 Joyce Barker, Joint Committee for Cold Spring Lane  
 Ed A. Gallagher, III  
 Harriet Douthiert  
 Harry W. Miller, Rail Ways of the Americas, Inc.  
 George S. Wills, Maryland Environmental Trust  
 Mrs. Thomas Eastman, Maryland Transportation  
 Coalition  
 Robert Goldfein  
 Frederick Smalkin  
 Elinore Lewis  
 Linda Smaney, Better Air Coalition  
 George Tyson  
 Dorothy Graham  
 Fred Durr  
 George A. Norcross, Historic Railroads, Inc.  
 Sue Stanley  
 Lynne McCoy, Federated Garden Clubs of Maryland  
 H. V. Bace  
 Merilyn Reeves, League of Women Voters of  
 Maryland  
 Roger D. Marino, Ellicott City Businessmen's Assoc.  
 W. A. Stewart Wright  
 Maryland Rural Affairs Council  
 Dr. and Mrs. E. Leon Moore  
 A. K. Reese  
 Howard M. Harris  
 Leonard P. Seger  
 Lawrence R. Ambush  
 William Kleinwachter  
 Richard Posch  
 John C. Armor  
 Marshall L. Matthews  
 Raymond E. Beck  
 Emanuel H. Horn  
 Thomas Lawrence, Taneytown Jaycees  
 Kenneth H. Fields, Kiwanis Club of Taneytown  
 Harry W. Allers  
 Elvin R. Curtis  
 Fred Puce, Jr.  
 Better Air Coalition

## DISTRICT OF COLUMBIA

### GOVERNMENT

Mayor Walter Washington, District of Columbia,  
represented by Douglas N. Schneider  
Secretary of Agriculture, represented by John A.  
Harris  
Donald Whitehead for the Appalachian Regional  
Commission  
Council on Environmental Quality  
Sheldon Meyers, Environmental Protection Agency  
Colonel Dean D. Duncan, USAF, Department of  
Defense  
J. Richard Tomlinson, The National Railroad  
Passenger Corp. (Amtrak)  
Joseph E. Kasputys, Maritime Administration of the  
Department of Commerce  
Kenneth McLennan, Department of Labor  
Congressman George E. Brown, Jr.  
General Services Administration  
John C. Whitaker, Department of the Interior  
N. Thomas Harris, Federal Maritime Commission  
William A. Brobst, Atomic Energy Commission  
Department of Housing and Urban Development

### BUSINESS

Agriculture  
National Council of Farmer Cooperatives  
Service  
Buck Distributing Co.  
McCalls  
U.S. Postal Service  
Organizations  
National Lumber and Building Material Dealers  
Association  
National Industrial Traffic League  
U.S. Chamber of Commerce

National Milk Producers Federation  
The Fertilizer Institute  
National Council of Farm Cooperatives  
National Milk Producers Federation

### LABOR

United Mine Workers of America  
The Congress of Railway Unions  
Railway Labor Executive's Association

### CONCERNED CITIZENS

Charlotte Harrington of the Washington Coalition  
for Clean Air  
Elizabeth Horvath of the Northern Virginia Con-  
servation Council  
Peter Arballo, Paralyzed Veterans of America  
Leonard Lane of the Sierra Club  
Brian Ledderer of the National Consumer Congress  
Richard Rochette  
Richard A. Hollander  
Grant Sykes and Reed Hamilton for the American  
Bikeways Foundation  
Nancy Solly for the Capitol Hill Action Group  
Angela Rooney, Steering Committee of the National  
Coalition on the Transportation Crisis  
Richard Krodel  
James Lange  
James Aggenbroad  
James Alsip of the Interreligious Coalition for Housing  
Dr. George Brown, for the National Coalition on the  
Transportation Crisis  
Helen Leavitt for the Center for Environmental  
Strategy  
Anthony Haswell, National Association of Railroad  
Passengers and Rail Foundation.  
Thomas M. Raysor of Benjamin B. French Lodge  
No. 15  
Louis P. Dolbeare, Americans for Democratic Action

## VIRGINIA

### GOVERNMENT

#### Federal

Senator Harry F. Byrd  
Congressman Thomas N. Downing  
Congressman William Whitehurst  
Robert K. Krick, National Park Service, Department  
of the Interior  
Donald W. Whitehead, representing Appalachian  
Regional Commission

#### State

The Senate and the House of Delegates  
Wayne A. Whitham, Secretary of Transportation  
and Public Safety, Commonwealth of Virginia  
S. Mason Carbaugh, Commissioner of Agriculture  
and Commerce  
J. K. Brookshire, Jr., Department of Highways  
Marvin V. Craft, Jr., Deputy Executive Director  
for Port Development and Plans of the Va.  
Port Authority  
Lowrie W. Richardson, Senior Transportation  
Specialist, Va. State Corporation Commission  
J. William Mapp, Marketing Specialist, Department  
of Agriculture and Commerce  
J. Frank Alspaugh, Director of the Virginia  
Division of Industrial Development  
Robert J. Griffis, Associate Director of Finance,  
Division of State Planning and Community  
Affairs

#### County

T. Hume Dixon, representing Northampton County  
Board of Supervisors  
Arthur P. Grothouse, representing Accomack  
County Board of Supervisors  
C. D. Marsh, representing Accomack-Northampton  
Planning District Commission and Accomack  
County Board of Supervisors  
David McGaughey, representing Kerr-Tar Regional  
Council of Government

#### City

James W. Rein, Assistant City Manager,  
Chesapeake  
Olive B. Williams, City Clerk, Chesapeake  
P. H. Cox, Jr., Director of Industrial Development,  
Chesapeake  
Durwood S. Curling, City Manager, Chesapeake  
Mayor Marian P. Whitehurst of Chesapeake

George E. Ward, Jr., Mayor-Town Manager,  
Cape Charles  
Mayor Edward H. Cann of Fredericksburg  
Kenneth R. Scott, representing Norfolk Port and  
Industrial Authority  
William A. Diggs, Real Estate Assessor, Chesapeake  
B. M. Perrero, representing Common Council City  
of Winchester  
Mayor Stewart Bell, Jr., of Winchester

### BUSINESS

#### Agriculture

Accomack County Farm Bureau

#### Extracting/Mining

Texasgulf Inc.  
Ashland Oil Co.  
Shenandoah Iron Works

#### Manufacturing and Service Industries

Atlantic Cement Co., Inc.  
Lone Star Industries, Inc.  
Southern States Cooperative, Inc.  
Weaver Fertilizer Co.  
Gowen Chemical Corp.  
Royster Co.  
Swift Chemical Co.  
Eppinger & Russell Co.  
Solite Masonry Units Corp.  
Brown & Root, Inc.  
Shore Fertilizer Corp.  
Johns-Manville Corp.  
Ryan Homes, Inc.  
Chilean Nitrate Sales Corp.  
Davis Grain Corp.  
Elizabeth River Terminals, Inc.  
Foster Grant Co., Inc.  
Jacobson Metal Co.  
Gordon Paper Co., Inc.  
Higgerson-Buchanan, Inc.  
Norfolk Tallow Co., Inc.  
Tidewater Construction Corp.  
Virginia Electric and Power Co.  
Chas. W. Priddy & Co., Inc.  
Solite Corp.  
Cavalier Concrete Products, Inc.  
Hitch Terminal  
Smith-Douglas Division of Borden Chemical

L. R. Capshaw, Inc.  
 Shenandoah Apple Co-operative, Inc.  
 Tidewater Equipment Corp.  
 T. & W. Block, Inc.  
 Westvaco Corp.  
 Lance J. Eller, Inc.  
 United Va. Bank/Seaboard National  
 Blake & Co., Inc.  
 Cargill, Inc.  
 Cives Corp. - Shenandoah Iron Works Div.  
 Howard Shockey & Sons, Inc.; Crider & Shockey,  
 Inc.; Shockey Bros., Inc.; Shockey Realty Co.  
 G. L. Webster Co., Inc.  
 Byrd Foods, Inc.  
 Allied Mills, Inc.  
 National Fruit Co., Inc.  
 Economy Feed & Milling Co., Inc.  
 Bayshore Concrete Products Corp.  
 Annandale Millwork Corp.  
 R. C. Evans & Sons  
 Webb's Lime Spreading Service  
 Boggs Water & Sewage Co.  
 Crown Cork & Seal Co., Inc.  
 W. S. Frey Co., Inc.  
 Growers Seed and Fertilizer Co.  
 Cape Charles Oil Co.  
 Webb's Lime Spreading Service

Organization  
 Southern States Cooperative, Inc.

National LP-Gas Association  
 Association of Virginia Potato and Vegetable  
 Growers  
 Shenandoah Valley Manufacturer's Association  
 Winchester-Frederick County Chamber of  
 Commerce  
 Virginia State Chamber of Commerce  
 Eastern Shore of Virginia Chamber of  
 Commerce, Inc.  
 Board of Directors of the Chesapeake Chamber  
 of Commerce  
 Fredericksburg Chamber of Commerce  
 Woodstock Chamber of Commerce, Inc.

**RAILROAD**

Norfolk & Western Railway Co.  
 Norfolk & Portsmouth Belt Line Railroad

**CONCERNED CITIZENS**

D. K. Chacey  
 Glenn E. Nelson  
 James H. Webb, Jr.  
 Richard Rochette  
 Elizabeth Horvath - Northern Virginia Conservation  
 Council  
 Ronald E. Shibley - Historic Fredericksburg  
 Foundation, Inc.  
 Ronald C. Brown - Kiwanis Club  
 Frank Messick

**WEST VIRGINIA**

**GOVERNMENT**

Federal  
 Senator Robert Byrd  
 Appalachian Regional Commission  
 Congressman John Slack  
 Congressman Ken Hechler, represented by  
 Judy Roach

State  
 Governor Arch A. Moore, Jr.  
 Senator Robert F. Hatfield  
 Senator William J. Oates, Jr.  
 Senator Louise Leonard  
 Commissioner Lysander Dudley, Dept. of  
 Commerce

County  
 Charles Farley, President of the Putnam County  
 Court

Jack Whiting, representing Regional Development  
 Authority, Kanawha County  
 Benjamin Howitt, representing the Regional Inter-  
 Governmental Council  
 William L. Clark, Agriculture Extension Agent  
 Dewey E. S. Kuhns, representing Kanawha County  
 Court  
 Edmond S. Williams, representing Berkley County  
 Court  
 Grant County Development Authority

City  
 Mayor Paul Williams of Moorefield  
 Bill Harper, Councilman from Moorefield  
 City of Martinsburg

**BUSINESS**

Extracting/Mining  
 William Talbot, representing:

Peaker Run Coal Company  
Bemis Holding Company  
Cowen Coals, Inc.  
George B. Edmiston  
Moore Brothers  
Sink Coal Company

S. S. Joe Burford, Inc.  
Dickinson Fuel Company  
Amherst Coal Company  
Carbon Fuel Company  
Martinsburg Lumber and Coal Company, Inc.  
Claud N. Wilcher  
Bergoo Coal Co.

#### Manufacturing and Service Industries

Allied/Egry Business Systems  
Fike Chemicals, Inc.  
Mead Corporation  
Georgia Pacific Corporation  
Western Electric Company, Inc.  
Trojan Steel Company  
Perrow Motor Freight Lines, Inc.  
Johns-Manville Fiber Glass, Inc.  
West Virginia Malleable Iron Company  
West Virginia Steel Corporation  
Corning Glass Works  
Erath Veneer Corporation  
Novamont Corporation  
Shifman Brothers  
Martinsburg Mills, division of Kayser-Roth Corp.  
Musselman Fruit Products Division of PET Inc.  
Dupont Corporation  
Greer Steel Company  
Mobay Chemical Company  
Excello Cemento, Inc.  
Kanawha Manufacturing Company  
Columbia Gas of West Virginia  
Shippers Car Line, division of A.C.F. Industries  
Union Boiler Company  
Appalachian Power Company  
Schmidt Baking Company, Inc.  
A&S Warehouse, Inc.  
Paul C. Tabb, Inc.  
Coastal Lumber Company

Thorn Lumber Company  
Central Tie and Lumber Company  
Pardee and Curtin  
J. O. Dickerson and Company

#### Organizations

West Virginia Industrial Development Association  
Business and Industrial Development Corporation  
of Kanawha Valley  
Committee of 100  
Charleston Area Chamber of Commerce  
Tug Valley Chamber of Commerce (Frank de  
Martino presented petitions signed by more than  
2,000 concerned citizens in the Tug Valley)  
Appalachian Research and Defense Fund, Inc.  
Berkley County Industrial Park, Inc.  
Martinsburg-Berkeley County Chamber of  
Commerce  
Hampshire County Fruit Growers Association  
Huntington Area Chamber of Commerce  
The Coal Traffic Bureau of Northern West Virginia,  
Ohio, and Western Pennsylvania  
Builders Supply Association of West Virginia

#### RAILROAD

Kanawha Central Railroad  
Tourist Railway Association  
Winifrede Railroad Company  
Chesapeake & Ohio/Baltimore & Ohio

#### LABOR

United Steelworkers of America  
West Virginia Labor Federation, AFL-CIO  
Brotherhood of Railway Clerks, Penn Central,  
Charleston

#### CONCERNED CITIZENS

William H. Loy  
Robert Sheets, representing Kanawha County citizens  
Paul Kaufman  
Leonard N. Taylor  
Ed Light, representing Citizens for Environmental  
Protection  
Darryl Gosnell

Interstate Commerce Commission

Washington, D. C. 20423

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE, \$300

RETURN AFTER FIVE DAYS

POSTAGE AND FEES PAID  
INTERSTATE COMMERCE COMMISSION

