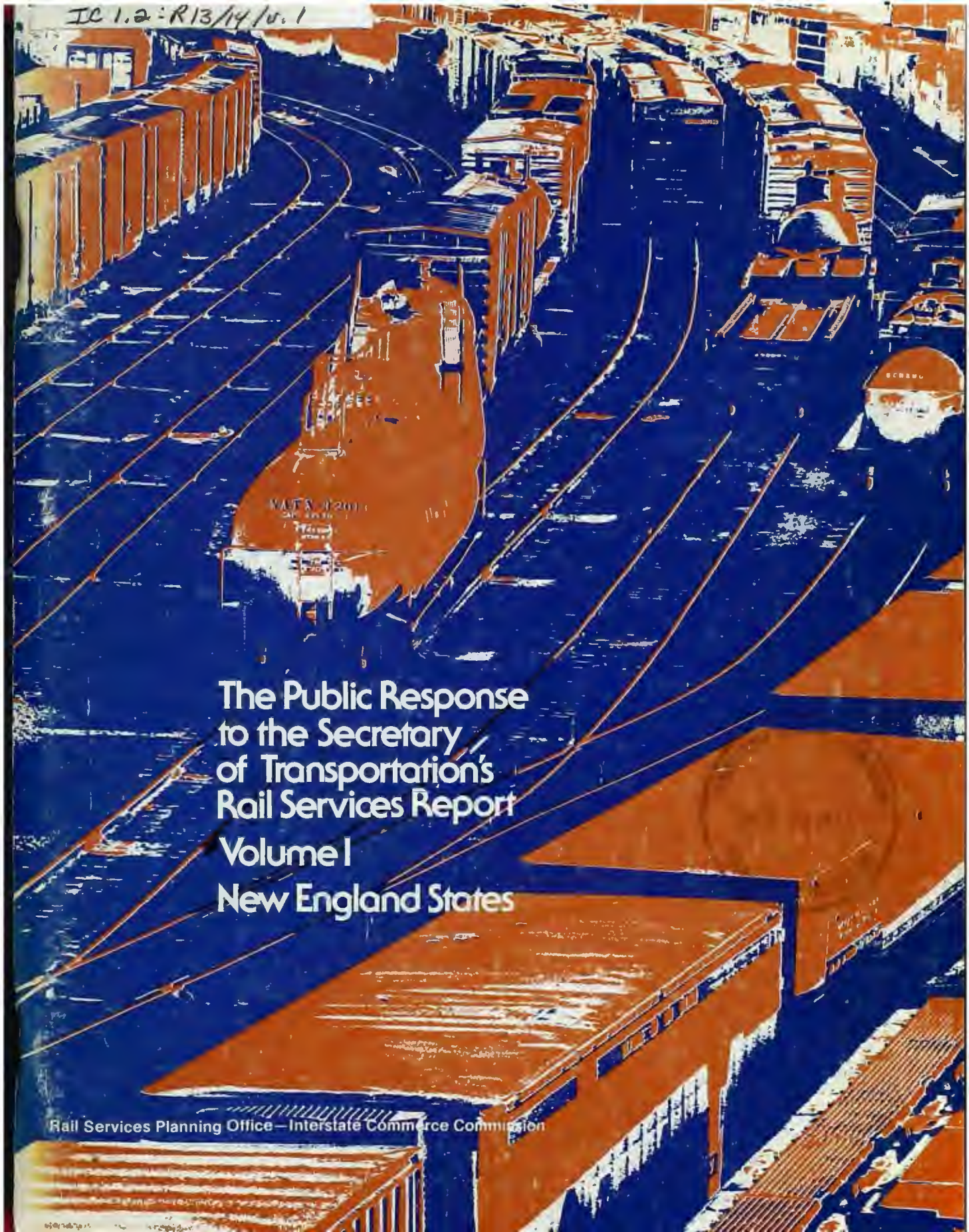

The Public Response to the Secretary of Transportation's Rail Services Report

Volume I

New England 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

August 1974

Volume I
New England 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".[1] 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.

[1] 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.

MAINE

Maine, largest of the New England states, is geographically divided into three areas: the White Mountains region in the northwest; the New England Uplands in the central part of the state; and the coastal lowlands in the southeast. Maine is characterized by its huge forest products industry (the state is 80 percent forested), its rugged terrain, severe climate and geographic isolation from the rest of the country.

Because of this isolation, Maine relies heavily upon its 2,487 miles of railroad for transportation of forest products and agricultural goods to Canada and the southern and northcentral United States. The following railroads operate in the State:

Aroostook Valley Railroad (AV—43 miles of track)
Bangor and Aroostook Railroad (BAR—801 miles)
Belfast and Moosehead Lake Railroad (BML—38 miles)
Boston and Maine Railroad (B&M—66 miles)
Grand Trunk Railroad (GT—100 miles)
Canadian Pacific Railway (CPR—302 miles)
Maine Central Railroad (MEC—1,032 miles)
Portland Terminal Co. (PT—105 miles)

POTENTIALLY EXCESS RAIL LINES

The DOT Report divided Maine into five zones (Zones 1 through 5), but designation of potentially excess lines was limited to Zones 4 and 5, the only zones in which a bankrupt carrier operates (Figure 1). Three line segments, totaling 75 miles, or 5 percent of Maine's trackage, were designated as potentially excess:

(1) The Grand Trunk line from Locke Mills, Maine (Zone 4) west to New Hampshire.
(2) The Grand Trunk line through Pownal (Zone 4) north to the Zone 2 boundary.
(3) The Maine Central Railroad line from South Windham, Maine west (Zone 5) through Fryeburg (Zone 4) to Quebec Jct., New Hampshire.

Zones 1-2-3

Although analysis for potentially excess rail lines in Zones 1, 2 and 3 was not carried out by DOT, an analysis of potentially excess lines in Zones 1 and 2 was carried out by the Bangor and Aroostook Railroad.[1] Their list designates the following lines as potentially excess:

(1) The 28 mile line from South Lagrange to Packard via Medford. The line handled no cars in 1972.
(2) The 16 mile line from Stockholm to Caribou. The line originated or terminated 170 cars in 1972.
(3) The 40 mile line from Houlton to Phair. The line originated or terminated 938 cars in 1972.
(4) The 20 mile line from Pelletier to Blier. The line originated or terminated 132 cars in 1972.

In Zone 1, P. E. Ward & Co., McKusick Petroleum Co. and Maine Gas and Appliances, Inc. expressed their need for the station at Dover-Foxcroft which is not recommended for service by the DOT.

Two businesses responded to the RSPO hearing in Boston with specific information on Zone 2: the Inland Container Corporation in Unity, which generated 45 carloads in 1973, and the International Paper Company. Inland, which estimates that its traffic will increase to 56 cars by 1976, was concerned that DOT did not recommend the Boston and Maine's Unity station for local service even though through service would be retained.

International, whose mills at Riley and Livermore Falls generated 17,003 and 1,618 cars, respectively, in 1973 was concerned because over 2,300 of its 1973 carloads moved over the Grand Trunk and Canadian Pacific Railway. Along with other witnesses, International noted that rail service in northern Maine depends upon good interstate service and upon connections with the Canadian railroads which supply many needed empty boxcars to area shippers.

Zone 4

One of the lines designated potentially excess by the DOT Report runs from South Paris, Maine west to New Hampshire. The line is operated by the Grand Trunk Railroad which is part of the Canadian National Railway system, (CNR)[2]. It provides Maine access to Canadian railroads as well as to the north central United States and the Canadian boxcar supply. Testimony indicated that abandonment of this line would end intermodal competition in oil transportation to Groveton and Berlin,

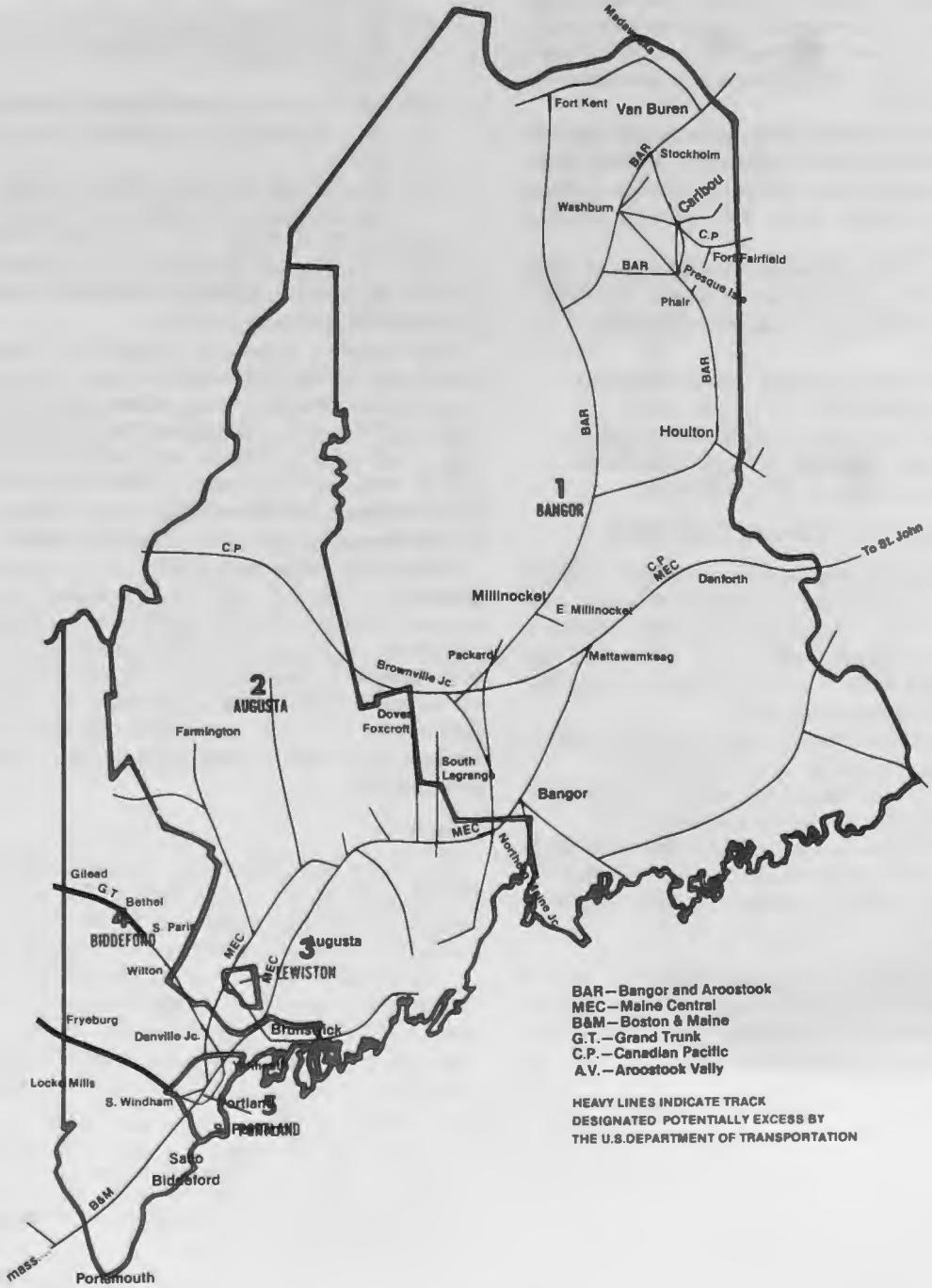
[1] The BAR originated or terminated 89,409 cars in 1973 (99.9 percent of all cars handled) and, of these, 11,451 interchanged with the Canadian Pacific Railway at Brownville; 40,843 interchanged with the Maine Central Railroad at Northern Maine Junction; and 23,068 left Maine via the Boston and Maine. The MEC delivered 10,805 cars to the BAR at Northern Maine Junction in 1973.

[2] The DOT's March 1, 1974 additions and corrections supplement extended the potentially excess line designation from Locke Mills to South Paris. It is conceivable that the latter publication containing the correction was not received or read by the general public which could account for the lack of response from users of that particular line segment.

MAINE

ZONE LOCATOR MAP

Figure 1



New Hampshire. There are eight lumber mills on this line between Gilead and Locke Mills which together use over 100 cars per year. Table 1 lists those businesses which testified or supplied usable traffic data to the RSPO.

Table 1: Traffic Profile of Zone 4 (South Paris to Gilead)

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Stowell Silk Spool Co.[1]		3-5	3-5	3-5
Ekco Wood Products	Lumber		35	42
P. H. Chadbourne & Co.	Lumber			
L. E. Davis Lumber Co., Inc.	Lumber			
Agway, Inc.	Feed, grain		15	
Hanover Dowel		10	10	10
Roberts Poultry		50	50	50
Bethel Furniture		5	5	5
Western Maine Supply		5	5	5

[1] Stowell is considering expanding to 24-30 carloads per year.

Opposition to the abandonment of this line was expressed by Ekco Wood Products. The firm estimated that a change to truck shipment would increase its costs from $1.15 per hundredweight via the railroad to $3.50 per hundredweight via motor carriers. Delivery costs would triple. The firm also pointed out that this rail line had recently been upgraded.

The Agway Corporation noted that the loss of the railroad would force people to travel 40 miles per week to get grain for their livestock.

Another line designated potentially excess in Zone 4 is the small segment of the Grand Trunk Railroad line from Portland (Zone 5), north through Yarmouth to Danville Junction. This Grand Trunk line provides access to the CNR Portland to Chicago line, which offers the fastest routing of high rated traffic between those two cities. The Maine Central testified that, in 1973, it delivered and received 16,646 cars from CNR producing an average revenue per car of $257.

Even though the Maine Central line at Brunswick, Maine in Zone 4 was not shown as potentially excess, concern was expressed because the station was not recommended for service. Local service at this station, which serves a U.S. Naval Air Station, is considered necessary because of the rail oriented traffic it receives or generates. This traffic consists of oversized vehicles, maintenance platforms and antennae poles which, because of their size and weight, must move by rail. The Brunswick Naval Air Station has received or originated 37 carloads annually since 1972. A similar volume is forecast for 1974. Rail service is considered necessary because the energy crisis has created severe motor carrier equipment shortages at this station, with little relief anticipated. Therefore, it is felt that this installation cannot rely solely on this alternate mode. Furthermore, if fuel shortages develop again, the station heating plant may be converted from oil to coal, which is best moved by rail.

The City of Saco, on the coast line south of Portland, has called for expansion of Maine's branch line system.

Zone 5

The 90 mile long Maine Central Railroad line that runs west from South Windham in Zone 5 through Fryeburg (Zone 4) to Quebec Jct., New Hampshire, is the major lumber shipment route from Maine to Central Canada and the north central United States. Most of the shipments on this line are long hauls with minimal switching. This line is part of the Maine Central's Mountain Division which runs from Portland to St. Johnsbury, Vermont where it joins CPR to complete connections to Detroit, the west coast and Canada via the CPR, PC, N&W and C&O/B&O. In 1973, the MEC delivered and received 16,687 cars from the CPR producing an average revenue of $305 per car compared to a system average of $168 per car.

The MEC testified that it will not abandon the Mountain Division unless it is forced to extend service to clearly unprofitable branches.

The BAR agrees with DOT that this line in Zone 5 is potentially excess. In support of this belief, representatives of the railroad testified that of 40,843 cars interchanged with the MEC at Northern Maine Junction, only 429 ultimately traveled the Mountain Division from Portland to St. Johnsbury while the remainder went via the Boston & Maine line running south to Lawrence, Massachusetts. MEC stated that it delivered 45,000 cars to the B&M and received 31,356 from the B&M at Portland.

The Mountain Division serves 17 paper and pulp mills. Other businesses which offered information regarding their use of the line are General Electric Co., L. C. Andrew, Inc. and Saunders Brothers.

General Electric stated that clearance shipments to Orleans, Vermont from its South Portland plant rely on the Mountain Division. These shipments, when loaded on special cars, can measure 155 feet long, 14 feet wide and 20 feet high and can weigh 750 tons. Company officials testified that the line is vital to this plant.

L. C. Andrew, Inc. is a building materials distributor and manufacturer that employs 250 people and uses approximately 134 carloads of plywood and other building materials annually. According to the Andrew, Inc. statement, other major users on the Mountain Division are Agway Inc., Lucille Feeds and H. K. Webster, all of which are grain dealers.

Saunders Brothers operates outlets in Westbrook and Fryeburg, Maine and Whitefield, New Hampshire. They employ 300 workers at the Westbrook facility which is growing 10 percent annually. They currently ship nearly 50 cars per year over the Mountain Division, but a planned institution of rail use at their Whitefield mill will raise this use to 250 carloads per year. Mr. Saunders

testified, with others, that MEC service is good, but that the service provided on the Penn Central and Boston and Maine routes is so poor it precludes use of those lines.

Others testified that rail use over the Mountain Division will increase if the MEC obtains more "all door" boxcars and bulkheaded rail cars.

A potential bottleneck in Zone 5 is the south end of the Rigby Yard in South Portland. The second track in this yard was removed September 5, 1961, and northbound freights, which are delayed on the mail line south of the station, prevent southbound freights from leaving. Robert Fuller of Portland, Maine recommends that 3¼ miles of second main line track with reverse signaling should be restored between the Rigby Yard and Scarborough in order to remove the threat of train delays.

PROPOSED MERGER

A plan was presented by the Amoskeag and Passaconaway Co., at the RSPO hearing, for the merger of BAR and MEC properties.[8] The company noted that the railroads are both solvent, they run end-to-end, and they already share ownership (99.6 percent of the BAR and 35 percent of the MEC are owned by the Amoskeag and Passaconaway Co.). Amoskeag's plan is eventually to merge the BAR, MEC and the B&M, of which it owns 22 percent of Series TT bonds, with the D&H, creating a combined system of 3,600 miles of rail with a proposed total revenue in excess of $160 million and an adjusted pre-tax net return on investment of $7.5 million, based upon 1973 figures. The following advantages of such a consolidation were enumerated:

(1) The common use of equipment pools.
(2) The reduction in the number of heavy repair facilities.
(3) The more efficient utilization of equipment and the increased ability to acquire new equipment.
(4) The consolidation of administrative personnel.
(5) The reduction of inventory.
(6) The reduction of terminal handling time through improved operations (less pre-classification).
(7) Improved efficiency resulting from centralization of control.
(8) Refunding of debt on a more favorable basis which will result in increased borrowing power.

Testimony of the Amoskeag and Passaconaway Co. stated that in 1969, management of the BAR and MEC agreed that at least $1 million in savings could be effected by consolidation. They contend, however, that the MEC has since refused to cooperate to the mutual loss of both railroads.

E. Spencer Miller, President of the MEC, testified that both railroads are presently well managed, and that any consolidation of their operations might lessen attention to detail and their present esprit de corps. In opposition to the merger concept, he expressed his opinion that since the merger of the Virginian and the Norfolk and Western, all subsequent American rail mergers have failed, even those involving parallel carriers which should demonstrate the greatest increased efficiency.

In his own account of the 1969 meeting, Miller stated that he told BAR representatives that the financial rewards of a merger "would be disappointing" but that $1 million worth of improvement would come from a reorientation of traffic flow giving the system its maximum revenue ton miles. He further testified that lack of cooperation originated with the BAR. The ICC is investigating a complaint filed by Miller that, in 1970, BAR contracted with the CPR to divert 24,000 cars per year from the MEC. Such actions are in violation of Section 3(4) of the Interstate Commerce Act.

Miller stated his belief that the financial condition of the BAR is the reason for its interest in a merger. He testified that in 1973 the BAR lost $1,136,066 on operations while the MEC made $3,948,453, and that the BAR is only solvent because of the income received from its equipment rentals. In 1974 these revenues will be down $1.6 million because Pacific Fruit Express has discontinued its rental of ice salt refrigerator cars. Based on his understanding that the BAR is now renting second hand locomotives, which cannot last forever, Miller considers it natural that the BAR wants to survive by merging with the MEC.

Miller also stated that very little of BAR's track is essential, noting that the MEC now serves the interior points of Augusta, Livermore, Jay, Rumford, Waterville, Winslow and Bucksport and that the BAR's chief stations could be served by other lines. He made the following points to support this belief:

(1) East Millinocket is 14 miles from the MEC and CPR at Mattawankeag.
(2) Millinocket is 9 miles from East Millinocket.
(3) A railroad built from Mattawamkeag to East Millinocket would connect the sites with the MEC and CPR and permit abandonment of 111 miles of main and branch line between Millinocket and Northern Maine Junction, including Brownville Junction.
(4) Houlton and Fort Fairfield are on the CPR.
(5) Presque Island, Caribou, and Washburn are on the Aroostook Valley Railroad which is a subsidiary of the CPR.
(6) The CNR and CPR are across the river from Madawaska and Van Buran, and Fort Kent is only 20 miles upriver.

Miller concluded that if the Amoskeag and Passaconaway Co. gains control of both railroads, it may bleed the MEC financially in order to feed its other highly speculative, non-railroad operations.

[8] See Finance Docket No. 27621.

PASSENGER SERVICE

Robert Fuller outlined a plan for expanded rail passenger service in New England on main lines which will be constructed to accommodate 80 m.p.h. speeds.

The first phase of the passenger service improvement would involve the upgrading of the Boston-Chicago line. Phase two would extend passenger service from Boston north to Portland or Bangor, Maine. Phase three would involve extensions of the Massachusetts Bay Transportation Authority lines to Aver, Lowell and Lawrence, Massachusetts (Figure 2). Phase four would establish a new passenger corridor between Bangor, Maine and New York via Lowell, Ayer, Worcester, Springfield, Hartford and New Haven (Figure 3).

PUBLIC CRITICISM OF THE DOT REPORT

The following general comments made for the record were directed toward DOT in response to the Secretary's February 1 Report:

(1) Table 2, page 5, Vol. I may not be a practical index of main line capacity because it assumes that lines will carry only freight and will all have uniform speeds. Track occupancy may also vary.

(2) The Report failed to consider the value of available Canadian carriers to shippers in Maine.

(3) Low volume is not the primary problem of the northeast railroads. The Maine Potato Sales Association testified that 10,000 cars and $7 million in rail revenue have been lost by railroads to motor carriers since 1970 because of poor service.

(4) Since feeder and branch lines are part of a regional system it is unrealistic to consider the parts without considering the whole. Moreover, efficient modes of transportation, both in terms of energy and the environment, are an overlooked and important goal.

RECOMMENDATIONS

The following recommendations concerning the effects of the rail reorganization in Maine were offered:

(1) The USRA should designate a main line connection at least betwen Bangor and the competitive lines beyond Boston.
   (a) This would include the B&M Worcester, Massachusetts-Portland line and the MC Portland-Bangor main line.
   (b) This would increase the likelihood of its being rehabilitated by Conrail and others.
   (c) The line should be upgraded to permit TOFC clearance, and classification yards should be improved to handle all future traffic.

(2) If the B&M cannot achieve an independent reorganization,[4] the USRA should consider establishing an independent unit of Conrail for New England, to be composed of BAR, MEC, B&M, D&H and EL lines with access to the N&W and the Chessie System at Buffalo.

(3) The states must be kept informed of the planning process.
   (a) State access to data and criteria is essential.
   (b) An advisory committee with one member from every state should be formed.
   (c) Communications between the states, USRA and RSPO must be improved in order to minimize confusion during the planning process.

(4) Evaluations of lines should be based on latest available traffic data and actual revenue figures.

(5) The following were recommended capital improvements:
   (a) Installation of new ties, heavy welded rail and crushed stone ballast on all main lines enabling them to handle speeds in excess of 45 m.p.h.
   (b) Restoration of extra main line track, reversing the B&M's "single tracking" program which has allegedly affected system flexibility and dependability.

(6) Competitive lines which the BAR recommends USRA preserve are:
   (a) The BAR to Northern Maine Junction, MEC to Danville Junction, GT to Canada line.
   (b) The BAR to Northern Maine Junction, MEC to Portland, B&M to Mechanicville (DOT suggests that this line be downgraded to feeder status).
   (c) The BAR to Northern Maine Junction, MEC to Portland, B&M to Rotterdam Junction (also proposed for feeder status).

In addition, three specific reasons for preserving efficient rail service in Maine were mentioned:

(1) Business in the Wilton, Farmington and Jay area is expanding and has an increasing need for rail service.

(2) Shipment of oils, grease and wax to Maine would be economically impossible if it became necessary to rely on motor carriers.

(3) If Conrail provides poor service, as the B&M does now, all business will be lost to motor carrier.

[4] The B&M has since been found reorganizable under Section 77 of the Bankruptcy Act.

Figure 2
Rail Service to Boston

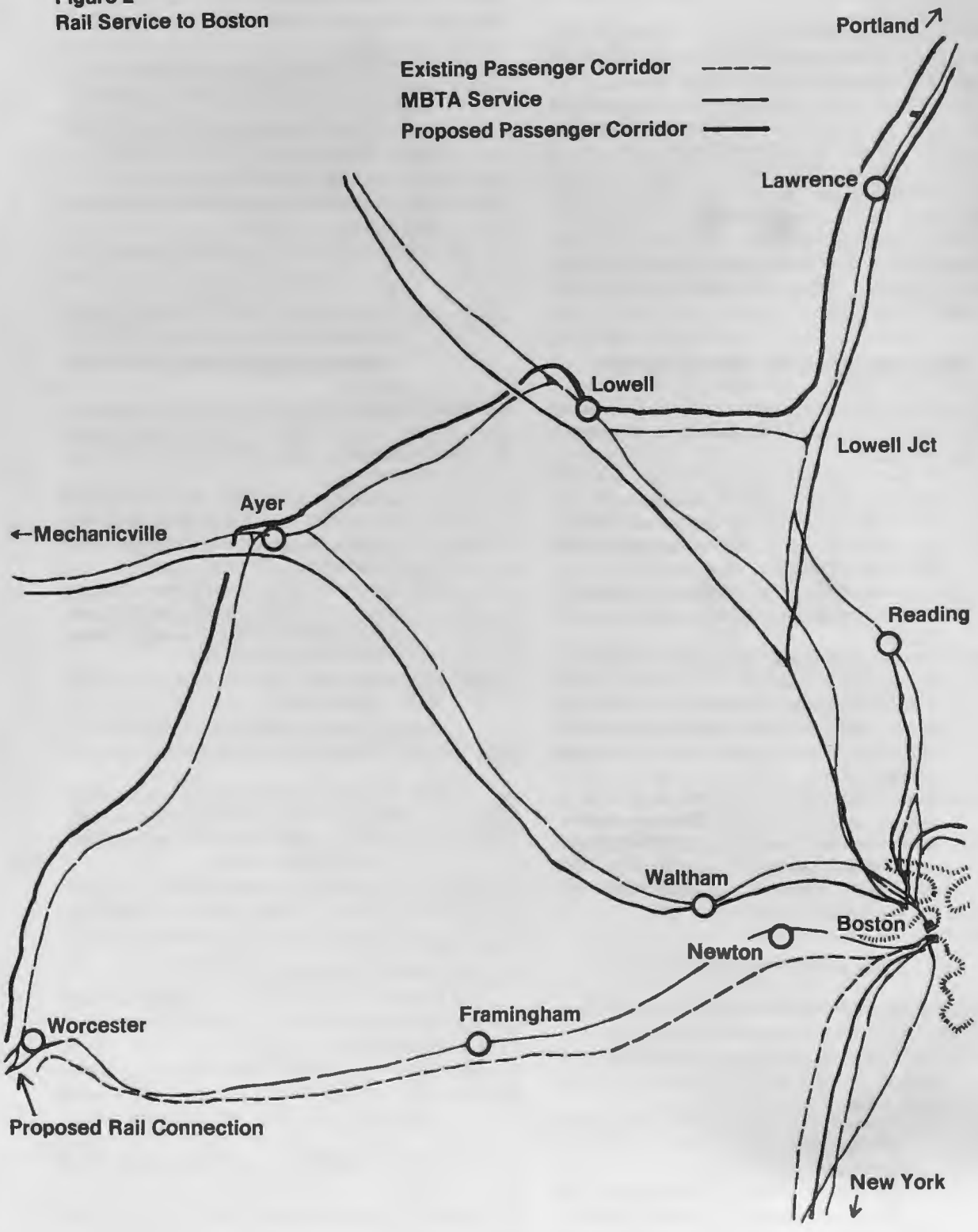
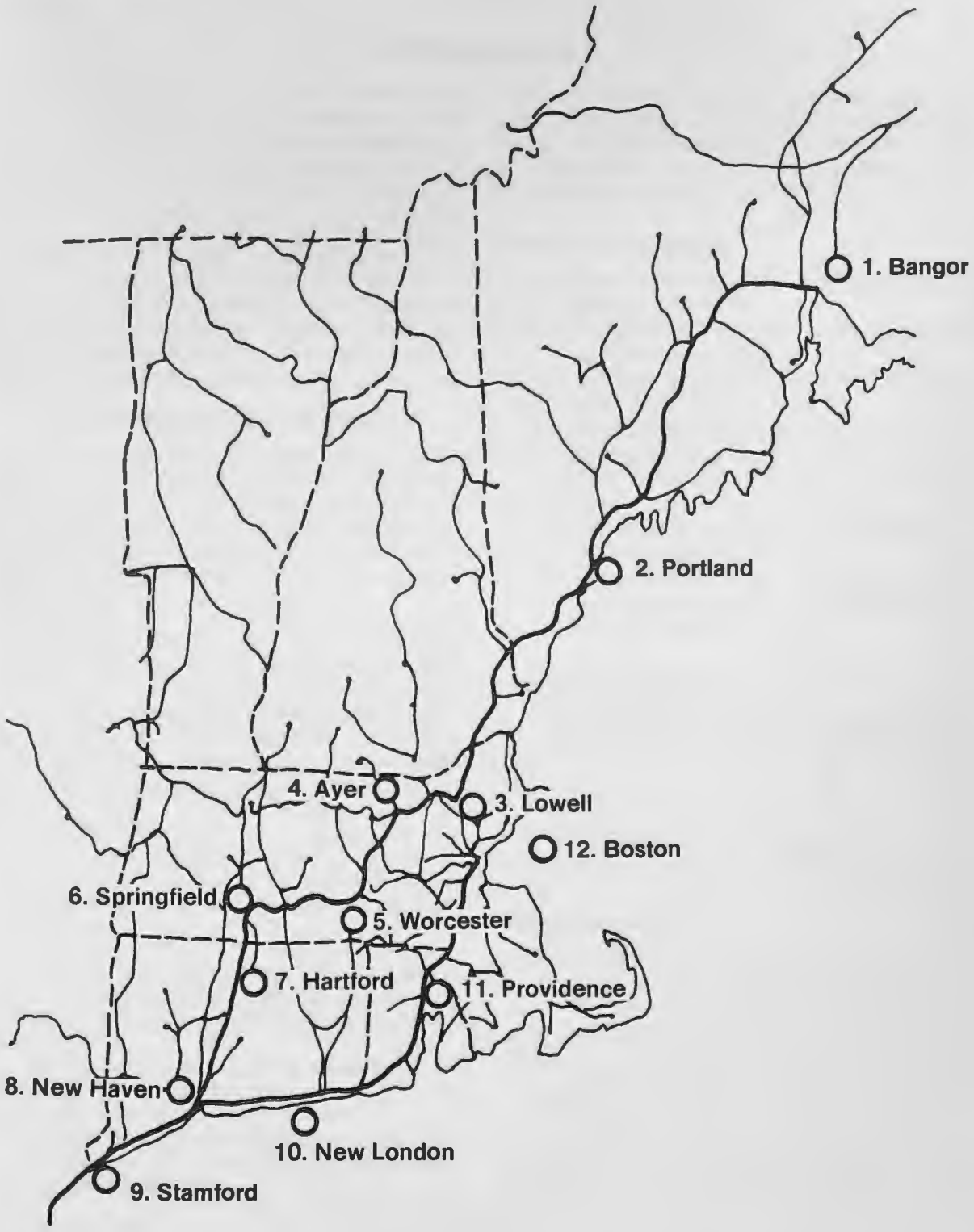


Figure 3
Northeast Rail Corridor



NEW HAMPSHIRE

New Hampshire is composed of three primary land areas: the coastal lowlands in the southeast corner; the New England Uplands in the southwest and central area; and the White Mountains region in the northern part of the state. The state is heavily forested and the lumber, pulp and paper industries account for a large portion of the economy. In addition to forest products, New Hampshire produces leather items, foodstuffs, textiles, and electrical machinery. The state also has a well developed agricultural industry which, in 1973, produced $58,078,500 worth of fruit and vegetables. Transportation of these goods markets to the west and south is essential to the New Hampshire economy.

POTENTIALLY EXCESS RAIL LINES

The state presently has a total of 739 miles of railroad track of which 116 miles are controlled by the Maine Central Railroad, 103 miles by the Canadian owned Grand Trunk Railroad and 28 miles by two short line companies, the Claremont and Concord Railroad and the Wolfeboro Railroad. The remaining 492 miles are operated by the Boston & Maine Railroad.

Between 1915 and 1968, 300 miles of track were abandoned in New Hampshire. Since 1968, the railroads in the state have applied for authority to abandon 224 miles of track.

The rail lines designated as potentially excess by the U.S. Department of Transportation represent 49 percent of New Hampshire's rail system and they support 17,000 employees of industrial and agricultural firms contributing $252 million annually to the state's economy. Loss of these rail lines could be expected to produce a $20 million burden on the New Hampshire state government resulting from lost tax revenues and increased welfare payments, and to increase the cost of consumer goods from one to five percent.

According to United States Senator Thomas J. McIntyre, abandonments of this magnitude would force industrial relocations, destroy growth patterns, increase energy consumption and neglect five of the goals of the Act by failing to:

(1) Provide a system adequate to meet state needs.
(2) Preserve existing patterns of service.
(3) Maintain environmental standards.
(4) Maintain the highest energy efficiency.
(5) Minimize job losses resulting from the relocation of industry.

The DOT Report divided New Hampshire into four zones: Zone 6, Portsmouth; Zone 7, Berlin; Zone 8, Nashua; and Zone 9, Manchester. The lines DOT originally designated as potentially excess fall naturally into the three distinctive areas shown below (Figure 4).

Southern New Hampshire:

(1) The Boston & Maine line from Portsmouth to Seabrook (Zone 6).
(2) The B&M line west from Rockingham (Zone 6) to Manchester (Zone 9).
(3) The B&M line from Manchester to Goffstown (Zone 9).
(4) The B&M line south from Concord (Zone 8) through Manchester (Zone 9) and Londonderry (Zone 6) to Lawrence, Massachussets (Zone 12).
(5) The B&M line northwest from Milford to Hillsboro (Zone 8).
(6) The B&M line south from Concord (Zone 8) through Nashua (Zone 8) to Lowell, Massachusetts (Zone 13).

Central New Hampshire:

(1) The Boston & Maine line from Ossipee to Rollinsford with spur lines at Farmington and Gonic (Zone 6).
(2) The B&M line from Lincoln (Zone 7) to Concord (Zone 8).
(3) The B&M line from Westboro (Zone 7) to Concord (Zone 8).

Northern New Hampshire:

(1) The Maine Central line from Quebec Junction (Zone 7) to the eastern Zone 6 boundary.
(2) The Grand Trunk from West Stewartstown south to Berlin (Zone 7).
(3) The GT east from Gorham to the eastern zone boundary (Zone 7).
(4) The B&M line from Whitefield to Blackmount (Zone 7).

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated the fol-

NEW HAMPSHIRE

ZONE LOCATOR MAP

Figure 4

lowing changes were to be made to their February 1, 1974 Report.[1]

(1) The Boston and Maine line from Tilton through Meredith north to the zone boundary should be shown as potentially excess (Zone 6).
(2) The line from Sanbornville to Wolfeboro should be shown as potentially excess (Zone 6).
(3) The B&M line from Portsmouth south to the zone boundary through Hampton should not be shown as potentially excess (Zone 6).
(4) The B&M line from Salem south to the zone boundary should not be shown as potentially excess (Zone 6).
(5) The B&M line from Concord south to the zone boundary should not be shown as potentially excess (Zone 8).
(6) The B&M line from the zone boundary to Greenville should be shown as potentially excess (Zone 8).
(7) The B&M line from the zone boundary to Peterboro should be shown as potentially excess (Zone 8).
(8) The B&M line from the zone boundary to Hollis should be shown as potentially excess (Zone 8).

POTENTIALLY EXCESS RAIL LINES— SOUTHERN NEW HAMPSHIRE

Most of the rail lines serving the population of southern New Hampshire converge at Manchester. These lines provide the following four routes to and from the state:

(1) Lincoln and Westboro south through Concord into Manchester.
(2) Portsmouth west to Manchester through Epping.
(3) Southeast from Manchester through Lawrence (Zone 12).
(4) South from Manchester through Nashua and North Chelmsford, Massachusetts (Zone 13).

Initially, the DOT Report designated all these routes potentially excess. However, as noted earlier, the DOT's March 1 supplement listed corrections which indicate that the line from Penacook through Concord, Manchester and Nashua (Zone 8) to North Chelmsford (Zone 13) was considered as performing essential rail service.

The DOT suggested downgrading of the Boston & Maine Hoosac Tunnel Route through Massachusetts to feeder status would force New Hampshire freight onto Penn Central's Boston and Albany line. Testimony indicated that this routing could add one or two days' transit time because of congestion in the major traffic centers on the Boston and Albany line.

Zone 6

The Portsmouth-Seabrook line was originally designated potentially excess, an error which was corrected in DOT's March 1st corrections supplement. The J. D. Cahill Co. in Hampton relies on this line for transport of paperboard and is anxious to see it incorporated in the final system plan. The firm generated 275 carloads in 1972 and 316 in 1973, and anticipates a need for 450 cars in 1974. The Portsmouth Naval Shipyard requires rail for delivery of materials used in overhauling nuclear submarines and for removal of nuclear wastes in 150 ton carloads. They generated 79 cars in 1973 and expect to use 88 cars in 1974.

Although Manchester (Zone 9) is the largest, most highly industrialized city in New Hampshire, and a major freight center, very little evidence was received with respect to either the Rockingham (Zone 6)-Manchester (Zone 9) line or the Goffstown-Manchester line (Zone 9).

The Merrimack Farmers Exchange outlet on the Rockingham line in Epping received 46 carloads or 1,190 tons of agricultural products and fertilizer in 1973. The Boston and Maine has recently applied to its reorganization court for authority to abandon this line.

The Merrimack Farmers Exchange is the only business using the Goffstown line which contributed information to the planning process. It used 14 cars (440.5 tons) in 1973. Cars on this branch are billed at Manchester.

Zone 8

The B&M Concord to Lawrence line originally shown potentially excess runs south from Concord (Zone 8) through Manchester (Zone 9), Londonderry, Derry, Windham and Salem (Zone 6) to provide connections to Lawrence, Massachusetts (Zone 12).

The town of Londonderry has a population of 10,000 and a recent survey estimated that by 2020 the figure will reach 90,000. Webco Development Corporation's Grenier Industrial Park represents an $8 million investment being developed in four phases in Londonderry. Lyon's Iron Works has acquired 100 acres in this park. This company currently produces 300 carloads of freight per year at its Manchester site. Lyon's expects to ultimately employ 140 people in Londonderry. The First Lumber and Supply Corporation generated 717 carloads of freight in Londonderry in 1973 and expects to use 800 cars in 1974 (Table 2). Total rail oriented employment in Londonderry for 1973 was 256, and, in 1974, it is expected to reach 300. It was estimated that abandonment of this line would result in a 10 percent increase in the cost of consumer goods and the loss of sixteen jobs at Londonderry.

[1] 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.

Table 2: Traffic Profile: Concord-Lawrence Line

Rail user	Commodity	Estimated carloads 1972	1973	Projected
New Hampshire Shippers Cooperative, Inc.		767	1,094	1,594
Remis Industries	Hides	312	312	
James P. Agness			139	
First Lumber & Supply, Inc.	Lumber & hardware		717	800
Kendall-Hadley		45	45	45
Builder's Exchange	Lumber	59	58	
The Morton Salt Co.[1]	Rocksalt			
Wallboard Supply Company			2	
Ready Peel Potatoes			10	
Merrimack Farmers Exchange, Inc.	Agricultural prod., fertilizer		26	
Derry Feed and Seed	Apple seeds		60	
Zurbach Steel Co.	Steel		235	
Grossman Lumber Company	Lumber			
Dalrymple Gas Company	Gas			
Buy-Rite Corp.	Foodstuffs			700

[1] The Morton Salt Company generated 7,251 tons of freight in 1973 and 19,826 tons through the first two months in 1974.

The Morton Salt Company maintains storage facilities on potentially excess track in Londonderry. This warehouse receives 100 ton hopper cars of rocksalt which Morton sells to state and local governments during winter months. It is strategically located to provide rapid delivery of the salt when it is needed to keep area streets and highways ice free. A representative of the Morton Salt Co. stated that preservation of this line is vital to the safety of Londonderry drivers.

The Town of Salem is approximately 32 miles directly north of Boston and has a population of 29,000. Current demand for rail service comes from at least five commercial businesses which require 1,200 to 1,300 cars annally.

The Builder's Exchange in Londonderry anticipates a cost increase of $6.40 per ton if this line is abandoned. The Zurbach Steel Company normally receives 600 carloads of steel per year, but the final figure is dependent on the availability of the commodity. The anticipated $6.00 per ton increase in freight costs resulting from loss of rail is sufficient to place the future of this business in doubt. The New Hampshire Shippers Cooperative has 189 members which consolidate many of their products at their Manchester facility. In 1973 the co-op paid $680,340 in rail freight charges. They estimate a 10 to 25 percent increase in operation cost if rail service is lost.

This B&M line is considered a good prospect for the institution of commuter service from Concord, through Manchester and Salem, to Boston. This service, along with that from a proposed commuter run from Dover through Portsmouth to Boston, would ease the commuting problems experienced by residents of Southern New Hampshire.

The Milford-Hillsboro line is 34 miles long and serves the Towns of Milford, Wilton, Greenfield, Bennington, Antrim and Hillsboro. In 1970, according to the Boston & Maine Study Group Report, 1,626 carloads were generated on this line. An estimated 1,863 total carloads moved over the line in 1973 producing a total revenue for the railroad in excess of $1 million (see Table 3 for a listing of those firms who submitted traffic data to the RSPO). Cars on this line are billed at Nashua.

Table 3: Traffic Profile: Milford-Hillsboro Line

Rail user	Commodity	Estimated carloads 1972	1973	Projected
Hendrix Wire and Cable Company	Wire and polyethelene		19-30	
Merrimack Farmer's Exchange	Agricultural		58	
E. C. & W. L. Hopkins Company, Inc.			650	
Monadnock Paper Mills	Paper		490	
Merrimack Farmer's Exchange	Agricultural		2	

The Town of Greenfield has a population of 750 people, 40 of whom are employed at the Hopkins Company facility. Rail is essential to Hopkins' continued operation since it receives its commodities from locations 700 to 800 miles away. Hendrix Wire in Milford employs 100 people and is planning an expansion.

Monadnock Paper Mills employs 190 of the 675 Bennington residents. Loss of rail service, it is claimed, would destroy the economic viability of this firm. The B&M has recently applied to the reorganization court for authority to abandon the line between Bennington and Hillsboro.

Although B&M's Concord (Zone 8)-Lowell (Zone 13) line is not now considered potentially excess by the Department of Transportation, witnesses in Boston and White River Junction emphasized its importance as the primary route south from New Hampshire. The towns served by the line are Concord, Bow, Hookset, Manchester, Merrimack, Nashua and Lowell, Massachusetts. The line presently carries manufactured, forest and agricultural commodities. Coal trains of 90 to 110 cars arrive every 10 days at the thermal plant in Bow. According to Richard D. Duchesne of the Rumford Press Company, 890 carloads of freight were generated along this line in 1973. Other statements indicate that the eight businesses using rail service in Concord primarily deal in printing and leather commodities. They generate 1,664 cars and employ 1,570 of Concord's total population of 33,500. Businesses on the line which submitted information to the RSPO are listed in Table 4.

Table 4: Traffic Profile: Concord-Lowell Line

Rail user	Commodity	Estimated carloads 1972	1973	Projected
Improved Machinery Co., Div. Ingersoll-Rand Company	Machinery		128	
Nashua Corporation			1,469	1,769
Anheuser-Busch, Inc.	Beer		1,867	
W. R. Grace Co.			909	1,000
The Bemis Co.	Woodpulp, paper			

The Improved Machinery Company (Impco) emphasized their reliance on rail service. It employs 1,050 people in the production of machinery, some of which measures 13.5 by 32 feet. These high and wide shipments can move only over rail routes. In 1973 Impco paid the B&M $158,663, and it expects its freight bills to increase to $200,000 in 1974. The Nashua Corporation employs 1,800 people and W. R. Grace employs 198. D. J. Staples of the New Hampshire United Transportation Union testified that DOT incorrectly identified this line as a branch, whereas it is part of the main line between Boston and White River Junction.

Two businesses on the B&M's Peterborough-Winchendon, Massachusetts line submitted evidence to the RSPO. The W. W. Cross Company, (Division of Emhart Corporation) employs 350 people and paid the B&M $89,109 in 1973 for hauling 4,831 tons of freight. The D. D. Bean and Sons Company, which employs 220 persons, paid B&M $79,296 for hauling 3,540 tons of freight in 1973.

Portions of the B&M's Cheshire branch, in the southwestern corner of New Hampshire from Keene to North Walpole and from Swanzey to the Massachusetts state line, have been abandoned, but the State Public Utilities Commission has not allowed removal of the track. The State is planning to acquire this right-of-way for lease to a private carrier.

The Claremont and Concord Railroad operates on nineteen miles of track from Claremont Junction on the Boston and Maine Connecticut River line to Newport (Zone 8). The railroad serves two large paper mills and carries primarily woodpulp, fuel oil, liquified petroleum gas, rocksalt, feed and flour inbound, and paper, scrap iron and lumber outbound. Representatives of the C&C testified that the line's operations depend upon connections with other rail carriers on both east-west and north-south lines. They indicated that loss of service on segments of the Central Vermont and Canadian Pacific, designated by DOT as potentially excess, would force circuitous routing on shipments to and from Canada. The Bemis Company, one of the mills served by the Claremont and Concord, is located in Claremont Center. The firm receives woodpulp by rail and ships out paper in 35 to 40 ton carload lots.

POTENTIALLY EXCESS RAIL LINES— CENTRAL NEW HAMPSHIRE

Three major north-south rail routes of the Boston & Maine in central New Hampshire were designated potentially excess: Ossipee to Rollingsford, Lincoln to Concord and Westboro to Concord.

Zone 6

In Zone 6, DOT designated as potentially excess the Boston & Maine branch line from Ossipee to Rollingsford (Salmon Falls in the DOT Report). The stations served along the line are Somersworth, Rochester, Hayes, Milton, Union, Sanbornville, Wakefield, Burleyville and Ossipee. Gonic and Farmington are spurs off this main branch. An independent short line, the Wolfeboro Railroad, runs west from Sanbornville to Wolfeboro.[2] The Ossipee line is 42 miles long, and estimates of 1973 traffic range from 9,001 to 9,070 carloads.

Business on the main branch and spur lines, which rely on rail service from the B&M and who supplied data to the RSPO are listed below in Table 5:

Table 5: Traffic Profile of Zone 6

Rail user	Estimated carloads 1972	1973	Projected
General Electric		105	
Great Falls Bleachery		6-8	
Brock Plywood		10-15	
Merrimack Farmers		70	
Conrad Farm & Home		50	
Hollis Lumber		12-20	
Lydall (Fibre Process Div.)		40	
Spaulding Fibre Co. 156 CL's			
Gerrity Lumber Company			300
Tri-State Gas		172	
Davidson Rubber Co.		1,884	
Pyrofax		12-15	
Milton Leatherboard		30-40	
Spaulding Fiber Co.		78	
Chas. DePrizzio & Sons		15-20	
Yield House		60-70	
New England Lumber		50	
Merrimack Farmers		22	
Boston Sand & Gravel Co.		6,200	
Diamond International		20-30	
Smith River Corp.		20-24	

The Gonic spur is 2 miles long and serves the Tri-State Gas Company storage facilities which are entirely dependent on rail. Tri-State uses its own privately owned jumbo tank cars which have three times the capacity of the average tank car. In 1973 the spur carried 86 carloads per mile.

The Farmington spur serves the Davidson Rubber

[2] The DOT's March 1 supplement indicates that this line should now be shown as potentially excess even though it is a Class II railroad.

Company plant which employs 745 people. The spur is 8 miles long and in 1973 carried 1,884 cars from Davidson (235.5 cars per mile) to the Boston & Maine's main line connections west and south.

Davidson's Farmington plant produces automobile parts for shipment to all major automotive manufacturers. This company also maintains a plant in Dover, New Hampshire, south of Rollingsford and 60 miles from Boston. Dover has 23,750 residents and its economy is entirely industrially based. Moore Business Forms in Dover also relies on rail service.

A substantial portion of the population of the town of Milton is employed by the Spaulding Fiber Co. which receives pulp and paper and ships pressboard by rail. The company testified that a forced conversion to total carrier transport would cause it to close. The Spaulding facility in North Rochester, south of Milton, is increasing its production. By 1976, company representatives anticipate a need for 110-120 additional annual carloads. This use could double by 1980.

The northernmost segment of the Ossipee line which runs through Mount Whittier to Conway, known as the Conway Branch, is not shown in DOT's Zone 6 map. Abandonment authority on this line has been granted by the ICC, but the New Hampshire Public Utilities Commission has not allowed the railroad to remove the tracks. All rail movement on the Conway Branch is shipper subsidized.

Zones 7 and 8

The Boston & Maine reorganization court has approved abandonment of the Lincoln to Concord (Zone 8) line, but, on appeal, the U. S. Circuit Court has remanded the case for further review.

Some of the principal towns served by this Boston & Maine line are Concord, Canterbury, Northfield, Tilton, Laconia, Lakeport, Meridith and Lincoln. The 38-mile portion of this line which connects Concord and Meridith is presently subsidized by a lumber dealer in Meridith in accordance with an agreement with the B&M. The railroad halted service on the Meridith-Lincoln segment of this line after it was damaged by floods in the summer of 1973. It has not repaired the line and recently applied to the court for abandonment authority. Application for the abandonment of the short spur connecting Tilton and Franklin has also been made.

At the public hearing in Boston, the Profile Paper Company testified that it has reopened the former Franconia Paper Mill in Lincoln and revealed its intention to acquire the Concord-Lincoln line and to operate it through a subsidiary company yet to be formed. At the ICC's July 10th White River Junction hearing, Profile Paper again appeared and indicated that a basic understanding has been reached between that company and the Boston & Maine regarding revenue divisions and other matters relating to traffic on the line. Negotiations are now proceeding in an effort to establish an acceptable purchase price. Profile estimates the traffic on this line will reach 2,500 carloads per year once service has been restored.

Table 6 lists those firms on the Lincoln-Concord line who submitted information to the RSPO.

Table 6: Traffic Profile: Lincoln-Concord Line

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Prescott Lumber Company, Inc.	Lumber	103	90	
Merrimack Farmers Exchange, Inc.	Agriculture		47	
Merrimack Farmers Exchange, Inc.	Agriculture		8	
Merrimack Farmers Exchange, Inc.	Agriculture	801	801	
Rumford Press		150-200	150-200	150-200
Champion International Corporation (U.S. Plywood Division)	Lumber			

The Rumford Press employs 800 people and has an annual rail freight bill of about $250,000. Merrimack Farmers Exchange, a substantial New Hampshire shipper, maintains its main warehouse in Bow. It estimates a cost increase of $15.10 per ton if rail service is lost and it becomes necessary to ship by truck. Rail cars on this line are billed at Concord.

Boston & Maine's Northern Route in Zones 7 and 8 was also singled out as potentially excess. The line runs 69.4 miles between Concord (Zone 8) and White River Junction, Vermont (Zone 11) and serves Penacook, Boscawen, Gerrish, Halcyon, Andover, Potter Place, Danbury, Grafton, Canaan, Pattee, Enfield, Lebanon and Westboro.

Representatives of the Northern Railroad appeared at the ICC's hearings in Boston and White River Junction. They own the Westboro-Concord line and lease trackage rights to the B&M. Although the B&M controls 69.5 percent of the Northern Railroad's stock, the company still represents 700 independent shareholders and wishes to be viewed as an independent entity in the restructuring process. The B&M has not made lease payments for the use of the line since it entered reorganization March 12, 1970. The line is considered essential for three principal reasons:

(1) It provides the most direct line to Canada's rail system. The line is 50 miles shorter than than the route from Boston through Greenfield, Massachusetts, to the Canadian Pacific Railway in Welles River, Vermont. The New England economy relies heavily on the Canadian railroads for transporting pulp, paper, liquified petroleum gas and lumber.

(2) It provides the best clearance route to the north. Clearance on the line is superior to that of B&M's Connecticut River line which is limited by a 15'3" tunnel at Bellows Falls, Vermont and the Hoosac Tunnel route in Massachusetts. The Improved Machinery Company, as noted earlier, needs this line for its oversize shipments.

(3) It is necessary for the restoration of Boston-Montreal passenger service. Such a rail line is in great demand in Northern New England.[3] It would serve Lowell, Nashua, Manchester and Concord, which have a combined population of 350,000 people.

D. J. Staples, State Director of the New Hampshire United Transportation Union testified that the Concord-White River Junction line provides needed flexibility to the rail system. If it were abandoned, any derailment or any other obstruction of B&M's Connecticut River line would block all direct northern routes. Necessary re-routing would be very circuitous and force unacceptable shipping delays.

Mr. Staples also testified that empty cars belonging to the CPR and CNR can be returned most directly via the Northern Route. Currently empty cars are being handled via Manchester, Nashua, and Deerfield to White River Junction. This routing, according to Mr. Staples, adds 117 miles and 36 hours to the trip. During the winter of 1973-74, the B&M tried to halt all service on this line. Although the effort failed, service has since been cut from three trains per week to one.

The only firms on this line which reported traffic information were the Merrimack Farmers Exchange, Inc., in Franklin, which received two carloads (81 tons), and the John M. Swenson Granite Company in Concord, which relies on the line for deliveries to Barre, Vermont, a major granite market.

The Northern Railroad Company admitted that originating and terminating traffic on this line is low, but stated that the line should be preserved as a vital connection between New England and Canada.

POTENTIALLY EXCESS RAIL LINES— NORTHERN NEW HAMPSHIRE

Rail service in northern New Hampshire (Zones 6 and 7) is provided by the Boston & Maine, the Maine Central and the Grand Trunk lines. This portion of New Hampshire is distinguished by the White Mountains which provide an ideal tourist attraction. On the average winter weekend 20,000 tourists travel to the North Conway area. For this reason, fast, efficient transportation in Northern New Hampshire is considered a necessity. Witnesses at the ICC's White River Junction hearing expressed concern that New Hampshire is currently without rail passenger service and suggested the establishment of Thursday through Sunday passenger service at least between Dover and North Conway.

Zone 7

Except for a portion of a line between Berlin and Gorham, the DOT Report declared all lines in Zone 7 from West Stewartstown through to the eastern zone boundary potentially excess. Connections to Berlin would be achieved via the Grand Trunk line south to Gorham which there joins the B&M line west through Quebec Junction to Whitefield, connecting with the Maine Central line to St. Johnsbury, Vermont. Groveton would be served by the Maine Central line south to Quebec Junction. Shipments traveling south from Quebec Junction would move down the Canadian Pacific line to rejoin the B&M at Welles River (Zone 10). This routing would require three switches within 80 miles.

The Maine Central's Mountain Division had 57.5 miles of its track classified potentially excess by DOT. Its line from North Stratford to Beecher Falls, Vermont, has been embargoed since mid-1973 when the track north of North Stratford was damaged by floods. New Hampshire is making every effort to restore service on this line, and the legality of the embargo is now being challenged in U. S. District Court in Vermont by the ICC.

Two rail users in Littleton on the B&M line from Whitefield to Blackmount offered information: the Norton Company, a producer of abrasive materials, and the Morton Salt Company whose storage facility received 6,089 tons of rocksalt in the first three months of 1974. In Woodsville, the Merrimack Farmers Exchange outlet generated 91 carloads of agricultural products in 1973 (2,694 tons).

Paul Cherington, President of the Boston & Maine, stated the railroad's strong objection to DOT's classification of the Woodsville-Whitefield-Quebec Junction line as potentially excess. This is the B&M's main route to Groveton and Berlin where it delivers raw materials, primarily to the Brown Co. in Berlin, and receives heavy outbound shipments of paper. The Brown Company employs 2,000 people and reported generating 67,994 cars of cellulose and pulp between 1969 and 1973. Glenn L. Fast, of Brown Co., reported that the abandonment of potentially excess lines serving Berlin would cripple this firm by narrowing its competitive options and cutting off primary sources of fuel and paper-making chemicals. Adequate trucks are not available to handle the Brown Co.'s traffic, but, if they were, Brown's shipping costs would increase by $96,000 per year. Brown Co. stated that New England railroads must assist New England

[3] Demand was also expressed for institution of a day train on the Connecticut River Line. Presently, the only passenger service on this line to Montreal arrives in White River Junction at 5:30 a.m.

shippers, particularly those in the paper industry, in their efforts to penetrate markets outside the region.

STATE ACQUISITION

John Hoar, Jr. Chairman of the Speakers Ad Hoc Committee on the Condition of Railroads in New Hampshire (a committee of the New Hampshire House of Representatives), testified as to his committee's finding that the New Hampshire Public Utilities Commission should purchase the state's rail lines due to be abandoned and lease them to private carriers. The committee proposed this action for four primary reasons:

(1) The present condition of the Boston & Maine trackage in the state is poor and the railroad's future is in doubt.[4]
(2) New Hampshire needs rail service, and the two year subsidies provided for in the Act are not adequate guarantees of continued service.
(3) Vermont successfully operates certain state owned lines, which it paid for within 10 years.
(4) The highways are already burdened and cannot accommodate increased use.

[4] Witnesses at ICC's hearing in Boston testified that, because the Boston & Maine has not regularly maintained their lines, permissable speeds have been cut in half since 1964. This has resulted in increased operating expenses and passenger service which cannot compete with other modes of transportation. Other complaints voiced against the railroad in New Hampshire are: (1) the railroad is unable to meet user demand for equipment; (2) the railroad is curtailing service, diverting traffic and discouraging use in order to request abandonment authority; and (3) the railroad makes restoration of abandoned lines impossible by first removing the track and then selling segments of the abandoned right-of-way. However, despite this user dissatisfaction, testimony indicated the Boston & Maine gained 4,000 carloads in total volume in 1973 from 11 new users on their line.

The committee mentioned the following advantages of purchasing the lines: the preservation of local service; the institution of state control restricting the size of its rail carriers; the relief from the burden of property taxes on the carriers; and the availability of federal aid to rehabilitate the railroad in the event of a disaster.

At the White River Junction hearing Mr. Hoar testifield that House Bill #31, authorizing state purchase of rail lines, was enacted and became effective on April 9, 1974. Pohn T. Collins, representing the Special Council of the State of New Hampshire for Railroad Matters, testified that the state hopes to obtain federal funds to subsidize rail services on lines purchased by it through Section 402(b)(2) of the Regional Rail Reorganization Act.

RECOMMENDATIONS

Testimony presented from the State of New Hampshire included the following suggestions for improved transportation planning:

(1) Planners should insist on greater cooperation between motor and rail carriers.
(2) Planners should not permit abandonments until thorough impact analyses are completed.
(3) Planners should develop a flexible rail system as part of a national transportation system including rail, motor, water and air carriers.
(4) Planners should recognize the importance of bridge carriers, especially in New England.
(5) Planners should consider passenger as well as freight needs in determining which lines are potentially excess.
(6) Planners should realize that railroads must maintain such a large capital investment to operate that they cannot afford to maintain unprofitable line segments.

VERMONT

Vermont is composed of four primary land areas including the White Mountains in the northeast, the Lake Champlain and the Champlain Valley area in the northwest, the Green Mountains in the southwest, and the Taconic Hills in the southeast. The state is noted for manufacturing forest products, marble, machinery, dairy items and computer components.

The population of Vermont increased more between 1960 and 1970 than in the first 60 years of this century. Such rapid growth has increased the demand upon the transportation system, and the state has met the challenge by placing great emphasis upon maintaining all its rail service. In 1960, the Vermont Public Services Commission reported that the railroads in the state were vital to the movement of many commodities, particularly those of the agriculture industry. Since that time, the State has evidenced its intention to preserve all existing rail service by purchasing abandoned properties of the Rutland and the St. Johnsbury & Lamoille County Railroads and leasing them to private operating companies. In 1971, rail service in Vermont was provided by the following railroads:

	Miles of track
Central Vermont	222
Vermont Railway	129
Boston and Maine	103
St. Johnsbury and Lamoille County	98
Canadian Pacific	90
Green Mountain	50
Delaware and Hudson	37
Grand Trunk Western (Canadian National)	31
Maine Central	24
Clarendon and Pittsford	17
Montpelier and Barre	14
Springfield Terminal	12
Quebec Central	3

POTENTIALLY EXCESS RAIL LINES

The DOT Report, which identified 250 miles, or 33 percent, of the state's trackage as potentially excess, divided Vermont into two zones: Zone 10, Montpelier, and Zone 11, Rutland (Figure 5). The lines DOT originally designated as potentially excess, by zones, were:

Zone 10

(1) The Grand Trunk from Wenlock through Island Pond to Norton.
(2) The Canadian Pacific from St. Johnsbury north to Orleans.
(3) The St. Johnsbury and Lamoille County from St. Johnsbury to Sheldon.
(4) The Central Vermont from Essex Junction to Randolph.
(5) The Montpelier and Barre from Montpelier Junction to Graniteville.

Zone 11

(1) The Delaware and Hudson from Castleton to Poultney and from West Pawlet to Rupert.
(2) The Green Mountain Railroad from Rutland to Gassetts.

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.

Zone 10

(1) The St. Johnsbury and Lamoille County line from Sheldon to St. Johnsbury through Morrisville and Walden should not be shown as potentially excess because it is a Class II carrier.
(2) The Montpelier and Barre line from Montpelier Junction to Graniteville through Barre should not be shown as potentially excess because it is a Class II carrier.

Zone 11

(1) The Green Mountain Railroad line from Rutland to Gassetts through Mt. Holly should not be shown as potentially excess because it is a Class II carrier.

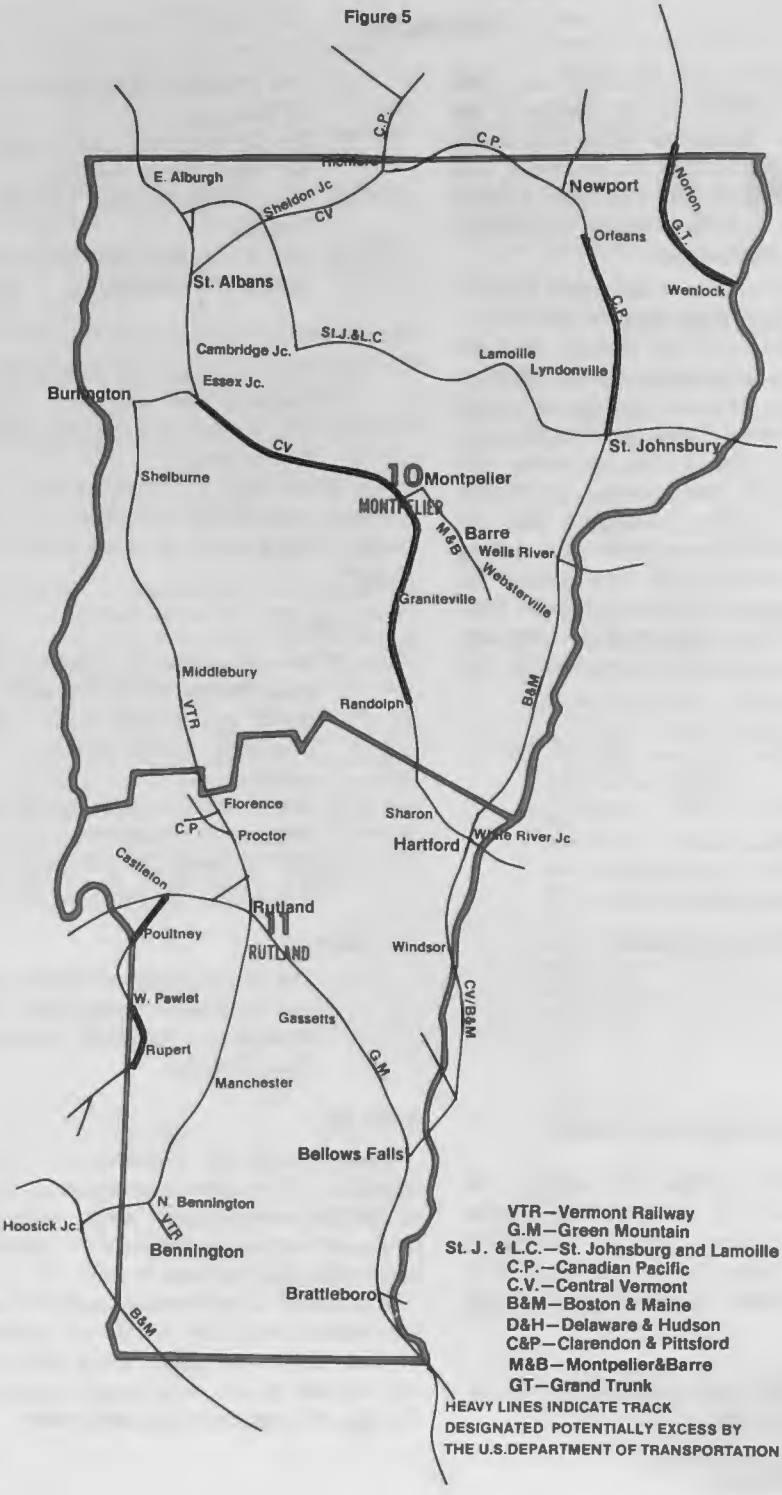
Zone 10

Even though the Department of Transportation's March 1, 1974 corrections supplement eliminated two of the five lines originally shown as potentially excess, citizens of Vermont were universally opposed to proposals to abandon any rail lines in Zone 10.

Rail service is considered essential by farmers in northern Vermont who rely heavily on the low cost delivery of bulk farm commodities which the railroad provides and because of the many environmental advantages of this type of transport over motor carrier.

VERMONT
ZONE LOCATOR MAP

Figure 5



There are some 5,200 farmers in Vermont who rely on annual rail deliveries of an estimated 500,000 tons of feed grain. Evidence submitted to the RSPO indicated that, if all the potentially excess lines were abandoned, farmers in the state would suffer a 3 to 5 percent freight cost increase, resulting from either a shift to motor transportation or an increase in the freight rates charged by Canadian rail carriers. To survive such an increase, farmers would have to reduce capital expenditures, thereby curtailing growth of the industry, or accept reduced income. Neither of these alternatives was considered desirable by representatives of Vermont's agriculture industry. Any curtailment of farm output in northern Vermont would result in a decrease in the amount of agricultural products available in the northeast region. Although present agricultural use of rail service is substantial, farmers expect to rely even further on railroads if energy problems persist and if certain service-related problems, such as car shortages and poor routing, abate.

Railroads are judged to be vital to the sound ecological development of northern Vermont. The general environmental advantages of rail service outlined by William Miller at the ICC's White River Junction hearing were: energy conservation; improved air quality through reduced exhaust emissions; superiority in land use requirements; and personal safety.

Another environmental consideration was noted by the Lake Champlain Committee which urged an improvement of rail terminals at principal oil storage points in the Lake Champlain area in order to facilitate a conversion to all-rail, oil transport. Presently, a great deal of oil is transported over the lake by barge. This has resulted in 39 oil spills in the last 10 years which released approximately 113,619 gallons of oil into the lake. All-rail delivery of oil would relieve this threat to Lake Champlain's environment without significantly altering present oil shipment rate structures.

The Wenlock to Norton Line

The Wenlock to Norton rail line is operated by the Grand Trunk Railroad of the Canadian National System and serves the cities of Wenlock, East Brighton, Island Pond, Summit Lake and Norton in Essex County, the extreme northeast corner of Vermont. It is considered to be a major bridge line for the transport of oil, paper, food and manufactured goods, and it also provides overnight service to Detroit and Chicago from Portland, Maine.

Rail users located on this line who offered information were the H. K. Webster Company, which generated 15 carloads of freight in June 1974, and dairy farmers who have 66 herds of cows valued at $7.9 million.

Although not designated by DOT as being potentially excess, concern was also expressed for the Maine Central's 12-mile Mountain Division spur line from North Stratford, New Hampshire to Beecher Falls (Essex County). The line has been inoperative since 1973 because of flood damage.

According to the New Hampshire-Vermont Development Council, nine firms are affected by the present lack of rail service on the Beecher Falls line. Of these, the Saint Regis Paper Co. has already been forced to relocate, three firms have switched to trucks at a cost increase of $3 to $5 per ton, and two firms have postponed expansion plans. The Ethan Allen Co., the major user of the line, reported that the shift to truck has added a weekly cost of $2,000 to its customary freight bill. The company employs 650 people at its Beecher Falls plant and 1,150 people at its Orleans plant. Ethan Allen is considering converting to coal heating at its Beecher Falls plant. If this change is made, the company will require an additional 58 rail cars per year. Ethan Allen also relies heavily on rail service provided by the MEC Mountain Division to South Paris, Maine where it is in the process of constructing a sawmill and plans to construct a major furniture factory.

The Vermont Department of Highways reported that highways serving Beecher Falls cannot accommodate increased freight traffic. The condition of Vermont Route 27, from Beecher Falls to Canaan, is rated only fair, and State Routes 102 and 114, originating from Canaan, are in poor condition.

The St. Johnsbury to Orleans Line

The St. Johnsbury-Orleans line is operated by the Canadian Pacific and serves the cities of St. Johnsbury, Centervale, Lyndonville, West Burke, Barton and Orleans. While the CPR acknowledges that the St. Johnsbury-Orleans portion of the Canadian Pacific line is not a heavy generator of freight, it notes that the segment is a vital portion of the entire CPR line, which is an international main line.[1]

In 1972, the Canadian Pacific interchanged 32,251 cars (1.2 million tons) with the Boston and Maine in Welles River. Of those cars delivered to the B&M, 45 percent were destined for Massachusetts, and 22,719 of them contained mainly newsprint, wood pulp and lumber. Of the 9,532 cars received from the B&M in 1972, 56 percent originated from Massachusetts; 12 percent originated from New Hampshire; 10 percent originated from Connecticut; and 22 percent originated from points along the Atlantic seaboard. The principal commodity interlined to the Canadian Pacific from the B&M was manufactured goods.

A statement submitted by the Canadian Pacific Railway indicated that the designation of any of its rail lines as potentially excess is purely academic because the CPR

[1] In 1972 the Canadian Pacific originated and terminated 925 carloads (37,648 tons) on the 36 mile segment between St. Johnsbury and Orleans.

does not intend to abandon any part of its Vermont operation.

The Northeastern Vermont Development Association has designated two primary growth areas along, or adjacent to, the St. Johnsbury-Orleans line: the St. Johnsbury-Lyndonville area [2] and the Newport-Derby area.[3] Both centers have a population in excess of 10,000. According to the Association, rail service to these two areas must be preserved if they are to develop as planned. It was also pointed out by firms located in Lyndonville that CPR's service is not duplicative, and could not be replaced with service of equal quality by another rail carrier.

Traffic data was supplied to the RSPO from firms located north of St. Johnsbury in Lyndon, Lyndonville, and Richford.

In Lyndon, the Concord Woodworking Co. Inc. received 68 carloads of fencing and lumber between January 1, 1974 and June 25, 1974.

In Lyndonville, Old Fox Chemical Co., a fertilizer manufacturer, generates 240 cars of fertilizer and chemicals annually.[4] One thousand five hundred area farmers depend completely on Old Fox for distribution of custom mix fertilizer. In addition, the company fills area farmers' storage tanks with liquid feed supplement on an automatic basis.[5]

A representative of the H. K. Webster Company testified that the firm's Richford plant is extremely rail dependent. During June, 1974, the firm shipped 433 cars over the Canadian Pacific line through St. Johnsbury. Projections based on the June shipments indicate a potential annual use of 5,000 cars.

Bemis Co. maintains a specialty paper mill in East Ryegate south of St. Johnsbury on the CPR. Bemis testified that the mill receives wood pulp in 60 ton cars and will not be seriously affected by DOT's proposed abandonments.

The Essex Junction to Randolph Line

The Central Vermont main line, located in the northwest portion of Vermont, originates from two branch lines, one at Richford and the other at East Alburgh. These lines converge at St. Albans to become a main line that continues south through Milton, Essex Junction, Richmond, Montpelier Junction and Randolph to White River Junction. Although the segment from Essex Junction to Randolph has been designated potentially excess by the DOT, the Central Vermont has indicated its intention to continue service over this entire line.[6] The line is considered an important link between U.S. and Canadian markets, particularly during the winter months when the Great Lakes and St. Lawrence River are frozen and water transport is not available.

The branch between Richford and St. Albans is 27 miles long and currently provides the only complete east-west route in Vermont. Businesses identified on this line are the Blue Seal Grain Mill, the H. K. Webster Co., in Richford, the Missisquoi Specialty Board Division, in Sheldon Springs,[7] and the Fonda Container Division of the Consumer Products Group of Standard Packaging Corp., in St. Albans. H. K. Webster employs 150 people and, in 1973, generated 6,390 rail cars at its Richford facility. As of June 1974, H. K. Webster had generated 3,234 rail cars, 73 of which traveled the CV route during June to either Montpelier Junction or White River Junction. The firm maintains a retail outlet in Montpelier Junction and expects to construct another. Missisquoi Specialty and Fonda Container together generated 2,828 Central Vermont carloads during 1973.

Central Vermont maintains rail connections with the Canadian Pacific at Richford; the St. J&LC at Sheldon Junction; the CN and D&H at East Alburgh; and the Vermont Railway at St. Albans.

At East Alburgh, the Central Vermont maintains a wooden pile trestle which has caught fire several times in the past. The Richford branch provides the CV with the connection flexibility which is needed when the East Alburgh trestle is impassable.

Traffic information was received from only one firm along the excess portion of the Central Vermont between Essex Junction and Randolph. The firm is Central Supplies, Inc. in Randolph, which receives three 50 ton carloads of feed grains weekly.

Randolph residents expressed an interest in establishing Amtrak service between New York and Montreal with a stop in Randolph.

A survey of 2,090 area residents in Burlington, Essex Junction and Montpelier by Joel Bradley and John Worden of the University of Vermont indicated an interest in establishing commuter service between St. Albans and Barre. Of the 2,090 persons surveyed, 763 stated they would use the service on a daily basis, 684 would use the service occasionally and 643 said they would never use the service.

The station at Sharon, located below Randolph on

[2] The St. Johnsbury-Lyndonville area is served by the Canadian Pacific, the Maine Central and the St. Johnsbury and Lamoille County Railroads.

[3] The Newport-Derby area is served by the Canadian Pacific and the Quebec Central.

[4] In 1973, 563 carloads of freight were generated in Lyndonville.

[5] Dairy farmers located along this line maintain 263 herds of cows valued at $30.5 million.

[6] The potentially excess portion of this line passes through Washington County, an area which contains well developed dairy farming and granite industries. The investment in dairy farming is reported to be approximately $20 million.

[7] The DOT map for Zone 10 incorrectly shows Sheldon Springs on the St. J&LC line between Sheldon Junction and Swanton. It is located on the Richford branch between Sheldon Junction and St. Albans.

the Central Vermont, indicated that it handles two rail cars a day. Even though the city is not located on the section of the Essex Junction to Randolph line designated potentially excess, the station is expected to close if the line is abandoned.

The Department of Transportation's March 1, 1974 supplement reversed the original decision to mark the Montpelier & Barre Railroad line from Montpelier Junction to Graniteville as potentially excess. However, without the existence of the interconnecting Central Vermont's Essex Junction to Randolph track, the M&B and the Barre area will be effectively isolated from interstate rail service.

Primary commodities transported over this 14 mile line by the M&B, a Class II railroad, consist of granite, rocksalt, feed, lumber and food products. Representatives of the M&B testified that the line generates 1,700 carloads a year, an average of 1,300 tons per week. Stations at Montpelier and Barre generated 782 and 758 carloads, respectively, in 1973—a traffic volume in excess of 47 percent of the stations recommended for local rail service in Zone 10 by the DOT.

The Barre area, long noted for its granite quarries, contains 105 businesses employing 2,000 people and producing granite sales in excess of $30 million annually. The Rock of Ages Corp., which employs 425 people, shipped out 117 carloads of granite in 1973. The Barre Granite Association consolidates granite shipments for its members and routes them over the M&B to the CV at Montpelier Junction. Should the Central Vermont Essex Junction to Randolph line be abandoned, granite shippers would have to truck their shipments 50 miles to the nearest railhead.

The proposed construction of power plants on man-made islands off the New Jersey coast in the Atlantic Ocean is expected to generate up to 20 carloads (1.5 million tons) of granite grout per day from the Barre area over the next 5 years.

The St. Johnsbury to Swanton Line

The Department of Transportation's March 1, 1974 supplement rescinded the original decision to mark the St. Johnsbury and Lamoille County Railroad line from St. Johnsbury to Sheldon as potentially excess; however, much evidence in favor of the line's continued maintenance was received by the RSPO. Businesses on this line which use St. J&LC service are listed in Table 7.[8]

Vermont acquired this 98 mile track in 1973 and has begun upgrading the roadbed along the entire length of the line. Lamoille County has received a $200,000 grant from the Economic Development Agency for improvements along the 30 mile right of way it maintains. The state intended to complete all necessary upgrading and have the line in service over its entire length this year. However, testimony stated that these plans have been frustrated by the U.S. Department of Transportation's refusal to release subsidy funds provided for in the Regional Rail Reorganization Act of 1973. A representative of Governor Thomas Salmon testified that Congress clearly intended Title IV subsidy funds to be available for state rail purchase and maintenance programs. He stated that, despite this intention, DOT has ruled that subsidy funds are available only for those lines which will be discontinued as a result of implementation of the final system plan.

Table 7: Traffic Profile: St. Johnsbury to Swanton

Rail user	*City*	*Commodity*
Ralston Purina	St. Johnsbury	Agriculture
E. T. & H. K. Ide	St. Johnsbury	Agriculture
Cabor Coop Creamery	Walden	Cheese
Danville Grain	Danville	Agriculture
Hills Feed	Hardwick	Agriculture
Rowell Brothers	Hardwick	Farm machinery
Symonds & Sons	Hardwick	Lumber
Pyrofax Gas-LP	Hardwick	Gas
F. A. Buck	Wolcott	Furniture
Vermont Weatherboard	Wolcott	Lumber
Bardill Lumber	Wolcott	Lumber
General Aniline & Film Co. (GAF)	Morrisville	Mine products
Morrisville Lumber	Morrisville	Building materials
Agway	Morrisville	Agriculture
Lamoille	Morrisville	Agriculture
Atlas Plywood	Morrisville	Lumber
Eastern Magnesia Talc	Johnson	Mine products
Parker & Stearns	Johnson	Building material
Manchester Lumber	Johnson	Lumber
Vermont Electric Coop.	Johnson	Industry
Bell-Gates Lumber	Johnson	Lumber
Agway	Cambridge	Agriculture
S. Allen Soule	East Fairfield	Maple products
J. Rainville	East Fairfield	Agriculture
H. Howrigan	East Fairfield	Agriculture
Ralston-Purina	Sheldon	Agriculture
Skeels and Weidmen	Swanton	Agriculture
E. W. Bailey	Swanton	Agriculture
United Bag	Swanton	Agriculture
Swanton Line Works	Swanton	Lime

The loss of service on this line would adversely affect the Vermont Electric Cooperative, Inc., the Eastern Magnesia Talc Company and Bell-Gates Lumber. Vermont Electric stated that a rail abandonment would add $3,000 to its annual freight bill. The Eastern Magnesia Talc Co. indicated that it could not continue to operate if local rail service ceased. The firm employs 60 people and as of May 1974 it had shipped out 354 rail cars of talc, talc tailings and asphalt filler. Cessation of rail service for Bell-Gates Lumber would necessitate trucking the firm's products 46 miles to the rail station at Newport. This is the nearest station with fork-lift capabilities sufficient to

[8] During the first seven months of 1972 the St. J&LC generated 3,181 on-line carloads and 1,289 carloads of bridge traffic.

meet Bell-Gates requirements. The increased cost and loss of direct control over the loading process resulting from this rerouting is expected to result in production curtailments and service deterioration.

This line provides the only rail service available to 1,143 farmers with 163 herds of dairy cows, two mining firms and the forest products industry (the five county area served by this line is 80 percent forested).

The loss of the St. Johnsbury to Sheldon line could cost the economy of Lamoille County $1,250,800 in lost payroll (53 jobs); $64,777 in lost property taxes; $470,000 for the shift of freight to trucks; and $1.75 million in improvements to State Routes 15 and 2 to accommodate an estimated additional 2,555 annual truck movements. It is also anticipated that there would be an increase in unemployment (unemployment in the St. Johnsbury area is now 7.1 percent) with a resultant increase in welfare payments. Additionally, future development would be hampered. Furthermore, the cost of shipping feed grain by truck would be as much as $2.50 to $4.00 more per ton than via train.

The Burlington (Zone 10) to Bennington (Zone 11) Line

The Burlington to Bennington line is operated by the Vermont Railway and serves the cities of Burlington, Shelburne, Middlebury, Brandon,[9] Florence, Proctor, Center Rutland, Rutland, Arlington, North Bennington, Bennington and White Creek, N.Y. (Zone 42). The entire length of the railroad is 131.6 miles from the Central Vermont connection in Burlington to the Boston and Maine connection at White Creek, New York. The Vermont Railway also connects with: the Delaware and Hudson at Center Rutland and Rutland; the Green Mountain at Rutland; and the Clarendon and Pittsford at Florence and Proctor. The Clarendon and Pittsford, which offers service to the marble industry of Rutland County, is the only carrier providing rail transport to the Vermarco Ground Products Division of the Vermont Marble Co. and Thompson, Weinman and Co. Together, these two firms annually extract and ship out 250,000 tons of limestone. This Class II carrier owns no rail cars and depends entirely on the VTR's connection with the Central Vermont at Burlington for its car supply.

The Vermont Railway, a Class II railroad, has operated profitably the past 8 years. However, a representative of the line now asserts that its financial viability is jeopardized by the proposed abandonment of the five mile B&M track between Hoosick Junction and White Creek which provides the Vermont Railway with western and southern outlets. The Vermont Railway, as well as the Clarendon and Pittsford Railroad Co., recommended reevaluation of the plan by the Department of Transportation to downgrade the B&M Hoosac Tunnel Route to feeder status, indicating that two competitive east-west lines are a prerequisite to efficient rail service in New England.

Numerous firms in both zones testified as to their use of the Vermont Railway. On the northern portion of the line (Zone 10) evidence was received from the E. B. and A. C. Whiting Co. in Burlington, the Georgia-Pacific Company in Shelburne and Kraft Foods and Middlebury College in Middlebury.

E. B. and A. C. Whiting received 12,000 tons of natural fiber by rail in the fiscal year ending May, 1974. This represents 95 percent of their total inbound raw material shipments. Whiting states that it could not continue to operate if rail service was lost. The firm employs 134 people and recently completed a 40 percent plant expansion.

The company noted the poor condition and inadequate supply of equipment and the poor attitude of rail carriers as particular problems associated with rail use in Vermont. Whiting also testified that there is not a single motor carrier in Vermont which has ICC general commodity authority to serve the midwest.

Georgia-Pacific in Shelburne projects a use of 535 rail cars in 1974, which would produce $988,000 in revenue.

Kraft Foods is constructing a facility in Middlebury that will employ 50 people in the weekly production of 400,000 pounds of cheese. Kraft, which considered rail an essential factor in its decision to locate in Middlebury, suggested that DOT reconsider its designation of Middlebury as a point not recommended for local service. Middlebury College receives 35 carloads of coal annually over the VTR.

On the southern portion of the line (Zone 11) the Vermont Railway serves two growth centers in Bennington County: Manchester and Bennington. Industry within these towns has come to rely heavily on VTR's dependability. Table 8 incorporates those businesses along the southern portion of the line that supplied information to the RSPO.

Table 8: Traffic Profile: Rutland to Bennington

		Estimated carloads		
Rail user	*Employment*	*1972*	*1973*	*Projected*
Moore Business Forms	265		364-520	
Renehan Akers			25	
Mack Molding Co.	250			
Economy Graphics	235		101	125
Globe Union			185	266
Ben-Mont Corp.	130		400	
Bennington Potters				

These firms all rely on the Vermont Railway's connections to the west and south, which are provided over the

[9] The Vermont Railway began operations January 1, 1964 over the abandoned portion of the Rutland Railroad running south from Brandon under the authority granted by the ICC in Finance Docket No. 21870. Under ICC Finance Docket No. 22830 the VTR is now able to operate over the entire line.

potentially excess segment of B&M's line between Hoosick Junction and White Creek. The Mack Holding Company indicated that, if rail service is not available, it will be forced to close. Economy Graphics, which receives sheeted paper on skids by rail, estimates a 50 cent per hundredweight increase in freight cost would result from shifting to motor carriage. This increase would result from having to unload its commodities at Albany, New York and truck them to North Bennington. Representatives of the firm stated it could not survive this cost increase. Area unemployment ranged between 4 percent and 9 percent from 1970 to 1974 and is currently 6.4 percent and increasing.

The Bennington County Bicentennial Commission submitted a request to Amtrak for a formal study on the feasibility of establishing a mass transit rail route along the southern portion of this line from Rutland through North Bennington to the Troy-Albany-Schenectady area. It is anticipated such a route would open new markets for Vermont tourist attractions, particularly those along the scenic Ethan Allen Trail. Such a rail route is also expected to spur tourism during the bicentennial celebration, after which the most profitable segments could be incorporated permanently into Amtrak. This would improve interstate transportation in general.[10]

The proposed service would operate 46 miles from Rutland to North Bennington over the Vermont Railway's track. The VTR line is single tracked, with limited siding capacity, and can accommodate train speeds of 40 mph. Available stations along the Vermont segment are located in North Bennington, Arlington, Manchester, Wallingford, Danby, Mount Tabor, and East Dorset. From North Bennington, trains would travel 7 miles west to Hoosick Junction over VTR and B&M lines. The latter line is also single tracked to Hoosick Junction. The first 2 miles of the North Bennington to Hoosick Junction segment have a 10 mile per hour limit. However, this segment is scheduled to be upgraded during the summer of 1974. The B&M line is double tracked from Hoosick Junction to Johnsonville and can handle trains traveling 70 mph. From Johnsonville to Mechanicville, New York, the B&M's line is single tracked and can accommodate speeds of 40 mph. The PC line from Mechanicville to Troy and Rennselear, New York is in good condition and can accommodate speeds up to 70 mph.

The Bennington County Bicentennial Commission suggested that negotiations begin immediately to work out labor problems associated with running interline train crews.

[10] The National Safety Council considers State Route 7, which now serves the Rutland to Troy corridor, among the 15 worst highways in the nation. Construction of a new State Route 7 from Manchester to Bennington has been halted pending Department of Transportation compliance with certain requirements of the National Environmental Policy Act.

Zone 11

The DOT Report originally identified only two lines as potentially excess in Zone 11, the Delaware and Hudson line along the Vermont and New York border, and the Green Mountain line from Rutland to Gassetts. The small town of Readsboro, which is not on either of these lines, is currently without rail service. Readsboro is located between Bennington and Brattleboro, approximately 3 miles north of the Massachusetts border. The last remaining segments of the abandoned Hoosac Tunnel and Wilmington Railroad, which had served the town, were removed in 1972. Representatives of the town indicated that nuclear wastes from the Yankee Atomic Plant of the New England Power Co., which had previously been moved south by rail to Buffalo, are now being trucked through Readsboro. Although acknowledging that the possibility of an accidental release of radioactive material is remote, witnesses from Readsboro expressed their interest in the restoration of rail service to the Yankee Atomic plant.

Table 9 incorporates those businesses along the Boston and Maine's Connecticut River line which stated an interest in maintaining the route and supplied data to the RSPO. The line was not designated excess by the DOT.

Table 9: Traffic Profile: B&M's Connecticut River Line

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
American Forest Products	Lumber	538	1,918	
The Cross Co.	Retail foodstuffs		600	
Goodyear Tire & Rubber Co., Shoe Products Division	Filler clay, resin, rubber, silica, tyrene		350	
The Book Press	Raw paper		110	
Erving Paper Mills	Paper products		1,263	

The Cross Co., which operates the P&C Markets chain, paid over $400,000 in rail freight charges in 1973 and predicted a 4.3 percent increase in freight charges if forced to switch to trucks. Goodyear indicated that the loss of rail service to its Windsor facility would worsen its competitive situation. Erving Paper Mills would expect a 6 to 12 percent transport cost increase if the line was abandoned. Abandonment would force The Book Press to close.

The Castleton to Poultney and West Pawlet to Rupert Lines

Although no businesses located on these two potentially excess segments of the Delaware and Hudson took part in the ICC hearings or submitted evidence to the RSPO, it should be noted that the abandonment of these two sections of this solvent carrier would isolate the

towns of Granville and Middle Granville, New York. Both of these towns were recommended for local rail service by the Department of Transportation.

The Rutland to Gassetts Line

The Rutland to Gassets line is operated by the Green Mountain Railroad and serves the cities of Rutland, Mt. Holly, Ludlow, Proctorsville, Cavendish and Gassetts. The DOT Report declared the Green Mountain line from Rutland to Gassetts potentially excess in order to concentrate traffic on the B&M's Connecticut River line. This proposal, later reversed, was poorly received for two reasons: (1) the GM is a Class II carrier and, therefore, should not have been a subject of the DOT analysis; (2) routing the cars of GM's largest customer, Windsor Minerals, southward from Gassetts to Bellows Falls allegedly would destroy the GM's financial viability because of the unfavorable "New England rate" which the B&M uses in determining its divisions.

In 1973, Windsor Minerals shipped 1,200 carloads of freight from Gassetts over the Green Mountain Railroad to the D&H at Rutland. Windsor Minerals is constructing a new facility in Ludlow, 9.3 miles north of Gassetts on the GM line. The firm predicts a need for 2,000 rail cars for their first year of operation and a 10 percent annual increase in rail car needs thereafter.

Dairy farmers along this line in Windsor County, who have invested over $17.9 million in cows (22 percent of the total Zone 11 dairy cow investment), believe that the loss of rail service for their shipments of bulk livestock feed would severely curtail dairy output in the area. These dairy farmers presently pay $300,000 in annual wages to area employees.

PASSENGER SERVICE

In addition to the commuter service for individual lines located within Zones 10 and 11, which was previously mentioned, the following interstate rail passenger connections to Vermont were also recommended:

(1) The institution of another train from Montreal to Washington, D.C. with a connecting train to the Gardner, Massachusetts area. This train would provide a daytime service to Vermont and augment the present service provided by the night train from Washington, D.C. The night Amtrak train is extremely popular, even though it arrives in White River Junction at 5:30 a.m. Testimony alleged that existing Amtrak service is hampered by poor equipment and an inadequate computer reservation system.

(2) The institution of an Amtrak train from New York City to Montreal over the Central Vermont lines.

(3) The institution of an Amtrak train from Boston through New Hampshire and White River Junction to Montreal.

(4) The institution of an excursion rail service to aid the state's tourist industry. The new rail service would include sightseeing and ski trains to Burke Mountain, Jay Peak and nearby Canadian resorts.

(5) The institution of an auto-train service to ease pressure upon the tourist industry resulting from the energy crisis. Such service would be particularly useful if it could accommodate recreational vehicles.

PUBLIC CRITICISM OF THE DOT REPORT

Those who contributed information to the RSPO noted the following criticisms of the DOT's approach to the rail problem in the Midwest and Northeast region.

(1) The DOT failed to outline profitability criteria for Class II railroads.

(2) The DOT ignored bridge traffic.

(3) The DOT concentrated on a narrow profitability criterion which places only minor emphasis on the public interest and fails to consider the economic and social effects of abandonment.

(4) The DOT failed to develop a plan which preserves present rail service.

(5) The DOT failed to address other rail problems such as chronic car shortages and over-regulation.

(6) The DOT failed to consider environmental factors and energy efficiency.

(7) The DOT Report failed to consider Amtrak's service in Vermont.

(8) The DOT Report failed to plan for short and intermediate distance rail passenger travel.

(9) The DOT failed to consider the potential use of rail facilities.

(10) The DOT failed to emphasize competitive rail service.

RECOMMENDATIONS

The following suggestions for improving the planning process were offered by Vermont residents.

(1) The restructuring process should emphasize federal-state coordination by: including at least one representative from each of the 17 states on any federal planning board; submitting all draft reports and plans to the states for review; and establishing a subregional planning council to include representatives of Maine, New Hampshire and Vermont.

(2) The USRA should establish an independent New England rail corporation to compete with Conrail.

(3) The USRA should view the region's rail network as a system, not as individual line segments that must necessarily be profitable.

(4) The USRA should include the former Rutland Railroad and the St. Johnsbury and Lamoille County Railroad in the final system plan.

(5) The USRA should consider the importance of the Canadian car supply to New England shippers.

(6) The USRA should press for abandonment only in cases of duplicative service and only after the plan is approved by all six New England states.

(7) The USRA should promote an efficient and viable rail system by offering tax relief to carriers, perhaps by abolishing all railroad property tax liability.

(8) The electrification of rail lines should be promoted.

(9) All government officials should travel by rail on business trips.

(10) More U.S. mail should be turned over to the railroads for transporting.

(11) The USRA should determine criteria which are intended to preserve the present level of freight service to businesses along rail lines of carriers under reorganization.

(12) The USRA should realize that any curtailment of rail service in Vermont will result in increased highway truck use (Vermont has few TOFC loading facilities).

(13) The federal government should fund a program, to be carried out by appropriate state agencies, by which rail property would be inspected and maintained.

(14) The USRA should preserve a maximum number of rail gateways, including those for Canadian carriers.

(15) The federal government should establish a balanced, multi-modal national transportation system.

(16) Track standards should not be expressed merely in speed limit terms but should include more detailed information such as: weight bearing capacity; condition of road bed and rail; capacity of structures; and grade and curvature.

MASSACHUSETTS

The Commonwealth of Massachusetts ranks among the nation's leading states in manufacturing and commercial fishing. The state's primary manufactured products are electrical machinery, apparel, leather, and various fish and dairy items.

Rail service in New England is made difficult by the region's geographic isolation and its numerous population centers which require frequent stops along rail routes. These factors, however, do not lessen the reliance on continued rail service by industries which move large quantities of bulk products. Representing two such industries at the ICC's Boston hearing were the New England Wholesale Lumber Association, which has 39 member businesses in New England and New York, and the New York-New England Dairy Cooperative Coordinating Committee, representing 20,000 dairy farmers in the region. The Dairy Cooperative stated that, should those rail lines designated as potentially excess by the Department of Transportation actually be abandoned, the increased cost for grain shipments in New York and New England would range from $18.1 to $72.6 million.

COMPETITIVE RAIL FREIGHT SERVICE

In many ways the rail systems in Massachusetts determine the quality of rail service in the entire New England region. The Central Vermont north-south main line and the Boston and Maine's north-south lines from Portland, Maine and Welles River, Vermont provide the three northern-most New England states with their primary interstate rail connections.[1] These lines join the Boston and Maine Hoosac Tunnel Route in Massachusetts for access to the rest of the nation. The majority of freight from Connecticut and Rhode Island is transferred to the Penn Central Boston and Albany line in Massachusetts.[2] With the exception of freight carried by the Canadian railroads, which provide northern egress for New England shippers, nearly all of New England's freight exits the region via Massachusetts' two primary competitive east-west railroad lines, the Penn Central and the Boston and Maine. According to testimony submitted to the RSPO, the B&M and PC haul over 70 percent of all freight which originates or terminates in New England. In 1969, this amounted to 45.5 million tons.

The Associated Industries of Massachusetts (AIM), a non-profit organization representing 2,500 industrial companies, stated that competition between these main line carriers is vital to the preservation of efficient rail freight service. In support of this assessment, AIM noted the ruling in ICC Finance Docket No. 26115 which indicated that the Penn Central should not be given a monopoly in the movement of freight in New England. The Boston and Maine operates over 1,416 miles of track in five states and the Hoosac Tunnel Route generates over two-thirds of B&M's gross freight revenue. In 1973, the B&M exchanged 152,371 carloads with the D&H at Mechanicville and 72,822 cars with the PC at Rotterdam Junction.

The Boston and Maine Hoosac Tunnel Route runs west from Boston through Ayer, Fitchburg, Gardner, Greenfield, North Adams and the 4.7 mile Hoosac Tunnel to Mechanicville, New York, where it connects with the Delaware and Hudson. This route provides New England with connections to Buffalo and beyond via the D&H and Erie Lackawanna. The competitive Penn Central Boston and Albany (B&A) route runs from Boston through Framingham, Worcester, Springfield and Pittsfield to Selkirk, New York.

The DOT Report declared portions of the Grand Trunk, the Maine Central, the Canadian Pacific, and the Central Vermont to be potentially excess. The DOT also proposed the downgrading of B&M's Hoosac Tunnel Route to feeder status. This plan envisions competitive service east of Albany, provided by a paired track arrangement between the B&M and PC main lines. DOT suggested that an alternative to this proposal would be the operation of the D&H over B&M lines.[3] It designated Penn Central's Boston and Albany route as the primary freight route in New England. Public response to the DOT proposal to downgrade the B&M route was immediate and unfavorable.

The Associated Industries of Massachusetts urged

[1] According to B&M, the line running south from Welles River parallel to the Connecticut River currently carries approximately 9 million gross tons per year, not the 1 to 4.9 million gross tons shown by the DOT Report.

[2] Penn Central has been downgrading the Poughkeepsie Bridge and the Maybrook Gateway to Connecticut and has been relying almost exclusively on the Boston and Albany route through Selkirk, New York.

[3] The D&H at Mechanicville is the B&M's primary west and south connection. In 1973 the D&H enchanged nearly 50 percent of its total revenue carloads with the B&M. The D&H does not intend to extend itself over 200 miles of Conrail track. To do so would only lessen the quality of service the D&H provides and jeopardize the railroad's financial viability.

modification of DOT's proposals to include at least two competitive rail systems in the 17 state region. Numerous other witnesses suggested that perhaps two competitive companies would provide the best rail system for New England. One system would be composed primarily of the Penn Central, and the other system would be composed of the merged Bangor and Aroostook, Maine Central, Boston and Maine, Delaware and Hudson, and Erie Lackawanna railroads. The following arguments were advanced in opposition to the proposed elimination of independent carriers in Massachusetts:

(1) Only competition forces the railroads to provide responsive service.

(2) Retention of the Penn Central and downgrading of B&M service would destroy competitive service.

(3) DOT's downgrading of B&M service is the result of narrow methodology and cannot be justified if restrictive work rules, inept management, poor maintenance, unwise mergers, excessive taxation, over regulation and growing intermodal competition are considered.

(4) The B&M Hoosac Tunnel Route has better grades and provides greater fuel efficiency than the PC line.

(5) The B&M route from Mechanicville to Ayer is 35 miles shorter than Penn Central's route from Mechanicville through Selkirk to Worcester where the PC joins the B&M to complete the trip to Ayer. The B&M operates 4,320 trains annually on its line. By using an estimated cost of $2.69 for labor and fuel per freight train mile, the added cost of using the longer Penn Central route would be $94.15 per train, or $406,128 annually.

(6) The Penn Central cannot supply adequate equipment and service to compensate for the loss of B&M's main line service.

(7) The impact upon non-Conrail carriers such as the D&H would be severe, possibly forcing them into bankruptcy.

(8) Maintenance costs of the shorter route based on DOT's $12,000 per mile maintenance figure would provide an annual savings of $420,000.

(9) Designation of the Penn Central's Boston and Albany route as the primary freight route jeopardizes present negotiations being conducted to establish passenger service on this line between Boston, Worcester, Albany, and points west. The line simply cannot accommodate both additional freight and passenger traffic.

(10) The necessary switching to Penn Central's main line at Worcester or Springfield may force delays of two days in transit time and add to congestion along the line.

Citizen concern over the problem of congestion along the Penn Central main line was supported by a February 26, 1974 article in *The Wall Street Journal* which was submitted for the record. The article reported that freight use on the Penn Central has increased from 79,000 to 104,000 cars per week, primarily because of the energy crisis. It stated further that increased demand and the poor condition of Penn Central's equipment pushed the total of 24 hour delays on shipping orders from 1,200 in the week ending January 5 to 2,900 in the week ending February 9. The article concluded that "increased business due to the energy crisis is pushing the rundown Penn Central beyond its limited capabilities." Francis J. Cincotta, transportation consultant for the Greater Fitchburg Chamber of Commerce and the Leominister Chamber of Commerce expects that the burden on Penn Central's facilities would worsen ten-fold if the B&M Hoosac Tunnel Route was reduced to feeder status.

Paul Cherington, President and Chief Executive Officer of the Boston and Maine, testified that DOT's effort to improve utilization by concentrating volume on only one route ignores the fact that much of Penn Central's traffic is moving toward southern Connecticut via Springfield while much of B&M's freight is destined for Maine and New Hampshire.

Although the Penn Central B&A route was designated as DOT's primary freight route because it has a higher traffic density and more tracks, B&M officials pointed out that the eastbound and westbound ruling grades on the Penn Central line are 1.61 percent and 1.72 percent respectively, while the eastbound and westbound ruling grades on the B&M line are 1.03 percent and 1.28 percent, respectively. The B&M testified that these grade differences mean that a typical 4,000 ton westbound train would require five locomotives on the Penn Central route and three locomotives on the B&M route. The result, at an average speed of 35 miles per hour would be a need for 14 percent more energy westbound and 9 percent more energy eastbound on the Penn Central route from Boston to Rotterdam Junction. Moreover, the Penn Central Boston and Albany route is 15 miles longer than the B&M route.

Although the DOT Report appeared to indicate that the Penn Central's B&A route is entirely double tracked, the line actually has three single track segments.

The Hoosac Tunnel has recently been improved and the track upgraded so that it can now accommodate normal speeds. The B&M provides 18-foot clearance over this entire route. In 1974, B&M plans to install 24 miles of continuous welded rail and 46,000 new ties on the line. B&M's upgrading program is expected to continue for the next few years.

POTENTIALLY EXCESS RAIL LINES

Rail service in Massachusetts is primarily provided by two Class I railroads, the Boston and Maine and the

Penn Central. These lines are supplemented by the Central Vermont, a Class I railroad; the Grafton and Upton; and the Providence and Worcester, both Class II carriers; and two switching and terminal companies, the Boston Terminal Corporation and the Fore River Railroad. There are 1,473 total track miles within the state. Of the Class I companies, the Boston and Maine has 586 miles, the Central Vermont has 55 miles, and the Penn Central has 800 miles.

The DOT Report divided Massachusetts into 15 zones and designated 422 miles of the state's rail system potentially excess. If followed, DOT's abandonment recommendations would cut service to Connecticut on five of the six lines running south of the Penn Central's Boston and Albany line (Figure 6). According to a study conducted by the Massachusetts Department of Commerce and Development (MDCD), these lines provide service to firms which employ 26,000 people, 8,000 of whom are expected to lose their jobs if rail service is abandoned. Secondary impacts are expected to increase this figure 1.5 times, pushing the total of potential job losses to 20,000.[4] The Citizens for Rail transportation testified that abandonment of these lines will force approximately 24,000 carloads of freight to motor carriers. The burden on Massachusetts' highways resulting from this influx of truck traffic will be substantial.

Zones 12 and 13

The following are the lines designated potentially excess by DOT in Zones 12 and 13:

(1) Beverly (Zone 14)—Salisbury (Zone 12)

(2) Beverly (Zone 14)—Rockport (Zone 12)

(3) N. Bellerica-Bellerica (Zone 13)

(4) N. Chelmsford—north zone boundary (Zone 13)[5]

(5) Lowell (Zone 13)—Sudbury (Zone 14)

Lowell and Lawrence are the primary towns in Zones 12 and 13. Rail users in these two towns originate and terminate 10 percent of all Massachusetts freight. According to U.S. Representative Paul Cronin, the streets of communities along the railroads cannot accommodate increased truck travel. He further testified that the economic loss from direct and secondary impacts in the Lowell-Lawrence area would eventually reach $206 million. The businesses in the Lowell-Lawrence area which testified at ICC hearings were: the Bostik Division of USM Corp., which employs 2,000 people and receives adhesives and sealants at its South Middletown plant; the Stephen Chemical Co. in Wilmington; and Haverhill Paperboard Co. in Haverhill. Haverhill, which employs 240 people in the manufacture of paper products, generated 646 carloads of freight in 1973, 13 percent of its total freight requirements. The company is presently considering a change over from oil to coal which would require rail delivery of 50,000 tons of coal per year.

The Boston and Maine Beverly to Salisbury line runs 21 miles north from Beverly in Zone 14 through Hamilton, Ipswich, and Newburyport to Salisbury, three miles south of the New Hampshire border. The present unemployment rate in Newburyport is 13.5 percent, and the five town area has an average 12 percent jobless rate. Newburyport is encouraging new economic development in the Lord Timothy Dexter Industrial Green, an industrial park established by the Newburyport Industrial Development Corporation with the help of local residents who raised $200,000 to acquire the land. The development has been aided greatly by a $560,000 federal grant from the Economic Development Agency, which financed the initial engineering study that provided for rail service in the park. The Newburyport Industrial Development Corporation is planning to acquire abandoned rights-of-way for the Park's future use.

The testimony of the Plastic Products Division of Owens Illinois Corporation indicated that their Newburyport plant is served by a two mile track south from Salisbury. This Owens Illinois plant generated 566 carloads of freight in 1973 and anticipates an increase to 600 carloads by 1975. The firm believes the Boston and Maine must prove that the incremental cost of operation exceeds the revenue from this two mile track before abandoning it.

William L. Saltonstall, State Senator from the 3rd Essex District, reported that cities on the Beverly to Salisbury line generated the following carloads between July 1, 1972 and June 30, 1973: Newburyport, 570; Rowley, 6; Ipswich, 49; and Hamilton, 7.

Amesbury is west of Salisbury on a six mile spur which is recommended for service. The town presently cannot be served from the south because a drawbridge between Salisbury and Newburyport is out of service. Representatives of the Metropolitan Area Planning Council of the Commonwealth of Massachusetts indicated that consideration should be given to repairing this bridge and providing access to Amesbury from the south.

The Beverly to Salisbury line is handling increased commuter traffic this year, and, according to testimony received at the RSPO's Boston hearing, revenue generated from passenger use on this line is substantial. The town of Beverly is concerned that unless rail service is available, added commuters from towns north of Beverly will increase highway traffic congestion and create safety hazards and parking problems.

The Boston & Maine Beverly to Rockport branch

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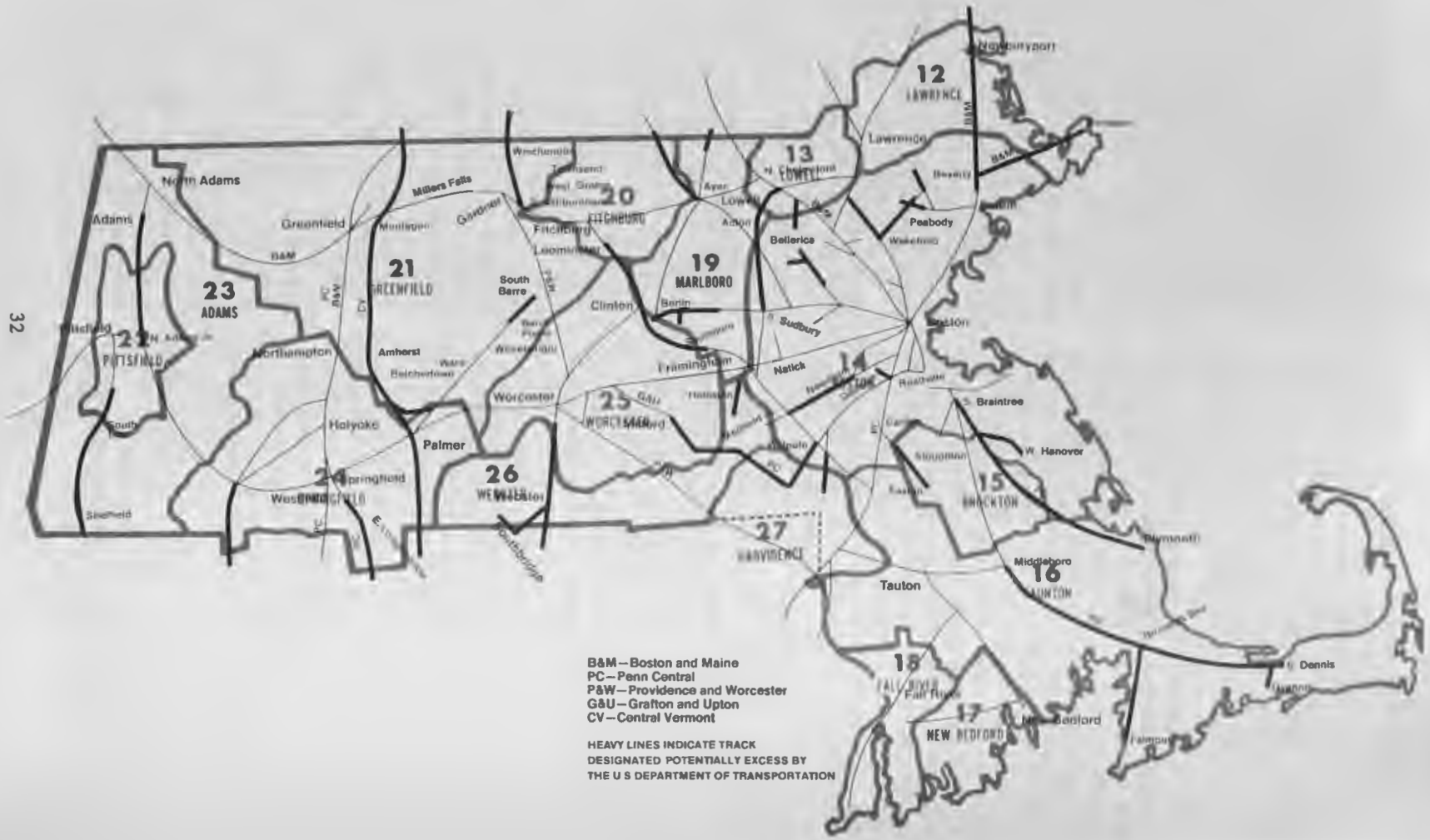
[4] The 1.5 factor was taken from Karen R. Polenske's Harvard Economic Research Project, "Multi-regional Input-Output (MRIO) Model," 1972.

[5] The DOT March 1 additions and corrections supplement indicated that this section is not now to be considered potentially excess.

MASSACHUSETTS

ZONE LOCATOR MAP

Figure 6



serves Beverly Farms, Manchester, Magnolia, Gloucester and Rockport. The area is currently experiencing chronically high unemployment. The unemployment rate in Gloucester is now 12 percent. The area's 9.3 percent jobless rate during the four year period from 1967 to 1971 was nearly twice the state average of 4.9 percent. This line is vital to Cape Ann industries, which are attempting to revitalize their local economy.

Since 1969, the Gloucester Industrial Development Commission has opened two industrial parks, one in Magnolia and the other in the Blackburn Circle area off State Route 128. These developments would be aided greatly by improved access to Gloucester. Recognizing this fact, the Economic Development Agency recently granted the town $680,000 to improve its transportation facilities.

State Senator Saltonstall reported that the cities of Rockport and Gloucester generated 87 and 334 carloads of freight, respectively, between July 1, 1972 and June 30, 1973. Testimony indicated that rail use in Gloucester would increase if TOFC service to Boston were made available. The town of Beverly generated 619 carloads of freight during the same period. The major rail user was the Beverly Chemical Terminal Company which is a storage depot for industrial supplies (see Table 10 for a listing of those businesses which submitted evidence to the RSPO). Beverly, which generated 471 carloads of freight on the quarter mile spur off the Boston and Maine east-west main line in 1973, anticipates a 1974 requirement of 500 rail cars.

Table 10: Traffic Profile: Beverly to Newburyport and Rockport

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Beverly Chemical Terminal Co.	Storage terminal		471	500
USM Corporation	Clay and sand			
Plastic Products Div. (Owens Illinois)	Plastic pellets		566	600
J. Raymond Smith Inc.	Building materials	15	15	15
Cape Ann Tool Company [1]	Ferrous & non-ferrous metals		92	

[1] 135 employees.

The Massachusetts Bay Transportation Authority has promised to ultimately extend its commuter service from Beverly to Rockport. Concern was expressed that, should abandonment transpire as proposed, no commuter service would be available until UMTA completed its expansion.

The spur from North Bellerica to Bellerica is one mile in length and, according to the MDCD, generated 1,080 carloads in 1973. Firms located on this line have 125 employees, 25 of whom would lose their jobs if rail service was terminated.

The Lowell to South Sudbury line runs through Zones 13, 19 and 14 and serves Chelmsford, South Chelmsford, Acton, Concord Junction (which is on the Boston & Maine east-west main line) and Sudbury. Only four businesses, all located in Acton (Zone 19), contributed evidence with respect to this line (Table 11).

Table 11: Traffic Profile of Acton

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Acorn Structures, Inc.	Building materials			150
Deck House Inc.	Building materials		120	240
Wickes Corp.	Lumber		105	
Dewey and Almy Chemical Div. of W. R. Grace Co.	Chemicals		484	532

Acorn Structures Inc., which is now in its first year of operations, estimates a 20 to 25 percent annual growth rate. Deck House stated that loss of rail service would force plant relocation with a resultant payroll loss to the local economy of $1,342,000. Wickes Corp. and Dewey and Almy together employ 208 people.

Zone 14

Zone 14 encompasses the greater Boston area. The following branch lines are designed potentially excess:

(1) Danvers-Topsfield
(2) West Peabody-South Middleton
(3) Wakefield-West Peabody
(4) Wakefield-Wilmington Junction
(5) Arlington-Bedford
(6) Needham-Medfield Junction
(7) Readville-Dedham
(8) Lynn-Salem
(9) South Braintree-Plymouth (Zone 16)
(10) Walpole-Milford (Zone 26)
(11) Cedar-Wrentham (Zone 27)

The following is a list of corrections in Zone 14 as reported by the Department of Transportation in its March 1 supplement:

(1) Stoneham, shown on the DOT map south of South Braintree, is a typographical error; Stoneham is correctly located east of Woburn.
(2) The BM line to Stoneham should not be shown as potentially excess.
(3) The BM line to Woburn should not be shown as potentially excess.
(4) The PC line from Needham to Forest Hills should not be shown as potentially excess. The location of Forest Hills should be corrected to the next junction east.
(5) The PC line from South Braintree to Randolph should not be shown as potentially excess.
(6) The PC line from Weymouth to Quincy should

not be shown as potentially excess.

(7) The PC line from S. Sudbury to the junction with the BM line should not be shown as potentially excess.

(8) Wakefield should be below Reading on the BM line from North Wilmington south. Potentially excess line should extend from North Wilmington to, but not including, Wakefield.

(9) The PC line from Canton Junction south to the zone boundary should not be shown as potentially excess.

(10) The PC line from Framingham to the zone boundary should not be shown as potentially excess.

No testimony from citizens and shippers was submitted regarding six of the eight lines located exclusively in Zone 14. Listed below, however, is data gathered by the MDCD concerning these lines.

Line	*Miles*	*1973 Carloads*	*Employees of rail users*	*Potential jobs lost*
Danvers-Topsfield	6	105	52	8
W. Peabody-S. Middleton	3	156	462	0
Wakefield-W. Peabody	6	2,085	364	153
Arlington-Bedford	3	63	101	45

Abandonment of the six mile track from Needham to Medfield Junction is expected to destroy the line's historical southern traffic patterns.

The Boston and Maine operates the eight mile Wakefield to Wilmington Junction branch line which, according to the MDCD, generated 260 carloads of freight in 1973. This line provides service to shippers who employ 540 workers, 152 of whom will be forced out of work if the line is abandoned. The Container Corporation of America plant, in Wakefield, generated 1,024 and 993 carloads for the Boston & Maine in 1972 and 1973, respectively. Container Corporation also maintains a facility in West Medford which shipped 533 cars of folded cartons by rail in 1973.

According to MDCD, the two mile branch from Readville to Dedham generated 94 carloads in 1973. While the line serves firms which employ 76 persons, only one job would actually be jeopardized by the possible abandonment of the line.

The United Transportation Union of Boston testified that, if the B&M is included in the final system plan under the DOT proposal, 176 of UTU's members will lose their jobs.

At the time of the Boston hearing there existed a great deal of confusion regarding the actual classification of various lines in Zone 14. For this reason, many businesses offered rail freight data even though they were not located on trackage designated potentially excess (Table 12). With the exception of the Firestone Tire & Rubber Company in Needham, all the firms are located on the B&M. Firestone is served by the Penn Central.

Zones 14-15-16

The South Braintree to Plymouth branch line traverses Zones 14, 15, and 16. This Penn Central line runs 26 miles from South Braintree through South Weymouth, Abington, Whitman, Hanson, and Kingston to Plymouth. A 4 mile spur from Abington serves West Hanover. Seven businesses rely upon rail freight service provided on this line (Table 13). In 1973, these rail users generated approximately 838 carloads, or 32.2 carloads per mile.

Ocean Spray, Wes-Pine and United Cabinet together employ approximately 225 people. United Cabinet, which has 25 employees, expects to close down if its West Hanover rail service is lost, because the shift to an alternative mode would double its costs. Revere Copper and Brass paid the Penn Central $70,029 in freight charges in 1973, a year in which Revere was not operating for 14 weeks because of labor problems.

Evidence was introduced to show that tourists and Boston commuters would benefit from improved commuter-passenger service and scheduling. The population of the area is growing rapidly. Since 1960 the population in West Hanover (Zone 14) has increased from 5,923 to 10,107, an increase of 70.6 percent. In Hanson (Zone 15), the population has jumped from 4,370 to 7,148, a 63.6 percent increase. Evidence received by the RSPO indicated that public use of the line would increase if schedules were expanded and if service was improved and extended to include Plymouth. Presently, the last morning train to Boston leaves Hanson at 8 a.m. and the first evening train to Hanson leaves Boston at 4:30 p.m.

Zones 14 and 26

The Walpole (Zone 14) to Milford (Zone 26) line is 17 miles long and serves Walpole, Norfolk, Franklin (via a 2-mile spur), Midland and Milford. The spur serving Franklin is scheduled for restoration in accordance with agreements between two new Franklin shippers and the Penn Central (see Table 14 for a listing of those businesses that supplied traffic data to the RSPO). The new shippers are Foster-Forbes Company in Milford and J.J. Corrugated Box Company which is now located in Fall River, Massachusetts. As part of their testimony, J.J. Corrugated Box submitted a copy of a letter from J. Bruce Addington of the Penn Central Transportation Company, which refers to the reactivation of the Franklin spur as "a profitable project for Penn Central." J.J. Corrugated's major supplier is the Great Northern Paper Company of Cedar Springs, Georgia. Great Northern reported that their average annual shipment to J.J. Corrugated is 422 carloads which produce $455,286 in rail revenue.

The Foster-Forbes Company has invested $100,000 in

Table 12: Traffic Profile of Zone 14

	Estimated carloads		
Rail user	*1972*	*1973*	*Projected*
Atlantic Cement Co.[1]		818	1,485-2,170
Monsanto Co.			
Dewey & Almy Chemical, Div. of W. R. Grace Co.		290	
West End Iron Works[2]			2
Barker Steel Co. Inc.		350-370	
S. B. Green & Co. Inc.			
Waltham Terminal Inc.		720-960	
Lloyd A. Frye Roofing Co.[3]		250	
Shepard & Morse Lumber Co.			
Sweethard Plastics Co.	1,760	2,515	
Service Warehouse Co.[4]		228	
Firestone Tire & Rubber			
Flash Sales Co. Inc.		6	15-20
Northshore Reclycled Fibers			
Lear Siegler Inc./ Hoodfoam Div.		2,080	
A. C. Lawrence Leather Co.		92	
Eastman Geletine Corp.		313	475-950
Remis Industries		184	250-300

[1] The Atlantic Cement Company commenced operations in 1973.
[2] The West End Iron Works in Cambridge testified that rail is vital to their business because they receive steel girders 100-125 feet in length which cannot travel by an alternative mode.
[3] The Lloyd A. Frye Roofing Company anticipates a 25-30 percent increase in the next 10 years.
[4] Service Warehouse Company also ships TOFC units. In 1973 they had 277 loadings, and in 1974 they expect to have 570 loadings.

Table 13: Traffic Profile: South Braintree to Plymouth

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Ocean Spray Cranberries	Cranberries		31	
Spencer Press, Inc.	Paper		144	
John J. Gallagher, Inc.			75-100	295
Wes-Pine Millwork	Lumber		90	
United Cabinet Corp.			124	295
Edes Manufacturing Division-Revere Copper & Brass	Sheet zinc		49	
Angelo's Supermarket	Produce		300	450

track on their property in Milford. In October, November, and December 1973, its first three months of operation, Foster-Forbes generated 314 carloads. The company receives 100 percent of its raw materials by rail, and loss of Penn Central service could force closure of the plant. Foster-Forbes employs 154 people.

State Senator Edward L. Burke estimated the following carload traffic for the Walpole-Milford line:

1972	350
1973	800
1974	1,200
1975	1,800
1976	3,000

Mr. Stanley J. Wassell, representing the Norwood Train Transportation Committee, indicated that local residents would like to see electrified commuter lines in the area, particularly between Franklin and Boston.

Although only the line between Cedar (Zone 14) and Wrentham (Zone 27) has been designated potentially excess, the MDCD reported traffic information for the entire line from Norwood to Wrentham. In 1973, this line handled 260 carloads. The line's active use is considered crucial to the continuation of 146 jobs.

Table 14: Traffic Profile: Walpole to Milford

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Agway, Inc.	Feed grain		50	
Key Co-op	Feed grain		100	
Franklin Paint	Paint & hardware		6	
Franklin Homes	Building materials		50	
Daddario Plumbing	Plumbing supplies		6	
Clark, Cutter & McDermott			263	
J.J. Corrugated Box Co.	Linerboard and corrugated			650-1,100
Foster-Forbes Glass Co. (Div. of National Can Co.)[1]	Sand, soda ash, limestone and glass containers			1,000-1,800

[1] With the exception of Foster-Forbes, which is located in Milford, all other rail users listed are located in Franklin.

Zone 15

The February 1 DOT Report designated the Canton (Zone 14)-Stoughton (Zone 15) line potentially excess. However, DOT's March 1 corrections supplement reversed that classification and declared the line from Stoughton to Easton potentially excess. This track was formerly a segment of the New Haven Railroad from Boston through Stoughton and Easton to Taunton.

The Massachusetts Bay Transportation Authority (MBTA) owns and maintains the 3.9 mile track from Canton to Easton, and, in 1972, they purchased the right-of-way from Easton to Whittenton Junction in Taunton. The estimated cost of restoring the line from Stoughton to Taunton is $2.1 million. State Representative John Ames testified that Penn Central's estimate of a $62,000 salvage value for the track between Stoughton and Easton is one-fourth the amount the Commonwealth of Massachusetts paid the railroad for the property.

In the past seven years, three industrial plants have located in Canton's industrial park off Will Drive. The park has 40 developed acres with immediate access to the branch line. Ten businesses using this line offered information to RSPO (Table 15).

Table 15: Traffic Profile: Canton to Stoughton

Rail user	*Commodity*	*Estimated carloads 1972*	*1973*	*Projected*
Plymouth Rubber Co.	Clay, resin, rubbers, fillers		200	
Spacemakers, Inc. Div. of AC&S)	Building material	42	31	48
New England Redwood Co.	Redwood lumber	63	64	92
James Ferrara & Sons, Inc.	Foodstuffs	522	610	740-900
New England Insulation Co.	Insulation		167	180
Cohenno, Inc.	Lumber	492	532	600
Northeastern Softwoods, Inc.	Lumber	23	33	40
Mainco School Supply	School supplies	48	40	48
Banner Systems of Mass., Inc. (Div. of Georgia Pacific)			38	48
Jennison Wright Co.	Industrial flooring products	6	11	19

Together these ten firms employ 1,328 people. Loss of freight service is expected to force closure of four of the firms which would mean the loss of at least 69 jobs. The Plymouth Rubber Co. in Canton, employs 1,000 workers and has indicated that its business future is already in jeopardy because of petrochemical shortages. It testified that loss of rail could force a 25 percent curtailment in its operations, which would raise the job loss figure for Canton to 319.

Canton is 12 miles southeast of Boston and south of the intersection of Interstate 95, the Penn Central Boston & Albany main line and State Route 128. Presently, the town receives only peak hour commuter service. The towns of Needham, Deadwood, Norwood, Sharon and Canton expressed their unanimous opinion that rail commuter service in this area needs improvement.

The Transportation Committee of the town of Easton has initiated an effort to restore passenger service between Easton and Stoughton. A recent survey taken by the Comimttee demonstrated that 162 commuters would use such service daily, 50 others would use the train weekly and 84 would use it monthly. The committee expressed the opinion that the line could produce $123,944 in annual revenue if tickets were priced at $2 per person or $13 per week. The committee further recommended that the federal government allocated money directly to those state and local governments which prefer to solve transportation problems in their own way.

Zone 16

The 64 mile track between Middleboro and South Dennis provides the only rail service to Cape Cod and is known as the Old Colony Line (see Table 16 for a traffic profile of the line). The towns along this branch are Wareham, Onset, Buzzards Bay, Bourne, Sandwich, Barnstable, Yarmouth, and South Dennis. The towns of Falmouth and Hyannis are south of the line and are served by spurs from Buzzards Bay and Yarmouth, respectively. Since 1970, yearly traffic on this line has been a steady 39 revenue carloads per mile. The current unemployment rate in this area is 15 percent. Demand for rail service on the Cape results from three primary factors:

(1) The rapid population growth. The Upper Cape area is doubling its population every five years and is expected to continue to do so until at least 1990.

(2) The heavy economic reliance on tourism. The tourist industry contributed $140 million to the Cape Cod economy in 1973.

(3) The inadequacy of the highway bridges on Cape Cod. Loss of rail service will place an estimated 7,500 additional roundtrip truck loads on the Cape highways and bridges and create a transportation bottleneck. Construction of a limited cloverleaf at the north rotary entrance to the Sagamore bridges alone would cost $2.5 million. Expansion of one of the bridges to four lanes or the construction of a third bridge would cost hundreds of millions of dollars.

Particular industries on the Cape which would be significantly affected by the loss of rail service are the sand and gravel industry and the construction and building materials industry. Both rely on low cost bulk rail shipment of heavy and oversize materials, the movement of which is hampered by highway road limits.

The Cape is developing a system of solid waste removal which will add over 6,000 carloads per year to the Old Colony Line.

In the town of Middleboro, the Penn Central serves five large lumber yards, one plumbing supply yard, a grain supplier, the C.P. Washburn Co., one sawmill (which uses one carload per day), and Ocean Spray Cranberries Plant #3. Ocean Spray has indicated that it will consider relocation of this facility if rail service on this line is lost. The town is now spending $5 million on a new sewage treatment plant to accommodate Ocean Spray's plant.

The town of Falmouth is served by a 14 mile spur running south from Buzzards Bay. Its current population is 22,000, but it is expected to reach 144,000 by 1994. The four mile track in Falmouth serves Woods Hole and the Nantucket Steamship Authority, a $6.5 million shipline business, which carries roughly 500,000 tourists per year between Woods Hole and the islands of Martha's Vineyard and Nantucket. The Steamship Authority generates 71,000 tons of freight per year.

Table 16: Traffic Profile: Middleboro to South Dennis

Rail user	Commodity	Estimated carloads 1972	1973 Projected	
Ocean Spray [1]				
Cranberries				
Plant #3	Cranberries		68	
Plant #2	Cranberries		164	
Canal Electric Co.	Transformers		22	24
Stone & Webster	Construction materials		211	115
Barnstable County Supply Co.	Building supplies	250	201	
Seaside Distributors [2]	Beer & wine			100
Whitehead Bros. Co.	Foundry sands	300	320	
Mid Cape Center	Building materials		420	
Dennis Recycle	Solid waste			
Fernandes Supermarkets	Grocery items	582	642	
Cape Cod Ready Mix Concrete Co.	Cement		250-275	
Packaging Industries	Chemicals, pulp		23	260-312
Myers Furniture Co.	Lumber			
New Bedford Gas & Edison Light Co.				
Suburban Gas Co.	LP Gas		136	
John Hinckley & Sons Co., Inc.	Lumber	92	103	
Cape Maid Farms, Inc.	Pet foods		60	

[1] Ocean Spray employs 400 people at these two facilities.
[2] Seaside Distributors employs twelve people at this facility.

Otis Air Force Base on the Buzzards Bay to Falmouth spur, used railroads to haul 132 carloads (9,252 tons) of coal in 1973. In 1974, Otis anticipates terminating 200 carloads of coal (12,400 tons), and, if an expected switch to rail is realized, an additional 20,000 tons of jet fuel will also move over this line. Support materials originating from the strategically located Otis base are used to supply the Army National Guard, the Air National Guard, and the U.S. Army at Camp Edwards.

According to a study conducted by Carl. R. Englund, Jr., a transportation consultant for Ossipee, New Hampshire, only $500 would be needed to upgrade freight service at Otis to FRA Class III standards. This would include some brush cutting, hand tamping along the right-of-way and freeing of rusted switching mechanisms.

The Barnstable County Supply Co. and the Mid Cape Center were jointly represented at the ICC's Boston hearings. Together they employ 250 people. In 1973, they paid Penn Central $750,000 in freight charges. Packaging Industries of Hyannis, which currently employs thirty persons, estimated that 400 jobs would ultimately be lost if they were forced by the loss of rail service to relocate. The New Bedford Gas and Edison Light Co. testified that it cannot reroute its shipments of electric transformers because their extraordinary height (they stand 17'6" on a low bed truck) would require disconnecting electrical wires at all road crossings.

The Massachusetts Maritime Academy in Buzzards Bay expressed a need for rail passenger service for the school's 600 cadets.

Michael S. Dukakis testified that the improvements necessary for reinstitution of passenger service to the Cape area are: a thorough upgrading of the roadbed; the installation of MBTA transfer facilities; and the installation of new or rebuilt cars. The benefits of such service improvements would include the lessening of congestion on State Routes 24 and 128, and the easing of traffic on both Cape bridges during the summer months. Witnesses at the Boston hearing also pointed out that Amtrak is planning an experimental passenger train to Cape Cod via Attleboro, Taunton and Middleboro, over the tracks which DOT classified potentially excess.

A statement by the Bay Colony Transportation Corportation called for abandonment of the Old Colony Line and state acquisition of the right-of-way. Bay Colony intends to lease this track between Middleboro and Cape Cod points and operate on the line as a Class II short line railroad.

Ye Olde Passenger Service is also interested in acquiring trackage rights in Cape Cod following reconditioning and restoration of the three miles of track between Boston and Quincy, the ten miles from Hingham to Greenbush, and the sixteen miles from Stoughton to Whittenton Junction. The company expects to purchase individual Budd cars for $650,000 and begin operation over 258 miles of track in 1975. The firm plans to have terminals in Plymouth, Greenbush, Hyannis, Falmouth, and New Bedford.

Separate reports on the track conditions within Zones 16, 17 and 18 were prepared by Carl R. Englund, Jr. for the Commonwealth of Massachusetts and the Bristol County Development Council, Inc. (see Table 17 for a description of the track condition and the projected cost of upgrading the lines to FRA Class III standards.[6] According to Mr. Englund, the total cost of upgrading these lines would be about $2.4 million. An additional $50,000 per mile would be necessary for the installation of signaling, and $70,000 per mile would be required for relaying of track, if high speed service was envisioned.[7]

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[6] To be upgraded to a FRA Class III standard, rail tracks must be able to handle cars that travel 40 mph in freight service and 60 mph in passenger service.

[7] For more detailed information, including an analysis of potential problems associated with the improvements, gradient and curvature information, and a breakdown of expenditures see: Carl R. Englund, Jr., *Track Conditions on the Penn Central Railroad between CP Colley and New Bedford, Myricks and Falls River, Nash Road, New Bedford And Watuppa Together With Requirements For Upgrading* and Carl R. Englund, Jr., *Track Condition On The Penn Central Railroad Between Attleboro And Cape Cod Points Together With Requirements For Upgrading.*

Table 17: Track Conditions in Zones 16, 17, and 18 [1]

Line	*Miles*	*Rail Weight*	*Date*	*Speed Limitation*	*Cost of Upgrade Freight*	*Passenger*
Attleboro-CP Whit	9.4			8mph—1st .5 mile 30mph over remainder	$118,000	$110,000
CP Whit-CP Cotley	3.9			8mph	$113,000	$ 50,000
CP Cotley-New Bedford	17.6	107#	1916	30mph—1st 10.6 miles 8mph—final 7 miles	$165,000	$300,000
Myricks-Fall River	10.7	107# (90# in Fall River)	1916	30mph—1st 2.9 miles 25mph—4.8 miles 8mph—3 miles	$ 80,000	$120,000
Nash Road-Watuppa	12.1	100#	1898	8mph—1 mile 20mph—11.1 miles 10mph on grade crossings & .37 mi. trestle	$ 60,000 [2]	
CP Cotley-Alden [3]	7.2	107#	1915, 1920, & 1941	45mph	$ 77,000	$137,000
Alden-Buzzards Bay	20.4	107# (132# on 1.5 miles leaving Alden; 80# on .5 miles before Buzzards Bay)	1927-1941 1956	30mph except 8mph on 3 sections totaling 7 miles	$200,000	$436,000
Buzzards Bay-Falmouth	13.8	107# to W. Falmouth; 100# W. Falmouth to Falmouth		8mph	$114,000	$ 68,000
Buzzards Bay-Hyannis	23.6	107# 100#	1922 1926 1912	30mph 8mph over 6 miles	$242,000	$745,000

[1] Source: Carl R. Englund, Jr., *Track Conditions on the Penn Central Railroad between CP Cotley and New Bedford, Myricks and Fall River, Nash Road, New Bedford and Watuppa Together with Requirements for Upgrading* and *Track Condition on the Penn Central Railroad between Attleboro and Cape Code Points Together with Requirements for Upgrading.*

[2] To be upgraded to a FRA Class II standard, rail tracks must be able to handle cars that travel 25 mph in freight service and 30 mph in passenger service.

[3] With the exception of the CP Cotley-Alden line, which has a train control system, all lines have manual block. Ballast alternates between cinders, gravel, sand, and stone, and nearly all lines are in need of a ballast raise and tamping. Speeds over portions of the lines are limited to 8 mph because those segments fail to meet FRA minimums for a satisfactory proportion of sound ties beneath rail joints.

Zones 19-20-25-26

The following lines, within the four zones encompassing eastern central Massachusetts, were declared potentially excess:

(1) S. Action-Maynard (Zone 19).
(2) Pepperell (Zone 19)-Hollis, New Hampshire (Zone 8).
(3) Sudbury (Zone 14)-Hudson (Zone 19)-Berlin (Zone 25).
(4) W. Townsend (Zone 20)-Ayer (Zone 19).
(5) Leominster (Zone 20)-Clinton (Zone 19)-Northboro (Zone 25)-Southboro (Zone 19).
(6) Worcester (Zone 25)-Webster (Zone 26).

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated the following changes were to be made to their February 1, 1974 Report.

(1) The Penn Central line from Southboro to the eastern zone boundary (Zone 19) should not be shown as potentially excess.
(2) The Providence & Worcester line from Millbury (Zone 25) to the southern boundary of the zone should not be shown as potentially excess in the analysis because it is a Class II railroad.
(3) The line indicated as ending at Milford (Zone 26) should be extended southeastward to the zone boundary and shown as potentially excess; below Milford, the line should be identified as the Penn Central.[8]
(4) The Penn Central line from Hilliston (Zone 26) to Metcalf should be shown as potentially excess.[8]

The South Middlesex area is in the center of this region. It includes the nine towns of Ashland, Framingham, Holliston, Hopkinton, Natick, Sherborn, Southboro, Sudbury and Wayland. Area employment is presently 62,000 and is expected to increase to 100,000 by 1994. The South Middlesex Area Chamber of Commerce indicated that USRA's planning process should consider future rail needs from the area and provide a rail system to accommodate anticipated growth. Future development is expected in this area because of its strategic location, midway between Boston and Worcester, and its good transportation. The region is not only bisected by Penn Central's Boston & Albany line, but also has access to the Boston & Maine Hoosac Tunnel Route via the Framingham to Fitchburg line.

The South Acton to Maynard spur is two miles long, and, according to the MDCD, it provides service to firms employing 203 people. The line carried 132 carloads of freight in 1973 and is essential to the jobs of 53 people employed by businesses using rail service.

The Bemis Company is located on the B&M spur from Ayer to Hollis, New Hampshire (Zone 8) which was designated potentially excess from Pepperell north. Bemis receives paper in 50 ton carload lots at its East Pepperell location. Rail service to East Pepperell was not designated potentially excess. With regard to the increased shipping costs Bemis would incur if it lost rail service, Bemis representatives testified that truck rates are $1.19 higher per hundredweight and that the truck fuel surcharge is 3.5 percent higher than that of rail. The company needs rail service and is cooperating with the Boston and Maine in efforts to minimize costs on the line.

The 12 mile Sudbury to Berlin line serves Hudson (Zone 19) and Berlin (Zone 25) directly and Marlboro (Zone 19) via a three-mile spur from Hudson. Five businesses on this line submitted evidence to RSPO: Koro Corporation; Independent Cable; Lamsons; Kane Sand and Gravel; and Coldwell's Inc. The first four businesses are located in Hudson and indicated that loss of rail service would force their closure. Coldwell's is a Berlin firm which receives 50 carloads of lumber per year. Railroads handle 50 percent of their total shipping requirements.

The Greater Fitchburg Chamber of Commerce stated that the potentially excess track between West Townsend (Zone 20) and Ayer (Zone 19) on the Boston and Maine Greenville branch line, is 10.07 miles long. In 1973, the line provided the only rail service available to four firms that ship or receive by rail (Table 18).

Table 18: Traffic Profile: Ayer to Townsend

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Hollingsworth and Vose	Woodpulp		577	
Groton Leatherboard Co.			19	
Sterilite Corp.	Plastic resin		400	
Bates Corrugated Box Corp.	Linerboard		225	

Together these four firms employ 610 people. Bates, whose first year of operation was 1973, has the capacity to double its 1973 rail freight volume. However, future growth depends upon continued rail service. Sterilite Corporation, which employs 250 people, has had an average annual growth rate of 15 percent, but, if rail service along this line ceases, continued operation at this location would be impossible.

The Leominster to Southboro track comprises 27 miles of the 32 mile Penn Central Framingham to Fitchburg line which serves Framingham Center, Southboro, Northboro, Sterling (by a short spur), Clinton, Leominster and Fitchburg. According to the combined statement of the Greater Fitchburg Chamber of Commerce

[8] It is conceivable that DOT's March 1 additions and corrections supplement was not received or read by the general public which would largely account for the lack of substantial traffic data or concern for this particular line.

and the Leominster Chamber of Commerce, rail users on this line generated 4,097 carloads in 1973 between Leominster and Northboro, or 153 carloads per mile (Table 19). The chambers of commerce also noted the difficulty of obtaining empty rail cars and TOFC equipment. Rail use on this line is high and several thousand jobs rely on continued Penn Central service.

Table 19: Traffic Profile: Leominster to Southboro

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Foster-Grant Co., Inc.	Liquid styrene	843	500	
Selig Manufacturing Co.	Furniture wood		210	
Synthetic Materials Corp.				
Tucker Manufacturing Corp.[1]			241	365
The Colonial Press	Paper	1,540	1,540	1,540
William Reisner Corp.	Scrap metal		1,300-1,500	
Marine Plastics New England Wholesale Grocers	Foodstuffs	816	1,378	1,700

[1] Tucker Manufacturing also generated 148 TOFC units in 1973 and projects 180 TOFC units will be generated in 1974.

The New England Wholesale Grocers Company, which employs 500 workers in Northboro, reported that loss of the Penn Central would increase the cost of their goods from 10 to 16 cents per case. Synthetic Materials, the Colonial Press and William Reisner indicated that loss of rail service would force their closure and result in the loss of approximately 1,600 jobs. Foster-Grant and Selig Manufacturing employ 1,600 and 220 workers, respectively. Foster-Grant testified that their 1973 total rail use, which cost $410,000, was low because of chemical shortages. Selig anticipates 50 layoffs if rail service is lost.

Although the B&M main line section in Zone 20 is not shown on the DOT map of the zone as potentially excess, a number of businesses in the Fitchburg-Leominster area supplied traffic data (Table 20).

The Charlton Company, Inc. is affiliated with the Orangewood Development Company which has recently brought two new industries into the Leominster Industrial Park along the Boston & Maine line. There are 25 undeveloped, industrially zoned acres along the Boston & Maine's line in Leominster. Charlton testified that development of this land depends upon the availability of primary rail service, not feeder service.

The Fitchburg Paper Company, James River-Fitchburg, Inc. and Weyerhauser Company all reported that loss of direct B&M rail service would force either plant relocation or a shutdown of operations. These businesses

Table 20: Traffic Profile: B&M Maine Line in Zone 20

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Crocker Technical Papers, Inc.	Pulp		100	
Fitchburg Paper Co. James River-Fitchburg, Inc.	Pulp and chemicals		900	
Weyerhauser Company	Pulp and clay		1,960	
Rand-Whitney Packaging Corp.	Packaging materials			
George S. Carrington Co. (Div. of Fox Valley Corp.)			118	
Charlton Company Inc.	Wood, furniture			

employ 550,160 and 900 workers, respectively.

The Worcester (Zone 25)-Webster (Zone 26) Penn Central line serves Worcester, Oxford, North Oxford, and Webster directly and Southbridge via a 10.6 mile spur from Webster.[9] Although this line does not originate and terminate a great deal of traffic (Table 21), it is part of Eastern Connecticut's primary north-south route and, therefore, maintains high volume bridge traffic.

According to the evidence submitted, Oxford generated 89 carloads in 1973. Oxford is also planning an industrial park which will require future rail service. Webster generated 250 carloads in 1973.

Krintzman, Bentley Shoe and Webster Spring together employ 391 people. Krintzman relies on a team track

Table 21: Traffic Profile: Worcester to Webster and Southbridge Secondary Track

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Krintzman Dusting Mills	Textile fibers		14	
Stanford Seed Co. Whittier Farms	Seeds			
Bentley Shoe Corp. (Div. of Desco Shoe Corp.)	Leather, rubber			
Webster Spring Company, Inc.	Steel			25
Harry Seder, Inc.	Groceries			
Diamond International	Chemicals, wood			
American Optical	Sand, soda ash	31	51	70
West Dudley Paper Company	Woodpulp	126	130	135
McKinstry Oil Company		2	4	6
L&P Distributors		3	10	15
Bob Beck Grains		3-4	10	15

[9] A brief, originally presented to the ICC in Finance Docket No. AB-5 (Sub. No. 129) and resubmitted to the RSPO, identified the spur from Webster as the Southbridge Secondary Track which serves stations in West Dudley, Sandersdale and Southbridge.

from North Oxford. Harry Seder, Inc., the only wholesale grocer within sixty miles, would be forced out of business if rail service to Webster was curtailed. The West Dudley Paper Company which employed 55 people in 1973, predicted that abandonment of the spur would force its closure.

The South Middlesex Area Chamber of Commerce stated that the Holliston spur, which was not originally declared excess by the DOT Report, is best considered as a whole. DOT broke the spur line into two sections: Framingham (Zone 14) and Metcalf (Zone 26). The Chamber testified that, while neither half of the line met DOT criteria when considered separately, taken as a whole it would exceed minimum carload figures.

A 1972 report to MBTA by consultant Thomas K. Dyer stated that the Holliston line serves seven shippers who generate 591 carloads of freight per year. While there are a reported eight customers on 5.4 miles of this line, between the General Motors Assembly Plant and Cross Street in Holliston, only five businesses submitted traffic data (Table 22). Two shippers, R. F. Lawrence and Deluxe Lista Corporation, are just now starting operations in the area.

Table 22: Traffic Profile: Holliston Spur

	Estimated carloads		
Rail user	*1972*	*1973*	*Projected*
Dennison Manufacturing Company	169	275	
Axton-Cross	132	170	
Masonite Corporation	203	210	
R. F. Lawrence			300
Delux Lista Corporation			240

Zone 21

Although Zone 21 residents want improved north-south service for freight and passengers and tri-weekly freight service between South Ashburnham[10] and Winchendon, the overwhelming concern in this zone was for the preservation of B&M's east-west Hoosac Tunnel Route in an independent, competitive status.

Freight data for the principal towns located along the Boston and Maine was submitted by the Greater Gardner and Franklin County Chambers of Commerce, and is shown in Table 23.

There are 83 firms in Gardner which rely directly or indirectly on the rail service provided by the Boston and

Table 23: Carload statistics for selected cities on B&M's Hoosac Tunnel Route—1973

Town	*Carloads*
S. Ashburnham	177
Westminster	313
Winchendon	577
Gardner	2,941
Otter River	358
Baldwinville	769
Athol	249
Orange	158
Erving	1,748
Miller Falls	273
Monroe	279
Greenfield	2,723

Maine. According to testimony, Gardner's furniture-related industries account for 55 percent of the town's manufacturing base.[11] Other industries in the area produce paper, firearms, steel tubing, metal fabrications and molded plastics (See Table 24 for a listing of those firms

Table 24: Traffic Profile of Gardner, Baldwinville and Winchendon

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
New England Wooden Ware Corp.	Cardboard boxes	300-400	300-400	300-400
Nichols & Stone Co.				126
Quality Pad Co., Inc.	Upholstery materials			
Conant Ball Co.	Household furniture	75-80	75-80	75-80
Denney Mfg. Co. Inc.	Upholstered furniture			
Thayer, Inc.	Baby furniture		272	
Mead Containers	Linerboard & cornstarch	450	450	450
Harrington & Richardson Arms				
Van Huffel Eastern Corp.				
Simplex Time Recorder Co.				
Heywood-Wakefield Co.	Lumber & household furniture			
S. Bent & Bros.	Early American furniture	402	402	402
Collier Keyworth Co.[1]	Office	405		
Erving Paper Mills	Paper products		370	
Temple Stuart Co.	Dining room furniture		331	

[10] DOT's Zone 21 incorrectly shows South Ashburnham on the Greenville Branch line. The town is actually located on the Boston & Maine Hoosac Tunnel line at the point marked Gardner-Heywood in the DOT Report. Two other DOT errors in the Gardner Franklin area noted at the Boston hearing were: (1) the Gardner-Heywood-Winchendon line is designated potentially excass, yet the track was abandoned and removed in 1963, and (2) the Providence & Worcester line through Holden and Hubbardston to Gardner is not noted by DOT.

[1] In 1973 the Collier Keyworth Company shipped 4500 tons by rail car and 1500 tons by TOFC.

[11] Gardner's furniture-related industries are valued at $130 million.

that submitted data to the RSPO). The Gardner work force is composed of 12,700 laborers. An estimated 2,000 to 3,000 of these area residents would lose their jobs if rail service in Gardner was curtailed.

Witnesses testified that Boston and Maine service is gradually deteriorating and that many businesses have already changed to truck shipments because of chronic poor service, car shortages and bad equipment. Estimated 1973 traffic volume for the Gardner area, which includes Ashburnham, Hubbardston, Templeton, Westminster and Winchendon, is 5,135 carloads. It is estimated that improved services would increase that amount from 30 to 40 percent.

Erving Paper Mills estimated a 6 to 12 percent cost increase as a result of a shift to truck transport. Nichols & Stone, Quality Pad, Conant Ball Co. and Mead Containers all reported that, if their rail service was downgraded and eventually abandoned, they would be forced to relocate or close entirely. The latter three firms employ 367 to 395 workers. Additional employment figures supplied included: New England Wooden Ware, 125; Thayer, Inc., 230-275; Heywood-Wakefield, 700; S. Bent & Bros., 250; Collier Keyworth, 300; Erving Paper Mills, 73; and Temple Stuart, 300.

Forty-two area manufacturers ship their products through the nonprofit New England Furniture Forwarding Co., which originated 945 carloads of freight in 1973. Businesses using the forwarding company's services which are listed in Table 24 are S. Bent & Bros., Conant Ball Co., Denney Mfg. Co., Heywood-Wakefield Co., Nichols & Stone Co. and Temple Stuart.

Further along the Hoosac Tunnel line are Athol, Orange, Millers Falls, Monroe, Erving, Greenfield (including East Deerfield), Turners Falls, Bernardston, South Deerfield (includes Deerfield), Shelburne Falls (includes Shelburne) and Charlemont. There are 50 manufacturing firms in these towns which rely on rail service. In 1973, these firms generated 7,856 carloads of freight.

A number of firms located on branch lines off the main Hoosac Tunnel line ship freight on the line. For instance, the Millers Falls Paper Co. of Millers Falls, reported generating 270 carloads in 1973. In Greenfield, Pella Products and Richard D. Smith, Inc. stated that they generated 50 carloads in 1973, and I. Kramer & Sons, Inc. projected a need for 500 rail cars to haul scrap metal in 1974.

Turner Falls is served by a four mile B&M branch line from Greenfield. In 1973 the shippers on the line, primarily the Esleeck Manufacturing Co. (120 employees), generated 278 carloads of freight.

Bernardston is seven miles north of Greenfield on a B&M branch line which runs to Brattleboro, Vermont. Bernardston firms generated 397 carloads of freight in 1973. Mohawk Plastics, Inc. of Bernardston employs 85 people and reported a volume of 200 carloads of plastic bags in 1973.

The B&M line from Greenfield to Northampton (Zone 24) serves Deerfield and South Deerfield, eight miles south of Greenfield. According to the Franklin County Chamber of Commerce, firms in the towns along this line generated 584 carloads of freight last year. Deerfield Plastics, Inc., which employs 87 workers, and Pioneer Valley Steel Co., Inc., which employs 15, both of South Deerfield, generated 200 and 200-350 carloads, respectively, in 1973. Pioneer anticipates an ultimate need for 40 employees. Both firms would close if rail service was lost.

Kendall Co., Franklin-Ware Fuel Co. in Shelburne Falls and Deerfield Specialty Papers, Inc. in Charlemont are all located on the main B&M line. Kendall, which employs 475 people and generated 714 carloads of freight in 1973, expects its traffic to increase to 871 carloads by 1978. Franklin-Ware Fuel Co. receives approximately 20 to 25 carloads of coal per year. Deerfield Specialty Papers, Inc., which used 278 rail cars in 1973 to carry 16,760 tons of wood, pulp and paper, testified that this use alone exceeds that of stations in Otter River,[12] East Deerfield, Athol and Millers Falls, all of which DOT recommended for service. Deerfield Specialty, which employs 170 area residents, would close if direct rail service was lost. Shelburne Falls and Charlemont were reported to have generated 1,215 carloads of freight in 1973.

In the Franklin County area in the past 28 years, the B&M, according to some witnesses, has stopped passenger service, sold its stations, reduced its freight agents, removed one pair of tracks, limited service to Monday, Wednesday and Friday and performed minimal line maintenance.

Witnesses at the ICC's Boston hearings pointed out that Massachusetts State Route 2 in the Greenfield area is a narrow and winding two lane highway—an obstacle to fast and efficient trucking.

Passenger needs in the area include service to both Boston and Worcester from the Fitchburg-Leominster-Gardner area and main line service from Providence and Worcester to the ski areas of Vermont. This latter service can be provided over P&W and B&M lines.

The Wheelwright Branch runs from Northampton (Zone 24) across the Connecticut River through Hadley, Amherst, Belchertown, Ware, Wheelwright (via a short spur), Gilbertville and Barre Plains to South Barre (Zone 21).[13] The B&M owns 19.3 miles of the line; 8.3 miles of

[12] Seaman Paper Co., Otter River, reported the generating of 370 cars of woodpulp in 1973.

[13] The DOT's March 1 additions and corrections supplement listed two corrections for Zone 21: (1) the CV line from Montague to Amherst should be shown as potentially excess; and (2) only that portion of PC-BM line from Barre Plains to South Barre should be shown as potentially excess.

trackage from Amherst through Belchertown is operated by the Central Vermont Railway; and the 11.1 mile section from Forest Lake to South Barre is jointly operated by the Boston and Maine and Penn Central. According to evidence submitted, the branch line lost $60,000 last year, primarily because of physical impediments to efficient rail service, such as bridges with 70-ton load limits. The line presently receives service one day each week. The Amherst Farmer's Supply pointed out that Easthampton (Zone 24) is now serviced three days a week by a local train from Northampton and that the Wheelwright Branch could easily be serviced on the remaining two days. This would establish a full-week train crew and help relieve the backlog of cars in the Northampton yard awaiting delivery to towns on the Wheelwright Branch.

A tissue mill in Belchertown which delivered seven cars per day to the B&M has recently closed down. The track in Belchertown (and along the entire branch) is reportedly in poor condition and the town suspects the railroad is planning to abandon it. Businesses in Belchertown generated freight for 250 cars in 1973 and project a future need for 500 rail cars.

Shippers on the 19 mile line from Bondsville to Barre, which was not designated potentially excess, generated 640 carloads of freight and employed 619 people in 1973. In addition to the railroad, the town of Ware is served by secondary State Routes 9 and 32. Ware has the largest rail yard on this segment of the line to South Barre, and it receives raw paper products, farm machinery, foundry materials, grain lumber and raw wool. Evidence submitted indicated that improved engine dispatching is needed in this area. Presently, engines are being dispatched which are too heavy for local sidings. Time and money are wasted when shippers must call for smaller yard engines to complete the switch.

Witnesses noted at the ICC's Pittsfield hearing that traffic data for South Barre and Barre Plains on the Wheelwright Branch was reversed in the DOT Report. South Barre originates 486 cars, and Barre Plains produces only 30 carloads per year. On this basis, it was believed that the line should be recommended for service to South Barre, its northern terminus. South Barre is two miles from the Interstate highway system and is served by secondary roads. Businesses on the Wheelwright branch line concerned with continued rail service are identified in Table 25.

The Barre Wool Combing Company and Charles G. Allen Company together employ 430 people and rely heavily on rail. Barre Wool provides South Barre with a water system, a sewage system, a fire protection system, a post office and a great deal of low rent housing. In addition, the company has an annual local payroll of approximately $2.3 million. The firm's annual freight bill is $450,000, and it indicated that loss of rail service would force it to close or relocate.

Table 25: Traffic Profile: Wheelwright Branch

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Amherst Farmers Supply	Farm & garden supplies			
University of Massachusetts	Coal	878	895	
Diamond International	Egg cartons, wood pulp		308	
N. Gordon & Sons Inc.	Farm equipment	3	1	
Ware Lumber Co.	Building materials	5	3	
Hardwich Coop. Farmers Exchange	Feed, grain, etc.	60	50	
Goldstein & Gurwitz	Farm machinery	4	3	
Barre Wool Combing Co. Ltd. (Div. of Top Co.)	Wool		366	
Charles G. Allen Co.	Materials for production of machine tools			

Citizens are working for the establishment of commuter service on the Wheelwright line to serve the five colleges in this area: Holyoke Community College, Mount Holyoke College, Smith College, the University of Massachusetts, and Hampshire College. In addition to this local service, witnesses expressed their desire to see Amtrak's Montrealer service expanded and a passenger service reinstituted along Penn Central's Boston and Albany line as part of the Inland Route through Hartford and Worcester to Boston.

Zones 22-23

Zones 22 and 23 include Berkshire County which is approximately 940 square miles in area and contains 32 communities. The largest of these are: Pittsfield, population 57,020; North Adams, population 19,105; and Adams, population 11,772. The other communities all have populations under 10,000. The total population for the county is between 150,000 and 155,000.

The Berkshire County workforce numbers 54,000. Manufacturing occupations account for 42.5 percent of the total available work force and provide 52.4 percent of the total county payroll.

The area is served by State Route 2, the Mohawk Trail, which is a secondary east-west highway in northern Berkshire County, and State Route 7, a federally funded, but outdated, highway running north-south through the steep valley from Long Island Sound to the Housatonic River Basin in Pittsfield. The area's mountainous terrain complicates highway transportation. Trucks on these winding roads require the space of six or seven passenger

cars, and the congested condition of the highways has created an accident rate on State Routes 7 and 8 of six accidents for every million vehicle miles. This compares to a national average of 2.7 accidents per million vehicle miles. Improvements along State Route 7 are presently being considered but have been postponed pending completion of an impact study being conducted by the Berkshire County Regional Planning Agency.

Tourism is Berkshire County's fastest growing industry and is presently increasing at 5 percent a year. For this reason, there is great interest in improved passenger excursion service to the Pittsfield area. Witnesses at the ICC's Pittsfield hearing indicated that efficient excursion service between New York City and Pittsfield over the Harlem Valley line to Millerton, New York would provide a fast, high-quality passenger service to ease highway congestion and improve access to the large resort areas in the Berkshires. Among the major tourist attractions are the Tanglewood Concerts at the Berkshire Music Center, summer home of the Boston Symphony Orchestra, which are attended annually by over 116,000 New York City residents. A bus system for the Central Berkshire area is being developed to help ease these problems.

Two portions of the Berkshire line in Zone 23 have been declared potentially excess by the Department of Transportation. These line segments run from Adams south to North Adams Junction and from South Lee to the Connecticut boundary.

The abandonment of that portion of the Berkshire line between North Adams Junction and North Adams would isolate ten shippers who employ 1,635 workers and who generated 2,546 carloads of freight in 1973. An estimated 575 jobs and $5.5 million in personal income would be lost as a result of abandonment. Total 1973 traffic on this 16 mile line was a reported 3,007 carloads. The estimates for 1974 and 1977 are, respectively, 3,887 and 4,200 carloads.

Table 26 lists those industries in the town of Adams that supplied data to the RSPO. These firms rely on rail primarily for the transportation of paper rolls, pulp, fabric, foodstuffs, and stone. Together these firms employ 1,496 workers.

Table 26: Traffic Profile of Adams

	Estimated carloads		
Rail user	*1972*	*1973*	*Projected*
Butler Wholesale Products Inc.		182	182
Waverly Fabrics, Inc.		35	35
Arnold Print Works		72	78
Adams Paper Associates (L. L. Brown Paper Co.)		60	60
Mohawk Stone Products		300	300
Rochester Paper Div. (King-Seeley Thermos Co.)		265	292
Holland Co.		375	394-473
Pfizer, Inc.		1,534	2,234

Pfizer Inc., located at Adams, ships its freight 13 miles south to North Adams Junction where the cars are blocked for Selkirk Junction, N.Y., Springfield, Massachusetts, or Canaan, Connecticut. If DOT's recommendations are adopted in the final system plan, Pfizer will have to rely entirely on B&M services to Mechanicville over what is expected to become a feeder line (Hoosac Tunnel Route). Pfizer doubts that the B&M can handle the additional 1,534 carloads which its plant presently generates.

The Penn Central has applied for permission to abandon the three mile track above Adams, between Zylonite and North Adams, indicating that it would prefer to route its cars below these points through North Adams Junction. DOT's proposal ignored Penn Central's intent and made possible the abandonment of both line segments and the isolation of Adams. Loss of rail service to Adams would jeopardize the town's ability to pay off bonds issued for the construction of a new water pollution control system. The bonds were to be paid through revenue from users fees which would decrease if rail service abandonment forced plant operation curtailments.

North Adams has a work force of 16,000 people, 9.2 percent of which are presently without jobs. The town is served by no major highways or airports. The B&M line is in poor condition in North Adams and service in the town is considered very poor. As an example, A. Ashkar Co. testified that the B&M will not move cars 1,000 feet from the main line junction to their siding. Businesses concerned about continued service in North Adams are listed in Table 27.

Table 27: Traffic Profile: North Adams

	Estimated carloads		
Rail user	*1972*	*1973*	*Projected*
Berkshire Gas Co.	7	60	60-130
A. Shapiro & Sons Inc. A. Shapiro Steel Corp.	50	105	210
Sprague Electric Co.		12	
A. Ashkar Sales Co.		35	35
Cascade Paper Co.		50-75	
Crane & Co. and Byron Weston Co.		850	

J. S. Lane and Co. of Westfield ships 600 carloads of crushed stone per year over the Berkshire line at North Adams Junction.

Two businesses in Pittsfield, Mass. (Zone 22), submitted evidence to the RSPO because of their concern for rail service. They are the General Electric Co. which generates 2,400 carloads of freight per year and employs over 10,000 people, and the Eagle Publishing Co. which generates 86 carloads of newsprint annually.

The primary interest expressed at the ICC's Pittsfield hearing by North Adams residents was for mass transit. A petition bearing 2,127 signatures of individuals calling for the reinstitution of passenger service in Northern Berkshire County was presented to the ICC by the North

Adams League of Women Voters. Williams College in Williamstown, west of North Adams, also called for improved mass transit. The school has approximately 1,800 students.

Warren L. Smith of New York is presently attempting to establish a short line railroad company to operate over the Penn Central Berkshire line through Connecticut to the Penn Central Shoreline and New York.

The South Lee to Connecticut portion of the Berkshire line, in the lower portion of Zone 23, is 21 miles long and serves Stockbridge, Housatonic, Great Barrington and Sheffield. Total carloads for the line in 1973 were estimated to be 1,774. Carload projections for 1974 and 1977 are 1,885 and 2,380, respectively. The 11 shippers who reported using the line in 1973 generated 896 carloads of freight (Table 28). These firms employ 540 people.

Table 28: Traffic Profile: South Lee to Connecticut

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Home Gas Corp.	LP Gas	76	76	76
Rising Paper Co.	Pulp, cotton, chemicals	335	413	419
Tri-State Reserve Supply	Building materials	22	18	20
Berkshire Paper Company	Paper rolls		29	29
Taconic Builders Supply Co.	Building materials		2	3
New England Log Homes	Building materials		8	8
Massachusetts Electric Co.	Transformers, electric equipment		10	10
Wards Nursery	Garden supplies		6	6
Lane Construction Co.	Building materials		333	333
Sheffield Plastics Inc.	Chemicals, plastic		6	6
Sheffield Pottery Inc.			4	4

In the Great Barrington area, the impact of abandonment is expected ot be severe. A survey by the MDCD indicated that 246 Great Barrington area residents would be forced out of work, creating a total personal income loss of $2.3 million, if rail service was stopped. The town's largest employer, Rising Paper Co. (225 employees), is constructing a $5 million sewage treatment plant in conjunction with the town of Great Barrington. If Rising is forced to relocate, $80,000 per year in local taxes would be lost. Last year Rising spent over $10,000 maintaining 1.5 miles of the Penn Central track to its plant. The company is now considering shifting from oil to coal which would necessitate an additional 500 to 600 rail cars on the South Lee to Connecticut line next year. The Peter J. Schweitzer Division of Kimberly-Clark Corp., located in Lee, employs 670 workers and requires 896 rail cars per year for hauling wood pulp and clay.

Michael Shay testified that BDCRC, which recycles metal containers in 17 towns in Western Massachusetts and Southern Vermont, moved 75 tons via rail in 1973 and desires expanded rail service, not abandonments.

Zone 24

Rail service in Zone 24 was designated potentially excess by the Department of Transportation on the following lines:

(1) Westfield-Simsbury, Connecticut (Zone 32)
(2) East Longmeadow-Hazardville, Connecticut (Zone 32)
(3) North Monson-Stafford, Connecticut (Zone 29)

The Department of Transportation's March 1, 1974 additions and corrections supplement indicated the following changes for Zone 24:[14]

(1) The CV line from North Monson to Palmer should be shown as potentially excess.
(2) The CV line from the junction with PC above Palmer to the northern zone boundary should be shown as potentially excess.
(3) The B&M line from Forest Lake west to the zone boundary should be shown as potentially excess.

In 1971 Penn Central petitioned to abandon the 14.7 mile track between Westfield and Simsbury, Finance Docket No. 26901. The decision in that case was that the public convenience and necessity required continued operation of the line through Southwick, the site of Battistoni Lumber Co. and Arnold Brothers Tobacco Co., both of which rely on rail service.

Service is provided to the town of Westfield from the north by two Penn Central lines, one from Holyoke, the other from Easthampton. Neither is presently considered potentially excess. The 10.25 mile line from Holyoke to Westfield is owned by the Holyoke and Westfield Railroad Co., Inc. and is leased by the Penn Central. The line from Easthampton is 11 miles long, and serves those businesses listed in Table 29.

Together these six firms in Easthampton employ 1,323 workers. In 1973, they paid approximately $1.4 million in rail freight charges. The National Felt Co. testified that a shift to trucks would increase its freight costs for outbound shipments of cushioning from $381.60 to $596.00 via truck. Inbound costs for synthetic wastes would increase from $460.78 via rail to $1,030.75 via truck.

Submissions indicated that rail-dependent industries employ 4,800 people in Holyoke and Westfield. A study conducted by the U.S. Department of Commerce reported

[14] 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.

Table 29: Traffic Profile of Easthampton

Rail user	Commodity	Estimated carloads 1972	1973	Projected
Zonolite—Div. of W. R. Grace Co.	Chemicals		338	
Phillips Manufacturing Company			79	
Easthampton Rubber Thread			58	
National Distributors			46	
National Felt Co.			410	
Stanley Home Products, Inc.			2,676 [1]	

[1] The Stanley Home Products Corporation also generated 200 TOFC flexi-van shipments in 1973.

that, if rail service is abandoned in this area, 145 retail firms would be forced out of business, which would result in a total of 3,120 job losses. Holyoke businesses which submitted evidence to RSPO are listed in Table 30.

Table 30: Traffic Profile of Holyoke

Rail user	Estimated carloads 1972	1973	Projected
Mount Tom Box Co.			
Hazen Paper Co.			
Halmar Distributors, Inc.			
Holyoke Gas and Electric			
Hampton Papers, Inc.			
Laminated Papers, Inc.		650	
Noxell Corp.			
W. G. Fry Corp.			
Alcon Waste, Inc.			
Holyoke Farm Machines, Inc.			
Eureka Blank Book Co.			
Advertising Corp. of America		400 [1]	
Rexene Polymers Co.			
Graham Manufacturing Co.			
Worthington Corp.			
National Blank Book Co.			
Holyoke Magazine Press, Inc.		5,000 [1]	
Massachusetts Gas & Electric		515	
Hart Wool Combing Inc.			
Reynold's Manufacturing Co.			
Holyoke Water Power Co.		8,300	
Harrman Steel		95-112	
New England Container Co.		400	
Transcript Telegram		24	
Wyatt Massachusetts' Terminal, Inc.		24	

[1] These figures indicate tonnage instead of carloads.

Businesses in Westfield which rely on rail are: Agway, Inc.; American Hardware Supply Co.; Columbia Manufacturing Co.; H. B. Smith Co.; and Old Colony Envelope Co. (division of Hammermill Paper Co.).

Columbia Manufacturing received 535 carloads of raw materials for the manufacture of bicycles in 1972, and 601 carloads in 1973. It employs 900 to 1,000 people at its facility. H. B. Smith Co., which employs 225 people, generated 120 carloads of freight in 1973. In the same year, the Old Colony Envelope Co., which employs 500 persons, received 3,500 tons of freight via rail.

The Armory line runs from Armory, Massachusetts to Connecticut through East Longmeadow (Zone 24). The present unemployment rate for East Longmeadow is 7.5 percent, but economic development has taken an upturn with the establishment of the 120 acre East Longmeadow Industrial Park, served by this Penn Central line. Loss of rail service to this park is expected to curtail its growth, create pollution problems, force many industrial relocations, and erode the town's tax base by an estimated 13 percent. One firm, reported to be considering locating in the park, will eventually employ 400 people. In view of this area's upward business trend, witnesses suggested a thorough track and service improvement program, the purchase of new equipment and a restructuring of freight rates that favor rail carriers.

Businesses in East Longmeadow that use Penn Central's Armory line and who submitted data are listed in Table 31.

Table 31: Traffic Profile of East Longmeadow

Rail user	Commodity	Estimated carloads 1972	1973	Projected
Brockway-Smith Company	Lumber, glass Windows, doors		200	
Milton-Bradley Company	Games		1,371	
Community Feed Stores	Feed, grain & coal		70	
Duc-Pac Corporation	Steel coils		18	
Package Machinery Company	Steel plate machinery		48	
Tyler Equipment Company			12	
Rafferty Brown Steel	Steel		180	
Bay State Gas	Gas		24	

Specific problems relating to the loss of rail service were mentioned by: the Milton Bradley Co., which doubts that a sufficient number of trucks would be available to handle its freight volume; the Community Feed Stores, whose operations rely on historic milling-in-transit rates provided by the railroads; and the Package Machinery Co., which ships 70 ton machines that can be handled only by railroads.

Although no evidence was submitted by firms located along the Central Vermont line from North Monson to the Connecticut state line, it should be emphasized that this line is part of the CV main line and one of Connecticut's primary north-south routes (see Connecticut—Zone 29).

PUBLIC CRITICISM OF THE DOT REPORT

The public responded to the DOT Report with numerous questions and complaints regarding basic assumptions, the data base, the criteria employed and the methodology. The comments are listed below.[15]

(1) DOT enumerated five causes of rail bankruptcy: excess capacity, over regulation, restrictive work rules, poor management, and poor equipment utilization. Of the five, they attempted to resolve only the problem of excess capacity.
(2) DOT's number of carloads criterion is too mechanical—it does not consider the nature of the freight carried or the length of the haul.
(3) DOT's profitability criterion violated congressional intent as expressed in Sec. 101(a)(3), which refers to "public convenience and necessity"; Sec. 102(b)(2), which demands consideration of potential rail needs; and Sec. 206 (a)(8), which calls for an impact analysis which DOT did not provide.
(4) DOT's plan ignores national defense considerations.
(5) DOT used old data from years which do not actually or factually represent normal freight requirements due to car shortages which kept volume low, poor service which retards rail use, and rail strikes.
(6) The DOT did not consider potential rail use.
(7) DOT did not consider bridge traffic or the basic New England need for interstate rail connectivity.
(8) Copies of the DOT Report were not readily available.
(9) The DOT criteria were not uniformly applied.
(10) DOT ignored passenger service needs.
(11) DOT did not consider the impact upon main line volume of abandoning feeder lines.

RECOMMENDATIONS

Massachusetts is actively participating in the restructuring process through development of its own plan to be integrated within the final system plan. Massachusetts Governor Francis W. Sargent stated his intention to establish a committee, including representatives of government and industry, which will evaluate rail service requirements in the State. The State is anxious to make its assessments of Massachusetts problems and needs known. Therefore he urged the Federal Government to accept this new group as an advisory committee to USRA. Alan Altshuler, Massachusetts' Secretary of Transportation and Construction, expanded the advisory committee idea to include two representatives from each of the 17 states in the region and the District of Columbia, along with representatives of railroad management and labor.

In order to further aid in the decision-making process with specific inputs from the New England area, the New England Regional Commission has initiated the New England Regional Railroad Project to:

(1) Determine the socio-economic and environmental importance of rail service to New England,
(2) Evaluate the economic viability of the various New England railroads, and
(3) Analyze possible alternative rail systems.

The NERC study will be performed by Harbridge House Inc. and will adopt the methodology used by the Boston & Maine Study Group in its analysis of the potential profitability of the B&M Railroad. Harbridge House will collect and analyze detailed traffic and route information from the Boston & Maine, the Penn Central, the Maine Central, the Bangor & Aroostook, the Delaware & Hudson, the Canadian Pacific, the Canadian National Railway System (including the Grand Trunk and the Central Vermont), the Providence & Worcester, the Vermont Railway, the St. Johnsbury & Lamoille County Railroad and the Green Mountain Railroad.

The following recommendations for the planning process were also advanced:

(1) The USRA should conduct detailed analyses of the impact of abandonments including the:
  (a) effects of increased truck traffic on highway construction, congestion and fuel consumption.
  (b) potential job losses.
  (c) potential loss of tax revenue.
  (d) area growth retardation.
  (e) potential cost burdens on communities.
  (f) potential environmental degradation.
  (g) potential difficulty in transporting vital bulk commodities such as liquified petroleum gas and heating oil.
(2) The railroad rights-of-way, if abandoned, should be preserved as bike paths and kept intact for future use.
(3) There should be a nationalization of railroads with the establishment of toll fees. Track useage would be open to all who pay the toll.
(4) USRA should view the railroads as a public utility.
(5) Funds coming to the states to aid in the restructuring process should not be limited to right-

[15] A complaint was also lodged against certain provisions of the Rail Reorganization Act of 1973. It was pointed out that Congress contradicts itself in Section 206(a)(7) which calls for environmental protection and Section 601(c) which abrogates provisions of the National Environmental Policy Act of 1969.

of-way acquisition. Such monies could be used to relocate businesses on abandoned rail lines.

(6) An environmental impact statement should be filed before an abandonment is approved in order to meet the environmental goals of the Act as mentioned in Section 206.

(7) The USRA should develop a flexible rail system.

(8) The planning process should not produce a rail system that increases population concentration.

(9) The planning process should emphasize the balanced use of transportation modes.

(10) New passenger coaches should contain only non-shattering glass.

(11) Congress should amend the Regional Rail Reorganization Act of 1973 to permit guaranteed loans for solvent railroads as well as bankrupt railroads.

(12) No lines should be abandoned until the rail network in the Midwest and Northeast has been thoroughly upgraded and Conrail is in full operation.

(13) In order to aid in the establishment of independent short line carriers, Congress should amend Section 508 of the Act by inserting after the last word, "except in the instance the purchasing party, as a party of last resort, purchases a line whose (a) gross revenue for any of the preceding five years was less than $250,000, and (b) which is less than 25 percent owned by any other railroad or railroads, directly or indirectly, shall be exempt from the provisions of this section."

(14) USRA should concentrate upon restructuring the economic, regulatory and organizational environment in which rail carriers operate in order to create a system that is inherently profitable and responsive to the public needs.

RHODE ISLAND

Rhode Island's 1,049 square mile area is bounded on the north and east by Massachusetts, on the west by Connecticut, and on the south by the Atlantic Ocean. The state's economy is 34 percent manufacturing; 21 percent wholesale and retail trade; 16 percent services; and 16 percent government. The remaining 13 percent is composed of transportation, communication, public utilities, insurance, real estate, finance and construction. The state's manufacturing was once dominated by the textile industry but now is more diversified, producing jewelry, silverware, primary metals, electrical equipment, and rubber and plastic items.

Major emphasis is now being placed upon tourism, with primary focus on Aquidneck Island, which extends inland 28 miles from the Atlantic Ocean and is the primary feature of the state's eastern shore. It is believed that the national bicentennial celebration in 1976 will provide a particularly good opportunity to capitalize on the tourist trade. However, it is feared that without adequate mass transportation systems, Rhode Island's plans for increased tourism will be greatly curtailed.

The Rhode Island Department of Transportation expressed interest in participating in the planning process in an effort to spur the development of high-speed passenger service in the northeast corridor from Boston through Providence, New York, Philadelphia and Baltimore to Washington, D.C. The recent energy crisis increased the State's reliance on railroads for both passenger and freight service.

In a statement presented at the RSPO hearings in Boston, Governor Phillip Noel, state co-chairman of the New England Regional Commission (NERC), emphasized that both Rhode Island and the New England region want the process of revitalizing the northeast railroads to proceed immediately. Along with his testimony, he submitted copies of NERC's policy statements and resolutions which call for immediate congressional action to:

(1) analyze the carriers in the region
(2) allocate funds for the improvement of rail service
(3) point out the role of state and local governments in the restructuring process
(4) identify the problems of all railroads
(5) halt abandonments until further study is made
(6) improve passenger service

POTENTIALLY EXCESS RAIL LINES

Rhode Island contains DOT Zones 27 and 28 and portions of Zone 29, Putnam, Connecticut and Zone 18, Fall River, Massachusetts.

The state's primary concern was with rail lines in Zones 18, 27 and 28, but competitive east-west rail service was also considered crucial. Testimony indicated that Rhode Islanders think competitive service can only be guaranteed by two viable lines offering independent service to Boston from New York.

The DOT Report included both the Boston and Maine and the Penn Central in Conrail and gave the PC Boston & Albany line through Syracuse to Buffalo primary status. It downgraded the B&M Hoosac Tunnel line, which connects with the Delaware and Hudson in Mechanicville, to feeder status. In this situation, competitive service to Rhode Island from the region's solvent carriers would rely entirely upon the Conrail controlled Boston and Albany route. Representatives of the Providence and Worcester Railroad testified that they need two competitive systems in order to continue operating profitably and that the proposed "paired track" arrangement does not guarantee such competition because Conrail will control both tracks. They supported this contention by noting the downgrading of competitive service along Erie Lackawanna routes which resulted from joint use of Penn Central facilities at the Maybrook, New York gateway.

Zone 18

In this zone, the 9.3 mile Penn Central line from Portsmouth to Newport was classified potentially excess. (Figure 7).[1]

The Rhode Island Economic Renewal Coordinating Center, (ERCC), has been organized to coordinate plans to offset the effects of the deactivation of the naval bases at Quonset Point and Newport. The continuation and improvement of rail service in this area, especially on the Portsmouth to Newport line, is considered vital to the state's plan to acquire the bases and to develop industrial parks and deep water ports on the sites. Without new job openings resulting from this industrial development, the ERCC estimates a statewide increase in unemployment of

[1] The DOT Report designated 25 miles (17 percent) of Rhode Island's rail system potentially excess.

RHODE ISLAND
ZONE LOCATOR MAP

Figure 7

PC—Penn Central
P&W—Providence & Worcester
N.P.—Narragansett Pier
HEAVY LINES INDICATE TRACK
DESIGNATED POTENTIALLY EXCESS BY
THE U.S.DEPARTMENT OF TRANSPORTATION

10.4 percent (16,800 jobs) and a loss of $8 million in state tax revenue.

The Newport County Chamber of Commerce submitted the results of a survey of 126 businesses with regard to the economic impact of the base closings.

1. 1972 gross receipts—$61,828,669
2. Navy related gross business—$26,829,191
3. Full time employees—1,046
4. Part time employees—533
5. Anticipated employee reduction: (a) 615 full time; and (b) 392 part time employees
6. Effect on other businesses: Seventy-four businesses, or 61 percent of those sampled, are expected to go out of business. These firms do an average of 43 percent of their business with the Navy.
7. Taxes paid: (a) local—$408,541; and (b) state—$1,988,493
8. Based on estimates from state sales tax revenues for 1972 and the first eight months of 1973, over $20 million in retail sales is projected to be lost in Aquidneck Island over the next two years.

According to the Rhode Island DOT, the Portsmouth to Newport line was viable as late as 1969, and it was thought it might be viable if included in the core system. Witnesses concluded that continuation of service with a two year subsidy would be inadequate because businesses would not locate in an industrial park which offered such short range assurance of continued rail service.

Kaiser Aluminum and Chemical Corporation, the heaviest user of those that testified or submitted a statement, anticipates substantial additional tonnage from new facilities being developed at Melville by the Defense Supply Agency (Table 32). Rail use at this facility, scheduled to begin in 1977, is contingent upon funding and the completion of new tank car loading facilities. The Newport shipyard Inc. is expected to use 24 cars in 1975 and between 24 and 50 cars in 1976 as the result of its recently acquired Newport facility. The firm expects to use nearly 600,000 tons of steel in the next six to nine months.

Table 32: Traffic Profile of Zone 18

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
J. T. O'Connell, Inc.	Hardware and lumber		71	
Kaiser Aluminum and Chemical Corp.			859	1,130
Newport Ship Yard Inc.	Steel		4	24-50
Newport Naval Base Supply Annex			105	120
Weyerhaeyser Co.—Wood Products Div.		493	553	
Defense Supply Agency				600-1,000
Raytheon Company	Aluminum & steel			
P&M Inc.	Shipyard			
Williams & Manchester Inc.	Shipyard			
Congdon & Carpenter				

Zone 27

There were four sections of line within Zone 27 originally indicated by the Department of Transportation as being potentially excess. These lines are as follows:

(1) The Penn Central line at Davisville.
(2) The Providence and Worcester line between Slatersville and Forestdale.
(3) The Penn Central line at Wrentham.
(4) The Penn Central line running through Unionville and Franklin.

The March 1, 1974, additions and corrections supplement issued by the U.S. Department of Transportation indicated the following changes in the DOT Report:

(1) The line between Slatersville and Forestdale should not be shown as potentially excess because it is a branch of a Class II Railroad.
(2) The Penn Central line south of Hills Grove through Slocums to the southern zone boundary should be shown as potentially excess for local rail service, but will remain as part of the New York-Boston passenger corridor.[2]
(3) Cranston should be shown as being located on the Penn Central line between Norwood and Providence rather than on the East Providence to Bristol line.
(4) The Penn Central line from East Providence south to Bristol should be shown as potentially excess.[3]

With the exception of local switching problems in Providence and concern voiced by the Greater Providence Chamber of Commerce about the deplorable condition of the track servicing Slatersville and Forestdale, evidence presented for this zone centered around the need to preserve rail service to the Naval Construction Battalion Center at Davisville and the National facilities at Quonset Point. Abandonment of this line would cause unemployment and seriously hamper efforts to convert Navy facilities to industrial and commercial use.[4] Additionally, according to Colonel Dean Duncan, who testified for the Department of Defense at the Washington, D.C. hearing, the loss of rail service would cause transportation problems because most rail shipments at Davisville consist of construction equipment, and many include very

[2] It is conceivable that the latter publication containing the correction was not received or read by the general public which could account for the lack of additional traffic data or concern for this particular line.

[3] Although the Penn Central line from South Providence to Washington was not shown as potentially excess, the National Bottle Corporation, an important freight generator (717 carloads in 1973 of sand, soda ash, lime and oragonite bottles), nevertheless, submitted a statement in behalf of keeping it that way.

[4] General Dynamics is developing new facilities at Quonset Point and Davisville.

large items. Colonel Duncan further stated that availability of both rail and motor service offers flexibility which is necessary when a high priority situation occurs. He also pointed out that the gradual reduction of national stockpiles located at Davisville depends heavily on the availability of rail service. According to the General Services Administration, the removal of stockpiles could extend over a period of years. It is Colonel Duncan's opinion that this activity has generated sufficient carloads over the past years—284 in 1972 and 361 in 1973—to warrant retention as a viable rail point. The forecast for 1974 is 435 carloads.

Many shippers in the Providence area, who consider Penn Central's service poor, choose to short haul the PC to the B&M east-west main line rather than take the PC Boston-Albany Route west. Shippers fear switching delays and car shortages may be used in retaliation for this routing if the former Penn Central becomes their primary carrier in a new system.

The Providence and Worcester Railroad is providing excellent service in the Providence area. The Rhode Island DOT has suggested that the P&W Railroad should perhaps be the city's sole carrier. The P&W is a Class II carrier which has been operating since February 3, 1973, between Providence, East Providence and Worcester, Massachusetts. The railroad is now requesting ICC authority in Finance Docket No. 27515 to acquire the Worcester to Gardner, Massachusetts line of the B&M railroad in order to complete connections with the B&M east-west main line at Gardner. The Rhode Island DOT suggested that planners study the techniques, operations, management and work rules of the P&W to determine the reasons for its profitable operations.

Zone 28

Zone 28 contains the Penn Central Shoreline track which runs northeast through Westerly, Kingston, Hills Grove, Providence and Pawtucket to Boston as Amtrak's northeast passenger corridor.[5] Freight users (Table 33) in Westerly considered the line essential for two reasons: (1) if a shift to motor carrier becomes necessary, freight costs are expected to increase from $1 per ton to $26 per ton on shipments from Westerly to Vermont, forcing many businesses to close, and (2) freight service along this segment is the only connection for the Narragansett Pier, an independent short line running eight miles between Narragansett Pier and West Kingston, midway between Hills Grove and Westerly.

[5] The additions and corrections supplement issued by the Department of Transportation on March 1, 1974 noted that the line from Kingston to Wakefield should not be shown as potentially excess because it is owned by the Class II Narragansett Pier Railroad. It was not DOT's intention to indicate as "potentially excess" any Class II railroad—that is, one with annual gross revenues of less than $5 million.

Witnesses pointed out that Amtrak does not run on this line from 12:20 a.m. to 6:20 a.m. Thus moving freight along the track during this lull would require minimum effort by train dispatchers and would produce few "above rail" costs (fuel, engine maintenance and labor).

Table 33: Traffic Profile of Zone 28

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Otto Seidner, Inc.	Raw materials for production of mayonnaise and dressings			
Bess Eaton Donut and Flour Co.	Flour		72	
United Builders Supply Co. Inc.	Building materials		75	
Westerly Grain and Supply Co.	Feed and grain			
Westerly Bakery, Inc.	Flour			
Carroll Products, Inc.	Specialty chemicals			
Bradford Dyeing Assoc.	Textile dyeing		108	
Kenyon Piece Dye Works				
Corning Glass Works				

PUBLIC COMMENTS AND RECOMMENDATIONS

The following technical errors in the February 1 Report were noted by Rhode Islanders:

Zone 21-25

The Class II Providence and Worcester Railroad is not shown as the operator of the former Boston and Maine track between Worcester and Gardner, Massachusetts. P&W commenced operations on this line February 10, 1974 pursuant to Car Service Order No. 1169. This line should not be shown as potentially excess.

Zone 26

The Providence and Worcester main line should not be shown as potentially excess.

Zone 27

(1) The branch extending southwest from Norwood should show these stations: Sockanosset, Howard and Pontiac.

(2) The branch west from Hills Grove does not exist.

(3) The Warwick Railroad, an independent short line, is not shown on the DOT map. It runs southeast of the PC main line from Cranston to the city of Warwick.

(4) The Moshassuck Valley Railroad, an independent short line, is not shown on the DOT map.

It runs from Pawtucket northerly into Saylesville.

(5) The Providence and Worcester Railroad is not identified in the DOT Report. It is an independent short line with track between Millville and Valley Falls and Providence; Valley Falls and East Providence; and Boston switch and Valley Falls. It should be shown as a blue line.

(6) The branch lines running east and southeast from Davisville are two separate spurs, one joining the PC Shoreline at Wickford Junction, the other at Davisville.

Zone 28

The DOT's March 1, 1974 additions and corrections supplement noted that the line between West Kingston and Wakefield is owned by a Class II carrier but failed to identify it as the Narragansett Pier Railroad.

Recommendations with regard to the planning process are summarized below:

(1) The railroads serving Davisville, Quonset Point and Newport should be preserved for future use.

(2) The final system plan should provide for a separate corporation to operate the Boston & Maine Hoosac Tunnel Route.

(3) The final system plan should make one of the east-west routes available for purchase by a solvent carrier. For instance, the P&W is interested in obtaining trackage rights on the B&M line as far as Millers Falls where it could make connections with the Central Vermont and other Canadian railroads.

CONNECTICUT

Connecticut has a total area of 4,862 square miles and is generally rectangular in shape. The Connecticut River, which runs through Hartford, divides the state into nearly equal parts. In the central region and along the Atlantic shoreline there are many highly industrialized cities which help to make Connecticut one of the most prosperous states in the nation and a leader in production of ball and roller bearings, electronic equipment, chemicals, plastics, jet engines, helicopters and nuclear submarines. The state economy is 34 percent manufacturing, 35 percent services (including wholesale and retail trade), 14 percent government and 17 percent construction, transportation, utilities and miscellaneous enterprises.

POTENTIALLY EXCESS RAIL LINES

Nearly all Connecticut's rail service is provided by the bankrupt Penn Central Transportation Company. Two other railroads operate in Connecticut: the Central Vermont (51 miles); and the Valley Railroad, a short line excursion operator. One hundred eighty miles, or 25 percent of Connecticut's 664 miles of rail lines, were designated potentially excess, within the 12 zones designated by DOT. On these 180 miles of track there are 71 station and 100 receivers or shippers of carload rail freight. They employ over 14,000 employees and have annual payrolls of over $140 million. In 1972, these businesses originated 1,257 rail cars carrying 68,745 tons, and terminated 4,995 carloads hauling 206,290 tons. In terms of potential growth within the state, there are 127 sites, comprising 7,264 acres which are zoned industrial, whose usefulness would be substantially curtailed if the potentially excess lines were abandoned.

Evidence submitted to the RSPO showed that Connecticut naturally divides into eastern, central and western sections. The potentially excess lines designated by DOT within these areas are shown below (Figure 8):

EASTERN CONNECTICUT:

(1) Putnam north to Webster, Massachusetts, on the Penn Central (Zone 29)
(2) Penn Central spur in Willimantic (Zone 29)
(3) Central Vermont line from Willimantic north to Massachusetts (Zone 29)
(4) Groton east to Rhode Island on the Penn Central Shoreline (Zone 30)
(5) Millstone west to Old Lyme on the Penn Central Shoreline (Zone 30)
(6) Central Vermont spur at Montville (Zone 30)
(7) Central Vermont line from Lebanon to the northern zone boundary (Zone 31)

CENTRAL CONNECTICUT (all Penn Central):

(1) Hartford north to Griffins (Zone 32)
(2) Hartford south to Rocky Hill (Zone 32)
(3) Windsor to East Longmeadow, Massachusetts (Zone 32)
(4) South Manchester to Manchester (Zone 32)
(5) Cromwell south to the zone boundary (Zone 32)
(6) Canal line: New Haven north to Plainville (Zones 37-36-33), Farmington north to Springfield, Massachusetts (Zone 32)
(7) Berlin north to New Britain (Zone 33)
(8) Waterbury northwest to Watertown (Zone 36)

WESTERN CONNECTICUT (all Penn Central):

(1) Bristol to the zone boundary (Zone 35)
(2) The Berkshire line: Norwalk (Zone 39) north to Danbury-New Milford north to Canaan (Zone 35)
(3) Springdale north to New Canaan (Zone 40)

The Department of Transportation's March 1, 1974 additions and corrections supplement [1] indicated the following changes were to be made to their February 1, 1974 Report:

EASTERN CONNECTICUT:

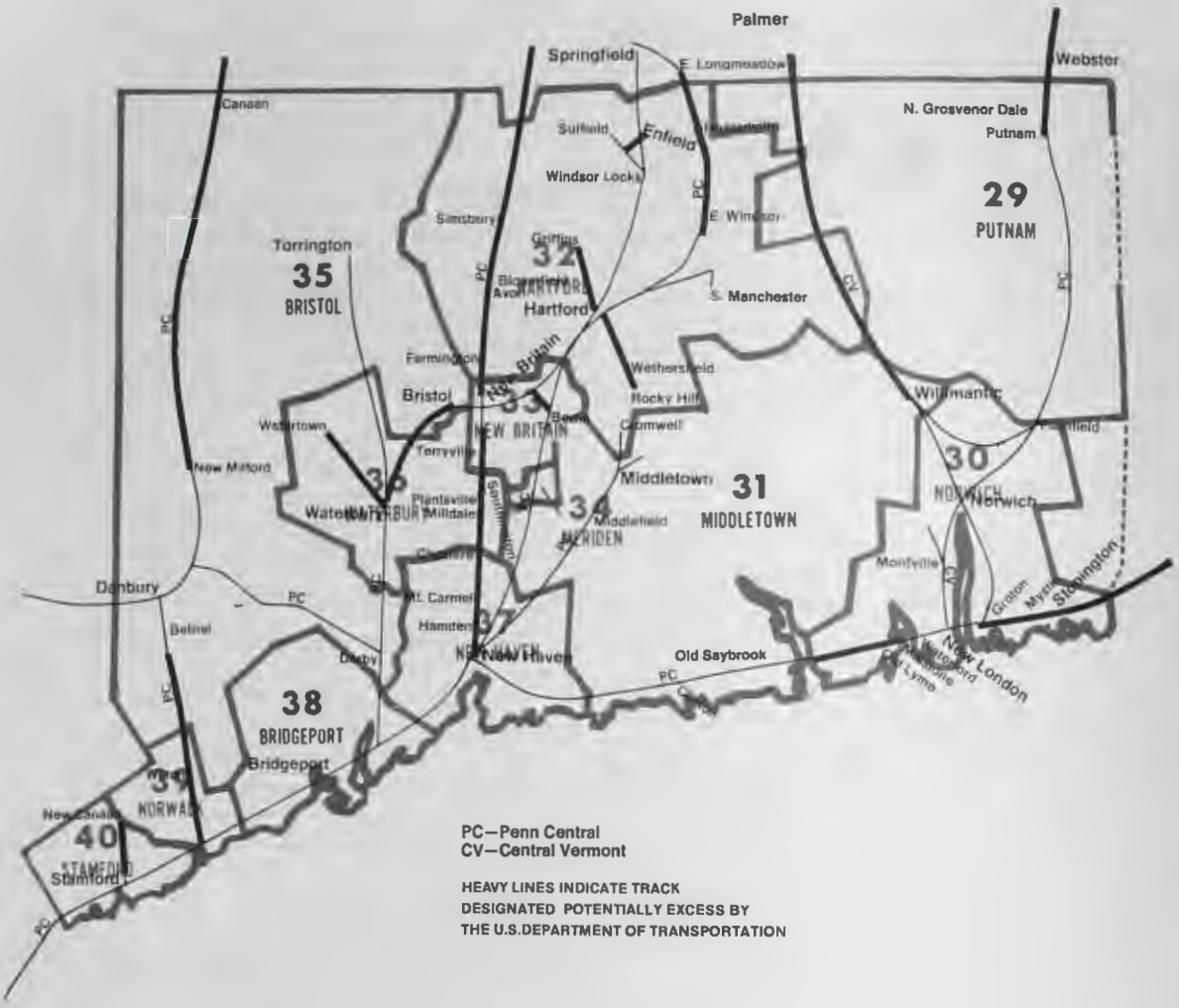
(1) The branch line through Willimantic should be shown as potentially excess only beyond Willimantic (Zone 29).
(2) Millstone appears twice. The location west of Waterford is correct. The Penn Central line from the western zone boundary to, but not including, Millstone should be shown as potentially excess (Zone 30).
(3) The Central Vermont line from Lebanon to the northern boundary should not be shown as potentially excess (Zone 31).

[1] It is conceivable that this publication, containing the corrections, was not received or read by the general public which could, of course, largely account for the lack of substantial traffic data or concern for the particular lines affected by it.

CONNECTICUT

ZONE LOCATOR MAP

Figure 8



PC—Penn Central
CV—Central Vermont

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

(4) The Penn Central line from Middletown north to the zone boundary should be shown as potentially excess (Zone 31).

CENTRAL CONNECTICUT:

(5) The line between Manchester and South Manchester should not be shown as potentially excess because it is owned by a Class II Railroad (Zone 32).

(6) A Central Vermont line which runs through Zones 29 and 32 should be added in the extreme eastern segments of Zone 32 and should be shown as potentially excess.

(7) The Penn Central line running north from Milldale should be shown as potentially excess as far as Plainville (Zone 33).

(8) The Penn Central line from Waterbury northeast to the zone boundary should be shown as potentially excess;[1] Waterville should be located on the Oakville to Waterbury line (Zone 36).

WESTERN CONNECTICUT:

(9) The Penn Central line from Bethel to the southern boundary of the zone should be shown as potentially excess (Zone 35).

(10) The east-west line through the extreme northern portion of the zone should be labeled PC (Zone 38).

(11) The Penn Central line from South Norwalk to Norwalk should not be shown as potentially excess (Zone 39).

POTENTIALLY EXCESS RAIL LINES— EASTERN CONNECTICUT

Eastern Connecticut is composed of four counties (Middlesex, New London, Tolland and Windham) which are rural in nature and composed primarily of agricultural land, forest, and open space. The hilly, rocky nature of the area's geography makes it difficult for farmers to produce large quantities of feed and grain. Therefore, eastern Connecticut is an importer of large quantity bulk materials. In 1973, for example, 74.5 percent of eastern Connecticut's rail volume originated from outside the state. According to a survey taken by the Eastern Connecticut Development Council a total of 22 agricultural firms in eastern Connecticut in 1973 employed 323 people, paid wages in 1973 of $1.2 million, and originated and terminated 6,126 carloads. If the potential excess lines within eastern Connecticut are abandoned, 12 firms will be forced to close. These firms account for 269 employees and an annual payroll of $776,000.

Industrial development, which has been slower in eastern Connecticut than in the western and central sectors, is largely confined to the north-south river valleys where rail service is located.

Eastern Connecticut unemployment is now 8 percent while the state average is 6 percent. The area is attempting to recover its sagging economy and shift toward a more viable technological-industrial base. At present, the marginal industrial base makes the economy highly vulnerable. Special problems which have recently hit the eastern businesses are (1) the renovation of some plants necessary to accommodate federal Occupational Safety and Health Act standards, (2) recent investment in pollution control devices, (3) recent increases in the cost of energy and raw materials, (4) the erosion of the low-skill, youthful, labor pool, and (5) the replacement of inexpensive labor by a highly skilled, more expensive, laboring class.

In addition, many of the local communities have invested heavily in sewage treatment systems and other pollution control equipment. It is believed that these debts can only be adequately met by continued industrial expansion in the areas now serviced by the railroads. Other communities are planning industrial parks. These areas must be assured of continued rail service if potential growth in the towns of Groton, Killingly, Lebanon, Mansfield, Montville, Norwich, Plainfield, Putnam, Thompson, Waterford, Windham, and Woodstock is to take place.

There are presently 100 rail users in eastern Connecticut, 74 of which would feel the effects of DOT's proposed plan. In 1973, this section generated 21,270 carloads, and it projects an increase to 23,846 carloads in 1974.

Estimates by the Eastern Connecticut Development Council (ECDC) indicate that abandonment of all the area's potentially excess lines would cut all interstate connections and reduce the volume of freight in this already depressed part of the state by 90 percent, eventually destroying the railroads completely. The 12,786[2] trucks, which would be required to handle the freight which would be immediately transferred to them, would burden the underdeveloped highways of eastern Connecticut and increase fuel consumption and air pollution. Volume on these lines is expected to increase from 15.4 to 17 percent with at least 50 companies planning new or increased usage in 1974 and 1975. These increases are not likely to continue if the contemplated curtailment of rail service is carried through.

[2] The Connecticut Department of Transportation estimates that, since the average rail carload equals 46.4 tons, it would require about three over-the-road semi-trailers to move the equivalent amount of freight.

Zone 29

The primary commodities shipped or received along the PC line from the Worcester, Massachusetts to Putnam, Connecticut, which was designated potentially excess by the DOT, are bulk paper products from Canada and the Southeastern United States, and feed and grain products from the Midwest and chemicals. There were 3,154 carloads originated or terminated on this line in 1973. The line, which continues south from Putnam to New London, generated a total of 11,645 carloads in 1973. The projected total increases in carloads for 1974 on these two segments are 128.4 and 3,651, respectively. Available figures indicate that of the 49 businesses who use the line from Worcester to New London, 20 would be severely affected by the abandonment.

Thirty-three of these 49 firms are located in northeastern Connecticut, seven of which would be unable to remain in business if service from Putnam to Worcester were discontinued. These seven firms employ 3,707 people with an annual payroll of $29,871,000. Eight other firms reported a probable 25 percent cutback in operations which could cost up to 58 jobs with an area income reduction of $508,500.

The station at Jewett City serves two firms employing 860 people with an annual payroll of $6,880,000. One of these firms would expect at least a 50 percent cutback, and the other would be adversely affected in the long-term. There is a possibility of a third firm expanding its operation to include rail service in the coming year.

Table 34 shows traffic data supplied from these individual businesses on this line that submitted statements or gave oral statements at RSPO hearings.

Almost without exception, the firms that submitted data commented on the cost and problems that would be involved if they were forced to ship via trucks. While many comments were generalizations, a number of firms gave conclusive figures. The K&L Feed Corporation at Uncasville stated its cost would increase by $130,000 per year. American Propane Gas, which ships 90 percent by rail, stated its cost would rise 3¢ per gallon. Superior Bakery, Inc. figured it would cost about $300 more per rail car to use tracks. Amstar Corporation anticipated its cost would rise $165,000 per year. The new International Paper Company at Putnam stated that it will cost the firm $1.2 million just to change over to truck transportation, and an additional $64,000 per year in increased freight cost.

The Central Vermont main line in Zone 29 is one of Connecticut's primary north-south routes. It runs from New London north through Norwich and Willimantic, to Maine and Canada. The railroad is wholly owned by the Canadian government and has connections to the north via the Canadian Pacific Railway and the Canadian National Railroad system. There were 6,905 carloads on the Willimantic-Palmer segment in 1973 and the total traffic volume originated and terminated by 41 shippers on the line from New London to Palmer, Massachusetts in 1973 was 7,650 carloads. The projected total increases in carloads for 1974 on these two segments are 8,082 and 8,854, respectively. Residents believe that even though the traffic volume was low (21.9 carloads per mile per year), the track should be preserved as a link to points in Southeastern Connecticut which were recommended for service. Customers consistently noted the superior service of this line as a reason for preserving it. The primary commodities carried on the Central Vermont line are feed and grain, lumber, pulp and bulk paper and fabrics. Agricultural use of this line is high. Yankee Milk, Inc., in Mansfield Center, supplies 8 percent of the fluid milk requirements of the state. Inbound agricultural commodities generally travel north from Chicago to the CNR and then south on the CV to Connecticut. Although this routing appears circuitous, it provides service and rates superior to that which the American railroads can provide.

Only two other firms that use this line supplied traffic information. In 1973, Kendall Fiber Products Division at Windham generated 561 cars and Connecticut Paperboard Corporation generated 200. The latter firm is presently involved in a major expansion of facilities and expects its carloads traffic to increase to 400-500 in 1974 and 1,000-1,400 in 1975. Businesses which use rail service in Stafford but did not supply traffic data are AMF-Cuno Division; Mordasky Bros.; Stafford Printers Inc.; and Wallmann Furniture Co.

The spur in Willimantic serves two businesses which

Table 34: Traffic Profile: Putnam to Northern Zone Boundary

Rail user[3]	*Estimated carloads* 1972	1973	*Projected*
Johnson Corrugated Products Corp.		200[1]	225[1]
Superior Bakery Inc.		52[1]	
Wyckoff Steel		215	215
Hale Manufacturing Co.		365	
International Paper Co.[2]		700	850-900
Hull Forest Products Co.		52[1]	104[1]
Amstar Corp.		86	
Brooklyn Cooperage Plant		128	
Plastic Wire & Cable Company		49	65-69
I. T. Dealers Supply Inc.		75-100	
K&L Feed Corp.		260	
G. Merritt Thomason & Sons, Inc.		150	
Robertson Paper Box Co., Inc.		75	
American Propane Corp.		125	

[1] Terminating carloads.

[2] The firm began its operation in 1973.

[3] Other firms using rail at stations not recommended for service on this line in Zone 29 are Belding Chemical Industries, Inc.; C. S. Allen Corp.; Deran Confectionery Co., Inc.; Johnson Corrugated Products Corp.; Lafromboise-Toutant Well Drilling, Inc.; Triangle Industries Inc.

together used 570 carloads in 1973. One employs 200 people and has an annual payroll of over $2 million, which would be cut 50-60 percent if rail service were lost. The other firm is small and would not be seriously affected.

Although not designated potentially excess by the U.S. Department of Transportation, data for the Penn Central Plainfield to Willimantic spur line was reported in the Eastern Connecticut Development Council survey. In 1973 there were 1,085 total carloads originated and terminated by the three businesses on this 22 mile line. All of these businesses anticipate increased cost which could jeopardize the jobs of many of the 558 employees concerned.

Zone 30

The spur off the Central Vermont line at Montville is 2.6 miles long and serves two of the six businesses at Montville. In 1973 these two firms generated 154 carloads, employed 271 people and contributed $2,168,000 to the local economy through their annual payroll. Loss of service on this line could eventually have detrimental effects on both businesses.

The Groton-Stonington and Old Lyme-Waterford potentially excess Penn Central lines in Zone 30 are sections of the Penn Central Shoreline route which is Amtrak's northeast corridor for New York to Boston service. DOT's plan preserves this route for passenger service but declares it potentially excess for freight use.

The Eastern Connecticut Development Council survey indicated 1,886 carloads were originated and terminated by 12 firms between Mystic (Zone 30) and Westbrook (Zone 31) in 1973. This figure is expected to increase to 2,139 carloads in 1974.

In East Lyme, unemployment and loss of local tax revenue would be substantial if service was denied to the four area users who employ approximately 250 people and originated and terminated 182-187 carloads in 1973, up from 139-144 carloads in 1972. Even though the initial impact would be severe, the real problems, as perceived by the Connecticut DOT, evolve from the secondary impact—increased costs of all consumer goods and a consequent aggravation of the present inflationary spiral.

Testimony with regard to the increased cost which firms would incur if forced to ship by truck varied considerably. While the Suburban Propane Gas Co. in East Lyme anticipated its cost would increase 25 percent, Hermitage Hospital Products, Inc. believed its cost would rise 60 percent. New London Tape Distributor, Inc.'s cost increase would be $1,206 per 25 tons. Depending upon the point of origination, the Niantic Lumber Company predicted its trucking cost would be from 7 to 11 times that of its rail costs.

Other rail users billed from the Norwich station include Bevis Industries; Alexander Durnik; Vermont Lumber Co., Inc.; Western Grain Co.; U.S. Navy, Submarine Flotilla Two; Hendel's Petroleum Co.; McElaney's Fence Shop; Nabisco.

The naval submarine base in New London, Zone 30, generates approximately 132 carloads of inbound freight annually, consisting of provisions and ship's propellers. This is rail type traffic and of sufficient volume to retain local service. General Dynamics Electric Boat Division, employs 16,000 people in Groton in construction of nuclear submarines. General Dynamics testified that size and weight characteristics of materials used in Trident class submarines preclude truck shipment; therefore, closing this line would not be in the interest of national defense.

Primary commodities shipped on the Shoreline route are chemicals, pharmaceuticals, steel and beverages. The volume of these and other commodities on this line is expected to increase by 13.4 percent in 1974. Table 35 contains traffic data from businesses along the Shoreline in the New London-Groton area.

A study of the feasibility of north-south New London-Worcester commuter service, conducted in conjunction with the Urban Mass Transit Administration, indicated that 3,063 Connecticut people, who could use rail commuter service, now commute north-south by automobile. A petition promoting passenger service was presented in Wethersfield bearing 3,242 signatures from residents of 39 Connecticut towns and cities, most of whom work in Worcester, Webster or Putnam.

According to the Shoreline Trains Association, commuters would rely heavily on service between Hartford and Old Saybrook, New Haven and Old Saybrook and Old Saybrook and New London along the Shoreline. The routes should provide fast, reliable, rapid transit from convenient terminals in these cities. Buses and taxis could provide transit service to the terminals from parking locations in the surrounding communities of Mystic, Niantic, Clinton, Madison, Guilford and Branford. Hourly service along the Shoreline could be accomplished with four self-propelled Budd Cars, two traveling each direction between Old Saybrook and New London. The Valley line which runs between Hartford and Old Saybrook could be restored for less than the cost of two miles of interstate highway and could be served by two Budd cars.

Table 35: Traffic Profile: Shore Line (New London-Groton Area)

	Estimated carloads		
Rail user	*1972*	*1973*	*Projected*
The Dow Chemical Company [1, 2]		945	1,323
Pfizer [2]		2,107	
The Day Publishing Co.		36	
General Dynamics Electric Boat Div.	303	365	

[1] Dow Chemical claims that, if it had to convert to truck transportation, shipping cost would increase to $250,000 per year.
[2] Together Dow Chemical and Pfizer paid Penn Central almost $2.0 million in freight charges in 1973.

POTENTIALLY EXCESS RAIL LINES—CENTRAL CONNECTICUT

The rail service in central Connecticut has been gradually cut back over many years. A few Connecticut residents noted that many of DOT's potentially excess lines in the region coincide with a list presented in 1965 by the New York, New Haven and Hartford Railroad and made public in an ICC Report in Finance Docket No. 33332, Passenger Fares, New York, New Haven and Hartford Railroad Company (314 ICC 377-412).[3] Abandonments have already been carried out on lines from Portland to Colchester, Canaan to Laleville, Manchester to Willimantic, Willimantic to Putnam, and Saybrook to Middletown. The result of these actions has been the loss of rail service to much of the central region and it is feared that any more abandonments in this area will result in complete loss of rail service due to low line capacity.

Zone 32

The Cromwell to Middletown spur serves the Mattabasset District water treatment plant and two private businesses. Monthly deliveries of 30-55 ton rail cars of chlorine are required for the plant's water purification process. A shift to motor carrier would necessitate extra handling of the product, which would increase the possibility of exposure to lethal chlorine gas. Witnesses stated flatly that no money saving on the part of the railroad could justify this abandonment. Other area companies taking part in the RSPO proceeding were the L. Suzio Concrete Co., Inc. and A. N. Pierson, Inc. of Cromwell; Agway Inc., Henry Berten and A. E. Silbley Inc. of Middlefield; Grossmans Lumber and Slonkowski Feed & Supply of Yalesville; Northeast Utilities, Inc. of Middletown (1950 carloads per year); and the Atlantic Cement Co. of Portland (1200 annual carloads).

The Greater Hartford area has 28 industrially zoned sites, which total 4,210 acres, adjacent to Penn Central lines. Service from Hartford to Griffins runs through the town of Bloomfield which is zoned around the continued use of rail services. Bloomfield has recently reached a 50-50 zoning balance between commercial and residential. In 1973, 926 cars were originated and terminated on this line. Table 36 shows businesses that participated in the RSPO hearings and identifies those that are located within the $2.8 million, 43 acre Savin Enterprises Industrial Park in Bloomfield. There are 38 businesses in this development with an assessed value of $1.7 million and an estimated employment of 15,000.

At present, the State of Connecticut is negotiating with Penn Central to purchase the 8.8 mile line from Hartford north to Griffins for the purpose of providing mass transit. Maintenance of the track would be provided for by the Connecticut DOT and consequently there would be no additional costs to Conrail if rail freight operations were to continue over this line.

The Hartford to Rocky Hill Penn Central line and the 1,150 foot siding to South Meadows, which used 325 cars in 1973, do not meet the DOT criteria for high probability of financial viability, but testimony presented a picture of greatly expanded use in 1974. The line is 7 miles long, not 10 as indicated by DOT. It begins at Airport Road in Hartford and runs 4 miles to Wethersfield and then 3 miles to Rocky Hill. The public response indicated a concern that the abandonment would greatly curtail the development of the 230 acre, $2¼ million Rocky Hill industrial park purchased in 1973. It was pointed out that the anticipated 1974 expansion of the Puritan Furniture Mart alone would fully justify retention of the line. Puritan expects to increase its present rail usage (185 cars in 1973) to 1,260 cars by 1976, the completion of a second store, the conversion of a warehouse into a new showroom, and the changeover to 100 percent rail service.

Table 36: Traffic Profile: Hartford to Griffins

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
American Propane (Plant #1) [1]			30	
Bloomfield Farmers Exchange, Inc.	Agriculture		153	
Emhart Corp. (Plant #4) [2]	Calcined alumia, crude kynite, sillminite ore	10	15	
Connecticut Printers			468	
COPACO [3]				
Culbro Realty and General Cigar [2]				
Nationwide Moving & Storage Co., Inc. [2]				
Savin Enterprises Industrial Park:				
Roger Sherman Rigging Co.				
Savin Brothers Co.				
Jet Line				
Sound Reduction Corp.				

[1] American Propane is located on a Griffins siding.

[2] Bloomfield Farmers Exchange, Inc. has an assessed value of $54,120; Emhart Corp. has an assessed value of $500,870; Culbro Realty and General Cigar has an assessed value of $1.4 million: and Nationwide Moving & Storage Co., Inc. has an assessed value of $298,840.

[3] COPACO, which is located about ½ mile from the Hartford yard, gave up using railroads about 6 years ago because of poor service. They were using about 100 cars per year. If rail service were to improve they would shift back and use 200 cars per year.

Residents in the Hartford-Rocky Hill area are strongly opposed to more highway construction. They pointed out

[3] It was noted that branch lines, not passenger fares, were discussed at this hearing. Because of its misleading title, no shippers or receivers were present to offer rebuttal views.

that the Silas Deane Highway is overcrowded in their area and that a possible solution to problems of traffic congestion and highway safety is increased reliance on rail transport. The citizens of the area have recently put a stop to construction of I-291 in the northwest and southwest quadrants.

A representative of the Ryder Truck Rental Co. in Hartford testified that the rail overpass crossing Lewis Ave. and Gracy Ave. has not been used in 2 years and should be removed to improve truck clearance.

John P. McKenna of Rocky Hill proposed that, if abandoned, the line could be run by a non-profit corporation for the benefit of retarded children in the area. The Valley Railroad Company, incorporated in 1967 by Special Act 407 of the Connecticut legislature, is competent to fill the need for rail service from Hartford through Wethersfield to Rocky Hill and, further south, from Cromwell, Middletown, Aaddam, Chester, Deep River and Essex to Old Saybrook on the Shoreline. The railroad presently operates an excursion service between Chester and Essex but is equipped to run over any section of track between Hartford and Old Saybrook. The short line has offered to work with the Connecticut DOT in the development of commuter service between Hartford and Middletown and wishes to negotiate with proper authorities for the lease or purchase of any abandoned portions of the Valley line. Representatives of the Valley Railroad indicated it could not assume these new operations if it was held subject to Section 508 of Title V of the Act (employee protection). The financial burden would be too great.

Table 37 shows the businesses on the Hartford-Rocky Hill line which supplied information to the RSPO.

Table 37: Traffic Profile: Hartford to Rocky Hill

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Equipment Service				
Puritan Furniture Mart	Furniture		120	185-1,260
Associated Grocers				
Dexter Corp.				
Sun Pipe & Lumber				
Pratt & Whitney			30	
The Connecticut Foundry Co.	Pig iron [1]		42	95

[1] Given improved rail service the Connecticut Foundry would use 100-150 additional carloads per year.

Businesses using stations not recommended for service on the PC line north of Hartford which did not submit freight data to RSPO include: Alvin & Co., Inc.; Blue Bell Mattress Co., Inc.; Stanadyne, Inc.; Taylor and Fenn Co., in Windsor; and Enfield Lumber, Esquire Gas Products, Hallmark Cards, Inc., and Nutmeg Building Supply Corp. in Thompsonville.

The Highland Spur, which DOT considered potentially excess, runs 18 miles from East Windsor, Connecticut station north through Hazardville to East Longmeadow, Massachusetts. Data submitted by businesses on the line showed a 1973 volume of 441 carloads and an estimated 1974 volume of 772 carloads with further increases at least until 1983.

The town of Enfield has been designated a sudden-rise unemployment area by the U.S. Department of Commerce because of the recent shutdown of the Bigelow-Sanford plant, which put 740 people out of work. Witnesses feared rail abandonments could cost an additional 1,150 present and potential jobs. Statements from area employers supported this belief.

The Highland Spur is being considered by Connecticut DOT for the experimental use of specially equipped "rail buses" to provide passenger service in addition to freight use. Witnesses stated that USRA should consider such state plans before going ahead with any abandonments.

Table 38 is a list of businesses on the line. Upon abandonment, at least three of these businesses would either close or relocate (Old Fox Fertilizer, Lego Systems, Inc. and U.S. Envelope). One of these, Lego Systems, Inc., is now developing a site in four phases leading to an annual requirement of 300 carloads by 1983. The site was chosen because of rail service, but construction has been stopped as a result of the DOT Report.

Table 38: Traffic Profile: Highland Spur

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Westvaco				
Lego Systems, Inc.	Raw materials			
Camerota Salvage	Scrap			150
Old Fox Fertilizer	Fertilizer	181	181	190
Agrico Fertilizer	Fertilizer			90
U.S. Envelope	Bulk Paper		30	300
Consolidated Cigar	Tobacco			12
Kerr McGee Co.			200	
Railroad Salvage Stores			12	
Solid Tobacco			15	
Molenite Farms			3	

The Canal line, running through Zones 32, 33, 36 and 37, is a part of the old Farmington canal and has been in use for over 150 years. After major floods destroyed the Naugatuck Valley line in 1955, the line was used to bring in needed supplies. Residents in the Canal line area urged that this track be preserved because of the flexibility it provides the network in times of similar natural disasters and because traffic data for 1973 indicates that the line surpasses DOT criteria for high probability of financial success.

The principal towns located on this north-south line are:

(1)	Simsbury	Zone 32
(2)	Avon	
(3)	Farmington	
(4)	Plainville	Zone 33
(5)	Southington	
(6)	Plantsville	
(7)	Milldale	
(8)	Cheshire	Zone 36
(9)	Mt. Carmel	Zone 37
(10)	Hamden	
(11)	New Haven	

The primary complaint against the DOT approach to the Canal line was that DOT divided it into four sections, Zones 32, 33, 36, and 37 (22 miles, 8 miles, 8 miles and 11 miles, respectively). Data presented by witnesses indicated that, when considered as a whole, the line is viable. The following quote from Richard Russell of Gerrity Lumber Co. explains why service on the Canal line is an all or none proposition:

> The Canal line, in reality, does not connect with anything on the south end. The overhead bridges are too low, and the curves are too sharp for modern trains. As a consequence, all traffic must come south from Plainville. This means that all industries on the line, to exist, must have the whole line, all 24 miles of it [Zones 33-36-37] functioning.

The northern segment of the PC canal line runs from Farmington 6.5 miles to Avon, and then 5 miles to Simsbury, approximately 10 miles from the Massachusetts state line. This line originated and terminated 1,246 cars in 1973. Traffic is expected to increase in 1974. Abandonment of the track could affect 215 workers and cost as much as $100,000 in local property taxes and $200,000 in state taxes. The businesses that would be affected generated well over $500,000 in revenue for Penn Central in 1973. Users on this line complained about the rail car shortage and the fact that the line has had little work done on it since 1902 and no maintenance at all for the last 10 years.

The bulky type of freight generated on this line was also noted, and it was estimated that roughly 2½ trucks would be needed to handle a single rail carload of freight. Increased cost was the major trucking problem noted by rail users, should their line be abandoned. Gypsum Construction Inc. stated its freight cost would increase to $47,600 if it were forced to use trucks. Sanford and Hawley Inc. expect their cost to increase by $50,000 and Eastern Color Printing Co. anticipated a 40 percent cost increase.

The problems of increased congestion and pollutants resulting therefrom were also of major concern. Route 10, the major thoroughfare in the area, runs parallel to the Canal line and, in 1973, had an average daily traffic of 18,700 vehicles in the south; 17,600 vehicles in the center portion; and 10,000 vehicles along the northern portion of the line. Carloads terminating in Cheshire would add about 4,000 trucks annually to the town streets and service roads. New Haven presently has the highest level of photochemical oxidants on the east coast.

An industrial park is located in Avon (owned by the FIP Corporation), and another is planned for Simsbury. Further north on the line, negotiations are under way for the purchase of an industrial site in East Granby by a firm which projects a need for 600 employees and 25,000 cars per year after one year of operation.

Table 39 lists those businesses which submitted evidence to the RSPO.

Table 39: Traffic Profile: Farmington to East Granby

Rail user [1]	*Commodity*	*Estimated carloads* 1972	1973	*Projected*
Valley Home & Garden Center, Inc.	Feed-grain	50	50	50
General Cigar Co., Inc.	Tobacco		47	
Gypsum Construction	Roofing		34	
Sanford & Hawley	Building materials		110	115
Eastern Color Printing Co.[2]	Paper			447
Miller Printing	Paper		500	
Superior Building Supply Co.	Building materials		58	

[1] Ensign Bickford Co. in Simsburg also uses this line but did not submit freight data to the RSPO.
[2] The Eastern Color Printing Co. opened its plant in Avon in 1973. Its original plant was located in Waterbury from which it handled 443 carloads of freight in 1972.

ZONES 33, 36 AND 37

For the lower segment of the Canal line (New Haven to Plainville) which runs through Zones 33, 36 and 37, total carload estimates for 1972 ranged from 1,374 (50.8 carloads per mile) to 2,722 (101 carloads per mile). Estimates for carload use in 1973 were from 2,445 (90.5 cars per mile) to 2,996 (110.9 cars per mile, and projections for 1974 traffic were 3,500-4,137 (average 141 cars per mile) total carloads.

Cheshire, which is part of the Waterbury SMSA, and Hamden were particularly concerned that loss of the Canal line would arrest planned industrial development.

In Cheshire, there is a 2,000 acre industrial park, with 280 acres already occupied by companies employing 1,000 people. Firms now located in the Cheshire area paid 1973 taxes of $327,531.84 and originated or terminated 1,055 carloads, most of which were long haul in nature. The 1972 carload total was 567 and the projected total for 1974 is 1,634 carloads. Specific hindrances to truck shipment in Cheshire are the city's narrow, tree-lined streets, and clearance problems. The difference in

clearance between the Canal line and the secondary road used for trucking to the rail head is three feet six and a half inches.

Table 40 shows estimated traffic use on the Canal line from Plainville to New Haven. Table 41 is a list of businesses on the line showing the individual traffic data for those firms who submitted information to the RSPO.

Table 40: City Traffic Profile: Canal Line (Plainville to New Haven)

	Estimated carloads Freight Line Use in Cars		
Town or City	*1972 actual*	*1973 actual*	*1974 Projected*
Southington	536	569	1,127
Cheshire	567	1,055	1,634
Hamden	888	766	943
New Haven	333	251	433
Plainville		153*	
Total Cars Used	2,324	2,804	4,137

* Incomplete Report

Source: Plainville Chamber of Commerce; Southington Industrial Development Commission; Cheshire Chamber of Commerce; Hamden Chamber of Commerce; Greater New Haven Chamber of Commerce.

Concern was expressed about the increased number of trucks that would be required to haul current rail tonnage in the event of abandonment. Several firms submitted data with regard to the costs associated with shifting to trucks. Forestville Lumber Co's costs would increase $120 per carload. Home Gas Co. would have to charge consumers 1½ to 2¼ cents more per gallon. A. Fiorillo Co. Inc. would incur increased costs of 70 cents per cwt. of flour. The costs of Buzzuto's, Inc. would increase $20,000 per year, and those of Olin Brass Division of Olin Corporation [4] would increase $270,000 per year. Leonard Concrete Pipe Co., Inc. would have to pay $700 to 1,700 per new machine delivered.

The firms listed in Table 41 employ approximately 5,400 people.

Some businesses using rail service in Zone 37 at stations not recommended for service on the Shoreline, are the New Haven Moving Equipment Corp. in East Haven and Knowles-Lombaird Co. and Morse, Emory Co., Inc. in Guilford.

Considerable testimony was directed toward rail passenger service in Central Connecticut. The Inland Route, which runs north from New Haven through Meriden, Hartford, Springfield and Worcester to Boston, was of primary concern. Data was presented at the public hearings, at Wethersfield, which indicated that the Inland Route should be the preferred Amtrak route for the following reasons:

[4] In times of a national emergency, the Olin Corporation is a significant producer of ordnance materials.

Table 41: Traffic Profile: Canal Line (Plainville to New Haven)

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Plainville Casting Co.		200	140	
J. W. Green Co., Inc.				
Forestville Lumber Co.	Lumber			
Brunalli Construction Co.		3		
Diamond International Corp.	Lumber, shingles	28	28	30
Levitz Furniture	Furniture			450
Wickes Lumber and Building Supply	Lumber, building materials	59	73	88
Home Gas Co.	Natural gas			
Calvanese Nursery		3	3	3
Clark Brothers Bolt Co., Inc.	Steel	56	67	83
A. Fiorillo Co., Inc.	Flour, sugar, spices	260	364	365
Raskin Farms		9	9	18
David Transportation		114	17	35
Rex Forge, Div. of Connrex		7	5	20
David Mongillo & Son, Inc.	Steel, machinery	114	17	40
Buzzuto's Inc.	Canned goods	500	960	1,500
Allied Chemical Company	Clay, tar		40	70
Copeland Co.	Clay		50	
Waterbury Farrel Div. of Textron	Machines	4	5	14-16
Gerrity Lumber Co.	Lumber	64	104	150
Leonard Concrete Pipe Co., Inc.			180	250
Super Market Dist.		15	20-25	20-25
New Haven Trap Rock Co.				
United Illuminating Co.	Transformers	5	10	14-16
Plasticrete	Concrete, steel	200	60	120
Whitney Blake	Machinery	48	24	
V.J.C.			84	
Top Products		12	15	
Olin Corp.-Olin Brass Div. Winchester Arms Div.	Brass, bronze Gunstock, ammunition	204	88	277
The Bigelow Company	Boilers		3-4	3-4
Allied Building Systems		210	70	
High Standard Mfg.	Brass, bronze	2	2	
W. I. Clark Co.		7	6	
New Haven Register	Bulk paper	246	196	

(1) It serves six major markets.

(2) It serves the heart of Connecticut's population; 1,150,000 more people than the Shoreline route to Boston through Providence, Rhode Island.

(3) It serves population centers in Massachusetts, Vermont, and New Hampshire through connections with other north-south lines.

(4) It crosses I-495 and Route 128 which connects with heavy industry areas of Massachusetts.

(5) The effective buying income of residents on the route exceeds that of those on the Shoreline by $4 billion.

(6) Hartford to Springfield traffic is 80 percent of New York to Boston traffic.

(7) It could provide fast direct service from New York to Bradley International Airport.

In 1971 the U.S. Department of Transportation commissioned the firm of Louis T. Klauder and Associates to prepare a report [5] providing preliminary estimates of the costs for introducing high-speed passenger service along the Inland Route between New Haven and Boston.

The Klauder study found that high-speed passenger service along the Inland Route would require improvements to roadbed, track and signals, as well as separation at grade crossings and selected curve modifications. The construction of passing sidings would also be necessary in order to provide additional capacity. In addition, the improved signal system would have to incorporate reverse signaling on both tracks. The study estimated that these changes would cost approximately $227.2 million.

The costs of electrification were not included in the estimates. In order to electrify this system, bridge clearances would have to be modified at an additional expense of $3.8 million.

The Inland Route declined after the New York, New Haven and Hartford Railroad was included in the Penn Central merger. After the New Haven inclusion, Penn Central diverted traffic to the Shoreline.

Another area of passenger interest centered upon the Canal line which, taken in total from Springfield, Massachusetts to New Haven, Connecticut, offers a "corridor" of transportation through some of the most heavily populated cities and towns in Connecticut.

Population figures for towns and cities located on this line are as follows: [6]

Communities north of Plainville, Connecticut

Town/City	*Population*
Simsbury	17,475
Bloomfield	18,301
Avon	8,352
Farmington	14,390
Subtotal	58,518

Communities from Plainville, Connecticut to New Haven, Connecticut (Zones 33, 36, and 37)

Town/City	*Population*
Plainville	16,733
Southington	30,946
Cheshire	19,051
Hamden	49,357
New Haven	137,707
Subtotal	253,794
Grand Total	312,312

It was suggested by C. B. Gunn of the Penn Central that rail service could be efficiently implemented on the Canal line with Budd cars at a fraction of the cost of building a highway along the right of way. He felt that such passenger service would relieve much of the congestion on Route 10 which parallels the line.

Passenger service between Waterbury and Hartford and from Hartford to Bradley International Airport at Windsor Locks, over the Suffield Branch, was also recommended and, according to the Connecticut DOT, is now being studied. Based on DOT estimates, road bed improvements sufficient to accommodate 250 m.p.h. Turbo class rail cars which could provide 19 minute service would cost $10,775,000, assuming normalized main line maintenance. This service would relieve pressure on I-84 and I-91 and ease parking problems in the crowded Hartford area. There has been no passenger service along this line since January 22, 1960.

Articles submitted for the record from *The Hartford Times* and *Bristol Press* outlined the state's $140 million transit program which calls for improvements on the Inland Route (from Stamford to Enfield), the Waterbury to Hartford line, and the Groton to Norwich line; stations in New Haven and Hartford; and bus service on the Canal line.

Witnesses believed that the Canal line, the Waterbury to Hartford to Bradley Airport line and the Valley line (Hartford-Middletown) were all likely candidates for a 60-day trial passenger run utilizing rail diesel or Budd cars.

Zone 36

If adopted as presented, the DOT Report would isolate the greater Waterbury area and end through rail service between Waterbury and Hartford for the 521,500 people who live in the area. The businesses in the Watertown-Waterbury area shipped or received 15,768 tons of freight in 1973 by rail which, if moved by truck, would have required 204,126 additional gallons of gasoline (Table

[5] Louis T. Klauder and Associates, *High-Speed Rail Passenger Service Between New Haven and Boston Through Hartford, Springfield and Worcester*, 1971.

[6] Population figures were based on 1970 census figures provided in the 1974 *Connecticut Register and Manual*.

42). A shift to truck transport would cost the Fairmont Corporation from $60,000 to $72,000; Albert Bros. Inc.'s freight cost would double; and Rafferty-Brown Inc. would have increased costs of $3.60 per short ton.

The Waterbury-Hartford line is part of the Canal line clearance route. It carries over-dimension boilers, transformers, furnaces, and large construction equipment which the Shoreline is not capable of handling. This line also provides, through Berlin, a second route to New Haven which adds flexibility to the rail system in this area. The New Britain-Berlin line (Zone 33), which is part of this total route, has also been designated potentially excess.

Table 42: Traffic Profile: Waterbury to Hartford

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Waterbury Rolling Mills	Copper, zinc	26	20	20
Albert Bros. Inc.	Scrap metal	42	83	125
Rafferty-Brown Inc.	Cold rolled steel	22	20	150
Fairmont Corp.	Sponge rubber carpet	2	5	72-144
Lea Manufacturing Co.		167	192	200
Anchor Fasteners				140

The highway network surrounding Waterbury consists of I-84, east-west, connecting Boston, Hartford, and New York, and Route 8, which is not part of the interstate system. The president of the Waterbury Chamber of Commerce, Justin T. Horan, stated that, in its present form, the existing road system could not sustain heavy truck traffic.

The six businesses listed in Table 42 contested the designation as potentially excess of only the first .88 miles of the 5 mile track running west of Waterbury off the main north-south line. All of these firms are located within the Waterbury station limits and are, therefore, recommended for service in the DOT Report. Abandonment of this short section could cost up to 400 jobs in an area that reported having 12 percent unemployment in 1972. The average distance traveled by a rail car serving this area was 985 miles in 1972 and 930 miles in 1973.

Other firms in Zone 36 which use rail service at stations not recommended for service are the Waterbury Mattress Co., Inc., in Oakville; Plume and Atwood Division of Diversified Industries, Inc., in Thomaston; and Eastern Co., Alloy Foundries Co., and Naugatuck Glass Co., Inc.

POTENTIALLY EXCESS RAIL LINES—WESTERN CONNECTICUT

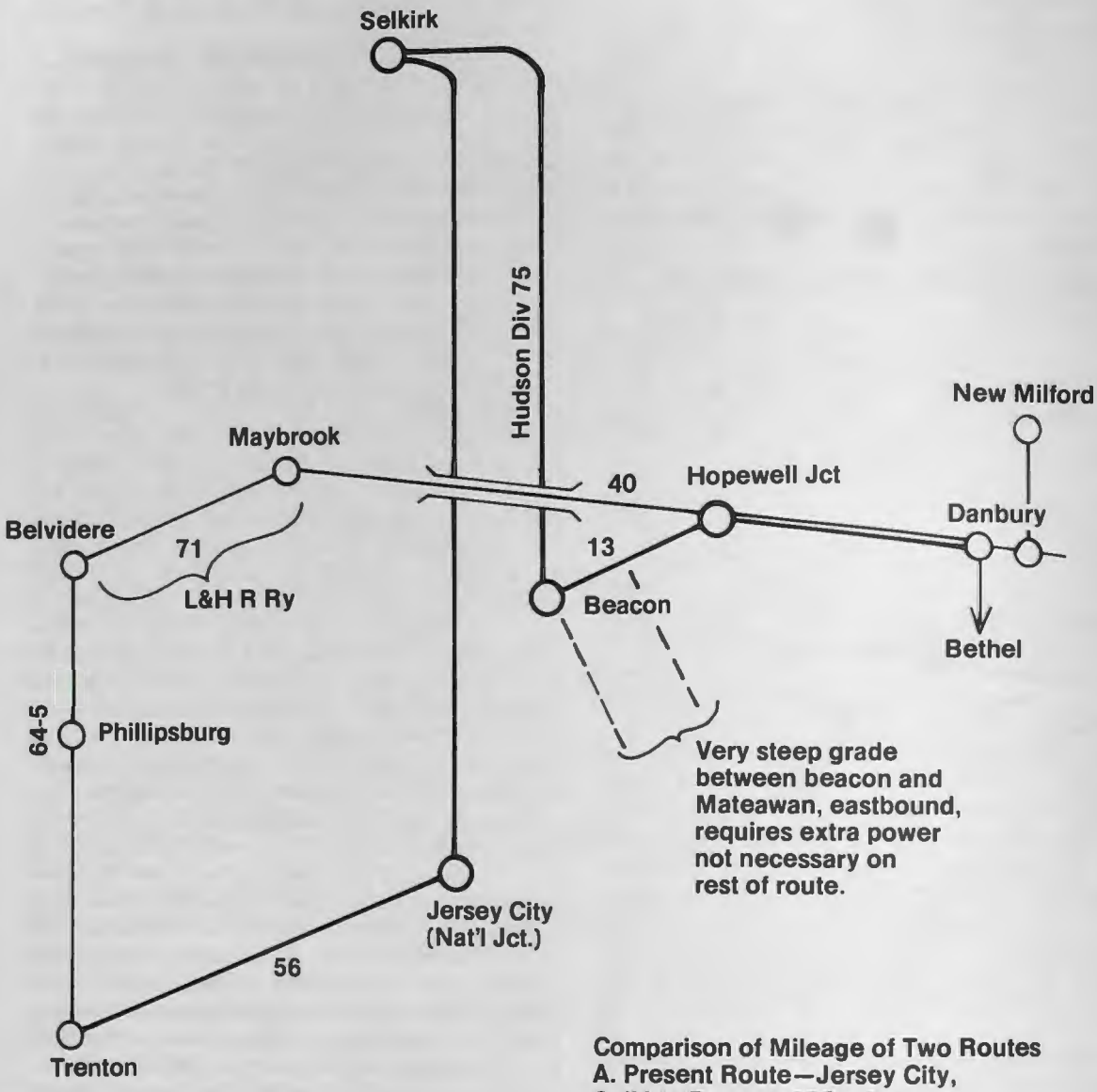
Western Connecticut is largely residential and agricultural. Its rail service is almost entirely reliant upon the Berkshire line of the Penn Central, which runs north from Norwalk through Danbury to Canaan near the northern Connecticut border. DOT designated potentially excess the Bethel to Norwalk (the Danbury Branch line) and New Milford to Canaan segments of this line. Also designated potentially excess in this area was the short spur off the Shoreline which runs from Springdale to New Canaan, near Stamford, and the Bristol to Waterbury (Zone 36) line.

The Connecticut DOT testified that the problem of deteriorating rail service in the state is the result of inadequate competition. Non-competitive intramodal rail service has also resulted in an above average reliance on trucks. For example, Table 3, Vol. I of the DOT Report shows that 77 percent of the movement of goods in the Hartford area is via truck, compared to a national average of 40 percent and a region average of 52 percent. The public testified that improved and competitive north-south service would curtail the trend toward motor carrier and that this service could be provided to Connecticut over the Maybrook line (Zone 35) which runs east to Connecticut over the Poughkeepsie Bridge.

In the words of Governor Meskill, who testified at the ICC Hartford hearings, "In the past years, we've witnessed a planned and a determined deterioration of the Maybrook line . . . by the Penn Central. Track has been removed, maintenance has been deferred and, indeed, even recently we've been told that Penn Central has removed the maintenance crews from the [Poughkeepsie] bridge itself.[7] Use on this route has decreased from 18 trains per day shortly before the New Haven merger to two trains per day, one in each direction through Maybrook, on the Erie Lackawanna and the Lehigh & Hudson River. In addition, Connecticut's traditional freight routing south along the Shoreline to New York City via the Hudson River float has been discontinued, freight trains have been barred from using the Hudson Tunnels, and TOFC loading facilities on the Harlem River have been excised. Now, with the exception of the two trains per day which run over the Maybrook line, all freight moving from Connecticut is routed to Selkirk, New York, via Penn Central's Boston and Albany line in Massachusetts. Freight coming into Connecticut is routed from Trenton through Jersey City to Selkirk and then south through Beacon into Connecticut (Figure 9). According to Robert Cairns of the Connecticut Transportation Authority, the Selkirk yard, ". . . is a fine yard for east-west traffic, but was not built for north-south traffic." He also pointed out to the RSPO that this routing leaves New England almost entirely dependent upon a yard which is located in the snow belt and is, therefore, highly vulnerable to unavoidable delays. After the January storm in 1970, Selkirk did not get

[7] Additional user complaints mentioned at the Hartford hearing included: (1) the railroads have intentionally down-graded service; (2) the railroads use poor marketing techniques; (3) there are serious car shortages; (4) the railroads are undependable; (5) present train scheduling is inadequate; (6) railroad management is poor; and (7) the railroads inadequately maintain their physical plant and rolling stock.

Figure 9



Comparison of Mileage of Two Routes

A. Present Route—Jersey City, Selkirk, Beacon 280 miles

B. Preferred Route—Belvidere, Maybrook 176 miles

back to normal operation until May and for three months the only freight access to Connecticut, and all of the area east of the Hudson, was by way of the L&HR, Maybrook-Poughkeepsie gateway.

Penn Central has trackage rights over the L&HR line which is in good condition and able to handle the traffic. Two of Connecticut's power plants have gone back to coal, and this is considered the most logical route to bring coal to Connecticut. The Connecticut DOT urges the ICC to authorize a viable railroad to serve Connecticut's new competitive zone centered in New Haven via the Maybrook gateway.

Under the DOT plan, 37.5 miles of the L&HR Franklin, New Jersey to Maybrook, New York line is potentially excess. Loss of this trackage would cut what remains of Connecticut's Poughkeepsie bridge traffic moving to points in the western and southern United States.

Zone 35

The Waterbury (Zone 36) to Bristol (Zone 35) line is the only feeder line that provides direct access between two of the state's largest population centers, Waterbury and Hartford. Not only would the proposed abandonment severely limit any possibility for future mass transit service between Waterbury and Hartford, it would also prohibit freight with dimensions too large or dangerous [8] for trucking from entering or leaving the city of Waterbury. The "Terryville loop" was omitted in the DOT's report. Data submitted from businesses who are served by this trackage are outlined in Table 43.

The Town of Plymouth has almost completed a project to provide necessary services to a 35 acre tract of land for an industrial complex. Also, a 55 acre tract has been zoned for industrial use. Presently, there is a vacant $3 million plant with rail service in Plymouth. This plant has approximately 136,000 square feet of floor space; is completely serviced by utilities; and the Town of Plymouth has spent $500,000 for reconstruction of a road to service the plant.

Although Torrington (Zone 35), on the Penn Central Naugatuck Valley Line, was not listed as potentially excess, witnesses did express concern that it might be so considered at some future time. The city is now recovering from a major downtown fire and has an unemployment rate of 8.2 percent.[9]

[8] The Hubbard Hall Chemical Company in Waterbury receives chlorine gas for its water purification process that cannot be shipped by truck.

[9] This line has since been designated as "a line under study." Congresswoman Ella Grasso stated at the July 12 White River Junction hearing that the Torrington line is badly needed by manufacturers, retailers, and other businesses in northwest Connecticut which rely on the rails for delivery of raw materials and transport of finished products. Impacts resulting from the abandonment of this track might be heavy unemployment and disastrous erosion of the tax base.

Table 43: Traffic Profile: Waterbury to Bristol and Waterbury to Torrington

Rail user	*Commodity*	*Estimated carloads 1972*	*1973*	*Projected*
Waterbury-Bristol Line				
General Motors - New Departure Hyatt Bearing Division		600	600	600
Bristol Brass	Brass			
National Homes				
Getty Electric				
Hubbard Hall Chemical Co.	Chlorine gas	250	250	250
Lea Manufacturing Co.[1]		167	192	
The Waterbury Republican	Paper	112	112	112
Hallden Machine Co.				
Hale Manufacturing Co.[2]			135	355
O. Z. Gedney Co.	Scrap steel/ sand			
Waterbury-Torrington Line				
Hotchkiss Brothers			100	
Charles Oak Container Corp.[3]	Corrugated cardboard			

[1] The Lea Manufacturing Company reported its cost would increase $2,300 per 60 tons if they were required to ship via truck.

[2] Hale Manufacturing expects that its cost would increase by $24 per ton if it must ship via truck.

[3] The Charles Oak Container Corp. received an average of 200 tons of paper per month.

The Berkshire line, which runs from Norwalk in Zone 39 to Canaan along the Massachusetts border in Zone 35, contains potentially excess segments between New Milford and Canaan and Danbury and Norwalk.

The New Milford to Canaan (Zone 35) portion of the Berkshire line serves the Northern Housatonic Valley area which experienced a 60 percent rate of growth between 1960 and 1970. The track in question is 37 miles long and serves seven major businesses (Table 44). It was estimated by one witness that the track could be entirely restored for $500,000. In addition to freight use, the line is also being considered for commuter and tourist service and as part of the solid waste disposal system to be constructed at Danbury. The town of Torrington is also concerned with continued service on the Berkshire line.

The present traffic on this line is largely agricultural. If the DOT Report is adopted as the final system plan, bulk feed grain shipments will be unavailable because the parallel Harlem Valley Line in New York is also classified potentially excess above Patterson, New York. Northwest Connecticut farmers require delivery of 4,000 tons of fertilizer annually. One farm supplier receives 5,000-6,000 tons of feed grain per year off the Harlem Valley Line at Sharon, New York.

In Canaan, both Pfizer, Inc. and Becton-Dickinson have indicated they will relocate if rail service is lost. Together they employ 570 people. Canaan is a rural town

with total population of 931 persons according to the 1970 census.

Table 44: Traffic Profile: Berkshire Line (New Milford to Canaan)

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
Pfizer Inc.	Chemicals		877	
Becton-Dickinson Co.	Medical equipment	27	27	27
Kimberly-Clark			8,530	
Nestle				
Scovill				
Tri-State Reserve Supply-Corp.	Building materials		63	
C. A. Lindell & Son, Inc.				
Riva Equipment Co., Inc.				
W. N. Desherbinin Products Inc.				

The Becton-Dickinson Co. argued that alternative modes are unsatisfactory because the necessary increased handling would worsen the problem of maintaining the sterility of imported polyprophylene resins. Its increased alternative cost would be $230,000.

A formation charter for the Berkshire Railroad Co. is now in the Connecticut State legislature. If the Charter is granted, the new railroad will begin negotiations with the Penn Central to take over operation of the Berkshire Line. Representatives of the railroad indicated their desire to be included as an independent railroad in any future USRA plans. The company has worked 2 years soliciting help for the establishment of short line service on the line from consignees, conservation groups, local governments, the Department of Environmental Protection, the Public Utilities Commission and state officials. Current plans are to run a line from New Milford north to Kent and eventually to Canaan.

1973 traffic on the line was 57 cars, but this is expected to reach 250 carloads by 1975, if service improvements planned by the Berkshire Railroad Co. are implemented. The planned improvements are:

(1) To be responsive to area needs.
(2) To improve the right of way, as financially possible.
(3) To encourage rail use via team track, TOFC and siding to siding service.
(4) To increase recreational facilities along the right of way.
(5) To operate efficient commuter service.
(6) To work closely with all groups concerned with development of mass transit.

Eventually the railroad hopes to establish commuter connections to New York.

Eugene O'Mera, first Selectman of the Town of Kent, indicated that a group of persons, who are currently operating two successful short lines in upstate New York, are also interested in taking over operations on the Berkshire line.

Zone 39

That portion of the Berkshire line that runs between Norwalk (Zone 39) and Danbury (Zone 35) is presently being maintained by the Connecticut Transportation Authority and Connecticut DOT, which has 57 years left on a track lease-option agreement with Penn Central. Connecticut's DOT testified that the option to buy would be exercised soon. This line is a part of the West End Commuter Service which was perpetuated after the New York, New Haven and Hartford Railroad was included in the Penn Central merger. Connecticut's Master Transportation Plan now calls for a $5 million upgrade of the track ($715,000 per mile). The cost of constructing a new highway along this right of way was estimated to be $230 million.

The Danbury SMSA, which includes Bethel, has been Connecticut's leading growth area for the past 5 years, and has the highest per capita income in the state. The present unemployment rate in the Danbury area is 5.1 percent. The 21 mile segment of the Danbury branch line, which was designated potentially excess (from Bethel to Norwalk), carried 730 carloads in 1973 (35 cars per mile).

Figure 10 shows the circuitry of routing which would be necessary as a result of the abandonment proposed by DOT. The Derby-Shelton route to Norwalk is 29 miles longer and requires two additional switchings, one at the junction with the Penn Central Shoreline, the other at South Norwalk.[10]

Of special concern to residents in Western Connecticut are plans to incorporate the Berkshire line in a process for consolidating, transporting, sorting, recycling and disposing of 1,000 tons of solid waste per day. A disposal center as noted earlier is to be constructed in Danbury.

Specific problems with area highways center on I-95 from Greenwich to New Haven which is already a deficient corridor, and the controversial $764 million plan to build a "new Route 7," which has been temporarily enjoined due to the vigorous opposition of environmentalists. Although many who testified were against more highway construction, they noted safety hazards of the present Route 7, such as its narrow two lane, winding and hilly construction, and concluded that the only solution was increased use of the rails. A possible truck bottleneck is the Route 7 bridge over the Danbury branch line at Pimpewaug Road in Wilton, which has a load limit of 14 tons for single axle and 20 tons for double axle trucks. This is the only area truck route. It is also significant that no trucking firm presently provides terminal service to

[10] Petitions with 1,047 signatures were submitted to the RSPO calling for improved rail service on the Norwalk-Danbury line.

Figure 10.
Alternate Railroad Routes

- - - - Route necessary to serve Norwalk from Danbury under the DOT proposal (50 miles)

——— Present route which is being maintained by the Connecticut Transportation Authority (21 miles)

Wilton and the nearest TOFC facilities are at Bridgeport on the Shoreline 25 miles away.

Table 45 lists those firms which submitted evidence concerning the Danbury-Norwalk line to the RSPO.

Table 45: Traffic Profile: Berkshire Line (Danbury to Norwalk)

		Estimated carloads		
Rail user	*Commodity*	*1972*	*1973*	*Projected*
R. T. Vanderbilt Co. Inc.		27	27	27
U.S.S. Chemicals				
Eagle Pencil				
National Can				
H. K. Webster Stores [1]				
Plymouth Flush Door				
The Associated Food Distributors			112	200
Caldor Inc.			139	
The George A. Shepard & Sons Co.	Public Storage (Warehouse)		5,400 [2]	7,400-8,400
Gilbert & Bennett Manufacturing Co.	Fencing wire	340	376	420
Agway			150	
Ashland Oil			16	
Friendly Wood and Wire Fence, Inc.	Fencing material		20	70-300
B. J. Dolan Co., Inc.				
Taylor Trucking		146	146	146
Vanderbilt Chemical Co.		8	10	12
Wodland Lumber Co., Inc.	Lumber			40-50 [3]
Gettman & Judd	Lumber	126	143	175-180

[1] H. K. Webster Stores receives 9,100 tons per year via rail.
[2] The totals for the George A. Shepard & Sons Co. do not include its TOFC traffic.
[3] 1974 will be Woodland Lumber Company's first full year of operation.

Businesses using rail service on the Danbury to Derby line at stations not recommended for service are the Charles Batchelder Co., Inc. in Botsford and the Platt Lumber Co. in Hawleyville. The Bemis Co. receives paper in 45 to 57.5 ton carloads at its plant on this line in Newton.

Approximately 12,000 persons commute daily from the Danbury area to Southern Connecticut, New York and New York City. Because of this, and the controversy over proposed improvement of Route 7, interest in passenger-commuter transportation in this area is very high.

With respect to highway construction, a substantial amount of dialogue was developed on the issue of subsidies. Unequal subsidies between varying modes were viewed as a primary obstacle to railroad profitability. According to Connecticut officials, from 1921 to 1971 the federal government expended $72.4 billion for highway development, $16.2 billion for air terminals, $9.1 billion in promotion of water transport, and $65 million on the railroads. A total of over $20 billion is alloted to highway programs each year from all levels of government, whereas 6 percent of the federal transportation budget is directed toward public transit systems. Connecticut's Master Transportation Plan calls for 81 percent of state transportation funds to go to highways and 3 percent to the railroads. Since 1956, $53.2 billion has been spent on the interstate highway system and $36.6 billion has been directed toward other highway systems. In contrast to these massive governmental subsidies, the Regional Rail Reorganization Act provides $2 billion to the railroads.

According to figures developed by the New York State Highway Department, construction of the interstate system costs approximately $7 million per mile, and maintenance costs average $500,000 per mile per year. Another submission, quoting a study done by Dr. George W. Brown, an independent transportation consultant, indicated the cost of highway construction ranged from $2 million per mile in rural areas to $20 million per mile in urban areas. It was generally felt that such large expenditures could not be justified to the exclusion of the construction of railroad tracks on existing rights-of-way, which DOT estimated would cost approximately $150,000 per mile initially and $8,500 per mile per year in maintenance.

The Brown study also compiled figures on the indirect subsidy given to truck freight carriers as a result of highway use taxes. Dr. Brown stated that one 72,000 pound truck produces wear and tear on the highways equal to that of 6,000 automobiles. In 1968 and 1969, $12.3 billion per year was collected in road use taxes, of which revenues from privately owned automobiles accounted for $11.7 billion and truck revenues equaled $611 million. Given the one to six thousand ratio, he concluded that just the opposite should have been the case. Trucks should have paid $12.1 billion in taxes to account for their impact, and autos should have paid only $211 million. As it is, this amounts to a public subsidy of the trucking industry of 4.6 cents per mile. At this rate, the railroads would have received $3.5 billion in public funding in 1969 alone. Such governmental favoring of motor carriers has helped to increase their use 99 percent in the period 1965-1970. Presently, I-95, which parallels the Connecticut Shoreline, carries 10,000 trucks per day.

All but one who responded to RSPO's hearing at Wethersfield favored rail commuting over highway commuting. The lone dissenter called for the expansion of Route 7; however, even he called for bus service on the expanded route. Generally it was believed that new highway construction would not relieve traffic problems in western Connecticut and that parallel rail service between the stations of South Wilton, Norwalk, Danbury and New Milford should be reestablished.

In the town of Wilton (3,805 persons), 75 percent of the population commutes daily; 997 use the railroad. This low use is attributable to the poor condition of facilities, limited service and inadequate scheduling. The planned state-financed upgrading of facilities on the Danbury Branch of the West End Commuter Service should mitigate these problems. Total cost of the first phase of the modernization is $80.2 million, of which $40.1 million is federal money and $21.8 million and $18.3 million will come from Connecticut and New York respectively. Included will be 144 high speed rail cars and modernization of the electrification and signal systems. Phase two is now under way and includes reballasting, installation of new ties and welded rail, and realignment. This work is expected to cost $39.8 million.

In February 1974, 567 people rode the train daily from Wilton. Testimony was introduced showing scheduled service between Wilton and Hartford. A train departing Wilton at 6:50 a.m. was not scheduled to arrive in Hartford (a distance of about 73 miles) until 10:22 a.m. Some suggestions for the improvement of service to western Connecticut included instituting trolley car service, with the ability to stop at points between stations to drop off commuters, and studying the possibility of special rates for hardship cases, students and senior citizens.

Zone 38

Businesses in Zone 38 using rail service at stations not recommended for service are: J. F. Barrett & Sons, Inc. in Devon; C. Buckingham Co., Inc., Freedman's of Southport and Yankocy Wholesale Building Materials, Inc. in Southport; and Stevenson Lumber Co. in Stevenson.

Zone 40

The 6.4 mile branch from Springdale to New Canaan, Fairfield County, has 26 percent of the state's population, 31 percent of the state's total income, 25 percent of its agricultural employees, 28 percent of its manufacturing employees and 30 percent of total retail sales. The local governments were recently told by Penn Central that the line is the most profitable segment of the old New Haven Railroad. The CTA maintains this line and provides commuter service to New York City. There are nine businesses on this line, eight of which submitted traffic data to RSPO (Table 46). Other firms in Zone 40 relying on rail service at stations not recommended for service are: The New Canaan Fuel & Lumber Co. and the Weed & Duryea Co. in New Canaan; the Belmont Feed Co. at Cos Cob; and Triangle Pacific in Old Greenwich.

Specific shipping problems noted by these firms were: (1) there are two bridges with nine ton load limits which isolate the Stamford Iron and Steel Works and preclude truck deliveries which average 20 tons; and (2) there is an absence of comparable truck transport equipment for annual delivery of 3,500 tons of bulk chemicals to Glenbrook Laboratories. The Billing Station for some deliveries to this area is in Bridgeport. A switch to truck would cost the Polymer Industries $15,000. Frank Policastro & Sons, Inc. expected truck rate increases of $1.06 per cwt., which would immediately be passed to the consumers. Cassones Baker, Inc. would expect truck costs to amount to an additional 2¢ per loaf of bread shipped.

Table 46: Traffic Profile: Springdale to New Canaan

Rail user	*Commodity*	*Estimated carloads* 1972	1973	*Projected*
Polymer Industries				20
Richmar Development Corp.				
Stamford Iron & Steel Works			27	
Sterling Drug Inc.	Drugs, medicines, chemicals		100	
Glenbrook Laboratories Div. of Sterling Drug	Antacids, laxatives		108	
Frank Policastro & Sons, Inc.			12	
The Hatch & Bailey Co.	Retail lumber		30	
Cassones Bakery, Inc.			50	

PUBLIC COMMENTS ON THE REGIONAL RAIL REORGANIZATION ACT OF 1973

Witnesses generally approved Congress' statements, in Section 401 of the Act, with respect to the national need for railroads; the economic environmental and social goals stated in Section 101 (a); and the provisions of Section 205 for bringing the public into the planning process. The latter was seen as a sound approach to any planning process. However, despite public concurrence with the goals of the Act, certain inadequacies in the law were alleged by many witnesses. For example, the Act's provision for 2 year continuation subsidies, during which questionable lines can prove their viability, was considered insufficient by witnesses who felt that it will take time to sufficiently upgrade facilities to win shipper and passenger confidence.

Richard Joyce Smith, trustee for the New York, New Haven and Hartford Railroad Co., submitted a statement to the RSPO in which he outlined the basis of his suit against the U.S.A., U.S.DOT, USRA, and the ICC. He challenged the constitutionality of the Regional Rail Reorganization Act of 1973, mainly on the grounds that it will take property for a public purpose without due process and without payment of adequate compensation. He contended that, without distinct improvements in the investment climate, Conrail will fail within two years and the common stock exchanged for properties taken under the Act will be worthless.

Assuming the courts uphold his claim of unconstitutionality, he will press for placement of all Penn Central properties and rolling stock in equity receivership.

If the courts reject his contention, he urges USRA not to limit itself to strictly operational matters but to direct its attention to improving utilization of capital and labor and to gaining cooperation of the solvent railroads in the planning process.

Other more general complaints against the Act were its failure to:

(1) Mandate cooperation of all railroads, solvent and bankrupt, in the planning and development of Conrail.
(2) Address the problem from a broad enough perspective.
(3) Develop long range policy.
(4) Develop a broad and balanced national transportation system.
(5) Provide an adequate continuation subsidy program.
(6) Address the basic problem of unequal subsidies between competing transportation modes.
(7) Address the problem of overly restrictive work rules.

PUBLIC CRITICISM OF THE DOT REPORT

Connecticut is opposed to DOT's recommendations for the following principal reasons:

Mass abandonment

Since World War II, Connecticut's route miles have been cut from 988 to 664; 101 of these 324 miles have been abandoned since 1965. Since 1965, the state has offered financial and legal help to improve rail service. Connecticut has exempted railroads from all property and corporate tax liability, which amounts to approximately $7 million per year. It has taken over the West End Commuter Service, in conjunction with NYMTA, and has engaged in a $100 million program to completely rehabilitate and rebuild both rolling stock and road beds along these lines. These efforts have resulted in an increase in commuter passenger use on runs to New York from New Haven, Waterbury, Danbury and New Canaan. Governor Meskill and such agencies as the Connecticut DOT and the Connecticut Department of Commerce believe that railroads are vital to Connecticut's economic growth and that abandonment of any more of the state's lines would result in increased costs to consumers, wasted fuel, lost services as a result of forced business relocations, lost tax revenue, especially in the state's industrial parks, and the continuation of highway expansion programs in lieu of more efficient mass transit systems.

Although certain points in the DOT Report met with approval, such as the elimination of intermediate switching of engines and the shared use of track for increased competition, the DOT program of massive abandonment was clearly rejected. The report of The New England Regional Commission's Boston and Maine Study Group was presented as proof that, at best, abandonment is a cost avoidance procedure. In its study of hypothetical abandonments, NERC reported that the rail system which preserves the most service shows the greatest potential earning. Hypothetical abandonment of 370 miles saved the railroad expenditures of $1.6 million per year but cost $2.1 million per year in lost revenue, assuming all freight on abandoned lines is lost to the system. If 24 percent of the abandoned volume is retained, the system will break even.

Energy

The energy efficiency of railroads in the long haul is indisputable, but it is also relatively difficult to quantify. Submissions showed that trucks use approximately 2,800 BTU's per ton-mile as compared to 670 BTU's per ton-mile via rail, or that trucks are four times less efficient. A similar comparison showed air cargo carriers to be one-sixtieth as efficient as railroads. Dr. Brown's study, cited earlier, showed truck fuel requirements per ton-mile to be 347 percent greater than those of railroads. It requires approximately 500 gallons of diesel fuel to move 1,000 tons 100 miles by freight car, while the same movement by truck consumes 1,725 gallons.

Transportation now requires 40 percent of our total fossil fuel demand. Railroads are presently transporting 44 percent of the nation's freight; however, they consume only 30 percent of the total fuel used to transport freight.

The Cost in Human Life

Connecticut is greatly concerned over the high social cost of continued expansion of the highway system.

Statements opposing further highway construction are supported by the Connecticut grass roots movement which, as noted earlier, has recently halted construction of a new Route 7 in the western part of the state. It was reported that construction of new highways relocates 50,000 people every year, creates new automobile demand and merely relocates bottlenecks. In addition, automobile travel results in approximately 50,000 fatalities every year, far more per passenger mile than other modes. The following information was submitted by Professor Stephen Collin of Southern Connecticut State College.

Fatalities per Passenger-Mile

Car	1.17-2.20
Air	.13
Rail	.09

Land Use

Land use problems become especially acute when one considers that construction of 100 miles of four lane highway requires the condemnation of 5,640 acres of land. In contrast, railroads concentrate growth and arrest urban sprawl. The State of Connecticut Department of Environ-

mental Protection has developed *A Proposed Plan for Conservation and Development* which relies to a large degree on expanded use of the rail system. The Connecticut DEP testified that 70 percent of Connecticut's total land area is either undeveloped or agricultural, but the pressure for industrial expansion is so great that, growing at the 1969-1970 rate, all Connecticut's land will be used in a mere thirty-three years.

Air Quality

Connecticut DEP opposes rail service curtailment because of the adverse impact of the internal combustion engine on air quality. Based on the number of pollutants per ton-mile, Connecticut DEP has found that trucks generate six times the carbon monoxide of railroads, 1.4 times the hydrocarbons and 3.5 times the oxides of nitrogen. One witness indicated that internal combustion engines discharge 97 million tons of carbon monoxide per year which is 70 percent of the total amount emitted annually. He also attributed 50 percent of the total number of hydrocarbons and 30 percent of the total oxides of nitrogen in the air to automobiles and trucks.

A very detailed submission from the Connecticut Thoracic Society indicated that, without the railroads, Connecticut will be unable to meet 1975 National Ambient Air Standards. The Society stated that Connecticut is in need of transportation control strategies because over one-half of the state's population is concentrated in major transportation corridors, and 12 percent (225,000 people) of these suffer from respiratory ailments.

Automobile emissions are each dangerous in their own way. Carbon monoxide reduces the oxygen carrying capacity of the blood, with very dangerous effects upon those with emphysema. Oxides of nitrogen interfere with body defenses against respiratory disease and make citizens living in areas with NO_2 levels in excess of 940 $\mu g/m^3$ more susceptible to colds, coughs and sore throats. Hydrocarbons combine with nitrogen oxides in sunlight to form ozones, which can induce coughs, chest pains, and formation of free radicals which interfere with normal cell division. The conclusions of Carl M. Shy of the Environmental Protection Agency were that 1975 standards leave no safety margin in air quality and that the solution to air pollution problems is not in emission controls but in simply decreasing the number of cars on the road.

Competitive Zones

The Regional Rail Reorganization Act of 1973 indicated as one of its primary objectives the retention and promotion of competitive service by rail and other transportation services in the region. The DOT Report recommended, for intermodal competitive service, those traffic centers which could produce at least eight trains, averaging 30 carloads each, and moving at least 200 miles in one direction.

The state of Connecticut objected to the DOT's competitive zone determinations in the New England area. The Connecticut DOT proposed, in its submission, a new zone, composed of DOT Zones 31-34 and 36-40. Together, these DOT zones originated and terminated 111,-934 carloads in 1972, which converts to 10.2 trains per day. The area of this zone is 2,406 square miles, which is comparable in size to other competitive zones in the DOT Report. A comparison of the DOT competitive zones in Washington, D.C. and New Brunswick, New Jersey was presented by the Connecticut DOT to verify this contention:

Zone	*Sq. Mile Area*	*Trains per Day*	*1970 Census Population*
Washington, D.C.	2,353	11	2,861,123
New Brunswick, N.J.	2,160	11.5	1,519,752
Connecticut	2,406	10.2	2,394,945

It was further argued by the Connecticut DOT that because of Connecticut's dense population (it is the fourth most densely populated state in the union) it should be considered as an integrated whole; any division into zones serves only to fragment and isolate unified areas.

Other general complaints registered against the DOT Report by Connecticut interests are noted below:

The DOT Report erred in:

(1) using outdated and inaccurate 1969 waybill sample and 1972 billing station reports as data.
(2) not considering the impact of its plan upon present and potential business.
(3) failing to recognize the problems of deteriorated service in Connecticut.
(4) failing to realize that rail use is on the rise.[11]
(5) relying on a profitability criterion which oversimplified the problem of rail service and ignored the public interest and stated goals of Congress as expressed in Section 101(a)3, 4, and 5 of the Act.
(6) using obscure criteria.
(7) failing to consider the physical condition of tracks and information on gradient and curvature.
(8) failing to consider the location of existing and proposed yards.
(9) failing to consider the deployment of the work force.
(10) sidestepping the problem of restrictive work rules and inadequate capital utilization.
(11) producing a careless report.

[11] Connecticut witnesses noted that P. F. Biaggini of the Southern Pacific Railway predicted in 1972 that rail use would increase 40 percent during the next 5 years.

(12) allowing post-report confusion to persist as to which lines were to be considered potentially excess.
(13) promoting total consolidation.
(14) relying on a average figure of $330 revenue per carload, rather than considering actual data.
(15) trying to soothe Penn Central's creditors rather than build a good system at minimum public cost.
(16) isolating Connecticut by cutting five or six north-south routes and the only east-west route.
(17) failing to consider the impact of abandoned lines upon the volume of the proposed core system.
(18) ignoring seasonal traffic trends and type of freight.
(19) failing to consider the location of much needed clearance routes in the state.
(20) producing an inflexible system.

RECOMMENDATIONS

The following recommendations for the planning process were advanced:

(1) The USRA should take no action in the direction of granting abandonment authority pending:
  (a) a comprehensive study of all transportation modes, land use, population trends, and recreation areas;
  (b) development of a national transportation policy to be implemented by a National Transportation Authority which is accountable to both the public and Congress;
  (c) evaluations of the potentially excess lines by Conrail itself, after it begins operation;
  (d) a five year moratorium on all abandonments.
(2) A policy board, representative of all parties involved, should be established to oversee decisions and coordinate a balanced transportation system.
(3) In analyzing branch line viability, planners should include data on potential volumes as well as historical data from the past 10 years.
(4) The USRA should demand an environmental impact statement in any abandonment proceeding which would include both economic and environmental cost-benefit analyses.
(5) The USRA should follow both the spirit and the letter of the National Environmental Policy Act.
(6) The USRA should emphasize competition and railroad salesmanship by encouraging small railroads, like the Delaware and Hudson, which have good management, employee loyalty and *esprit de corps*.
(7) The ICC should permit a viable Class I railroad to compete with Conrail, if USAR does not provide adequate north-south service.
(8) The ICC should change rail revenue division arrangements to correct imbalances in the New England area, which result from short haul patterns.
(9) All railroad rights-of-way and stationery facilities should be nationalized, maintained through the Highway Trust Fund and leased, in segments, to private carriers with their own rolling rail stock.
(10) The USRA should concern itself with ecologically sound methods of controlling growth of undesirable vegetation along rights-of-way.
(11) Railroads should earn a profit consistant with serving the public interest, but, if subsidies are needed, they should be provided.
(12) The USRA should not maintain the rails as a sink hole for public funds.
(13) The USRA should continue joint use (passenger-freight) of rail lines.
(14) The USRA should halt circuitous freight routing through Selkirk by establishing a freight center in either southern New York or southwest Connecticut.
(15) The USRA should improve TOFC service to Bridgeport, Connecticut and Springfield, Massachusetts, and restore overnight TOFC and COFC service on the Shoreline, New York to Boston, with subterminals at New Haven, Hartford and Providence. Such service could be scheduled so as not to interfere with Amtrak or MTA.
(16) The USRA should restore the car float service between Bayonne, New Jersey and Brooklyn, New York.
(17) The USRA, or Conrail, should completely modernize the Cedar Hill yard in New Haven and increase its use.
(18) Service through Penn Station should be increased. Present COFC service through Penn Station Tunnels is offered only between 12 p.m. and 5 a.m.
(19) A rail-truck transfer station should be built in Norwalk in order to provide better service and reduce truck traffic.
(20) A national transportation policy should be developed that would promote the use of the various transport modes in a "systematic" manner, in order to take advantage of their individual inherent competitive and/or economic superiority (i.e., intercity passengers traveling

over 350 miles would move only by air and those going to cities less than 350 miles away would travel only by train).

(21) A tunnel should be constructed under New York Harbor, because bridges are too vulnerable in times of national emergency.

(22) A deep rock twin tunnel should be constructed from the Jersey Shore to the main line at New Rochelle. This tunnel should have long approaches, TOFC clearance, and not more than a one percent grade (estimated cost $180 million).

(23) A full clearance tunnel should be built between Bay Ridge and Bayonne to service Long Island and supplement the Poughkeepsie Bridge route.

(24) USRA should consider electrification of lines as a viable alternative (estimated cost of total electrification was $100,000 per double track mile).

(25) The abandoned rights-of-way should enter the public domain in a "land bank," preserved for future use on a cost-free basis.

(26) The states should be permitted to purchase abandoned rights-of-way on the 90/10 federal-state highway funding basis; maintenance funding would follow the same pattern on a 70/30 or 50/50 basis.

APPENDIX

STATE PROFILE OF PUBLIC PARTICIPATION

MAINE

GOVERNMENT

Maine Department of Transportation
City of Saco

BUSINESS

Manufacturing
- Ekco Wood Products, Inc.
- Stowell Silk Spool Co.
- The Theobald Industries
- International Paper Co.
- P. H. Chadbourne and Co.
- General Electric Co.

Lumber
- Haroun Lumber Co.

Agriculture
- Agway, Inc.

Service
- Milliken Tomlinson Co.
- Sunday River Ski Area
- P. E. Ward & Co.
- L. C. Andrew, Inc.
- Saunders Brothers

Organizations
- Associated Industries of Maine
- Maine Forest Products Council
- Maine Potato Sales Association
- Maine Potato Commission

RAILROADS

Amoskeag and Passaconaway Co. (owner of the BAR)
Bangor and Aroostook Railroad Co.
Maine Central Railroad Co.

CONCERNED CITIZENS

Robert Fuller
Conrad R. Heeschen

NEW HAMPSHIRE

GOVERNMENT

Federal
- Senator Thomas J. McIntyre

State
- Governor Meldrim Thomson
- Representative John Hoar
- New Hampshire Department of Resources and Economic Development
- New Hampshire Public Utilities Commission
- New Hampshire Transportation Board
- Office of Special Council in the State of New Hampshire for Railroad Matters

County
- Monadnock Region Association

City and Town
- Edgar T. Mead, Selectman, Hanover
- Paul Cavanaugh, City Solicitor, Concord
- Norman Russell, Selectman, Londonderry
- William L. Kelly, Town Manager, Salem
- Frank Carlton, Town Manager, Salem
- Geraldine Sylvester, Mayor, Dover
- Donald Click, City Manager, Dover

BUSINESS

Manufacturing
- Lyon's Iron Works, Inc.
- Monadnock Paper Mills
- Davidson Rubber Co.
- Ingersoll-Rand, IMPCO Division
- Zurbach Steel
- Brown Co.
- Anheuser-Busch, Inc.
- W. W. Cross Division of Emhart Co.
- D. D. Bean and Sons, Co.
- Profile Paper Co.
- Kendall-Hadley, Inc.

The Rumford Press
Spauling Fiber, Inc.
J. D. Cahill Co.
Hendrix Wire and Cable Corp.
John Swenson Granite Co., Inc.

Organizations
New Hampshire Shippers Cooperative, Inc.
New Hampshire Business and Industry Association
New Hampshire-Vermont Development Council
Manchester Industrial Council

Service
Tri-State Gas, Inc.
Prescott Lumber Co.
Builders Exchange
Webco Development Corp.
Boston Sand and Gavel Co.
Mary Hitchcock Memorial Hospital

Agriculture
E. C. and W. L. Hopkins, Inc.
Merrimack Farmers Exchange, Inc.

RAILROADS
The Northern Railroad
The Claremont and Concord Railroad

LABOR
New Hampshire United Transportation Union

CONCERNED CITIZENS
Organizations
New Hampshire Association of Railroad Passengers

Individuals
Clayton D. Sargent
Robert L. Hall
Rodney Poland

VERMONT

GOVERNMENT
State
Governor Thomas Salmon
Vermont Transportation Advisory Board
Vermont Highway Commission
Vermont State Agency of Development & Community Affairs
Vermont Public Service Board
Vermont Department of Agriculture
Senator Herbert Ogden
Representative Helen W. Wakefield
Representative Kenneth H. Parker
Vermont Farm Bureau
Senator Arthur H. Jones
Representative Kenalene Collins

County
Bennington County Regional Commission
Bennington County Bicentennial Committee
Bennington County Industrial Corp.
Lamoille County Development Council
Southern Windsor County Regional Planning and Development Project
East Central Vermont Resource, Conservation and Development Project
Central Vermont Regional Planning Commission

Local,
Alan J. Distler, Chairman of Planning Board, Readsboro
Hannah Jeffrey, Selectman, Randolph
James T. Barngrove, Selectman, Reading
Town of Lyndon
City of Newport

BUSINESS
Extracting
Windsor Minerals Inc.
Rock of Ages Corp.
GAF Corp.
Eastern Magnesia Talc Co. subsidiary of Engelhard Minerals and Chemicals Corp.

Service
Economy Graphics
Globe-Union
Bank of Vermont
Hartleyville Lodge
E.B. & A.C. Whiting Co.
Central Supplies, Inc.
American Forest Products
Moore Business Forms
Randolph National Bank
Renehan-Akers
Ben-Mont Corp.
Hotel Coolidge
Goodyear Tire and Rubber Co., Shoe Products Division
Cross Co. (P & C Markets)
Old Fox Chemical Co.
Georgia-Pacific Corp.
Vermont Electric Cooperative
Consumer Products Group, Standard Packaging Corporation
The Book Press
Bell-Gates Lumber Corp.
Concord Woodworking Co., Inc.

Organizations
Barre Granite Association
Associated Industries of Vermont
Central Vermont Chamber of Commerce
Northeastern Vermont Development Association

Agriculture
Donald Skeels
H. K. Webster Co.
Allied Mills, Inc.

RAILROADS
The St. Johnsbury and Lamoille County Railroad
Vermont State Railroad Association
Canadian Pacific, Limited
Montpelier and Barre Railroad
Clarendon & Pittsford Railroad Co.
Vermont Railway, Inc.

LABOR
United Transportation Union

CONCERNED CITIZENS
Organizations
Hoosick River Citizens Environmental Protection Association, Inc.
Vermont Association of Railroad Passengers
Vermont Natural Resources Council
Vermont Council of Senior Citizens
Sierra Club
Lake Champlain Committee
Veterans Hospital
Conservation Society of Southern Vermont
Kiwanis Club of Newport, Inc.

Individuals
Charles Ross
Carroll Rikert
Rudolph Day
Cheryl King
Richard W. Mallary
Charles Haas
Dr. Marshall E. Dimock
Galen Mudgett, Jr.
Paul K. Walp
Stuart H. Henderson
Raymond S. Griswold
Scott E. Blouin

MASSACHUSETTS

GOVERNMENT
Federal
Representative Edward P. Boland
Representative James A. Burke
Representative Silvio O. Conte
Representative Paul W. Cronin
Representative Robert F. Drinan

State
Governor Francis W. Sargent
Massachusetts Department of Transportation and Construction
Massachusetts Department of Resources & Economic Development
Senator Edward L. Burke
Representative John Ames
Executive Office of Manpower Affairs
Representative Richard Kendall
Senator John Fitzpatrick
Representative David J. Lane
Representative Richard R. Silva
Representative Raymond M. LaFontaine
Senator James P. Rurak
Senator William L. Saltonstall
Representative Paul A. Schneiders
Senator John W. Oliver
Senator Alan Sisitski
Massachusetts Metropolitan Area Planning Council
Massachusetts Port Authority
Joint Commission of Federal Base Conversion, Otis Task Force
Senator John F. Aylmer
Senator Allen R. McKinnon
Senator Joseph F. Timilty
Representative John H. Loring
University of Massachusetts, Physical Plant Department
Massachusetts Department of Commerce & Development
Massachusetts Department of Public Works

County
Commissioner Harry Vincent, Berkshire County
Commissioner James A. Bowes, Berkshire County
Merrimack Valley Planning Commission
Franklin County Commissioners
Berkshire County Regional Planning Commission
Lower Pioneer Valley Regional Planning Commission
Berkshire County Development Commission
Central Massachusetts Regional Planning Commission
Berkshire County Development Commission
Franklin Industrial Development Commission

City and Town
Stephen J. Erickson, Mayor, Gardner
Jean Brown, Selectwoman, Easton

Paul K. Lambert, representing the Town of Canton
Jeremiah F. Cahir, Selectman, Bourne
John Demello, Selectman, Falmouth
Byron J. Matthews, Mayor, Newburyport
A. John Tulleer, Selectman, Great Barrington
Joseph Banas, Selectman, Adams
A. Martinson, Jr., Town Manager, Middleboro
Norman C. Ross, Mayor, Gloucester
James Lee, Planning Director, Gloucester
Joseph R. Gurton, Selectman, Oxford
William S. Taypier, Mayor, Holyoke
Raymond N. Patenaude, representing the Town of Norton
Nuchi Prifti, Selectman, Southwick
Peter Dearness, Selectman, Belchertown
J. Howard Thompson, Selectman, Barre
Joseph A. Martlaux, Selectman, Webster
Orleans Board of Health
Orleans Board of Trade
Transportation Committee of the Town of Easton
Easton Board of Selectmen
Rockport Board of Trade
Newburyport Planning Board
Robert W. Dotson, Town Manager, Acton
Town of Framingham
Oxford Board of Selectmen
Northboro Board of Selectmen
Joseph E. Pellissier, Selectman, Ware
Jacqueline M. Rivers, Assistant City Clerk, Pittsfield
Michael P. Sullivan, Jr., Selectman, Amherst
Richard E. Hickey, Selectman, East Longmeadow
Hudson Industrial & Development Commission
Lester A. Brock, representing the Town of Great Barrington
Joseph R. Bianco, Mayor, North Adams
Barre Board of Selectmen
Alfred J. Monahan, Selectman, East Longmeadow
Robert M. James, Town Manager, Williamstown
Williamstown Planning Board
Lawrence Urbano, Selectman, Williamstown
Evan Dobelle, Mayor, Pittsfield
Adams Board of Selectmen
Alfred S. DeMott, Selectman, Orleans
Palmer Redevelopment Authority
Oxford Development & Industrial Commission
Middleboro Business and Industrial Commission
Gloucester Industrial Development Commission
Canton Industrial Development Commission
Ayer Industrial Commission
Belchertown Industrial Development Commission

BUSINESS

Manufacturing

Esleeck Manufacturing Co.
Erving Paper Mills
Evans Products Co.
Deersfield Specialty Paper
Seaman Paper Co.
Monsanto Co.
American Optical Co.
West Dudley Paper Co.
Foster-Forbes Glass Co.
Plastic Products Division, Owens-Illinois, Inc.
Anheuser-Busch, Inc.
Flash Sales Co.
Atlantic Cement Co.
Jennison Wright Corp.
Haverhill Paperboard Corp.
Pfizer, Inc.
Rising Paper Co.
Barre Wool Combing Co., Ltd.
USM Corp.
New England Insulation Co.
Spacemakers, Inc., Div. of A. C. & S.
Plymouth Rubber Co.
Sobin Chemicals, Inc.
W. R. Grace & Co., Dewey & Almy Chemical Division
Graham Manufacturing Co.
Carling Brewing Co.
Bates Corrugated Box Corp.
Hollingsworth and Vose Co.
Wes-Pine Millwork
A. C. Lawrence Leather Co.
Eastman Gelatine Corp.
Remis Industries
National Felt Co.
Packaging Industries, Inc.
United Cabinet Corp.
William Reisner Corp.
Kimberly-Clark Corp.
H. B. Smith Co.
Coca-Cola Bottling Co. of Cape Cod
Spencer Press, Inc.
Banner Systems of Massachusetts, Inc., division of Georgia-Pacific
Allied Container Corp., subsidiary of Union Camp Corp.
Ocean Spray Cranberries
Pioneer Valley Steel Co., Inc.
Barker Steel Co., Inc.
West End Iron Works
Lear Siegler, Inc./Hood Foam Division
Cape Ann Tool Co.
Stephen Chemical Co.
Converse Rubber Co.
Bostik Division, USM Corp.
Deck House, Inc.
Acorn Structures, Inc.
J.J. Corrugated Box
Great Northern Paper Co.

Norton Co.
Krintzman Dusting Mills Co.
Bentley Shoe Corp., division of Desco Shoe
Webster Spring Co., Inc.
Coldwell's, Inc.
Millers Falls Paper Co.
Albert M. Lock & Son, Inc.
Gem Industries, Inc.
Thayer, Inc.
Peter Schweitzer Division, Kimberly-Clark Corp.
Stanley Home Products
Package Machinery Co.
The Duc-Pak Corp.
Milton-Bradley Co.
Brockway-Smith Co.
Koro Corp.
Cabot Corp.
Northshore Recycled Fiber Corp.
Union Camp Corp.
Eagle Publishing Co.
Crane and Co.
Sheffield Pottery Co.
Berkshire Paper Co.
Waverly Fabrics
A. Shapiro & Sons
A. Shapiro Steel Corp.
National Can Corp.
Bemis Co.
Cascade Paper Co.
Columbia Manufacturing Co.
Strathmore Paper Co.
Sweetheart Plastics Co.
Service Warehouse Co.

Service
New England Furniture Forwarding Co.
Nickerson Lumber Co.
Cape Cod Ready Mix Concrete Co.
Cohenno, Inc.
New England Redwood, Inc.
Berkshire Gas Co.
Home Gas Corp.
Massachusetts Warehousing Assoc.
Universal Financial Investment Corp.
James Ferrara & Sons
Cooperative Reserve Supply
Shepard & Morse Lumber Co.
Fernandes Supermarkets, Inc.
Lloyd A. Frye Roofing Co.
J. S. Lane & Son
John J. Gallagher, Inc.
C. P. Washburn Co.
Globe Union & Bank
General Electric Co.
Amherst Farmers Supply, Inc.
Boston Symphony Orchestra
Colonial Hilton Hotel, Pittsfield
Hartleyville Lodge
Butler Wholesale Products
John Hinckley & Son Co.
Hart Insurance Agency, Inc.
G. H. Dunn Insurance Agency, Inc.
Coastal Enterprises
Pine Street Realty Trust, Canton
New England Insulation Co.
S. B. Green & Co., Inc.
TRAVEL by Betty Doherty
Beverly Chemical Terminal Co.
J. Raymond Smith, Inc.
First Lumber & Supply Co.
Harry Seder, Inc.
United Warehouse of Leominster
Franklin-Ware Fuel Co.
Wyatt, Inc.
Community Feed Stores
Tri-State Reserve Supply Corp.
Pet Haven
A. Ashkar Sales Co.
Sprague Electric Co.
Webco Development Corp.
Berkshire Feed and Grain Co.
The Jug Inn
Bay State Gas Co.
New England Grocers Supply Co.
Waltham Terminal, Inc.
Northeastern Softwoods, Inc.

Organizations
Gardner Area Chamber of Commerce
Franklin County Chamber of Commerce
Greater Fitchburg Chamber of Commerce
Leominster Chamber of Commerce
Associated Industries of Massachusetts
New Bedford Area Chamber of Commerce
South Middlesex Area Chamber of Commerce
Cape Cod Chamber of Commerce
Bourne Chamber of Commerce
New England Grain and Feed Council
New England Shippers Advisory Board
Bristol County Development Council
Massachusetts Chamber of Commerce
South Shore Chamber of Commerce
Liquified Petroleum Gas Association of New England, Inc.
Adams Chamber of Commerce
Northern Berkshire Chamber of Commerce
New England Wholesale Lumber Association
N.Y.-New England Dairy Cooperative Coordinating Committee
Plymouth Area Chamber of Commerce
Plymouth County Development Committee
Canton-Stoughton Railroad Freight Users

Beverly Chamber of Commerce
Newburyport Area Industrial Development Corp.
Worcester Area Chamber of Commerce
Ware Transportation Committee
Canton Association of Industries, Inc.
Central Berkshire Chamber of Commerce
Springfield Area Development Corp.
Westfield Chamber of Commerce
Salisbury Chamber of Commerce
North Canaan Chamber of Commerce
Southern Berkshire Chamber of Commerce
Greater Springfield Chamber of Commerce
East Longmeadow Chamber of Commerce
Westborough Chamber of Commerce

RAILROADS

Boston & Main Corp.
Delaware & Hudson Railway Co.
Bay Colony Transportation Corp.
Erie Lackawanna Railway Co.
Ye Olde Colony Passenger Service
Holyoke & Westfield Railroad

LABOR

Boston United Transportation Union
Brotherhood of Locomotive Engineers,
Boston & Maine Corp.
Massachusetts United Transportation Union
Local 1584, United Paperworkers International Union
Local 523, United Textile Workers, AFL-CIO
Massachusetts State Labor Council, AFL-CIO
Chicopee, Westfield Labor Council
Local 220, I.U.E.

CONCERNED CITIZENS

Organizations
Citizens for Rail Transportation
Sierra Club
Association for Public Transportation
New England Natural Resources Center of Boston
Norwood Train Transportation Committee
Association of Massachusetts Consumers
North Adams League of Women Voters
J. Graham Parsons & Michael Shay
of the Transportation Advisory Group
The Berkshire Hills Conference
Berkshire Womens Coalition—Central Section
Hoosac Tunnel Centennial Committee
Simons Rock College
The Urban Coalition
Bourne Junior Womens Club
Berkshire-Litchfield Environmental Council
North Adams League of Women Voters
Amherst Republican Town Committee
Mike Dukakis for Governor Club
Massachusetts Maritime Academy
The Tanglewood Friends
Council on Aging for Berkshire County
Harlem Valley Transportation Association,
Millerton, N.Y.
Housatonic Audubon Society
Northeast Citizens Union, Millterton, N.Y.
Henry W. Art, Center of Environmental Studies,
Williams College, Williamstown
The Laurel Hill Association of Stockbridge
Transportation Coalition
The New England Council
Massachusetts Ski Area Association

Individuals
Mrs. Frederick Lintner, Cape Cod
Theodore H. Brodie
John R. Kingman
Larry Sherman
John Potratz
Michael Shay
Thomas Jorling
George Vosburgh
Mark Clifford
Andrea Gilbert
Michael Kingsford
Irene Devlin
L. O. Nordeen
Betty Dunham
George Dunham
Lydia R. Goodhue, Wellesley
Frank N. Houghton, Elmwood
Douglas B. Moore, Williamstown
George W. Crane, Medford
Robert Osborn, Salisbury
Stephen M. Tracy
H. P. Stabler, Williamstown
M. V. A. Stabler, Williamstown
Mrs. Connerton, North Adams
Paul Bousquet
James Rowan
Stephen M. Long, Jr., Director of Placement and
Community Relations, North Adams State College
Margaret Bowes
William Staffeld, Millerton, N.Y.
Bernard Krainis, Great Barrington
Beverly Pulver, Millerton, N.Y.
June Davis

RHODE ISLAND

GOVERNMENT

Federal
- Representative Robert Tiernan

State
- Governor Philip W. Noel
- Rhode Island Department of Transportation

Local
- Portsmouth Town Administrator John O. Thayer
- Westerly Council Clerk Florence L. Soloveitzik

BUSINESS

Manufacturing
- Ryerson and Son, Inc.
- Carroll Products, Inc.

Service
- Westerly Bakery, Inc.
- J. T. O'Connell, Inc.

Agriculture
- Westerly Grain and Supply Co.

Organizations
- Newport County Chamber of Commerce
- Rhode Island Chamber of Commerce
- Greater Providence Chamber of Commerce
- Rhode Island Development Council

RAILROADS

- The Providence and Worcester Railroad Co.

CONCERNED CITIZENS

- Ecology Action for Rhode Island
- Rhode Island Association of Railroad Passengers

CONNECTICUT

GOVERNMENT

Federal
- Senator Abraham A. Ribicoff
- Representative William R. Cotter
- Representative Ronald Sarasin
- Representative Robert Steele
- Representative Stewart McKinney
- Representative Ella Grasso

State
- Connecticut Governor Thomas Meskill
- Connecticut Attorney General Robert K. Killian
- Connecticut Department of Environmental Protection
- Connecticut Department of Transportation
- Connecticut Department of Commerce
- Connecticut Transportation Authority
- Connecticut Industrial Development Council
- Senator Lawrence J. Derardis
- Senator Richard C. Bozzuto
- Representative Walter J. Conn
- Senator George Guidera
- Senator John Howard
- Senator Nicholas Lenge
- Representative Grant Apthorp
- Representative Edgar A. King
- Representative John Morrison
- Representative William R. Ratchford
- Representative Francis J. Collins
- Representative Richard A. Dice
- Representative Gardner Wright Jr.
- Representative Robert Vicino
- Representative Andrew Grandel
- Representative Joseph Dinielli
- Representative Richard Wagner
- Representative John Savage
- Representative Bernard P. Auger
- Representative Louis Berry
- Representative Virginia Connoly
- Representative Richard E. Varas
- Representative Daniel McKeever
- Northeastern Connecticut Regional Planning Agency
- Central Naugatuck Valley Regional Planning Agency
- Central Connecticut Regional Planning Agency
- Southwestern Regional Planning Agency
- Connecticut River Estuary Regional Planning Agency
- Southeastern Connecticut Regional Planning Agency
- Southcentral Connecticut Regional Planning Agency

Regional
- Mattabasseet District-Regional Sewage Authority
- Housatonic Valley Council of Governments
- Housatonic Valley Council of Elected Officials

City and Town
- Kenneth A. Merz, Selectman—Cornwall
- Robert M. Hutchinson, Jr., Town Manager—Plainville
- Industrial Development Commission—Southington
- Elizabeth F. Jolley—Bloomfield

Clifford R. Vernilya, Town Manager—Bloomfield
Charles M. McCollan, 1st Selectman—Bethel
Elizabeth Gibbs, Councilwoman—Norwalk
Jesse P. Sanford, 1st Selectman—Redding
Mary Ann Guitar, Selectman—Redding
Russell H. Patrick, Town Planner—Wilton
Phylipp Dilloway, 1st Selectman—Wilton
Ralph A. Desantis, Town Manager—Wethersfield
Rocky Hill Economic Development Committee
Richard H. Blackstone, Mayor—E. Hartford
William H. Patrick, 1st Selectman—Darien
Planning and Zoning Commission—Darien
Frederick P. Daley, Mayor—Torrington
Albert H. Bigonesse, 1st Selectman—Plainfield
Norwalk Planning and Zoning Commission
Frederick T. Staples, Town Manager—Groton
Transit District—New London
Fred Ricci. Jr., Killingly Town Council
Edward Babula, 1st Selectman—Thompson
Harry D. Pattee, 1st Selectman—Woodstock
Lewis J. Gray, 1st Selectman—Canterbury
John T. Savage, 1st Selectman—Eastford
Leo C. Tetreault, Mayor—Putnam
Robert J. Miller, 1st Selectman—Putnam
Edward J. Podojil—Avon
William H. Blitz—Chesire
C. Samuel Kissinger, Town Manager—Enfield
William C. Rado, Mayor—Naugatuck
Greenwich Board of Health
Anthony Sbona, Mayor—Middletown
Armand Doyon, 1st Selectman—Griswold
Brookfield Planning Commission
John L. Daly, Jr., 1st Selectman—East Windsor
Bartholmew F. Guida, Mayor—New Haven
Dennis J. Murphy, Jr., 1st Selectman—E. Lyme
Kingsley H. Beecher, Mayor, Town of Winchester; City of Winsted
Stephen A. Flis, Town Manager—Farmington
Plainville Economic Development Commission
Charlotte Ried, First Selectman, Salisbury

BUSINESS

Manufacturing

George K. Shepard and Sons Co.
Clark Bros. Bolt Co.
Pratt and Whitney Aircraft
Charter Oak Container Corp.
Hermitage Hospital Products, Inc.
The Stanley Works
Hubbard—Hall Chemical Co.
Leonard Concrete Pipe Co., Inc.
Old Fox Chemical, Inc.
Glenbrook Laboratories, division of Sterling Drug
Chesebrough—Ponds, Inc.
Gilbert and Bennett Manufacturing Co.
General Cigar Co., Inc. Culbro Tobacco Div.
Pfizer, Inc.
General Electric Co.
The Bigelow Co.
Rex—Forge Div., Chloride Connrex
Stamford Iron and Steel Works, Inc.
General Dynamics, Electric Boat Div.
Kimberly Clark Corp.
The Dow Chemical Co.
United Illuminating Co.
Lea Manufacturing Co.
Lego Systems, Inc.
Becton Dickinson and Co.
U. S. Envelope Co.
Olin Corp.
Kendall Fiber Products Division
General Data Comm Industries, Inc.
General Motors Corp.
International Paper Co.
Connecticut Paper Board and Fiber Components Co.
Hale Manufacturing Co.
Sound Reduction Corp.
Allied Chemical
Waterbury Rolling Mills, Inc.
Rafferty Brown Steel Co.
Fairmont Corp. of Connecticut
Waterbury Farrel Div. of Textron
Wyckoff Steel
Package Machinery Co.
Duc Pac Corp.
Golden Street Industrial Park

Service

Caldor, Inc.
Associated Food Distributors Co.
The Day Publishing Co.
Northeast Utilities
Cassones's Bakery, Inc.
Yankee Milk Inc.
Brand Rex Co.
Atlantic Cement Co.
Polymer Industries
David Mangillo and Son, Inc.
Sterling Drug, Inc.
Equipment Service, Inc.
L. Suzio Concrete Co.
Valley Home and Garden Centre, Inc.
Nationwide Moving and Storage Co.
New Haven Trap Rock Co.
Hotchkiss Brothers Co.
H.K. Webster Stores of Connecticut
Hendels Investors Co.
Richmar Development Corp.
Hatch and Bailey Co.
FIP Corp.
R.T. Vanderbilt Co., Inc.

COPACO
Gypsum Constructors, Inc.
Gerrity Lumber Co.
Westvaco Corp.
Sanford and Hawley, Inc.
Eastern Color Printing Co.
The Waterbury Republican American
Amstar Corp.
Wickes Corp.
Puritan Furniture Mart
Niantic Lumber Co.
N.E. Lumber Sales
New London Tape Distributors, Inc.
The Connecticut Foundry
Suburban Propane Gas Co.
Frank Policastro and Sons, Inc.
Tri-State Reserve Supply Corp.
Home Gas Corp.
Bozzuto's Inc.
Klimas Real Estate Agency
Savin Enterprizes
Albert Brothers, Inc.
A. Fiorillo Co.
Associated Grocers
Superior Building Supply
American Propane Corp.
Forestville Lumber Co.
Friendly Wood and Wire Fence Co.
W.G. Glenney Co.
Emhart Corp.
Ryder Truck Rental
Brockway Smith Co.

Agriculture
Bloomfield Farmers Exchange, Inc.
Rytman Feed Corp.
Community Feed Stores

Organizations
Bridgeport Area Chamber of Commerce
Charter Oak Shippers Cooperative Association, Inc.
Southern New England Chapter of The Institute of Scrap Iron and Steel
Naugatuck Valley Industrial Council, Inc.
Eastern Connecticut Development Council
Town of Greenwich Chamber of Commerce
Wethersfield Chamber of Commerce
New Britain Chamber of Commerce
Glastonbury Chamber of Commerce
Danbury Chamber of Commerce
Putnam Chamber of Commerce
Lower Naugatuck Valley Chamber of Commerce
Waterbury Chamber of Commerce
New Haven Chamber of Commerce
Northwest Connecticut Chamber of Commerce
Cheshire Chamber of Commerce
Bridgeport Area Chamber of Commerce
Darien Chamber of Commerce
Greater Hartford Chamber of Commerce
Greater Springfield Chamber of Commerce
Bristol Chamber of Commerce
Greater Enfield Chamber of Commerce
Hamden Chamber of Commerce
Rocky Hill Business Association
Stratford Chamber of Commerce
Meriden Chamber of Commerce
West Hartford Chamber of Commerce
Connecticut Business and Industry Association
Greater New Haven Chamber of Commerce
Northeast Connecticut Chamber of Commerce
East Granby Chamber of Commerce
Plainville Chamber of Commerce
Connecticut Commission of Investors
Connecticut Development Council

RAILROADS
Richard Joyce Smith, Trustee,
N. Y., N. H. and H. RR Co., Debtor
The Berkshire RR Co.
The Valley RR Co.
C. B. Gunn,
PC Transportation Co.

LABOR
United Transportation Union
Local 2055, Transport Workers Union
United Auto Workers
Local 677, Waterbury

CONCERNED CITIZENS
Individuals
Leonard Powers
Albert McIntosh
David Peters
Mark Goodrich
Vincent Klimas
Howard Brock
John W. Macauley
Helen H. Abell
Linda C. Black
Charles O'Neill
Richard A. Westsmith, M.D.
Celine Karraker
Louise Remlin
Marny Concha
Thomas Creighton
Marjorie Newell
Richard E. Whittier
James F. Daly
John B. Pearson
Mark FiKite

Jerome Edwards
Jane Rombotis
Adele McCarry
James H. Bennett
Hjalmar Anderson
Bruno Gulaski
Robert L. Bliss
Richard S. Borden, Jr.
Edward Ulozas
Marilyn Ciccarello
Frederick Robinson
Kenneth A. Merz
Eugene J. O'Mera
June Keith
Harry Jones
Ray Bradefeld
Harold Isham
John Allen
Marguerite Watson
John P. McKenna
Alexander Papafil
Diane Salcedo
Donald Q. Miller
Frank E. Egler
Stephen Collin
Adrian H. G. Forestier, A.C.G.I.
J. Barry O'Connell
Sallie Morrison

Organizations
Connecticut League of Women Voters
Greenwich Environmental Action Group
Commuters Action Committee
Aware
Connecticut Committees of Correspondence
Central Connecticut Rail Passenger Association
Waterbury-Bristol-New Britain-Hartford Rail Service Association
Environmental Study and Protection Corp.
Connecticut Citizens Action Group
Connecticut Public Interest Research Group
Hartford YWCA
United Church of Christ
Redding League of Women Voters
Connecticut Thoracic Society
Shoreline Trains Association
Darien Environmental Action Group
New Canaan Audubon Society
American Freedom Train Foundation
Connecticut Conservation Assoc.
Northeast Transportation Coalition
Marianapolis Preparatory School
Northeast Corridor Rail Action
Georgetown Lions Club
Guilford League of Women Voters
Connecticut Caucus of Democrats
Berkshire-Litchfield Environmental Council
Housatonic Audubon Society
Citizens Action Council
Citizens for Balanced Environment and Transportation, Inc.
Poverty Hollow Association
United Newhallville Organization

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