



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

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

Rail Service in the Midwest and Northeast Region

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

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

Interstate Commerce Commission
Washington, D.C. 20423

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**Volume III
Midwestern 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 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 under the District of Columbia a summary of the information submitted by Federal agencies and national associations and testimony of a general nature concerning rail passenger service. Volume III includes testimony related to portions of the United States not located within the Northeast and Midwest Region as defined in the Act.

As drafts of each state were completed, they were forwarded to the U.S. Railway Association for its 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.

OHIO

Ohio, popularly known as the "Buckeye State", is located in the midst of the nation's industrial heartland. Although it is pre-eminently a manufacturing state, Ohio also ranks as a national leader in mining and usually ranks among the first ten states in the total value of its agricultural products. The coal, lumber, rubber, iron and steel industries are vital to both the nation and Ohio's economy, but it is agriculture that is Ohio's most important employer. Fifty-three percent of Ohio's working population is employed in various agri-business enterprises.¹

The great manufacturing centers of Ohio are located in Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Springfield, Toledo and Youngstown.

The 1970 census showed Ohio with a population of 10,652,017, ranking sixth among the states. Of this total population, 75.3 percent resided in urban areas and 24.7 percent resided in rural areas.

Rail service is vital not only for the transportation of Ohio's products to market, but also because of Ohio's geographic location—Ohio serves as an essential bridge state for freight traffic traveling between the Middle Atlantic states and the Midwest. Railroads operating in the state as of December 31, 1971 were:

Class I

Akron, Canton & Youngstown AC&Y Ann Arbor AA Bessemer & Lake Erie B&LE C&O/B&O Cincinnati, New Orleans & Texas Pacific CNO&TP Detroit & Toledo Shore Line D&T	Detroit, Toledo & Ironton DT&I Erie Lackawanna EL Louisville & Nashville L&N Norfolk & Western N&W Penn Central PC Pittsburgh & Lake Erie P&LE
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Class II

Lorain & West Virginia Mahoning Coal Midway	Toledo, Angola & Western Youngstown & Southern
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¹ Because of its agricultural orientation Ohio relies heavily upon its commercial storage capacity, which ranks 9th nationally. Governor John J. Gilligan reported that 60 percent of Ohio's grain warehouses would be forced out of business immediately if the DOT's proposed restructuring were accepted. The Ohio Department of Agriculture reported that 794 of the 985 dealers licensed to buy and move grain commercially in Ohio would lose rail service under the DOT recommendations. Lansing Grain Co., located in Toledo, reported that DOT's proposal would result in a yearly loss to Ohio farmers of \$8.55 million.

Switching and Terminal Companies

Akron & Barberton Belt Atchison Bridge Cincinnati Union Terminal Cleveland Union Terminals Covington & Cincinnati Ele- vated RR. & Transfer & Bridge Co. Cuyahoga Valley Dayton Union	Fairport, Painesville & Eastern Lake Erie & Eastern Lake Terminal Lakefront Dock & Railroad Terminal Newburgh & South Shore River Terminal Toledo Terminal Youngstown & Northern
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The DOT Report divided the state of Ohio into 24 zones (Figure 1): Lorain (Zone 91); Ashtabula (Zone 92); Youngstown (Zone 93); Cleveland (Zone 94); Akron (Zone 95); Canton (Zone 96); Dover (Zone 97); Steubenville (Zone 98); Wheeling, West Virginia (Zone 99); Sandusky (Zone 100); Mansfield (Zone 101); Zanesville (Zone 102); Columbus (Zone 103); Athens (Zone 104); Portsmouth (Zone 105); Cincinnati (Zone 106); Hamilton-Middletown (Zone 107); Dayton (Zone 108); Springfield (Zone 109); Bellefontaine (Zone 110); Lima (Zone 111); Marion (Zone 112); Toledo (Zone 113); and Defiance (Zone 114).

The DOT Report classified 32 percent of the state's total rail mileage potentially excess (Figure 1), and only 26 percent of Ohio's stations were recommended for local rail service. In 1972, Ohio rail users generated approximately 3.98 million carloads of freight, the second highest in the region. Despite the Department of Transportation's calculations that only four percent of Ohio's traffic or roughly 142,000 carloads would be lost under its proposed rail restructuring, the Montgomery County Commissioners pointed out that the impact will be much greater than the mere initial loss of an estimated 142,000 carloads. The Commissioners stated that the first reduction in rail lines would unleash a "domino effect" whereby the initial carload loss ultimately triggers another set of abandonments, which in turn sets up the potential for further abandonments, etcetera.

Ohio submissions discussed in detail the results which might flow from implementation of the DOT proposals. These possible results included: potential agricultural, industrial and retail business curtailments, relocations or shutdowns; exacerbation of existing unemployment prob-

OHIO

ZONE LOCATOR MAP

Figure 1



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

lems; income and tax revenue losses;² loss of competitive positions and industrial markets; increased transportation costs; increased energy consumption; increased highway building and maintenance costs; loss of capital investments; cost of altering dock facilities; community growth retardation; disruption of present traffic patterns; decreased food supply; decreased land values; increased shipping times; increased welfare cost; increased traffic congestion on remaining rail lines; increased consumer prices; increased population density in metropolitan areas; and environmental degradation—land use, air quality, noise levels, and traffic congestion.

ZONE 91

Potentially Excess Lines

The DOT Report designated the following two sections of the line within Zone 91 potentially excess:

- (1) The PC line from Elyria through Clyde (Zone 100) to Toledo (Zone 113) with spur lines in Zone 100 from Fremont to Erlin and from Fremont to Davidson.
- (2) The N&W line from Lorain to Wellington.
- (3) The AY line through Huntington and Bakus in the southernmost section of the line (discussed in Zone 95).

PC: Elyria to Toledo

The Elyria to Toledo line is operated by the Penn Central and serves the cities of Elyria, Oberlin, and Kipton in Zone 91; Collins, Norwalk, Monroeville, Clyde, Fremont, Elmore, and Genoa in Zone 100; and Toledo in Zone 113. That portion of the line between Norwalk and Fremont in Zone 100 is jointly operated by the Penn Central and the Norfolk and Western. The following two segments of the total line were designated potentially excess by the DOT: (1) between Elyria (Zone 91) and Norwalk (Zone 100) and (2) between Fremont (Zone 100) and Lindsey (Zone 100).³

Opposition to the abandonment of this line focused on increased transportation costs, plant closures, and the loss of capital investments which would result from loss of service. Table 1 contains a traffic profile of the line.

The Northeast Ohio Areawide Coordinating Agency (NOACA) reported that abandonment of this line

² While Ohio ranks third in the amount of tax revenues collected from railroads, according to Governor Gilligan, the state and local governments have lost \$6 and \$37 million, respectively, as a result of the Erie Lackawanna and Penn Central bankruptcies.

³ The DOT's March 1, 1974 additions and corrections supplement indicated that the PC line from Genoa (Zone 100) to Lindsey (Zone 100) should not be shown as potentially excess.

would hamper projected industrial development in Oberlin where from 100-200 acres of land located in an industrial park and additional acreage outside of the park have been zoned for industrial development. NOACA also reported that the Kipton Elevator Association ships only one-third of its total grain by rail because the PC cannot supply it with enough rail cars. Kipton is building a small holding plant in Wellington in order to be able to use the N&W in the event the PC is abandoned.

Table 1: Traffic Profile: Elyria to Toledo

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Heinz, DJA		800		
Kipton Elevator Association	Grain		50-70	
Farmer's Elevator	Grain		27	
Suncraft of California	Lumber			
Woodall Industries	Plastic compression moldings	303	401	500
Rural Service Inc. (Fremont) (Clyde)	Grain, fertilizer			
Farmer's Mercantile Elevator Co. ¹	Grain, coal, lumber		246	
Firelands Elevator Assn.	Grain	100	70	
Bellevue Farmers Coop. Assn.	Grain	238 ²	218 ²	
Central Soya			2,790	
Thompson Industries Co.	Styrofoam cups			500
Union Carbide Corporation	Chemicals			

¹ Farmer's Mercantile Elevator Company, located in Lindsey, reported that between 3,500 and 4,000 carloads pass through Fremont (Zone 100) yearly.

² The carload figures supplied by the Bellevue Farmers Coop Association are for the fiscal periods July 1, 1971 to June 30, 1972 and July 1, 1972 to June 30, 1973.

If rail service were eliminated, Fireland's Elevator Association, located in Norwalk, estimated that the cost of moving its grain shipments by motor transportation would increase by more than five cents per bushel.

Thompson Industries, Inc. located in Monroeville, stated that if rail service were eliminated between Norwalk and Bellevue the firm would be forced to close its plant. Thompson Industries expects to complete a plant expansion program in 1974, thereby raising its total investment to \$3 million.

Rural Serv, Inc., located in Clyde, operates a 475,000 bushel grain storage facility. Rural Serv reported that during the peak harvest season it handles upwards of 50,000 bushels of grain per day. It is virtually impossible

to inspect, load and ship such quantities of grain by any other transport mode than rail.

A number of submissions to the RSPO expressed shippers' dissatisfaction with Penn Central's car shortages. Farmer's Mercantile Elevator Company stated that it has had to wait three to four months to receive ordered cars. Similar difficulties were reported by Fireland Elevator Association and Farmer's Elevator.

The 6 mile spur from *Fremont to Erlin* is operated by the Norfolk and Western. However, according to the testimony of the Ohio Power Company, this line actually extends northeastward all the way to Sandusky, Ohio. Rail users located on this line who offered information to the RSPO were: Ohio Power Company; Rural Serv, Inc.; and Ohio Liquid Disposal, Inc., which generated 150 carloads of liquid industrial waste during the past 18 months.

Ohio Power Company stated that it has purchased a plant site in the Sandusky Bay area and plans to ultimately utilize this spur to receive shipments of coal and generator motors that individually weigh in excess of 200,000 pounds and are over 40 feet long.

Rural Serv, Inc., located in Erlin, reported that it had been contemplating building an anhydrous system on this line but because of the tank car shortage it shifted to an anhydrous truck storage system instead. Rural Serv also stated that it recently closed down its 20,000 ton grain storage facility.

The need for the continuation of rail service over this line was also voiced by the Ohio Liquid Disposal Corporation. This company presently accumulates liquid industrial wastes from local businesses and transports them to Erlin where they are disposed of in an ecologically sound manner. Ohio Liquid Disposal stated that in order for area rivers and lakes to be either kept free from pollution or eventually returned to an unpolluted state, wastes must be disposed of in such an economical and ecological manner. Elimination of this spur would thwart these efforts.

The spur from *Fremont to Davidson* is operated by the Norfolk and Western and serves only those two cities. The only rail user located on this line who offered information to the RSPO was Rural Serv, Inc., located in Davidson, which generated 41 carloads of fertilizer and grain in 1972, and 105 carloads of the same materials in 1973. Rural Serv, which added a 155,000 bushel storage facility in 1973, is planning an additional \$189,000 expansion of its Davidson facilities in 1974. Loss of rail service, it is claimed, would substantially increase transportation costs to local farmers thereby reducing their income. Rural Serv also expressed dissatisfaction with rail car shortages which cost the company in 1973 over \$60,000 in interest charges, re-drying and re-handling expenses.

N&W: Lorain to Wellington

The 28.4 mile Lorain to Wellington line is operated by the Norfolk and Western and serves the cities of Lorain, South Lorain, Quarry Junction, Pitts, and Wellington. Carter Lumber Company located in Sheffield Village voiced its interest in the line. The Northeast Ohio Areawide Coordinating Agency stated that the line has not been used in a number of years and recommended that the line be abandoned. The Ohio Department of Transportation felt that the stations at Wellington and Amherst, which it claimed annually generate 606 and 323 carloads, respectively, should continue to receive rail service since stations in neighboring zones which are generating fewer carloads have been recommended for continued rail service by the DOT.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines in Zone 91 which were not designated potentially excess by the DOT was also received. Table 2 contains a list of businesses which submitted data to the RSPO.

Table 2: Traffic Profile: Zone 91 Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Black River Lumber and Supply Co.	Lorain	38	40	
Lorain House Lumber	Lorain			
Koehring Co.	Lorain			
U.S. Steel Corp.	Lorain			
Nelson Stud Welding	Lorain			
Ohio Edison Co.	Lorain			
Amherst Lumber Co.	Amherst			

ZONE 92

Potentially Excess Lines

The following line was designated potentially excess by the DOT in Zone 92:

- (1) The PC line from Ashtabula to Jamestown, Pennsylvania (Zone 75).

PC: Astabula to Jamestown, Pennsylvania

This line extends southeast from Dorset Junction through Mann and Andover to Jamestown, Pennsylvania (Zone 75).

Evidence in support of continued service over the line was received from the Eastgate Development and Transportation Agency which stated that four trains per day varying in length from 40 to 150 cars and carrying mainly coal from western Pennsylvania to Ashtabula Harbor move over the line. The County Planning Commission of Ashtabula County recommended retention of the line, not only because of the coal movements but also because of: the high volume of iron ore moving

to the Lake Erie port; national defense reasons; and the need for an alternate rail route in the event of track blockage. The Commission also stressed that a number of new industrial parks are being developed along this rail line particularly around the Andover area.

Rail users located on this line who offered information to the RSPO were: Rockwell International Automotive Group, which generated 720 carloads in 1973; and Central Chemical Corporation, which generated 103 carloads of nitrogen, phosphates and potash in fiscal 1973. The Central Chemical Corporation, located at Andover, provides fertilizer materials to over 450 farmers in the Ohio Counties of Ashtabula, Geauga, Lake Portage and Trumbull and in the Pennsylvania Counties of Crawford, Erie and Mercer. The firm's Andover plant receives potash from Saskatchewan, Canada and New Mexico; phosphate from Florida, Louisiana and North Carolina; and nitrogen from Delaware, Pennsylvania, and Ontario, Canada. Central Chemical stated that the distance factor associated with moving these raw materials precludes the economic use of motor carriers as an alternative mode of transport.

Rockwell International, which operates a plant in Ashtabula, testified that the Penn Central line provides a direct route, which would otherwise not be available, to its customers located south and southeast of Ashtabula.

Lines Not Designated Potentially Excess

Not all of the evidence received by the RSPO was directed toward lines labeled potentially excess in Zone 92. For example, the Goodyear Tire and Rubber Company submitted a statement for its subsidiary the Geneva Metal Wheel Company, which is located along the line at Geneva. The city of Geneva, although located on a viable rail line, was not recommended for local service by the DOT. Even though Goodyear conceded that rail usage of the spur serving this plant is sporadic, it stated that rail service is necessary for the continued operation of the entire distribution and warehousing system established by the Geneva Metal Wheel Company. Opposition to the possible elimination of local rail service at Kingsville, on the line, was expressed by the Busy Beaver Building Center. Busy Beaver generated 25 and 34 carloads of wood products in 1972 and 1973, respectively. The firm anticipates a need for 42 rail cars in 1974. Concern for continued Penn Central service was also expressed by Inland Container Corporation. Inland's plant at Ashtabula generated 705 carloads of containers in 1973 and expects to increase its rail use to 904 carloads by 1976.

The Mahoning Coal Railroad Company, a Penn Central subsidiary, stressed the need for continued operation of the line from Ashtabula to Youngstown via Dorset because this line provides the most direct (58.1

miles vs. 59.8 miles) and the fastest (50 mph vs. 30 mph) rail route between these two points. The Mahoning Railroad hauled 172,539 and 167,409 carloads of coal and iron ore along this line in 1972 and 1973, respectively.

ZONE 93

Potentially Excess Lines

The DOT Report designated the following two segments of line within Zone 93 potentially excess:

- (1) The C&O/B&O line from Warren to Painesville in Zone 94.
- (2) The EL line from Niles south through Greenford to Lisbon in Zone 97.

According to the DOT's March 1, 1974 additions and corrections supplement, Struthers, which was shown on the DOT map as being located on the line south of Youngstown, should be on the PC line between Lowellville and Haselton and Goodman should be added to the list of "points recommended for local service."

The following technical errors in the February 1st Report for Zone 93 were noted by the Ohio Department of Transportation and Rockwell International:

- (1) The DOT Report did not note that the PC provides daily switching service at Newton Falls.
- (2) The stations of Sebring and Wardwell, points recommended for rail service, were not shown on the DOT zone map.
- (3) Goodman which generates 36,399 carloads annually, was shaded blue on the DOT zone map but was not listed in DOT's table of "Points Recommended for Local Rail Service".
- (4) In view of the fact that Wardwell, which generates 268 carloads, was recommended for local rail service, the Ohio DOT stated that Phalanx, which generates 384 carloads annually; and Cortland, which generates 308 carloads annually; should likewise have been recommended for local rail service.
- (5) Canfield, which generates 306 carloads annually, is located on rail lines recommended for abandonment; the Ohio DOT believed that rail service for Canfield should be reevaluated before the final system plan is implemented.

C&O/B&O: Warren to Painesville

The C&O/B&O Lake branch serves Warren, State Road, and West Farmington in Zone 93 and Middlefield, Burton, East Claridon, Chardon, Concord and Painesville in Zone 94.

Concern was expressed over the potential abandonment of this line primarily because of increased transportation costs and the loss of tax revenue. Geauga County reported that it would lose approximately \$35.4 thousand in taxes if this line were abandoned. Table 3 contains a traffic profile of the line.

Table 3: Traffic Profile: Warren to Painesville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Hambden Building Products Co.	Wood products		48	
Chardon Lumber Co.	Lumber		72	
Landmark Store	Grain		36	
Johnson Rubber Co.			96	
Geauga Industries			600	
Burton Rubber Processing, Inc.	Rubber		144	
Snap Out Forms			60	
Fritinger Feed Stores	Grain		240	
Fritinger Lumber, Inc.	Lumber		180	
Mamaw Feed Mills	Grain		144	
Mamaw Lumber Co.	Lumber		180	
Middlefield Hardware			120	
Ball and Rubber Plastics	Plastics		360	
Normandy Products Co.	Sand, gravel			120
W. C. Best, Inc.	Sand, gravel		1,200	
Painesville Municipal Light Co.	Coal	1	1	1
Diamond Shamrock Chemical Co.	Coal	6,100 ²	6,100 ²	6,100 ²
Exxon Chemical Co. USA				
Universal PVC Resins, Inc.			2,800	
Markle Lumber Distributors, Inc.	Lumber			

¹ The Painesville Municipal Light Company generated 20,875 tons of freight for the C&O/B&O in 1972 and 14,935 tons in 1973, and projects that it will generate 56,750 tons of freight by 1980.

² Terminating carloads.

The Painesville Municipal Light Co. reported that it has 38 million watt transformers which serve an area containing 40,000 people. Any increase in the company's transportation costs resulting from switch over from rail to motor transportation would ultimately have to be borne by its consumers.

Additional tonnage along this line is expected in the future from the Burton Rubber Processing Company, which is expected to build a new plant in Tennessee and ship materials into Ohio, and from two new industrial parks being built in Chardon and Middlefield.

EL: Niles to Lisbon

The EL Niles to Lisbon line serves Niles, Ohlton,

West Austintown, Canfield, Marquis and Greenford in Zone 93 and Washingtonville, Leetonia, and Lisbon in Zone 97. Only that portion of the line between West Austintown and the Zone 93 boundary (just north of Washingtonville) was declared potentially excess by the DOT. Table 4 contains a traffic profile of the line.

The major potential impacts resulting from the proposed abandonment according to the evidence submitted to the RSPO were: the loss of capital investment; unemployment; increased transportation costs; and the loss of competitive positions.

The Lisbon Area Chamber of Commerce listed the following reasons why rail service along the line should be preserved:

- (1) Without the line Lisbon shippers would have to switch cars with the PC at Leetonia; with the Youngstown and Southern at Columbiana; and with other rail lines at Youngstown in order to have EL make the ultimate delivery.
- (2) Local switching facilities are completely inadequate and would have to be constructed at a heavy cost.
- (3) Additional switching would create service delays.
- (4) Tremendous quantities of coal being shipped from Lisbon via the Erie Lackawanna.
- (5) The distance from Lisbon to Niles is so short that the proposed rail service elimination borders on the ridiculous.

Table 4: Traffic Profile: Niles to Lisbon

Rail user ¹	Commodity	Estimated carloads		
		1972	1973	Projected
Perfection in Carbide				
Busy Beaver Building Centers, Inc.	Wood products	35	40	41
AFC Corporation	Clay, tile		262	
Landmark, Inc.	Grain	30	40	80
Pittsburgh Canfield, Inc.	Steel	45	48	52
Tamarkin Co.				
Strouss Department Stores				
Carter Lumber Co.	Lumber			

¹ The Lisbon Area Chamber of Commerce reported that 3,178 carloads were generated by businesses located in Lisbon during 1973.

Dan Lewis of E. J. Lewis Realtors stated that \$85,000 has already been appropriated for constructing a rail spur to serve the Western Reserve Industrial Park in West Austintown, which expects to be developed beginning in March, 1974.

AFC Corporation predicted that, if rail service were

eliminated, it would be forced to terminate the employment of 87 people.

Busy Beaver Building Center estimated that a shift to trucking would increase its freight cost by 15 percent. The firm also predicted it would lose its competitive position vis a vis those firms not losing rail service.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines not designated potentially excess by the DOT in Zone 93 was also received. Table 5 contains a listing of businesses that submitted data to the RSPO.

Table 5: Traffic Profile: Zone 93 Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Busy Beaver Building Center	Cortland	124	130	138
Halliburton Services	Cortland			40
Landmark, Inc.	Cortland			
Carter Lumber #305	Cortland			
Wheeling-Pittsburg Steel Corp.	Warren			
Rockwell International	Newton Falls		3,600	
Republic Steel	Youngstown Warren			

Carter Lumber Company expressed dissatisfaction with the Erie Lackawanna Railroad with respect to demurrage and spotting problems at its Cortland facilities. Inland Wholesale Lumber Company, the purchasing agent for 68 retail Carter Lumber outlets, reported that the Carter Company received over 4,000 carloads of lumber, plywood and related items during 1973.

ZONE 94

Potentially Excess Lines

The DOT Report designated the following lines within Zone 94 potentially excess:

- (1) The C&O/B&O line from Cleveland to Sterling (Zone 97).
- (2) The C&O/B&O line from Painesville to Warren (discussed in Zone 93).
- (3) The AC&Y line from Silver Creek to Spencer (discussed in Zone 95).

The following technical errors in the February 1 Report for Zone 94 were noted by the Ohio Department of Transportation and the Medina Chamber of Commerce:

- (1) The station at Medina generated 11,064 carloads not 2,934 as shown in the DOT Report.
- (2) The stations at Cleveland Pier, Collingwood, Morton, South Brooklyn, South Park, West Park, and Willow are points recommended for

rail service but not shown or shaded blue on the DOT zone map.

- (3) The Ohio DOT contended that, in view of the fact that Fairport Harbor, which generated 107 carloads in 1972, was recommended for local service, Madison, (579 annual carloads), Solon (393 annual carloads), and Mentor (323 annual carloads) should also have been recommended for local rail service.
- (4) The Ohio DOT believed the proposed abandonment of rail service for the following stations should be reevaluated before the final system plan is implemented: Chardon, which generates 547 carloads annually; Middlefield, which generates 325 carloads annually; Strongsville, which generates 547 carloads annually; and Valley City, which generates 401 carloads annually.

C&O/B&O: Cleveland to Sterling

This line serves Cleveland, Strongsville, Valley City, Lester, Chippewa Lake, and Seville in Zone 94 and Sterling in Zone 97. Only that portion of the line from south of Cleveland to Chippewa Lake was declared potentially excess by the DOT Report.

Witnesses predicted that abandonment of this line would result in business closures, increased unemployment and anticipated industrial expansion. Traffic data from businesses served by the line is contained in Table 6.

The loss of rail service on this line would cause the closure of the Kalinich Fence Company and the Weiler Wilhelm Lumber Company. The latter firm stated that, if it were forced to shut down, it would terminate the employment of 25 people.

Future growth in the area was predicted by the Cuyahoga Landmark Corporation, Weiler Wilhelm Lumber, Xerox Corporation, and B&O Auto Parts. The Cuyahoga Landmark Corporation reported that it is developing land along the line for industrial purposes which will require the use of rail transportation. Weiler Wilhelm Lumber stated that it has recently constructed a new \$100,000 warehouse and shop facility which will increase its need for rail service. Kalinich Fence Company reported that B&O Auto Parts plans to construct a rail siding along the line. Xerox Corporation reported that it has recently begun operations at its regional distribution center in Strongsville, and, because of expected increases in rail use, it is contemplating the construction of its own siding, provided service is maintained at Strongsville.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not desig-

Table 6: Traffic Profile: Cleveland to Sterling

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Temple Lumber Co.	Lumber			
National Engineering & Contracting Co.		6	8	
Sjansky's Evergreen Nursery		4	5	
Minsch Nursery		5	6	
Litehouse Pool Products Co., Inc.		5	3	
Columbia Cut Stone Co.		7	7	
B&O Auto Parts Gorton Corp.		220	260	
Mack Industries		26	33	
Hinchcliff Products Co.	Auto parts	64	106	
Kalinch Fence Co.	Lumber	147	177	330
MTD Products, Inc. (Parma)	Metal stampings	604	640	
(Valley City)		391	318	
Xerox Corp.	Duplicating and copy machines			1
Bethlehem Steel Corp.	Steel	187	349	
Glidden Durkee Futurmill Corp.				
General Motors Corp.	Automobiles			
James Lumber Co.	Lumber	75	90	126
Cashway Lumber Mart	Lumber	99	70	
Bob Schmidt Homes	Lumber	50	33	
Cuyahoga Landmark, Inc.	Grain	15	15	
Van Dorn Co.		2	26 ²	
Weiler Wilhelm Lumber	Lumber	118	120	130-150
Bagley Road Lumber Co., Inc.	Lumber			
North Olmsted Lumber Co.	Lumber			
The Lumber Mart	Lumber			

¹ Xerox Corp. generated 12,500 tons of freight over the line in 1973.

² The carload figures supplied by Van Dorn Company cover only a six months period in 1973.

Table 7: Traffic Profile: Zone 94 Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
General Motors Corp.	Euclid		4,000	
Republic Steel Corp.	Cleveland			
PPG Industries	Cleveland			
Carter Lumber Co.	Solon			
Van Dorn Company	Solon		189 ¹	
Georgia-Pacific Corp.	Berea	535	622	700
National Lime & Stone Co.	Medina			
Lodi Lumber Co.	Lodi			
Caterpillar Tractor Co.	Mentor		98	

¹ The carload figures supplied by the Van Dorn Company cover only a six month period in 1973.

nated potentially excess by the DOT in Zone 94, such as the C&O/B&O, N&W and the PC, was also received. Table 7 contains a list of those businesses which submitted data to the RSPO.

ZONE 95**Potentially Excess Lines**

The DOT Report, as supplemented and corrected, designated the following lines within Zone 95 potentially excess:

- (1) The AC&Y line from Mogadore (Zone 95) through Spencer (Zone 94), Huntington (Zone 91), Greenwich (Zone 100), and Chatfield (Zone 112) to Delphos (Zone 111).
- (2) The Norfolk and Western line running from Cleveland (Zone 94) through Mogadore (Zone 95) from Canton (Zone 96) to Navarre (Zone 96).
- (3) The C&O/B&O line running from Akron via Aultman (Zone 95) through Canton (Zone 96) to Dover (Zone 97).

The following technical errors in the February 1st Report for Zone 95 were noted by the Ohio DOT.

- (1) Atlas, Barberton Siding, Fairlawn, and South Akron were recommended for rail service but were not shaded on the DOT Zone map (Fairlawn and South Akron were not shown at all).
- (2) Rootstown and Hudson, which generate 479 and 455 carloads per year, should have been recommended for local rail service.
- (3) The decision to cease rail service to Copley, which generates 662 carloads per year, should be reevaluated before the final rail system plan is implemented.

AC&Y: Mogadore to Delphos

The 169.3 mile Mogadore to Delphos line is operated by the Akron, Canton & Youngstown and serves Mogadore, Akron and Copley in Zone 95; Sharon Center, Medina and Litchfield in Zone 94; Huntington and Bakers in Zone 91; New London, Old Town and Greenwich in Zone 100; Plymouth in Zone 101; New Washington, Chatfield, Sycamore, and Carey in Zone 112; Mount Blanchard, Arlington and Seneca in Zone 100; and Buffton, Pandora, Columbus Grove, Vaughnsville, Rimer and Delphos in Zone 111. Table 8 contains a traffic profile of the line.

Opposition to the abandonment of this line focused on the following: the inability of trucks to handle the additional tonnage due to highway system inadequacies and to the physical characteristics of certain types of

Table 8: Traffic Profile: Mogadore to Delphos

Rail user	Commodity	Estimated carloads			Rail user	Commodity	Estimated carloads		
		1972	1973	Projected			1972	1973	Projected
Central Soya			2,518 ¹		Landmark, Inc.	Grain, fertilizer			
Brown-Graves Co.					(Mt. Blanchard)				
Minnesota Mining & Manufacturing	Sulphuric acid		193	2	(New Washington)				
General Tire & Rubber Co.			3,800 ³		American Electric	Electricity		6	
Firestone Tire & Rubber Co.	Tires		6,902 ⁴		Power Service Corp.				
Babcock & Wilcox Co.	Nuclear reactors				Goodyear Tire & Rubber Co.				
Buy-Rite Lumber Co.	Lumber								
Fairlawn Supply & Concrete Co.		3,375	4,654	5,000					
Wickes Lumber Corp.	Lumber		78						
National Lime & Stone Co.	Limestone		5						
E. Helman Co., Div. of U.S. Industries	Polystyrene plastic		400-450						
Wyandot Dolomite, Inc.	Limestone		5						
B. F. Goodrich Corp.	Tires, chemicals		1,076						
Horning Supply				110-115					
B. W. Hellman Co.				120					
Stoller Warehouse & Storage Co.				7,403					
Ashland Chemical	Aromatic solvents			97					
Medina Supply Co.									
Harco Corp.									
Bliss & Laughlin Steel Co.	Steel		500-550						
Permold, Inc.				68					
Famco, Inc.			6	100					
Trumbull Asphalt Co.	Asphalts		57						
Medina Farm Bureau Coop.	Coal, fertilizer		23						
Amoco Chemical Corp.			90	101					
A. I. Root Co.			25						
Bennett Lumber			40						
Tru-Fit Corp.									
Ruhlin Construction Co.	Lumber								
Gowe Printing Co.	Paper products		160						
Promotional Fixtures									
Vistron Corp. (Arlington)									
(Plymouth)									
(Syracuse)									
Latex Industries Cyclonics									
Friction Products Co.	Copper		10						
Menasha Corp.			132						
Lloyd A. Fry Roofing Co.			282						
James Risser Lumber	Lumber		52						
Smith Farm Equipment	Farm equipment		15-20						
Sohigro Fertilizer	Fertilizer		40-45						
New Washington Equity Co.	Grain		15						
The Budd Co.	Auto parts		276						
Lykens Farm Supply Co.	Grain	28	30	125					
Konalrad Products, Inc.		92							

¹ The carload figures submitted by the Central Soya Company represented the total carloads for the AC&Y, the N&W, and the PC at Delphos.

² The Minnesota Mining and Manufacturing Company estimated that its carload traffic would increase by 30 percent in 1974.

³ The carload figures submitted by General Tire & Rubber Company represent the total carloads generated by its Akron plant and its Springfield distribution center.

⁴ The carload figures submitted by Firestone Tire & Rubber Company represent the total carloads for the AC&Y, C&O/B&O, and the PC.

⁵ National Limestone Company and Wyandot Dolomite Corporation generated 750,000 and 500,000 tons of limestone, respectively, for the AC&Y in 1973.

⁶ The American Electric Power Service Corp. generated 52,000 tons of coal for the AC&Y in 1973.

freight, particularly hazardous chemicals; increased transportation costs; unemployment; the loss of competitive positions; increased shipping times; income and tax revenue losses; community growth retardation; and business closures.

One of the major concerns expressed over the abandonment of this line focused on the increased transportation costs of those firms able to shift to truck transportation in the event of rail service termination. Brown-Graves Company and Buy-Rite Lumber Company reported that conversion to truck transportation would increase their freight bills by 15 to 20 percent. Bliss and Laughlin Steel Company predicted that a switch to motor carrier would cost \$200,000 for alteration of its dock facilities; and Permold Corporation stated that its transportation costs would double. Konalrad Products, Inc. estimated that its freight bill might increase three to five times if forced to shift to motor transportation. Without carload rates on lumber, James Risser Lumber Company stated that its transportation costs via motor carrier would rise substantially.

Without rail service a number of companies stated that they would either curtail or close their operation and terminate employees. Stoller Warehouse and Storage Company predicted that a rail abandonment would terminate the employment of five people. Medina Supply Company and B. F. Goodrich reported that eliminating rail service would result in the termination in employment of 100 and 88 employees, respectively. B. F. Goodrich noted that the AC&Y provides the only rail service between its Akron plant and its Medina warehouse. The loss of rail service would force National Lime to

reduce its operation and terminate a number of employees. The Wyandot Corporation would have to close its quarry entirely.

Harry Stewart, representing the Akron Progress Board, testified that a rail abandonment impact survey conducted for 36 firms using 20 rail cars or more annually over the AC&Y or the C&O/B&O lines that serve Akron revealed the following: 6 of those companies would immediately close if rail service were terminated—one of these firms employs 212 people; 13 firms would relocate—one of these firms employs over 4,000 people; 22 companies would reduce employment; 27 companies would lose their competitive position; 28 firms would promptly pass on any increased transportation costs to their consumers; and 21 companies would not have alternate truck or rail service available. These 36 firms were reported to have generated 44,852 carloads of freight in 1973. The firms expect to generate 47,500 and 52,000 carloads of freight in 1974 and 1975, respectively.

Famco Corporation, Amoco Chemical Corporation and Tru-Fit Corporation all stated that they have expansion programs dependent upon adequate rail service.

Mayor J. D. Alge of Arlington reported that abandonment of the AC&Y would result in a yearly tax revenue reduction of \$4,882.26; the curtailment or closure of 3 local businesses; and the possible unemployment of 18 people. Mayor Alge predicted that the economic loss to the community might ultimately be as high as \$800,000 or \$900,000 a year.

Konalrad Products, Inc., which is the largest employer in Pandora, reported that rail service is essential to its operations even though its rail use in 1973 declined 33 percent from 1972. The reason for this decline, according to Konalrad, was due to the petrochemical shortage. In 1972, Konalrad was able to obtain over 800,000 gallons of antifreeze, while in 1973 it was only able to obtain 350,000 gallons. In 1972, Konalrad was able to receive 1,440,000 pounds of resin, but in 1973 it was only able to receive 40,000 pounds.

Opposition to the abandonment was also advanced by several rail users who pointed out limitations upon the use of trucks as an effective alternate mode. Minnesota Mining and Manufacturing Company, for example, stressed that it is impossible to use motor carriers to haul certain hazardous chemicals. The Medina Chamber of Commerce reported that the highway system in and around the Medina area is inadequate to handle additional truck transportation. According to the Chamber of Commerce, the AC&Y handled 11,064 carloads generated by Medina businesses in 1973. The physical characteristics of large self-propelled combines received by the Smith Farm Equipment Company negate their being transported by truck.

While a number of respondents praised the AC&Y for

its fair rates and its quick and reliable service, many shippers voiced dissatisfaction with respect to the rail car shortage. Lykens Farm Supply Company and New Washington Equity claimed that their 1973 carload totals were low because of their inability to obtain rail cars. National Lime and Stone Company, which operates one lime and three stone plants in Carey, reported that the AC&Y, in conjunction with the PC and C&O/B&O, is unable to supply its daily minimum requirements of 100 rail cars. National Lime is, however, very pleased with the service it does receive from the AC&Y and does not wish to see it abandoned.

Resistance to the abandonment of the AC&Y was also voiced by firms that claimed that service schedules would suffer if they were forced to shift to other rail carriers. Friction Products Company, located in Medina, stated that it would expect a 15 day increase in transit time if forced to use the C&O/B&O line.⁴ The National Lime and Stone Company stated that the use of the C&O/B&O's more circuitous route would increase transit times by an average of 3 or 4 days.

N&W: Cleveland to Navarre

The N&W Cleveland to Navarre line serves Cleveland and Bedford in Zone 94; Twinsburg, Streetsboro, Kent and Mogadore in Zone 95; and Hartville, Middle Branch, Canton and Navarre in Zone 96. Only that portion of the line between Mogadore (Zone 95) and Navarre (Zone 96) was declared potentially excess by the DOT.

The major potential impacts which would result from abandonment of the lines according to the evidence submitted, were: increased transportation costs, unemployment, and loss of competitive positions. Opposition to the abandonment was also advanced by witnesses who questioned the ability of trucks to handle their shipments because of congested highways and the physical characteristics of their freight. A traffic profile of the line is contained in Table 9.

Drexel Refractories, Inc. stated that a conversion to truck transportation would increase its freight bill from \$2 to \$50 per ton. The Flintkote Company reported that a shift to trucks in the hauling of its inbound gypsum shipments would triple its transportation costs. The Schumacher Lumber Company reported that any increase in transportation cost would endanger the continued viability of the firm. The distance factor associated with moving aluminum and wood from the West Coast would effectively preclude the economical use of motor carriers as an alternative mode of transportation for the F. E. Schumacher Lumber Company. The Teledyne Monarch Rubber Company also claimed its inbound bulk carbon black shipments could not feasibly be handled by trucks at the present time.

⁴ The Medina Chamber of Commerce reported that train speeds on the C&O/B&O line through Medina are limited to 15 mph.

Table 9: Traffic Profile: Cleveland to Navarre

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Teledyne Monarch Rubber Co.	Steel pipe, carbon bulk		154	
Flintkote Company	Portland cement		390	
F. E. Schumacher Co.	Screen doors		58	
Schumacher Lumber Co.	Lumber		66	
Economy Feed & Elevator Co.				
Betsy Ross			25	
Hartville Elevator Co.				
Union Metal Manufacturing Company	Steel		1,050 ¹	
Nickles Bakery, Inc.	Flour		300	
Gregory Galvanizing & Metal Processing, Inc.	Metal products		1,699 ²	1,010
Ashland Oil	Oil refinery		2,300	
Ford Motor Co.	Forgings		8,183	
McClains Grocery	Food	1,061	1,138	1,500

¹ The carload figure supplied by Union Metal Manufacturing Company represents an average yearly total based on a three year period.

² The carload figure supplied by Gregory Galvanizing & Metal Processing, Inc. is for a 24 month period.

An abandonment of rail would jeopardize the employment of 136 people employed by Schumacher Lumber.

The Union Metal Manufacturing Company reported that the size of many of its products such as lightning rods, electrical transmission poles and signal bridges, preclude their movement via motor carrier. Gregory Galvanizing & Metal Processing Corporation stated that a number of its manufactured metal products are 50 feet long, which inhibits their safe movement over the highways. The Greater Canton Chamber of Commerce claimed that the highways in the Canton area are already congested and unable to handle any substantial additional traffic.

Additional future tonnage is anticipated by the McClain Grocery Company which expects to expand the capacity of its present warehouse by 25 percent in 1974.

C&O/B&O: Akron to Dover

This C&O/B&O line serves Akron, Krumroy, Myersville and Aultman in Zone 95; North Canton, Canton, North Industry and East Sparta in Zone 96; and Mineral City, New Valley Junction and Dover in Zone 97. Only that portion of the line between Akron and Canton (Zone 96) was declared potentially excess by the DOT. Table 10 contains a traffic profile of the line.

The major potential impacts which would result from the abandonment of the line, according to the evidence submitted, were: plant closings; increased transportation costs; unemployment; and the cost of altering dock facilities.

Highway system inadequacies, particularly around Canton, and its physical characteristics of certain types of freight were also of concern.

The importance of this line to the communities it serves was expressed by both U.S. Representative Ralph Regula and the Greater Canton Chamber of Commerce; they testified that termination of service over the line would jeopardize the employment of over 6,000 people.

Climalene Company and Luntz Corporation reported that the forced shift to trucking would increase their transportation costs substantially. Climalene's dock facilities would have to be altered to handle trucks. Ed Williams Lumber Company and Mohler Lumber Company contended that transcontinental hauling of lumber from British Columbia and the West Coast by truck would not be economically feasible.

Table 10: Traffic Profile: Akron to Dover

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Mohler Lumber Co.	Lumber			
Spartek, Inc.				400-500
Ed Williams Lumber Co.	Lumber			74
Witco Chemical Corp.	Chemicals		2,040	
Hoover Co.	Appliances			
Schneider Lumber Co.	Lumber			135
Babcock & Wilcox	Energy & industrial automation systems			
Climalene Co.	Cleaning products			
Luntz Corp.	Steel			1,200 ¹

¹ The carload figure supplied by the Luntz Corporation cover only a six months period in 1973.

Babcock & Wilcox pointed out that the size and weight of certain nuclear reactor parts preclude the use of motor transportation.

Abandonment of the line would endanger the continued operation of Witco Chemical Corporation's Bradford, Pennsylvania plant which receives approximately 170 carloads of crude oil per month from the firm's East Canton fields. The Luntz Corporation alleged that the loss of this line would reduce the supply of scrap destined for the numerous steel mills in the area.

Additional future tonnage along this line is expected from: the Hoover Company, which is building a new \$10 million facility within the North Canton Industrial Park; The Luntz Corporation, which is building a new shearing plant in Canton that will handle approximately 4,000 tons of scrap per month; and the Spartek Corporation, which has recently undergone an expansion program that will increase its inbound rail needs for the hauling of bulk materials.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not desig-

nated potentially excess by the DOT in Zone 95, such as the Akron & Barberton Belt Railroad, the C&O/B&O, the EL, the N&W, the PC, and the Y&S, was also received. Table 11 contains a list of those businesses which submitted data to the RSPO.

Table 11: Traffic Profile: Zone 95 Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Copperweld Specialty Steel Co.	Akron			
Diamond Crystal Salt Co.	Akron	968 ¹	1,037 ¹	
Firestone Tire & Rubber Co.	Akron		6,902	
	Barberton		1,249	
PPG Industries	Barberton		9,000	
Babcock & Wilcox Co.	Barberton			
A. P. Green Refractories	Twinsburg			
General Motors Corp.	Hudson		1,500	
Central Soya	Ravenna		66	

¹ Carload data supplied by the Diamond Crystal Salt Co. is for the fiscal 1972-1973 and 1973-1974.

The Diamond Crystal Salt Co., located in Akron, submitted testimony in support of retaining the Penn Central's service out of the City of Akron. Diamond presently requires specially lined rail cars to prevent rust and corrosion in shipping its salt. The firm reported an 11 percent increase in rail use between April 1971 and March 31, 1974. In shipping its freight via rail, Diamond paid \$343,923.81 to the Penn Central during fiscal year 1973 and \$386,235 during fiscal 1974. The Inland Wholesale Lumber Company, which is the purchasing agent for 68 Carter Lumber Company outlets, stated that loss of rail service through Kent would result in the closure of 35 Carter outlets.

ZONE 96

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following segments of lines within Zone 96 potentially excess:

- (1) The N&W line from Canton to Carrollton (Zone 97).
- (2) The N&W line from Navarre to Hartville (see the discussion of the Cleveland to Navarre line in Zone 95).
- (3) The C&O/B&O line from Canton to N. Canton (see the discussion of the Akron to Dover line in Zone 95).
- (4) The PC line from Waynesburg to Magnolia (see the discussion of the Bayard to Marietta line in Zone 97).

The following technical errors in the February 1 Report for Zone 96 were noted by the Ohio DOT:

- (1) East Sparta, which generates 300 carloads per year, should have been recommended for local rail service.
- (2) Rail service for the following stations should be reevaluated before the final system plan is implemented: Hartville, which generates 70 carloads annually; Minerva, which generates 654 carloads annually; North Canton, which generates 314 carloads annually, and Waynesburg, which generates 463 carloads annually.

N&W: Canton to Carrollton

The N&W Canton to Carrollton line serves Canton, Waco, East Canton, Robersville, Minerva and Carrollton (Zone 96). Only that portion of the line between East Canton and Carrollton was designated potentially excess by the DOT. Table 12 contains a traffic profile of the line.

Witnesses opposing the abandonment of this line cited the inability of trucks to handle additional tonnage because of the lack of major highways, the insufficient number of trucks available, and the physical characteristics of certain types of freight. Witnesses predicted that abandonment of the line would result in increased unemployment; increased transportation costs; business closures or curtailments; and income and tax revenue losses.

Considerable evidence was received concerning the potential economic impact upon the Carrollton community of abandonment of the line. This area is presently considered to be "economically depressed" and the loss of Carrollton's only rail line would be almost catastrophic. Donald N. Haugh, Director of the Carroll County Regional Planning Commission, reported that, if service ceased, the following adverse impacts could be expected: the immediate closure of four industries; the termination in employment of 108 people; the loss of \$755,233 in payroll income; a yearly tax revenue loss of approximately \$91,000; and the curtailment of business expansion plans which were expected to provide the area with an additional 121 jobs and a payroll income of \$847,000. Mr. Haugh also stated that Consolidation Coal Company, which owns approximately 16,000 acres of land in the Carrollton area, is planning the development of its local coal mines. According to William T. Allmon, a concerned citizen, Carrollton generates 1,300 carloads per year.

Several submissions discussed anticipated problems associated with shifting to motor transportation. Minerva Wax Paper Company reported that, if it were forced to utilize motor transportation, its freight costs would increase between 100 and 150 percent. Drexel Refractories alleged that its transportation cost via motor carrier would increase by \$2.69 per ton on shipments to

Table 12: Traffic Profile: Canton to Carrollton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Guess Manufacturing Corporation	Lumber			
Exxon Chemical Co., USA				
Fusion Ceramics, Inc. Cox & Manfull			50	
Lumber Company	Lumber			
Mt. Vernon Elevator Company	Grain			
Ohio Poly Corp.		84		144
Consolidation Coal Company				
Olin Corp.	Polyvinylchloride resin	132	158	163
Malvern Flue Lining			90	
Tom W. Kaufman Co.				
Drexel Refractories	Refractory products		1	
Carroll Landmark, Inc.	Grain			
Carrollton Farmers Exchange	Grain			
Hanoverton Feed & Supply Company	Grain		48	
Kerr McGee Chemical Corp.			120	
Minerva Wax Paper Company	Paper		504	
Homer Unkefer Hay and Straw Company	Farm machinery		56	
Hoopes Fertilizer Works Co.	Fertilizer		140	
Stark Ceramics, Inc.				
Cox & Son Lumber Co.	Lumber			
Sommer Feed Co.	Grain		144	
W. H. Cox & Son Lumber Company	Lumber		18	
General Color and Chemical Co.			90-100	

¹ Drexel Refractories generated 3,600 tons of freight for the N&W in 1973.

Detroit, \$9.58 per ton on shipments to Baltimore, and \$46.17 per ton on shipments to Houston. Such cost increases would force Drexel Refractories to terminate the employment of from 10 to 15 employees, a corresponding payroll reduction of from \$80,000 to \$120,000; the company would also curtail its proposed \$500,000 plant expansion program. The Olin Corporation estimate that its freight bill would increase by \$100,000 if it were required to use trucks.

The large farm machinery received by the Homer Unkefer Hay and Straw Company could not be transported by truck. The distance factor associated with moving fertilizer from as far away as Maine effectively precludes the economical use of motor carriers as an alternative mode of transport for the Hoopes Fertilizer Works Company. D. N. Haugh pointed out that Carrollton is not served by any primary state or interstate high-

way and that the nearest major motor carrier terminal is located 28 miles away in Canton.

The Stark Ceramics Corporation, located in East Canton, reported that a number of clay products plants have located in the area because of the extensive local reserves of high quality clay and shale.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not designated potentially excess by the DOT in Zone 96, such as the C&O/B&O, N&W, PC, and the Y&S, was also received. Table 13 contains a listing of those businesses which submitted data to the RSPO.

Table 13: Traffic Profile: Zone 96 Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
The Crane Company	Alliance		500	575
Central States Can Co.	Alliance		1	
Timken Co.	Canton		12,000-13,000	
A. P. Green Refractories	East Greenville		303	
	Canton		4	
Metropolitan Industries, Inc.	Canton	675	653	
Republic Steel Corp.	Canton		21,855-21,875	
	Massillon			
People's Cartage, Inc.	Massillon		125	

¹ The Central States Can Company reported that between 1970 and 1974 the firm shipped 1,200-1,500 carloads. During the same period it received 300 to 500 carloads per year.

The Crane Company, located in Alliance, expressed displeasure with Penn Central's car shortages and numerous derailments which have resulted in repeated interruptions in the firm's distribution flow.

The elimination of rail service for Metropolitan Industries Corporation will force it to terminate the employment of 118 people. In addition, the community of Canton could expect to lose over \$65,000 in local and state tax revenues and \$926,765 in payroll income.

ZONE 97

Potentially Excess Lines

The DOT Report designated the following segments of line within Zone 97 potentially excess:

- (1) The PC line from Holmesville to Columbus (Zone 103).
- (2) The N&W line from Justus (Zone 96) through Sugar Creek (Zone 97) to Zanesville (Zone 102).
- (3) The PC line from Orrville to Barberton (Zone 95).
- (4) The PC line from Bayard through Waynes-

burg (Zone 96), Dover (Zone 97), and Cambridge (Zone 102) to Marietta (Zone 104).

- (5) The C&O/B&O line from Wooster to Lodi (Zone 94).
- (6) The PC line from Minerva (Zone 96) through Amsterdam (Zone 98) and Hopedale (Zone 97) to Piney Fork (Zone 98).
- (7) The N&W line from Carrollton to Malvern (see the discussion of the Canton to Carrollton line in Zone 96).

The DOT's March 1, 1974 additions and corrections supplement indicated the following changes were to be made in its February 1, 1974 Report:

- (1) The PC line from the extreme southern zone boundary running northwest through Centerburg to the zone boundary (not shown on DOT zone map) should be shown as potentially excess (see the discussion of the Heath to Edison line in Zone 102).
- (2) The PC line shown as potentially excess from the zone boundary to Miller should extend across the N&W line to the eastern zone boundary.
- (3) N. Elms, which should read Nelms, was improperly shaded blue on the Zone 97 map and should not be considered as a point recommended for local service.
- (4) The PC line between Dexter City and Pleasant City should be shown as potentially excess north of Dexter City only.

The following technical errors in the February 1st Report for Zone 97 were noted by the Ohio DOT:

- (1) Brownstown, East Liverpool, Georgetown Mine, Gnadenhutten, Leetonia, Midvale Mine, and Perrysville were recommended for rail service but were not shaded blue on the DOT zone map.
- (2) In view of the fact that Leetonia, which generates 146 carloads, was recommended for local rail service; Broken Aro, which generates 529 carloads annually; Dalton, which generates 390 carloads annually; Uhrichsville, which generates 309 carloads annually; and Vale Mine, which generates 3,808 carloads annually, should also have been recommended for local rail service.
- (3) The EL main line through Rittman should be shown as an orange line on the DOT zone map.
- (4) Service for the following stations should be reevaluated before the final system plan is im-

plemented: Holmesville, which generates 31 carloads annually, and Stone Creek, which generates 340 carloads annually.

PC: Holmesville to Columbus

This line serves Holmesville, Millersburg, Killbuck, Glenmont, Brinkhaven, Danville, Howard, Gamble, Mount Vernon, Bangs and Centerburg in Zone 97 and Condit, Sunbury, Galena, Westerville, and Columbus in Zone 103. The entire line was designated potentially excess except for the segment between Howard and Mount Vernon in Zone 97.⁵ This proposal would cut the line into two separate segments. A traffic profile of the line is contained in Table 14.

Carter Industries submitted the following traffic data

Station	Carloads
Condit	575
Galena	115
Howard	2,335
Mt. Vernon	6,237
Sunbury	425
Westerville	240

The area between Holmesville and Howard is primarily rural and contains numerous hills, valleys and narrow winding roads which create operational problems and extremely hazardous driving conditions for truckers. The problem is intensified by the fact that many local residents travel along those highways in horse and buggies thereby creating additional difficulties and hazards for truckers. The nearest interstate highway is approximately an hour's drive from Holmesville, and State Route 83, a major artery in the area, has a flooding problem which renders it impassable several times a year.

Brair Hill Stone Company alleged that a conversion to trucking would increase its freight bill \$6.00 per ton. Rice-Chadwick Rubber Company estimated that the cost of shipping via truck would increase its yearly freight bill by \$155,250. Banbury Lumber Company stated that the transcontinental hauling of lumber from the West Coast by motor transportation is not economically feasible. The distance factor was also of concern to the Ohio Thoroughbred Center and the Central Silica Company. Gene Turner, manager of the Cellar Lumber Company, reported that a total shift to trucking would raise the prices on homes between \$400 and \$500. Mr. Turner also stated that since the Penn Central terminated three section crews the line has substantially deteriorated. PPG

⁵ At one time the Penn Central line actually extended from Cleveland to Columbus. However, due to a 1969 flood, that portion of the line between Holmesville and Orrville was abandoned. At the present time a group of local citizens are negotiating with the Penn Central to purchase the line from Mount Vernon to Orrville. It is their intent to operate a short line rail road between these two points.

Table 14: Traffic Profile: Holmesville to Columbus

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Patrick Industries, Inc.		180	200	275-300
Brair Hill Stone Co.		37	36	38
Pampered Beef Export, Inc.	Meat			
Rice-Chadwick Rubber Co.	Rubber	78	82	95
Quality Feed Store	Grain	79	80	110-120
Banbury Lumber Co.	Lumber		8	
Holmesville Elevator Co.	Grain	34	38	40
Wayne Door	Lumber	91	98	100
Hipp Lumber	Lumber	32	46	50
Flexible Co.		9	10	10
Pallet All		8	2	3
Holmes Door & Lumber Co.	Lumber	51	65	76
Inn Maid Products Corp.		29	32	36
Holmes Super Grow		9	8	10
Miller Lumber Co.	Lumber	30	22	23
Banks Lumber Co.	Lumber		32	50
Addressograph-Multigraph		24	3	
Holmes Clay		5	1	2
Killbuck Equipment		9	10	10
Bognar		19	14	14
Killbuck Elevator Co.	Grain	12		
Farm Bureau	Grain	1		
Indiana Veneer			14 ¹	104
Trusso Industry				250
Stoner Lumber	Lumber		75-100	225-275
Millwood Sand Co.	Sand	2,156	2,142	2,335
Landmark Inc.	Grain, fertilizer			
Columbus & S. Ohio Electric Co.	Heavy equipment		150	185
Inland Dist. Ctr.			210 ¹	400
Cellar Lumber Co.	Lumber		45-55	
Galene Shale, Tile, & Brick Co.	Brick	106	76	115
Nestles Coffee Co.				425
Carter Lumber Co.				100
Delaware Country Farm Bureau	Grain	27	30	175
Chattanooga Glass Co.	Soda ash		782	1,562
PPG Industries	Sand		1,400	1,465
Mt. Vernon Farmer Exchange	Grain			
Ohio Thoroughbred Ctr.	Horses		12-24	
Sunbury Lumber Co.	Lumber			
Columbia Gas Dist. Co.				12
Central Silica Company				

¹ Both Indiana Veneer and Inland Distributing Center began local operations in 1973.

Industries stated that there is no effective substitute for rail service for the movement of raw materials in huge volume.⁶

Loss of rail service is expected to result in the closure or operational curtailment of the Cellar Lumber Company and the Inland Distribution Center.

The following firms indicated that their future needs for rail service would increase: Pampered Beef Export, Inc., which commenced operations in 1974; Inland Distributing Center; Delaware County Farm Bureau; and the Chattanooga Glass Company. The latter firm claimed that its present rail use would double if service were improved. The Holmes County Regional Planning Commission predicted that 1,390 carloads will be generated between Holmesville and Howard in 1974.

N&W: Justus to Zanesville

The N&W Justus to Zanesville line serves Justus in Zone 96; Dundee, Barr, Sugarcreek, Baltic, Chili, Fresno, Coshocton and Conesville in Zone 97; and Dresden, Ellis and Zanesville in Zone 102. The entire line was designated potentially excess except for the segments between Justus and the Zone 96 boundary and between Sugarcreek and Coshocton in Zone 97. The DOT abandonment proposal would cut the line into two segments. Table 15 contains a traffic profile of the line.

A number of rail users expressed dissatisfaction with Penn Central's service and chronic rail car shortages. General Clay Products reported that it had closed its Ava plant in 1970 primarily because of poor service. Stone Container Corporation claimed that the Penn Central provides the firm with only 50 percent of its required rail car needs for the first two months of 1974. The Coshocton Grain Company alleged that, while the N&W can furnish cars within 3 to 5 days, it takes the Penn Central up to 8 weeks to furnish cars. According to Coshocton Grain, without N&W service, a yearly loss of \$1.5 million in income to local farmers could be expected. The Coshocton Area Chamber of Commerce pointed out that the vast majority of markets for goods generated by firms along this line are located north of Sugarcreek.

Both Ohio Power Company and Gerber & Sons reported that the highways in this area are in generally poor condition. Gerber & Sons, which operates a plant on State Route 93, a secondary highway, also stated that bridge weight restrictions cause inbound tractor-trailer loads to be reduced by some 35 percent. Such weight restrictions have prompted the firm to initiate plans to

⁶ PPG Industries pointed out that the present interchange track in Mount Vernon between the Penn Central and the C&O/B&O is not able to withstand the weight of some of the inbound carloads currently received at its plant via the Penn Central. The current gross weight allowed on the interchange track is 243,000 pounds. PPG would like the track strengthened so that rail cars with gross weights of 263,000 pounds or more could be handled.

Table 15: Traffic Profile: Justus to Zanesville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
General Clay Products	Brick		603	750-800
Belden Brick Co.	Brick		3,625	
Edmont-Wilson			18	
Gerber & Sons	Grain		65	
Bunker Hill Pallet			30	
Claycraft Coloremics				
Coshocton Grain Co.	Grain		211	250-300
Coshocton Lumber	Lumber		5	10-20
Peabody Coal Co.	Coal		1,895	
Buckeye Fabric				
Furnishing Co.	Liquid chemicals		47	
Muskingum Valley				
Lumber Co.	Lumber		10	12
Ohio Power Co.				
AlSCO Anaconda, Inc.				
Barrick Brothers	Lumber		33	
Pretty Products, Inc.	Rubber, clay		307	600
Stone Container Corp.	Containers		654	
Clow Corporation	Coke, sand	476	358	
Columbus and Southern				
Ohio Electric Co.		42	410	
Baltic Rubber and				
Plastics, Inc.	Rubber, plastics		16	
Claycraft Brick	Brick		79	
Eckert Brothers				
Implement			4	
Foremost Foods	Foods		35	
Hardy Coal Co.	Coal		4,200	
Horrisberger Implement			4	
Interstate Lumber	Lumber		20	
Keim Lumber Co.	Lumber		73	
Moomaw Lumber Co.	Lumber		10	
Penn Glass Sand Corp.	Sand		553	
Schlabach Lumber	Lumber		4	
Schrocks Woodcraft			2	
Sugarcreek Farmers				
Equity	Grain		4	
Yoder Lumber	Lumber		3	
St. Regis Paper Co.	Paper			
(Mill)			372	
(Hunt-Crawford				
Div.)			66	
Landmark, Inc.	Grain, fertilizer			

construct a \$125,000 bulk storage facility which will hold 800 tons of grain. This grain is expected to move via rail and the company stated that a potential abandonment of service jeopardizes not only the proposed project but the continued existence of the firm as well. Gerber & Sons employs 38 people and has a yearly payroll of \$252,922.63. The Clow Corporation predicted that it would terminate the employment of 600 people if rail service were eliminated. According to Roy Silver, superintendent of Coshocton schools, the abandonment of the N&W line would result in a yearly tax revenue loss of \$6,000 to the Coshocton school system.

Conversion to trucking would raise the yearly transportation cost of the Edmont-Wilson Company by \$9,000.

Additional future tonnage along this line is expected from: General Clay Products, Gerber & Sons, Coshocton Grain Company, Muskingum Valley Lumber Company and Pretty Products, Inc. In a survey of present rail users, conducted by the Coshocton Area Chamber of Commerce, future car needs for individual firms were expected to eventually rise between 5 and 50 percent, with an average annual increase of 15 percent. The Chamber of Commerce also noted that this area is rich in untapped mineral resources, particularly coal.

PC: Orrville to Barberton

This line serves Orrville, Marshallville, Warwick and Barberton (Zone 95). Table 16 contains a traffic profile of the line.

Table 16: Traffic Profile: Orrville to Barberton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Louisiana-Pacific	Lumber, sawdust		172	
Kinney Lumber Co.	Lumber		28 ¹	
Orrville Milk Co.				
Swift Agricultural & Chemical Co.				
Marshallville Corp.				
Southway Warehouses, Inc.				
Orrville Products, Inc.				1,095-1,460
J. M. Smucker Co.	Sugar products, fruit		643	
Quality Casting Co.	Foundry		112	
Convall-Ohio, Inc.				500

¹ The carload data supplied by the Kinney Lumber Company is for the period January 1, 1973 through March 4, 1974.

Witnesses expressed concern over the effect that abandonment of this line would have upon unemployment and upon the economic viability of Orrville.

The importance of the line to individuals within the communities served by it was expressed by U.S. Representative Ralph Regula who testified that the termination of rail service could jeopardize the employment of 1,200 people. Loss of rail service to Southway Warehouse, Inc. and Convall-Ohio would result in the termination of the employment of 300 and 169 employees, respectively. The payroll of the 169 Convall-Ohio employees totals \$1.25 million.

According to the Orrville Chamber of Commerce, for every 100 industrial jobs lost, the following economic impacts could be expected in Orrville:

Decrease in personal income	\$1,036,000.00
Decrease in retail establishments	1
Decrease in retail sales	\$ 565,000.00
Decrease in bank deposits	\$ 490,000.00
Decrease in non-manufacturing jobs	68
Decrease in population	351
Decrease in school population	79

Although it does not receive or ship directly by rail, the Westinghouse Electric Corporation, located in Orrville, depends upon those industries that are located along the Orrville to Barberton line to supply it with 75 percent of its raw castings.

Additional tonnage along this line is expected from: Convall-Ohio, which stated that it does not use rail presently because of poor service, but is planning an expansion to its facilities that would create the need for 500 rail cars by 1980; Quality Casting Co., which has a foundry under construction that will increase its production 60 percent and its ultimate rail use by 67 cars per year; and Southway Warehouse, Inc., which is presently constructing a \$500,000 plant within its 143 acre industrial park. Construction of the Southway Warehouse began after a Penn Central commitment was made to build a siding to service the new facility.

PC: Bayard to Marietta

This PC line extends southwest from Bayard in Zone 97 through Minerva in Zone 96; Malvern in Zone 97; Waynesburg and Magnolia in Zone 96; Valley Junction, Dover, Stone Creek and Newcomerstown in Zone 97; Oldham, Cambridge, Byesville, Ava, Belle Valley, Caldwell and Dexter City in Zone 102; and Macksburg and Marietta in Zone 104. Only the segments between Valley Junction and Dover and between Dexter City and Marietta were not designated potentially excess by the DOT. The DOT abandonment proposal would cut the line into two segments, and although the DOT recommended that rail users along the 27 mile Penn Central track between Dexter City and Marietta continue to receive service, that area actually would be isolated because the C&O/B&O bridge crossing the Muskingum River in Marietta was taken out of service several years ago. Therefore, according to James Dittoe of the Marietta Chamber of Commerce, unless the bridge is rebuilt, shippers or receivers along this segment could not secure any carload interchange between carriers.

According to the submissions, the following impacts would result from the abandonment of the line: increased transportation costs; increased unemployment; business closures; and income and tax revenue losses. Table 17 contains a traffic profile of the line.

Opposition to the abandonment was advanced by Amko Service Company which is in the business of repairing and restoring railroad tank cars used nationally in the hauling of liquid gas.

Rail traffic on the 19 mile segment between Dover and Newcomerstown (Zone 97) was 109 rail cars per mile according to the Tuscarawas Chamber of Commerce.

If rail service were eliminated, Dover Chemical Corporation estimated that shipments from Houston, Texas via truck would be \$4.34 per cwt. compared to the present rail rate which varies between \$1.25 and \$1.75 per

Table 17: Traffic Profile: Bayard to Marietta

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Whitacre-Greer Fireproofing Co.			800	
Summitville Tile Plant			200	
Dover Chemical Corp.	Paraffin		93	256
Amko Service Co.			136	
Stone Creek Brick Co.	Brick		443	
Marsh Lumber Co.	Lumber		58	
Masonite Corp.			645	
Foote Mineral Co.	Ferro-vanadium		255	
Hinchcliff Products Company				
Moore's Super Stores	Lumber, plywood			
Carter Lumber				
Greer Steel Co.	Scrap		105	
Ohio Power Co.		9		
Miller Studio, Inc.			65	
Remington Rand Co.				
American Cyanamid				
Vanguard Paint Co.				
Oxford Tile Co.	Clay talc			

cwt. The weight and length factors, according to Stone Creek Brick Company and Moore's Super Stores, preclude the economical transportation of brick and lumber shipments by truck.

Loss of service over this line would cause the closure of six regional distribution centers of the Masonite Corporation. As a result Masonite would have to terminate the employment of 497 people, which represents a yearly payroll of \$5 million and combined local and state tax revenues of \$499,000.

The Ohio Power Company expressed concern for the maintenance of that portion of the line between Cambridge and Pleasant City (Zone 102). According to Ohio Power, this line is vital for the movement of coal from the Muskingum Mine near Cumberland (Zone 102) to its generating plant at Philo (Zone 102). The line is also important for the movement of ammonium nitrate, a blasting agent used to extract the coal, and other mining supplies destined to the Muskingum Mine.

Foote Mineral Company, located at Byesville, reported that it would have shipped an additional 63 carloads had cars been available. Additional future tonnage along this line is expected from the Whitacre-Greer Fireproofing Company, which is contemplating a significant production expansion.

The Cambridge Area Chamber of Commerce severely criticized the Penn Central for the very poor condition of its track which has resulted in low speed limits being placed on the line. The Chamber reported that it would not oppose the abandonment of the Penn Central provided that alternative service could be made available to its industries over the C&O/B&O.

Foote Mineral Company recommended that the segment of line between Cambridge and Byesville (Zone

102) should be purchased by the C&O/B&O if the DOT abandonment proposal is adopted by the USRA.

C&O/B&O: Wooster to Lodi

This line serves Wooster, Cedar Valley, Armstrong, West Salem, and Lodi (Zone 94).

Rail users located on this line who offered information to the RSPO were Carter Lumber Company and the International Paper Company. International Paper generated 753 carloads of freight in 1973 and projected a need for 720 rail cars in 1974.

PC: Minerva to Piney Fork

The 31 mile Minerva branch serves Minerva in Zone 96; Mechanicstown in Zone 97; Bergholz and Amsterdam in Zone 98; Hopedale in Zone 97; and Piney Fork in Zone 98.⁷ Table 18 contains a traffic profile of the line.

Opposition to the abandonment of this line centered on business closures; unemployment; the retarding of community growth; highway system inadequacies; increased transportation costs; and the disruption of coal carload movements.

Table 18: Traffic Profile: Minerva to Piney Fork

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Consolidation Coal Co.	Coal		11,800	
Allen Box Company	Lumber		60	
Amsterdam Supply Co.	Lumber		25	
Industrial Mining Co.	Coal		2,080	4,160
North American Coal Co. ¹	Coal	7,890	8,136	8,388
Allensworth Enterprises				
Jed Mesmer & Sons	Coal	2		
Homer R. Unkefer	Farm			
Hay and Straw Co.	machinery		50	
Hanna Coal Co.	Coal			
Toledo Coal & Coke Co.	Coal			
Austin Powder Co.				
Bologna Mining	Coal			

¹ North American Coal Corporation's Jense Mine, located near Bergholz, has a life expectancy of 16 more years.

² Jed Mesmer & Sons generated 106,000 tons of coal for the Penn Central in 1972.

The importance of this line from an economic and energy viewpoint is clear from the traffic data supplied by the various rail users shown in Table 19. Submis-

⁷ According to Dwight L. Koerber, Executive Secretary of the Coal Traffic Bureau of Northern West Virginia, Ohio and Western Pennsylvania the PC segment between Piney Point and Dillonvale (Zone 98) was abandoned approximately 10 years ago.

sions concerning the line indicated that loss of rail service would have the following results: the closure of several large coal mines, which in turn would cause an annual loss in production of from 1.5 to 2.0 million tons of coal; the potential termination of the employment of approximately 1,344 people in mining and related activities; nullification of the Federal Appalachian Regional Commission's \$25 million commitment to foster economic development and growth in the area; and the discouragement of firms that had expressed an interest in locating along the line.

Evidence submitted to the RSPO indicated that additional coal tonnage along this line could be expected in the future. Ralph McBane of the McBane Insurance Agency, Inc., reported that both the Hanna Coal Company and the Toledo Coal & Coke Company own several hundred acres of untapped coal reserves. Industrial Mining Company ultimately expects to double its weekly 40 coal carload shipments upon completion of additional facilities at Bergholz.

Both Allen Box Company and Amsterdam Supply Company reported that highways in this area are incapable of handling additional truck tonnage. Both companies also stated that a forced switch to motor carriers would significantly increase their transportation costs. Amsterdam Supply anticipates a 25 percent increase in transportation cost for inbound shipments of lumber from the West Coast and the Southeast. Such an increase would force the company to close.

Robert B. Werren, Village Solicitor of Hopedale, alleged that the loss of rail service would result in the closure of the Austin Powder Company. This firm, according to Mr. Werren, employs a number of Hopedale's residents and contributes significant tax revenues to the area.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not designated potentially excess by the DOT in Zone 97, such as the C&O/B&O, the EL, the N&W and the PC, was also received. Table 19 contains a listing of those businesses which submitted data to the RSPO.

The Delocon Wholesale Supply Corporation, located in Bolivar, submitted testimony in support of retaining N&W service. The company stated that transcontinental hauling of lumber from British Columbia and the West Coast by truck is simply not economically feasible. The loss of rail service in Bolivar, according to J. R. Wilkin, president of Rog Win, Inc., would retard any future commercial or industrial expansion for the community.

S. E. Woodford, a concerned citizen testifying in support of continued rail service discussed at length what he considered to be the unreasonably high local and state taxes placed on the railroads. Mr. Woodford contended that the Penn Central had been taxed at the rate of \$1.00

Table 19: Traffic Profile: Zone 97 Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Delocon Wholesale Supply Inc.	Bolivar		74	200
Wilkshire Hiles	Bolivar			
Bowerston Shale Co.	Bowerston		28	97
Lumber Wholesalers	Cadiz		300	
Harrison News-Herald	Cadiz			1
Clow Corporation	Coshocton	203	229	
Peabody Coal Co.	Coshocton		3,790	
Inland Container Corp.	Dover		15	
Detroit Steel Corp.	Dover		524	
Ohio Power Co.	New Philadelphia	9		
Miller Studio, Inc.	New Philadelphia		65	
Eljer Plumbingware	Salem	1,200	1,200	1,200
Stone Creek Brick Co.	Stone Creek	313 ²	443	
Rohr-Flexible	Loudonville			
Eagle Rubber Company	Ashland			
Faultless Rubber Co.	Ashland			
Liqui-Box	Ashland			
Sigafoos Lumber Co.	Ashland			
The Budd Co.	Ashland			380
Polar Foods	Ashland			
National Latex Products Co.	Ashland		1,000	
U-Brand Corp.	Ashland			
General Latex & Chemical Corp.	Ashland			
Hill and Griffith Co.	Burbank		210-246	

¹ The Harrison News-Herald projects that it will ultimately generate 3,250 tons of freight along this line.

² Originating carloads.

per foot of track or \$42,451.20 on its 8.04 mile branch line running between Apple Creek and Orrville.⁸

Faultless Rubber Company estimated that a shift to trucks would increase its freight bill from \$40,000 to \$50,000. National Latex predicted that its transportation costs would rise to \$265,000 if forced to use trucks.

Liqui-Box claimed that a loss of rail service would force it to terminate the employment of 60 or 70 people.

Additional future tonnage along the Erie Lackawanna line is expected from: the Budd Company, which expects to complete its new \$2.5 million plant in 1974; the F. E. Myers and Brothers Company, which is expected to build a new \$5 million plant in the near future; the Eagle Rubber Company; and the National Latex Products Company.

State Representative William E. Hinig recommended that Amtrak service be provided at Dennison, which is located on the Penn Central.

⁸ The Apple Creek-Orrville branch line has been inoperative since it was damaged by floods in 1969.

ZONE 98

Potentially Excess Lines

The DOT Report designated the following segments of line within Zone 98 potentially excess:

- (1) The PC line from Piney Fork to Bergholz (see the discussion of the Minerva to Piney Fork line in Zone 97).
- (2) The N&W connecting track between its Pittsburgh to Pittsburgh Junction and Steubenville to Wheeling lines.

N&W: Connecting Track

The RSPO received protests regarding the designation of the N&W connecting track as potentially excess. Furthermore, the only testimony received by the RSPO concerning this zone was received from the Wheeling-Pittsburgh Steel Corporation which operates blast furnaces at both Steubenville and Mingo Junction. Wheeling-Pittsburgh reported that it annually receives 50,000 carloads of iron ore from Minnesota, Upper Michigan, and Labrador, Canada at its Steubenville, Mingo Junction and Monessen, Pennsylvania plants. Approximately 30,000 of these carloads are moved by the PC from Great Lakes ports to the Wheeling-Pittsburgh blast furnaces. Because the PC is such an integral part of Wheeling-Pittsburgh's total operation, the Company is vitally concerned over the proposed rail restructuring process.

The following technical errors in the February 1st Report for Zone 98 were noted by the Ohio DOT:

- (1) The New Cumberland Station was shaded blue on the DOT zone map but was not listed in DOT's list of points recommended for local service.
- (2) Since Toronto, which generates 668 carloads annually, was recommended for local rail service, Irondale, which generates 331 carloads annually; Jense, which generates 7,605 carloads annually; and Lynne, which generates 621 carloads annually; should have been recommended for local rail service. Jense and Lynne were not shown on the DOT zone map.
- (3) Rail service for the Bergholz station, which generates 2,317 carloads per year, should be reevaluated before the final system plan is implemented.

ZONE 99

Potentially Excess Lines

The DOT Report designated the following two sections of line within Zone 99 potentially excess:

- (1) The PC line from Herob Church to Junction Captina Spur.

- (2) The C&O/B&O line from Moundsville through Littleton (Zone 198) to Fairmont, West Virginia (Zone 197).

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:

- (1) The following stations were improperly shaded blue on the Zone 99 map, and therefore should not be considered as points recommended for service: Bridgeport; Crescent; Egypt; Lafferty; and Triadelphia.

The following technical errors in the February 1st Report for Zone 99 were noted by the Ohio DOT:

- (1) Bridgeport and Triadelphia were shaded blue on the DOT zone map but were not listed in DOT's list of points recommended for local service.
- (2) The following stations were recommended for rail service but were not shaded blue on the DOT zone map: Allison; Amber No. 2 Mine; Cravat 2; Egypt Valley 1; Elm Grove; Linda No. 1 Mine; Moundsville; Norton 3; Rice; Taplan Mine; Terminal Junction; and Valley Camp 3. With the exception of Egypt Valley 1, Elm Grove and Moundsville, none of the other stations was shown on the DOT zone map.
- (3) Since Lansing generates 76 carloads per year, Shadyside, which generates 421 carloads per year, and Dudelk No. 2, which generates 334 carloads per year, should have been recommended for local service.

PC: Herob Church to Junction Captina Spur

The Captina Branch serves Herob Church, Nacco, and Junction Captina Spur.

The only testimony received concerning this line was from the North American Coal Company which operates two mines (Powhatan Mine #5 and Powhatan Mine #6) along this line.⁹ North American generated 9,986 carloads of coal in 1972 and 9,512 carloads in 1973 from Powhatan Mine #5; and 6,501 carloads of coal in 1972 and 9,564 carloads in 1973 from Powhatan Mine #6. North American projects an ultimate need for 10,900 cars for mine #5 and 24,000 cars for mine #6. Mine #5 and mine #6 have a life expectancy of seven and twenty-five years respectively. Loss of rail service on this line is expected to result in the termination in employment of 795 employees.

⁹ The Captina branch is also discussed in Volume II of this report on page 141.

C&O/B&O: Moundsville to Fairmont, West Virginia

No evidence specifically concerning this line was received by the RSPO.

Lines Not Designated Potentially Excess

The following rail users located on lines in Zone 9 not designated potentially excess by the DOT offered information to the RSPO: Belmont County Farm Bureau Cooperative Association, which in 1972 generated 7 carloads of freight from its Bethesda plant, 240 carload from its Quaker City plant (Zone 102), and 10 carload from its Cambridge plant (Zone 102) and the Wheeling Pittsburgh Steel Corporation, located in Martins Ferry.

The Belmont County Farm Bureau Cooperative stated that its plants receive nitrogen from Indiana, phosphate from Florida and potash from Canada. The cooperative claimed that a loss of direct rail service to the plantings would necessitate a combination rail-truck transfer operation that would increase its freight cost by \$10 to \$12 per ton. The cooperative alleged that a switch to motor carriers for the hauling of grain would increase the freight bill of local growers by \$7.00 per ton or an estimated annual \$112,000. The cooperative also reported that another mill in Belmont claimed that a conversion to motor carriers by its customers would cost area farmers \$76,000. The Belmont Cooperative further stressed that there are a number of highway system inadequacies in the Appalachian area of Ohio that create significant motor transportation operational and service problems. In 1970, the cooperative spent \$53,000 to build a fertilizer blending plant in Quaker City.

ZONE 100

Potentially Excess Lines

The DOT Report designated the following segments of lines to be potentially excess:

- (1) The C&O/B&O line from Sandusky through Mansfield (Zone 101) to Newark (Zone 102).
- (2) The N&W line from Huron to Norwalk.
- (3) The PC line from Clyde to Kenton (Zone 112).
- (4) The AC&Y line from New London to Jenera (see the discussion of the Mogadore to Delphos line in Zone 95).
- (5) The PC line from Wakeman to Genoa with spurs from Fremont to Erlin and from Fremont to Davidson (see the discussion of the Elyria to Toledo line in Zone 91).
- (6) The PC line from Berwick to Fostoria (see the discussion of the Toledo to Berwick line in Zone 113).

The following technical errors were noted by the Ohio DOT:

- (1) Sandusky Dock was recommended for local rail service but was not shaded blue on the DOT zone map.
- (2) Since Danbury, which generates 160 carloads per year, was recommended for local rail service, Curtice, which generates 485 carloads per year should also have been recommended for local service.

C&O/B&O: Sandusky to Newark

The Sandusky to Newark line serves Sandusky, Wilmer, Kimball, Monroeville, Havana, Centerton and Willard in Zone 100; Plymouth, Shelby, Mansfield and Lockhart in Zone 101; and Utica, Vanatta and Newark in Zone 102. Only that portion of the line between Sandusky and Willard in Zone 100 was designated potentially excess by the DOT. Table 20 contains a traffic profile of the line.

Table 20: Traffic Profile: Sandusky to Newark

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Havana & Omar Grain & Supply Co.	Grain, fertilizer	88	72	
Central Erie Supply & Elevator	Grain, fertilizer	114	38	
Security Terminal, Inc.	Public warehouse		167 ¹	
Early and Daniel Co.			240 ²	
Foote Elevator	Grain	48	111	
Rural Farm Distributors Co.	Grain		147	250
Firestone Tire and Rubber Co.	Distribution center		3,460 ³	
Carter Lumber (Sandusky) (Newark)	Lumber			

¹ The carload figure supplied by Security Terminal, Inc. is for an 11 month period.

² The carload figure supplied by Early and Daniel Co. is for a 20 month period. The company reported that it also generated 70 carloads for the EL and 690 carloads for the PC in 1973.

³ The carload figures submitted by the Firestone Tire and Rubber Company represent total loads given to the C&O/B&O and to the PC at Shelby.

Several submissions concentrated on the increased transportation costs which would be incurred by those firms able to shift to motor carriers. Havana and Omar Grain and Supply Company stated that a conversion to truck transportation would increase its freight bill from 10 to 15 cents per bushel for grain and by \$10 per ton

for fertilizer. The Rural Farm Distributors Company, which services the chemical, fertilizer and seed needs of 921 farm families on 80,000 acres of land, predicted that a switch to trucking would increase its transportation costs by \$200,000 to \$300,000. The Central Erie Supply and Elevator Company, located in Prout, operates a 285,000 bushel grain storage facility and a fertilizer blending plant. The company estimated that a shift to trucking would add approximately \$104,000 to its freight bill. Central Erie also stated that rail car shortages have caused it to shift to motor carriers, which has cost it an additional \$43,188 to haul its grain in 1972 and \$11,200 to haul its fertilizer in 1973. Foote Elevator also reported that inability to receive rail cars has forced it to ship, at higher cost, 117,000 bushels of corn by truck.

The loss of rail service on this line is expected to cause Rural Farm Distributors Company and Security Terminal, Inc. to shut down their operations.

N&W: Huron to Norwalk

No evidence specifically concerning this line was received by the RSPO.

PC: Clyde to Kenton

This line serves Clyde, Green Springs, Watsons, Tiffin and Berwick in Zone 100 and Carey, Wharton, Forest, Patterson, McVittys, Grants and Kenton in Zone 112. The line intersects at Kenton with the PC Toledo (Zone 113) to Columbus (Zone 103) line. According to the Ohio DOT, the line has already been abandoned between Clyde and Berwick. The testimony received by the RSPO dealt exclusively with that segment of the line within Zone 112. Table 21 contains a traffic profile of the line.

The Boich Lime and Coal Company, located at McVittys, operates a high quality Dolomite limestone quarry which has a life expectancy of 50 years. Termination of rail service, according to the firm, would affect the community, the company, and the agricultural and steel industries in the following ways:

- (1) The firm would lose its competitive position.
- (2) Boich would terminate a number of employees.
- (3) The local, state and federal governments would suffer a loss of tax revenues.
- (4) Rail carriers would lose revenues.
- (5) The railroad industry would lose a source of ballast.
- (6) The steel industry would lose a source of fluxing stone.
- (7) Local construction and highway building industries would lose a source of stone.

Table 21: Traffic Profile: Clyde to Kenton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
M. A. Hogan Elevator, Inc.	Grain	75	51 ¹	155-205
Boich Lime & Coal Co.	Limestone		700	
Morton Building, Inc.	Lumber			
Kenton Landmark	Grain	35 ²	35	35
Rockwell International			240-360 ²	
Dola Farmer's Exchange				
Tri-County Crop Service	Grain			
M. R. Howard & Sons Elevator	Grain			
Root Lumber Co.	Lumber			
International Can Corp.	Container			
Hooker Chemicals and Plastics Corp.	Chemicals		1,775 ²	

¹ Rail usage by M. A. Hogan Elevator declined in 1973 because of adverse weather conditions and poor rail service.

² The carload figures supplied by Kenton Landmark, Rockwell International and Hooker represent total carloads given to the EL and the PC at Kenton.

(8) Local farmers would lose a source of agricultural limestone.¹⁰

Morton Buildings, Inc. reported that a conversion to motor carrier would increase its transportation costs by \$7.70 per ton on lumber moving from Alabama. Kenton Landmark claimed that a switch to trucking would increase its cost by \$158,000—7¢ per bushel on grain and \$8.50 per ton on fertilizer shipments. The M. A. Hogan Elevator Corporation estimated that its freight bill would increase from 6.5 to 15 cents per bushel if forced to use motor carriers.

Both Hooker Chemicals and Plastics Corporation, a subsidiary of Occidental Petroleum Corporation, and Rockwell International felt that the station at Kenton, which Rockwell claimed generates 3,000 carloads annually, should continue to receive rail service, since other stations in Zone 112, which are generating fewer carloads, were recommended for continued service.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines not noted as potentially excess by the DOT in Zone 100, such as the C&O/B&O, the N&W and the PC, was also received (see Table 22 for a listing of those businesses which submitted data to the RSPO).

¹⁰ According to Lorain A. Basinger, representing the Kenton Area Chamber of Commerce, Hardin County farmers in 1972 marketed crops and livestock worth \$17 million and \$11 million, respectively. Among the 88 counties of Ohio, Hardin County which has 1,200 commercial farms, ranks 6th in the marketing of soybeans, 10th in the marketing of wheat, 11th in the marketing of corn and 13th in the marketing of grain.

Table 22: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Thompson Industries	Monroeville			600
Super Tire, Inc.	Old Fort		100	
Security Terminals, Inc.	Sandusky		200	
Shinrock Elevator & Supply Assn.	Shinrock		20	
Certain Teed Products Corp.	Avery	1,052	1,534	
Central Erie Supply & Elevator	Kimball Sandusky			
McComb Farmer's Co-op Assn.	Shawtown			
Rural Service, Inc.	Old Fort Burgoon			45
Green Springs Co-op Assn.	Green Springs	184	155	
Peoples Mercantile Elevator Co.	Old Fort Bloomville			100
France Stone Co.				
Lykens Farm Supply Co.	Bloomfield			
Horn's Crop Service Center	Frank Bloomfield			100
Berlin Fruit Box Co.	Ceylon		15	
Jacob Otto Sons	Ceylon		50	
Luckey Farmers, Inc.	Curtis Graytown Oak Harbor Woodville Willard			
MTD Products, Inc.				
Republic Mercantile & Elevator Co.	Republic			36
Republic Lumber, Inc.	Republic			29
Greenwich Mill & Elevator Co.	Boughtonville			

Shinrock Elevator & Supply Association reported that N&W service is crucial to the entire local farming community. The Association stated that, if it lost rail service, it would be forced to build additional storage facilities, acquire a fleet of trucks for use during the harvest season, and pay increased transportation costs. Conversion to truck transportation would increase its freight bill on coal and fertilizer by an estimated \$2.00 per ton. The Association's grain shipments via truck would also rise significantly. The loss of rail service would force the Jacob Otto Sons Company to acquire trucks to haul its inbound shipments of coal from the nearest rail head at Huron. The purchase of trucks is viewed as an uneconomical alternative to rail service because of operational costs, increased labor requirements and under utilization of equipment. Republic Lumber stated that transcontinental hauling of lumber from the West Coast by truck is not economically feasible.

Great concern was expressed by Central Erie Supply & Elevator, located in Kimball, which operates a 120,000 bushel grain storage elevator. In 1973, the firm spent

approximately \$50,000 upgrading its loading facilities in order to handle multiple car lot shipments.

Peoples Mercantile Elevator Company, located in Old Fort, reported that there are not enough trucks in the area to handle the 350,000 bushels of grain that it ships annually.

Horn's Crop Service Center, located in Bloomville, claimed that it would have shipped an additional 75 carloads in 1973, had rail cars been available from the Penn Central. The Green Springs Co-op Association stated that rail cars ordered from the N&W in March, 1973 were not received until August, 1973. Delays of four months in receiving rail cars were experienced by Republic Mercantile and Elevator Company.

ZONE 101

Potentially Excess Lines

The DOT Report designated only one segment of line potentially excess within Zone 101, the AC&Y line across the northwest corner of the Zone. For a discussion of this line, see the discussion of the AC&Y Mogadore to Delphos line in Zone 95.

ZONE 102

Potentially Excess Lines

The DOT Report designated the following segments of lines potentially excess:

- (1) The PC line from Bremen to Thurston and from Heath through Centerburg (Zone 97) to Edison (Zone 112).
- (2) The PC line from Crooksville to Fultonham.
- (3) The PC line from Zanesville to Columbus (Zone 103).
- (4) The C&O/B&O line from Lore City to Cumberland.
- (5) The C&O/B&O line from Newark to Somerset.
- (6) The PC line from Zanesville through Circleville (Zone 103) and Washington Court House (Zone 105), to Cincinnati (Zone 106).
- (7) The PC line from New Lexington to Hobson (Zone 104).
- (8) The PC/N&W line from Zanesville to Arnold (see the discussion of the Justus to Zanesville line in Zone 97).
- (9) The PC line from Dexter City to Oldham (see the discussion of the Bayard to Marietta line in Zone 97).
- (10) The C&O/B&O line from Canal Winchester to Sugar Grove (see the discussion of the Valley Crossing to Gallipolis line in Zone 103).

The DOT's March 1 additions and corrections supplement indicated that Cumberland should be deleted from the list of points recommended for local service.

The following technical errors were noted by the Ohio DOT:

- (1) Baltimore and South Zanesville were recommended for rail service but were not shaded blue on the DOT zone map.
- (2) Since South Zanesville, which generates 147 carloads per year, was recommended for local service, Arnold, which generates 3,880 carloads; and Cambridge, which generates 845 carloads; should also have been recommended for local service.
- (3) Rail service for the following stations should be reevaluated before the final system plan is implemented: Baltimore, which generates 1,414 carloads per year; Byesville, which generates 536 carloads per year; Carrol #3 Mine, which generates 1,148 carloads per year; and Corning, which generates 347 carloads per year.
- (4) Roseville should be shown on the PC's Zanesville to Cincinnati line.

PC: Bremen to Thurston and Heath to Edison

This line serves Bremen, Rushville, Thurston, Millersport, Hebron, Health, Granville, Alexandria and Johnstown in Zone 102; Centerburg in Zone 97; and Marengo, Fulton, Mt. Gilead, and Edison in Zone 112. The line intersects at Edison with the PC line between Cleveland (Zone 94) and Columbus (Zone 103). At Bremen the line intersects with the PC line between Zanesville and Cincinnati (Zone 106). Evidence submitted to the RSPO indicated that the portion of the line between Thurston and Bremen is an important bridge segment for traffic moving between Columbus and points in the South. Table 23 contains a traffic profile of the line.

The Hydraulic Press Manufacturing Company stated that continued rail service is essential to it due to the fact that the size and weight (300,000 pounds) of many of the machines it ships negate their transportation by truck.

The loss of rail service and a switch to motor carriers would increase Marion Landmark's transportation cost on grain shipments by 10 cents a bushel.

Snyder's Milling Service claimed that it would have shipped additional carloads in 1973 had cars been available from the PC. Snyder's Milling stated that rail cars ordered from PC on February 13, 1973 were not received until June 18, 1973.

Hydraulic Press Manufacturing Company, located in Mount Gilead, reported that its machines are too heavy to move via motor carrier.

Johnstown Lumber Company reported that the line

Table 23: Traffic Profile: Bremen to Edison

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Fulton Elevator	Grain		65	143
Sharrock Elevator	Grain		70	95
Marion Landmark	Grain			5-15
Snyder's Milling Service	Grain		69	100
Hydraulic Press Mfg. Co.	Heavy machines		23	
Johnstown Lumber Co.	Lumber			
Johnstown Elevator	Feed, grain			
Wayne Feed	Feed, grain			
Johnstown Pizza Crust	Flour			
Johnstown Manufacturing	Straws, stirrers			

between Heath and Edison was in need of repairs and alleged that no work has been done on the equipment or roadbed for many years. The company noted that a culvert washout in 1971, located approximately three miles south of its plant, has not been repaired.

PC: Crooksville to Fultonham

The only firm offering information to the RSPO concerning this line was the Nelson McCoy Pottery Company, located in Roseville. According to that firm, this line has not been utilized for many years with the exception of a small portion that serves a plant located at Crooksville.

PC: Zanesville to Columbus

This line serves Zanesville, Fultonham, Glass Rock, Glenford, Thornville, New Salem, Thurston, Baltimore, and Pickerington in Zone 102 and Brice, Truro, Bannon and Columbus in Zone 103. Only that portion of the line between Glass Rock and Columbus was designated potentially excess by the DOT. Table 24 contains a traffic profile of the line.

Table 24: Traffic Profile: Zanesville to Columbus

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Crown Zellerbach Corp.	Paper, coal		1,400	1,750
Central Silica Co.		1,144		
J. C. Penney Co.				1,000 ¹
Columbia Cement Corp.	Cement		2,500	
Landmark, Inc.	Grain, fertilizer			

¹ The J. C. Penney Company expects to commence operations in August, 1974.

The Crown Zellerbach Corporation, located in Baltimore, stated that if rail service were eliminated the firm would be forced to terminate the employment of 110 people. A business curtailment would also result in a

loss of \$15,200 in tax revenue to the city of Baltimore. The Lancaster Chamber of Commerce claimed that 33 percent of the total available jobs in Baltimore would be eliminated if rail service were terminated.

The Columbia Cement Corporation, located in Fultonham, declared that its 1973 shipments generated \$1.1 million in freight revenue for the Penn Central. Of the firm's 2,200 outbound carloads, a major portion moved from the company's plant westbound to Thurston and thence south to Nitro, West Virginia. Columbia Cement reportedly is considering expanding its production capacity which would further increase its annual rail use by approximately 2,100 cars. Loss of rail service on this particular line segment would necessitate a 40 percent circuitous rail re-routing, thereby substantially increasing Columbia Cement's transportation costs.

C&O/B&O: Lore City to Cumberland

The Lore City to Cumberland line is operated by the C&O/B&O and serves Lore City, Pleasant City, Bluebell and Cumberland.

The only firm offering information to the RSPO concerning this line was the Ohio Power Company which maintains a coal tipple at Cumberland. This tipple supplies the utilities power plant at Philo.

C&O/B&O: Newark to Somerset

No evidence specifically relating to this line was received by the RSPO.

PC: Zanesville to Cincinnati

The Zanesville to Cincinnati line serves Zanesville, Roseville, Crooksville, Goston, Wilbren, New Lexington, Junction City, Bremen, Lancaster, Amanda and Stoutsville in Zone 102; Circleville, Williamsport, Atlanta, and New Holland in Zone 103; Washington Court House, Sabina, Melvin, Wilmington and Clarksville in Zone 105;¹¹ and Morrow, Loveland, Clare and Cincinnati in Zone 106. The following two segments of the line were designated potentially excess by the DOT: (1) between New Lexington and Lancaster in Zone 102; and (2) between Circleville (Zone 103) and Washington Court House (Zone 105). Table 25 contains a traffic profile of the line.

The only organization offering information to the RSPO concerning the segment between Circleville (Zone

¹¹ According to Edwin D. Kuehn, President of Sabina Farmers Exchange, Inc., the C&O/B&O leases twenty miles of the Penn Central track between Washington Court House and Wilmington. In May, 1973, the Public Utilities Commission of Ohio held hearings in Wilmington to listen to Penn Central arguments for the abandonment of rail service to Sabina, Melvin, and Wilmington. At the close of the hearings, Penn Central shippers agreed to the abandonment, provided they would continue to be served by the C&O/B&O.

103) and Washington Court House (Zone 105) was the Washington Court House Area Chamber of Commerce. It reported that the Penn Central line presently services four companies, located very near Washington Court House. Those companies generated 209 carloads of freight in 1973.

Monsanto Company, located at New Lexington, stated that abandonment of the track west of New Lexington would necessitate circuitous re-routing thereby substantially increasing its transportation costs. The Robinson-Ransbottom Pottery Company reported that a shift to trucks for the hauling of its pottery products would double its transportation costs. Irwin-Auger Bit Co. reported that its transportation costs would double, thereby jeopardizing the jobs of 50 employees.

The Nelson McCoy Pottery Company and the Sabina Farmers Exchange questioned the ability of local rail users to secure the necessary number of trucks to haul their products in the event of a rail abandonment. A shift to trucks for Nelson McCoy would require a costly investment to alter its dock facilities. The firm, whose plant is located near an elementary school, also expressed great concern over the safety of school children should it be required to increase its use of trucks. According to the company the stations of Crooksville and Roseville generated 272 and 279 carloads of freight in 1973, respectively. Moreover 80 percent of the in-bound carloads originated from such distant points as Georgia, Kansas, Kentucky, North Carolina, Oklahoma, Tennessee, and Ontario, Canada.

The Wilmington Iron & Metal Company, which operates a scrap recycling center in Wilmington, stated that buyers of its products will not accept truckload shipments.

Champion Bridge Company, located in Wilmington, stated that the physical characteristics of its shipments which average from 70 to 90 feet in length preclude their shipment by motor carrier.

Mayor James Cannon stated that plans for a Crooksville Industrial Park could bring additional tonnage to this line.

Brockway Glass Company, Crown Zellerbach Corporation, and the Peabody Coal Company all severely criticized the PC for the very poor condition of its track between Zanesville and New Lexington. Brockway Glass reported that the line is in such poor condition that the FRA has placed a 220,000 pound weight limitation on the line. Brockway recommended that the line through Zanesville should be taken over by the C&O/B&O. Crown Zellerbach Corporation stated that repairs were needed on the line's bridges and tunnels. Peabody Coal Company, located in New Lexington, ships three unit trains of coal per week westbound from New Lexington via Bremen and Thurston to Columbus.¹² From Colum-

¹² Peabody paid \$5 million in freight charges to the PC in 1973.

Table 25: Traffic Profile: Zanesville to Cincinnati

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Landmark Inc.	Fertilizer, grain		43 ¹	
Washington Lumber	Lumber		60 ¹	
Redman Mobile Homes			94 ¹	
Bell Dor-Lite, Inc.			12 ¹	
Vistron Corp. (Atlanta) (Melvin) (Sabina)				5
Agrico	Fertilizer			5
Brockway Glass Co.	Glass & plastic containers		1,516	
Dura Corporation	Agricultural equipment		200	
Peabody Coal Co.	Coal		2	
Monsanto Co.	Blasting agent		85-115	
Friendship Pottery	Pottery products		12	
Rose Pottery	Pottery products		1	
Knight Pottery	Pottery products		5	
Cookson Pottery	Pottery products			
Hull Pottery Co.	Pottery products		111	
Nelson McCoy Pottery Co.	Pottery products		168	
Elliot Lumber	Lumber	12	12	
Ferro Corp.	Ceramic and plastic materials		180-240	
Robinson-Ransbottom Pottery Co.	Pottery products		16	
Brush Pottery	Pottery products		36	
Ungemach Pottery	Pottery products		11	
Higgins Lumber	Lumber		35	
Central Implement Co.	Farm machines		1	
The Irwin Auger Bit Co.	Steel	21	40	
Buckley Bros., Inc.		28	7	
Shupert Implement				
Clinton Landmark	Feed, fertilizer	136	156	
Eagle Building Insulators				
Wilmington Iron and Metal Co.	Scrap		400 ³	
Sabina Aluminum Co.				
Champion Bridge Co.	Steel	29	39	
Sabina Supply				
Cincinnati Milacron Co.				
Conchemco	Mobile homes			240
Sabina Farmers Exchange, Inc.	Feed, fertilizer		114	327
Central Supply Co.		16	14	
Carter Lumber	Lumber			

¹ The carload data for these firms was supplied by the Washington Court House Area Chamber of Commerce.

² The Peabody Coal Company generated 2,142,902 tons of coal for the PC in 1973.

³ The carload figure supplied by the Wilmington Iron & Metal Company is for a five year period.

bus, the majority of its cars move north to the Consumer Power Company located in Essexville, Michigan. Should the line between New Lexington and Lancaster be abandoned, Peabody would be required to ship its coal northeast to Zanesville where the cars would be interchanged with the C&O/B&O for the movement to Columbus and beyond. Peabody is opposed to this re-routing because the track conditions on this line will not permit the movement of 10,000 ton unit trains. Train speeds are reportedly restricted to between 5 and 10 mph. Peabody avowed that the 90 pound rail on this line simply cannot handle the volume of 263,000 gross pound rail cars that it uses for its unit train movements. The company also pointed out that an interchange track and sidings will have to be built in Zanesville in order to accommodate its unit trains. The Sabina Farmers Exchange, Inc. reported that there is a defective trestle at Washington Court House which restricts the loading of jumbo hopper cars to 75 percent of their capacity. James P. Miller, representing Wilmington business interests, testified that speeds on the line between Wilmington and Morrow are restricted to 8 mph.

Both the PC and the C&O/B&O were criticized for their poor and unreliable service and for their inadequate supply of rail cars. In commenting upon the railroads lack of equipment, Buckley Bros., Inc., located in Wilmington, stated that for the past few years it has been forced to order hopper cars from the PC three months in advance of the contemplated shipping date. James P. Miller reported that the PC supplied a Wilmington elevator company with only one rail car when it could have used 200 cars. Clinton Landmark Company claimed that its usage of rail cars has steadily declined from 214 in 1970 to 156 in 1973 because of the inability of the C&O/B&O to supply the firm with empty cars.

PC: New Lexington to Hobson

This line serves New Lexington, Sunny Hill and Corn- ing in Zone 102 and Glouster, Chauncey, Armitage, Athens, Grosvenor, Albany and Hobson in Zone 104. The DOT Report designated the entire line potentially excess except for the segment between Sunny Hill and New Lexington. From Hobson this line continues into West Virginia and serves the cities of Kanauga in Zone 104; Point Pleasant and Bill's Creek in Zone 198; Nitro and Charleston in Zone 199; and Alloy and Swiss in Zone 195. The DOT designated this West Virginia potentially excess except for that portion between Nitro (Zone 199) and Swiss (Zone 195).¹⁸

Rail users who were opposed to the abandonment of this line included the Columbus and Southern Electric Company, which operates four generating plants in Pos-

¹⁸ The Point Pleasant to Nitro line is also discussed in Volume II of this report, pages 142 and 143.

ton in Zone 104 and the Columbia Cement Corporation, which uses the entire line for its carload movements to Nitro, West Virginia. Mayor Margaret Bowersock of Belpre (Zone 104) pointed out that closing the line would destroy a vital connecting link to the coal fields of southeastern Ohio and southwest West Virginia.

Union Carbide Corporation, which has a plant located at Alloy, West Virginia, expressed concern for the entire line. Their concern focused on the loss of rail service on the north shore of the Kanawha River; the inability of the Charleston or Gauley Bridge connections to absorb the increased flow of rail cars which would result from the proposed abandonment; the ultimate potential loss of either N&W or PC service at Alloy, West Virginia; the questionable ability to receive an adequate car supply from the Penn Central due to the abandonment proposal "short-hauling" the carrier (downgrading the line to a feeder status); excessive circuitous routing; higher freight rates; and serious operating inefficiencies.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not designated potentially excess by the DOT in Zone 102, such as the C&O/B&O and the PC, was also received. Table 26 contains a listing of those businesses which submitted data to the RSPO.

Table 26: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Cambridge Lumber Co.	Cambridge	30		
Champion Spark Plug Co.	Cambridge	101		
Dresser Industries	Cambridge	100		
Fairmont Homes	Cambridge	200		
Plastic Compounders	Cambridge	48		
Rockwell International Auto. Group	Newark		360	
Bowerston Shale Co.	Hanover	113	135	
Landmark, Inc.	Pataskala			
Inland Container Corp.	Zanesville			19

ZONE 103

Potentially Excess Lines

The DOT Report designated the following segments of lines potentially excess:

- (1) The PC line from Columbus through London (Zone 110), South Charleston (Zone 109), and Wilberforce (Zone 108) to Morrow (Zone 106).
- (2) The C&O/B&O line from Valley Crossing through Lancaster (Zone 102) to Gallipolis (Zone 104).
- (3) The PC line from Columbus to London (Zone 110).

- (4) The PC line from Columbus through Edison (Zone 112), Shelby (Zone 101), New London (Zone 100), and Wellington (Zone 91), to Cleveland (Zone 94).
- (5) The PC line from Columbus through Peoria (Zone 110), Kenton (Zone 112), and Findlay (Zone 100), to Toledo (Zone 113).
- (6) The PC line from Delaware to Ostrander.
- (7) The PC line from Columbus to Zanesville (see the discussion of the line in Zone 102).
- (8) The PC line from Circleville to New Holland (see the discussion of the Zanesville to Cincinnati line in Zone 102).
- (9) The PC line from Columbus to Condit (see the discussion of the Holmesville to Columbus line in Zone 97).

The DOT's March 1, 1974 additions and corrections supplement indicated the following changes were to be made in its February 1, 1974 Report:

- (1) The PC line from Columbus through Hayden should be shown in red as main line "C".
- (2) The PC lines from Columbus west through Columbia Heights; through South Charleston in the southeast corner of Zone 109; and through Cedarville, Wilberforce, Spring Valley and Roxanna (Zone 108) all should be shown as potentially excess.
- (3) The PC line from Columbus through Amlin should not be shown as potentially excess.
- (4) The PC line from Scioto to the connection with the C&O/B&O line should not be shown as potentially excess.
- (5) The PC line from Worthington north to the zone boundary at Ashley should be shown as potentially excess; that portion of the PC line from Sims Station to St. James in Zone 112 should not be shown as potentially excess.
- (6) The PC line from the eastern zone boundary to Lilly Chapel (Zone 110) should be shown as potentially excess.

The following technical errors in the February 1st Report were noted by the Ohio DOT:

- (1) Broad St. and Scioto were points recommended for rail service but were not shaded blue on the DOT zone map.
- (2) Since Scioto, which generates 121 carloads per year, was recommended for local rail service, Ashville, which generates 978 carloads, and

Linworth, which generates 669 carloads, should also have been recommended for local rail service.

- (3) The U.S. DOT failed to properly consider the traffic density over the PC's Columbus to Morrow line and the Cardington to Sims Station (Zone 112) segment of the Columbus to Cleveland line. These lines should be reevaluated for possible inclusion within the final system plan.

PC: Columbus to Morrow

The Columbus to Morrow line serves Columbus and Columbia Heights in Zone 103; West Jefferson, London and Florence in Zone 110; South Charleston in Zone 109; Cedarville, Wilberforce, Xenia, Spring Valley and Roxanna in Zone 108; and Waynesville and Morrow in Zone 106. Table 27 contains a traffic profile of the line.

Table 27: Traffic Profile: Columbus to Morrow

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Greene Landmark, Inc.	Grain	71	31	35
Morris Bean Co.			139	
Dewine Lumber Co.	Lumber	11	4	4
Lewis & Michael Co.		240	240	240
Polymer Dispersion, Inc.			280	
Hooven & Allison	Cordage	157	83	186
Kroehler Manufacturing Co.	Furniture	25	30	30
Super Value Stores	Food	838	844	875
S. B. Craig Co.		21	19	
Waynesville Lumber Co.	Lumber	11	6	25
Agra Urban Seed & Grain	Grain		22	
Clark Landmark (Selma)	Grain	74		
(South Charleston)		329	249 ¹	500
Tanner-Robison Lumber Co.	Lumber			
Mid-Ohio Chemicals	Grain			40-63
Purex Corp.	Household cleaners	1,091		
Madison Farm Bureau Co-op Assn.	Grain			
Vistron Corp. (Roxanna) (Cedarville)	Fertilizer		51	

¹ Rail usage by Clark Landmark declined in 1973 because of adverse weather conditions and because of the company's inability to secure rail cars.

If rail service were eliminated, Green Landmark, located in Xenia (Zone 108), estimated that the cost of moving grain shipments by motor transportation would increase 5 to 10 cents per bushel. Waynesville Lumber

and Supply Company stated that the distance factor associated with moving lumber from the southeast, West Coast and Canada precludes economical transportation by truck.

The Purex Corporation, located in London (Zone 110), reported that rail transportation is the only economically feasible mode for hauling its bulk household cleaners. If the line were abandoned Purex would be faced with the alternative of either a costly 56 mile circuitous re-routing (London to Columbus via Springfield, Urbana and Plain City) which Purex believes would ultimately result in its closure, or an immediate relocation of its plant. In either case, a closure or production curtailment would result in Purex terminating the employment of 440 employees.

The Alpha Omega Corporation reported that abandonment of this line would have a detrimental effect on the future development of its 100 acre industrial park located in London.

Additional future tonnage along this line is expected from Clark Landmark, located in South Charleston (Zone 109), which is undergoing a \$300,000 expansion program, and from Purex Corporation, whose recently completed expansion program will triple its present production capabilities.

C&O/B&O: Valley Crossing to Gallipolis

This C&O/B&O line serves Valley Crossing, Obetz and Groveport in Zone 103; Canal Winchester, Lockville, Lancaster and Sugar Grove in Zone 102; and Enterprise, Logan, Union Furnace, Orland, Creola, McArthur, Dundas, Oretton, Hawks, Minerton, Vinton, Bidwell, Kerrs and Gallipolis in Zone 104. The DOT Report designated the entire line potentially excess except for the segment between Lancaster (Zone 102) and Logan (Zone 104). Table 28 contains a traffic profile of the line.

Because railroads transport the essential fuel that keeps its Lancaster plant's furnaces continually burning, Anchor Hocking Corporation is concerned about the potential abandonment of this line. Anchor Hocking reported that the only alternative rail route from Lancaster (Zone 102) to Columbus is the circuitous route via Circleville (Zone 103), which requires an interchange of cars. According to Anchor Hocking the 22 mile PC track from Lancaster to Circleville is in substandard condition. The Lancaster Chamber of Commerce stated that shipments moving over the PC line take substantially longer because of slow order tracks, additional classification yards, interchange requirements, and train crew changes. The Lancaster Chamber estimates that 72 percent of the annual carload traffic generated by Lancaster businesses moves over the more direct C&O/B&O route, rather than via the Circleville interchange, because of the aforementioned problems.

Westvaco Corporation, which purchases pulpwood in

Table 28: Traffic Profile: Valley Crossing to Gallipolis

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Columbus & Southern Ohio Electric Co.	Heavy equipment		150	165
Cellar Lumber Co.	Lumber			
General Hocking Brick Co.	Brick		272	
Anchor Hocking Corp.	Glass		5,119	
Keener Sand & Clay Co.				175
Westvaco Corp.	Pulpwood			
Central Soya			97	
Inland Products, Inc.			90	96
Carter Lumber	Lumber	93	83	
Ohio Power Co.	Coal		1	
Lancaster Glass Corp.		136	136	
Columbia Gas of Ohio		10	28	
Lancaster Eagle-Gazette		32	37	
Ray-O-Vac Co.		19	21	
Lancaster Restaurant Supply		6	6	
West Side Lumber		4	3	
Fairfield Junk Co.		2	2	
Farm Bureau		5		
R. Rager		3	5	
West Side Lumber		6	1	
Capital Waste Paper		59	1	
Great Lakes		17		
Reed Tractor Sales		1	1	
Amanda Bent Bolt Co.		8	9	
Sendar		1	1	
D & L Farm Supply		3	12	
Raedel		4	4	
Schirm Grain		13	20	
Mattox Bros.		2		
Dupler Lumber Co.		1		
Brewer Co.		4	3	
Lancaster Greenhouse		1		
Wayne Shaner		1	1	
C. E. Glass Co.		1	7	
Stuck Mould Co.		3	2	
Mid-West Fabricating Co.		1		
Lancaster Implement Co.		1	1	
Colonial Heights		2		
Stauffer Chemical		1		
Ruble Farms				1
Stewart Bros. Alban Co.				1
Lancaster Farm Service				4
Smith-Douglas				1
Cyril Scott Co.				10
Fairfield County				2
Bremen Mills				1
Gitzenger Marble				1
Ralston Purina Co.				1
Riviera Products Co.				1
Diamond Power Specialty Corp.				1
Coffman Stair Co.	Wood products		116	

Bidwell, stated that, without rail service, the economic development of the Appalachian Region would be frustrated. Keener Sand & Clay Company, located in Kerr (Zone 104), reported that, without rail service, it would be required to close. The firm is presently working the last remaining deposits of foundry molding sand in Ohio. Loss of rail service, according to State Senator Harry L. Armstrong, would thwart the development of planned coal mine operations at Meigs and Vinton.

Inland Products Corporation recently invested \$15,000 in a "tractor and screw conveyor trailer" to facilitate boxcar loadings.

The importance of the C&O/B&O line to the 46 businesses and individuals within the community of Gallipolis was expressed by State Senator Armstrong who testified that termination of rail service would jeopardize the employment of 5,000 people.

PC: Columbus to London

This line serves Columbus and Galloway in Zone 103 and Lilly Chapel and London in Zone 104.¹⁴ The line intersects at London with the PC line between Columbus (Zone 103) and Morrow (Zone 106).

The only rail user offering information to the RSPO concerning this line was the Pillsbury Company which generated 171 and 73 carloads of grain in 1972 and 1973, respectively. Pillsbury claimed that it would have shipped an additional 100 to 150 carloads in 1973, had rail cars been available from the PC. Pillsbury reported that it is now negotiating with the PC to operate a 100 car unit train for its Lilly Chapel plant. The firm anticipates an ultimate need of 675 rail cars by 1978.

PC: Columbus to Cleveland

The Columbus to Cleveland line serves Columbus, Worthington, Lewis Center and Ashlay in Zone 103; Cardington, Edison, Sims Station, St. James, and Galion in Zone 112; Shelby and Shiloh in Zone 101; Greenwich and New London in Zone 100; Wellington, La Grange, Grafton, North Eaton, and Columbia in Zone 91; and Westview, Berea and Cleveland in Zone 94. Only that portion of the line from Worthington to Sims Station (Zone 112) was designated potentially excess by the DOT.¹⁵ Table 29 contains a traffic profile of the line.

The distance factor, unreliability and the fuel shortage associated with moving lumber all the way from the West Coast by truck effectively precludes the use of motor carriers as an alternate mode of transportation, accord-

¹⁴ The DOT's March 1, 1974 additions and corrections supplement extended the potentially excess line designation from the eastern boundary of Zone 110 to Lilly Chapel.

¹⁵ The DOT's March 1, 1974 additions and corrections supplement extended the potentially excess line designation from Worthington to Ashley.

Table 29: Traffic Profile: Columbus to Cleveland

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Don's Feed & Seed	Grain, fertilizer			45
St. James Elevator	Grain			15-20
Flick Lumber Co.	Lumber		13	
Glendhill Lumber Co.	Lumber	23	17	
Galion Equity Exchange Co.	Grain	24		350
PPG Industries	Sand			
Fleetwood Homes of Ohio	Building products			
Sharrock Elevator	Grain		65	143
Greenwich Mill & Elevator Co.	Grain			
Festival Homes of Ohio			20	50-60
G. S. Stewart Co.	Picture frames			
Central Plastics Co.	Plastics		1	
Anheuser Busch Inc.	Beer		4,095 ²	
Potter Lumber & Supply Co.	Lumber		154 ²	
Firestone Tire & Rubber Co	Distribution center			3,460 ²

¹ Central Plastics Company generated 1,750 tons of plastics in 1973.

² The carload figures submitted by Anheuser Busch, Potter Lumber & Supply and Firestone Tire & Rubber represent total carloads given to the C&O/B&O, the N&W, and the PC at Shelby or Worthington.

ing to the Potter Lumber & Supply Company, located in Worthington. The firm also stated that handling its inbound freight from public team trucks would increase its transportation cost by an average of \$200 per rail car. Increased transportation cost was of concern to the Flick Lumber Company, located in Galion, because it is also receiving lumber via rail from the West Coast.

The Greenwich Mill & Elevator Company claimed that it would have shipped 80 carloads of grain in 1973, had sufficient rail cars been available from the PC.

PC: Columbus to Toledo

That portion of PC's Columbus to Toledo line between Columbus and Amlin (Zone 103) was originally designated potentially excess in the DOT Report, however the March 1 additions and corrections supplement stated that this segment should not be designated potentially excess. Nevertheless, a significant amount of information was received from rail users located on this line. Table 30 contains a traffic profile of the line.

A number of individuals indicated that they would use the line more if PC gave them better service and provided more cars. The Logan Farm Bureau Co-op Association, for example, reported that it could have used an additional 300 rail cars in 1973 had they been available.

Table 30: Traffic Profile: Columbus to Toledo

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Midwood, Inc.	Fertilizer, grain			
Heinz, USA	Food products	675		
Luckey Farmers, Inc. (Dunbridge) (Sugar) (Ridge)				
Bowling Green State University	Coal		1	
Logan Farm Bureau Co-op Assn.	Grain		99	
Ohio Grain Co. (Marysville)	Grain		2,898	
(Kile)			304	
Blanchard Station Elevator	Grain	21	45	
Champion International Corp.	Paper			
Vistron Corp.				
Carter Lumber Co.	Lumber			

¹ The Bowling Green State University generated 25,000 tons of coal in 1973.

Blanchard Station Elevator and Midwood, Inc. claimed that they could have used an additional 100 and 200 rail cars respectively in 1973.

The Logan Farm Bureau stated that conversion to truck transportation would increase the cost of moving grain by 5 to 13 cents per bushel. Ohio House Minority Leader Charles F. Kurfess testified that, if Bowling Green State University were forced to utilize motor transportation for the hauling of coal, its yearly freight bill would increase by approximately \$225,000.

Heinz USA, located in Bowling Green, stated that its 15 to 20 percent annual growth is significantly dependent upon adequate rail service.

Table 31: Traffic Profile: Delaware to Ostrander

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
The Trust Joist Corp.				
American Can Co.				
PPG Industries	Paint		850 ¹	
Columbus & Southern Ohio Electric Co.	Heavy equipment			165
Delaware Farmer's Exchange	Grain		304	
Rohr-Flexible Co.	Buses & engines			2,891 ²
National Lime & Stone Co.				
Corco, Inc.				800 ²

¹ Columbus & Southern Ohio Electric Company reported that American Can Company, PPG Industries and Trust Joist Corporation together generate 850 carloads per year from the Delaware Industrial Park.

² Rohr-Flexible Company and Corco, Inc. expect to commence operations in 1974.

PC: Delaware to Ostrander

The Delaware to Ostrander line serves Delaware, Ohio, and Ostrander. Only that portion of the line between Scioto and Ostrander was declared potentially excess by the DOT. According to the Delaware County Regional Planning Commission, the PC line west of Ostrander to River has already been abandoned. The profile of the line is contained in Table 31.

The Delaware County Regional Planning Commission recommended that, if Penn Central is permitted to operate on the line, it should be taken over by the C&O.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines designated as potentially excess by the DOT in Zone 10 includes the C&O/B&O, the N&W and the PC, was also included in Table 32 contains a listing of businesses which are located on these lines.

Table 32: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads	
		1972	1973
Pickaway Grain Co.	Elmwood	7	
	Circleville		716
Ashville Grain Co. ¹	Ashville		150
USS Chemical	Ashville		
Leist Mobile Feed	Ashville		
Brown Implement Co.	Ashville		
G&G Sawyer Grain Co.	Duval	9	
Columbus & Southern Ohio Electric Co.	Lockbourne	3	
Lockbourne Air Force Base	Lockbourne	383	
Lockbourne Farmer's Exchange	Lockbourne	121	
Mid Ohio Chemical, Inc.	Ashville		
RCA Corp.	Circleville		
National Can Co.	Oetz		
A. P. Green Refractories	Columbus		16
PPG Industries	Circleville		
Grove City Farmers Exchange Co.	Derby		111
Landmark	Grove City		43
	Derby		
	Grove City		

¹ Ashville Grain Co. reported that, in 1972, local railroads generated 254 carloads at Ashville.

² RCA expects to ship 2,500 TOFC units in 1974.

Both Ashville Grain Company and the Pickaway Company expressed dissatisfaction with the rail service on the N&W. The Ashville Grain Company reported that inability to receive rail cars forced it to use trucks at a higher cost, 488,290 and 397,251 bushels of grain in 1972 and 1973, respectively.

Ashville Grain also stated that it was forced to use trucks to operate its elevators in 1973 on a half-day schedule due to an inability to secure trailers and rail

cause of the difficulties encountered in obtaining rail cars, Pickaway Grain Company has been forced to truck its grain from Elmwood to the nearest rail junction point at Circleville. This operation has been both costly and inconvenient.

RCA reported that it is in the final stages of a major expansion program at Circleville. If it lost service between its Circleville and Scranton, Pennsylvania plants, RCA reported that it would be forced to expand its private carrier fleet to service the two points. Such a move would increase its transportation costs and thwart any possible expansion in job opportunities at its Circleville plant.

A forced switch to motor carrier in the event of abandonment of the line would increase the transportation costs of Grove City Farmer's Exchange Company, located in Derby, by \$20,000 annually.

Passenger Service

Arthur Kelly, a concerned citizen, testified that Amtrak's *Ohio State Limited*, which presently uses the PC single track through Springfield, Columbus, Galion, and Cleveland, operates over a track that suffers from a lack of maintenance. To overcome the track deficiency Mr. Kelly proposed that the Amtrak train be rerouted from Columbus to Marion over the C&O/B&O line. From Marion the Amtrak train would move over the Penn Central line to Galion. Although this route would be 8.7 miles longer, by rerouting the train in this manner, 15,000 people in Delaware and 40,000 people in Marion would have access to rail passenger service.

It was also reported to the RSPO that the abandonment of rail rights-of-way could detrimentally affect the Mid-Ohio Regional Planning Commission's ability to provide future rapid transit service to Columbus. If rail rights-of-way are to be abandoned, the Mid-Ohio Regional Planning Commission recommends that they be used for either bike paths, busways, or pedestrian trails.

ZONE 104

Economically, Zone 104 is considered part of the "depressed" area of the Appalachian region. In order to stimulate the area's economic growth, and consequently raise the standard of living for the area's residents, a substantial amount of funds have flowed into this area from the federal, state and local governments.

The consensus of those who submitted evidence to the RSPO was that rail abandonment at this time would be in direct opposition to the economic development philosophy presently being fostered by the various levels of government.

Potentially Excess Lines

The DOT Report designated the following segments of line potentially excess:

- (1) The C&O/B&O line from Logan to Athens.
- (2) The C&O/B&O line from Hamden to Portsmouth (Zone 105).
- (3) The C&O/B&O line from Pomeroy to Gallipolis.
- (4) The PC line from Hobson to Gloucester (see the discussion of the New Lexington to Hobson line in Zone 102).
- (5) The C&O/B&O line from Logan to Gallipolis (see the discussion of the Valley Crossing to Gallipolis line in Zone 103).
- (6) The DT&I line from Jackson to Cove (see the discussion of the Delta to Ironton line in Zone 114).

The following technical errors in the February 1st Report were noted by the Ohio DOT:

- (1) Red Diamond was recommended for rail service but was not shaded blue on the DOT zone map.
- (2) Rail service for the following stations should be reevaluated before the final system plan is implemented: Athens, which generates 326 carloads per year; Cheshire, which generates 1,601 carloads per year; Gallipolis, which generates 349 carloads per year; Nelsonville, which generates 681 carloads per year; and Wellston, which generates 318 carloads per year.

C&O/B&O: Logan to Athens

The Logan to Athens line serves Logan, Haydenville, Nelsonville, Armitage and Athens. The DOT Zone 104 map does not show the C&O/B&O track connection between Nelsonville and Athens. The Columbus and Southern Ohio Electric Company testified that it is presently

Table 33: Traffic Profile: Logan to Athens

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Goodyear				
Manufacturing ¹	Foam products		855	
Smead Manufacturing Company ¹	Filing equipment		100	
Glen Gery Corp. ¹	Brick		631	
Coffman Stair Co. ¹	Wood products			200 ²
Hardwood Veneer Logs and Lumber Co., Inc.				

¹ According to Max Davidson of the Hocking County Community Improvement Corporation these four companies, with a payroll of between \$7 and \$8 million, provide employment to over 1,000 people.

² Additional tonnage along this line is expected from the Coffman Stair Company, which is building a \$1 million processing plant on 142 acres in Haydenville.

in the process of obtaining title from the C&O/B&O to the 11.78 miles of track between Nelsonville and Armistage. Table 33 contains a traffic profile of the line.

C&O/B&O: Hamden to Portsmouth

The Hamden to Portsmouth line serves Hamden, Wellston, Grand Crossing, Ironton Junction, Coalton, Jackson, Clay, Oak Hill, Hitchcock and Black Fork Junction in Zone 104 and Bloom, Edmunds, Dillard, Sciotoville, and Portsmouth in Zone 105. The following two segments were designated potentially excess by the DOT: Hamden to Jackson in Zone 104 and Eifort to Sciotoville in Zone 105. According to the testimony of the Empire Detroit Steel Corporation, the C&O/B&O track from Dillard to Edmunds in Zone 105 has already been abandoned. McNally Manufacturing Corporation pointed out that the spur from Jackson to Roads and the segment from Byers Junction to Coalton have already been abandoned. A traffic profile of the line is contained in Table 34.

Table 34: Traffic Profile: Hamden to Portsmouth

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Columbia Gas of Ohio	Pipe		138	
Frick Gallagher Manufacturing Co. ¹	Racks, shelves		33	
AP Green Refractories	Refractory products		627	
Cambria Clay Products Company				
Hinchcliff Products Company	Lumber		24	
Banquet Foods Corp.	Food products		380 ²	710
McNally Manufacturing Corp.	Coke, oven machinery		182	300
Sivad Ceramic Corporation				
Scioto Development, Inc.	Lumber			52
Damron Lumber Company	Lumber		105	
Empire Detroit Steel Corp.		7,097	7,993 ³	
Gunning Refractories, Inc.			468	250
Goodyear Aerospace ⁴	Fiberglass-plastic products	483		1,932
Davis Fire & Brick Co.				
Wellston Lumber Co.				
Ohio Fire Brick Co.			6	

¹ Frick Gallagher Manufacturing Company stated that Wellston generated 726 carloads of freight in 1973.

² Banquet Foods Company began its operation in February, 1973.

³ The Detroit Steel Corporation, located in Portsmouth, reported that it generated 16,461 and 17,094 carloads for the N&W in 1972 and 1973, respectively.

⁴ The carload figures submitted by Goodyear Aerospace, located at Jackson, represent total carloads given to either the C&O/B&O or the DT&I.

Loss of rail service, according to Banquet Foods would result in termination of the employment of 550 people. McNally Manufacturing Corporation predicted that it would be forced to either curtail its operation or shut down completely.

Davis Fire and Brick Company noted that its brick products are too heavy to be transported economically over long distances by truck.

Hinchcliff Products Company claimed that it would have shipped an additional 100 carloads of lumber in 1973, had rail cars been available from the PC.

C&O/B&O: Pomeroy to Gallipolis

The Pomeroy to Gallipolis line serves Pomeroy, Ambassador Siding, Middleport, Hobson Junction, Cheshire, Kanauga, and Gallipolis.

The only rail user offering information to the RSPG concerning this line was the American Electric Power Service Corporation, located in Cheshire. American Electric, which presently operates a 1.086 million kilowatt plant (Kyger Creek), is in the process of constructing two new coal-burning units (General James M. Gavin), each of which will have a capacity of 1.3 million kilowatts. American Electric anticipates that the new units will consume approximately 5 to 6 million tons of coal per year.

ZONE 105

Potentially Excess Lines

The DOT Report designated the following segments of line potentially excess:

- (1) The N&W line from Hillsboro to Sardinia.
- (2) The C&O/B&O line from Wilmington to Midland City.
- (3) The C&O/B&O line from Musselman to Dayton (Zone 108).
- (4) The C&O/B&O and N&W lines from Picketon to Teays Junction.
- (5) The DT&I line from Bloom Junction to Bondclay (see the discussion of the Delta to Ironton line in Zone 114).
- (6) The DT&I line from Beaver to Jeffersonville (see the discussion of the Delta to Ironton line in Zone 114).
- (7) The C&O/B&O line from Sciotoville to Eifort (see the discussion of the Hamden to Portsmouth line in Zone 104).
- (8) The PC line from Washington Court House east to the zone boundary (see the discussion of the Zanesville to Cincinnati line in Zone 102).

The following technical errors in the February 1st Report were noted by the Ohio DOT and U.S. Steel Corporation:

- (1) Kingston was recommended for rail service but was not shaded blue on the DOT zone map.
- (2) The Ohio DOT stated that, since Hopetown, which generates 219 carloads per year, was recommended for local rail service, Clarksville, which generates 932 carloads, and Wilmington, which generates 554 carloads, should also have been recommended for local service.
- (3) The Ohio DOT stated that rail service for the following stations should be reevaluated before the final system plan is implemented: Bond Clay, which generates 547 carloads per year; Hillsboro, which generates 391 carloads per year; and Jeffersonville, which generates 393 carloads per year.
- (4) U.S. Steel Corporation stated that, since its plant at Haverhill alone generates 3,200 annual carloads, the U.S. DOT should recommend the station at Haverhill for local service.

N&W: Hillsboro to Sardinia

The Hillsboro to Sardinia line serves Hillsboro, East Danville, Mowrystown, and Sardinia. The line intersects at Sardinia with the N&W line between Portsmouth (Zone 105) and Cincinnati (Zone 106). A traffic profile of the line is contained in Table 35.

The principal concern expressed over the abandonment of this line concentrated on the increased transportation costs for those firms able to shift to trucks in the event of a loss of rail service. Highland Enterprise Lumber Company reported that a conversion to motor carrier would increase its transportation costs by \$12,000 to \$15,000. Tri-County Implement Company stated that the cost of shipping one of its combines by rail is \$180.00 as compared to \$513.22 via motor carrier. The Construction and Supply Company claimed that the cost of shipping its grain dryers will increase by an average of \$521.00 if moved by truck. The firm also stated that the retail price of lumber would rise 22 to 25 percent if motor carriers are used in place of railroads. Carter Lumber Company stated that the elimination of rail service would substantially increase the costs of moving bulk lumber. The Highland County Landmark Farm Bureau Cooperative Association reported that loss of rail service would necessitate building a \$400,000 grain storage elevator to handle traffic via motor transport. The lack of available trucks and an inadequate highway system in this predominantly rural agricultural area was also of concern to rail users. Ohio State Senator William Mussey testified that a proposed four-lane highway system designed to

Table 35: Traffic Profile: Hillsboro to Sardinia¹

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Highland Enterprise Lumber Co.	Lumber		2	
S. B. Craig and Company				
Gordon Auto Supply Corp.	Auto parts			
Dorton Feed Intermatic				
Smith & Hopkins Lumber Co.				
Ohio Power Co.				
Highland County Landmark Farm Bureau Cooperative Association	Grain, fertilizer		253	
Construction & Supply Co.			6-8	
The Moore Drop Forge Co.			35	
Highland Farm Chemicals	Fertilizer	42	33 ³	55
Tri-County Implement Company	Farm machinery			30
Carter Lumber Co.	Lumber			
Landmark Inc. (Hillsboro)				
Agrico	Fertilizer			50
S. C. Bell & Company				
Burch Tractor Co.				
Early and Daniels Grain Co.				
Eshelman Grain Co.				
Hillsboro Farmers Exchange				
Higgins Construction Co.				
Moon Tractor Sales				
Moore Company			400	800

¹ According to Jon C. Harper, legal advisor for the City of Hillsboro, 321 carloads were generated along this line in 1972.

² The Highland Enterprise Lumber Company generated 1.5 million board feet of lumber for the N&W in 1973.

³ The Highland Farm Chemicals Company asserted that a fertilizer shortage reduced its use of rail cars in 1973.

serve the needs of the Appalachian region of Ohio will not be completed for at least five years.

The Highland County Landmark Farm Bureau Cooperative Association claimed that it would have shipped an additional 98 carloads of fertilizer or grain in 1973, had cars been available from the N&W. Continued rail service, according to the Association, is a necessary prerequisite to a final commitment to build an 80,000 bushel elevator.

C&O/B&O: Wilmington to Midland City

The 11 mile Wilmington to Midland City line intersects at Wilmington with the PC line between Zanesville

(Zone 102) and Cincinnati (Zone 106). At Midland City the line intersects with the C&O/B&O line between Chillicothe (Zone 105) and Cincinnati (Zone 106).

Users of this line who offered information to the RSPO were: Central Implement Company, True Temper Corporation, and Wilmington Iron & Metal Co. True Temper Corporation, which is planning to double its production of rough turned wooden dowels, predicted that its transportation costs would double if it were forced to use motor carriers.

Wilmington Iron & Metal Company, which operates a scrap recycling center in Wilmington, stated that buyers of its products will not accept truckload shipments. During the past five years the firm has generated 400 carloads of scrap.

Sabina Farmers Exchange Corporation recommended the retention of this line in order to provide an alternate rail route to and from Cincinnati.

James Miller, of the law firm of Buckley & Miller, reported that "new ribbon" track was installed along this line in November 1973.

C&O/B&O: Musselman to Dayton

The Musselman to Dayton line serves Musselman, Frankfort, Austin, Fairview, Washington Court House, Luray, Cunningham, Milledgeville, Octa, and Edgefield in Zone 105 and Rosemoore, Jamestown, New Jasper, Orphans Home, Xenia, and Dayton in Zone 108. Only that portion of the line between Musselman (Zone 105) and Xenia (Zone 108) was designated potentially excess by the DOT. Table 36 contains a traffic profile of the line.

Table 36: Traffic Profile: Musselman to Dayton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Smith-Seaman Grainery			50	
Carter Feed & Grain	Grain			
Cellar Lumber Co.	Lumber			
Landmark Elevator	Grain			
Washington Crop Service			30	50 ¹
Moorman Manufacturing Co.			400	
The Budd Co.	Automobile wheel trim			924 ²
W. A. Hammond Drierite Co.	Glass bottles, steel drums		53	
Green Landmark, Inc.	Grain			
Ryan Homes		360	456	783
Adams Thuma Lumber Co.				1,980
			5	

¹ Washington Crop Service is presently building a new rail siding at its Luray plant which will enable it to receive anhydrous ammonia and nitrogen fertilizer solution by rail.

² The Budd Company began operations at this plant in 1973.

The Budd Company estimated that its freight bill would triple if it were forced to shift to motor carriers. If rail service were eliminated, Green Landmark Corporation estimated that its transportation costs would increase 5 to 10 cents per bushel of grain. Ryan Homes, located in Jamestown (Zone 108), predicted that a switch to motor carriers would increase its freight bill by \$550.00 per carload and ultimately raise the price of its homes by \$110.00. Ryan believes such cost increases would cause it to lose its competitive position and close its plant. Without carload rates on its long-haul inbound shipments, W. A. Hammond Drierite Company anticipates that its freight costs would be 3 to 4 times higher.

N&W and C&O/B&O: Piketon to Teays Junction

The Piketon to Teays Junction line is operated by both the N&W and the C&O/B&O. N&W operates the line from Piketon to Teays and C&O/B&O operates the line from Teays to Teays Junction.

Users of this line who offered information to the RSPO were the Carter Lumber Company and the U.S. Atomic Energy Commission. The AEC expressed serious concern for continued rail service to its Portsmouth Gaseous Diffusion Plant, located in Piketon, which is served by both N&W through Piketon and C&O/B&O through Teays Junction. The AEC noted that the short rail spur into the plant has historically been used as a crossover line for detours between the respective railroads.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines not noted as potentially excess by the DOT in Zone 105, such as the C&O/B&O, was also received. Table 37 contains a list of those businesses which submitted data to the RSPO.

Table 37: Traffic Profile: Viable Lines

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Landmark	Grain		897	
Pennington Bread			276	
Dr. Heinz Company			146	
Holly Farms			36	
Mead Containers			490	
Marting Manufacturing			130	
Agrico			847	
Hockman Grain			62	
Mid Ohio Chemical Co. (Cook)				134-241
(Highland)				31-49
Cor Tec, Inc.				520
Adams County Farm				
Bureau Co-op Assn.	Grain		41	
U.S. Steel	Steel		3,200	
East Monroe Farm Service				
Buckeye Molding Co.			250	

ZONE 106

Zone 106, which includes the metropolitan Cincinnati area, is a densely populated and heavily industrialized region. The greater Cincinnati metropolitan area, which actually includes all of Zones 106 and 107, encompasses a nine county region located within the states of Indiana, Kentucky and Ohio.¹⁰ As a result of comprehensive development and transportation planning for the past ten years by The Ohio Kentucky Indiana Regional Council of Governments, the nine county Cincinnati region is considered to be one of the most attractive areas for heavy industrial development in the United States. The Council believes that an abandonment of rail lines within this region would seriously endanger the area's ability to attract new industries.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following segments of lines potentially excess:

- (1) The PC line from Morrow north to the zone boundary (see the discussion of the Columbus to Morrow line in Zone 103).
- (2) The PC line from Hageman to Lebanon.
- (3) The PC line from Lytle to the zone boundary.

The DOT's March 1 supplement indicated that Wyoming was improperly shaded blue on the Zone 106 map and should not be considered as a point recommended for local service.

The following technical errors in the February 1st Report for Zone 106 were noted by the Ohio DOT and the Lebanon Area Chamber of Commerce:

- (1) Dearborn and Wyoming were shaded blue on the DOT zone map but were not listed in DOT's table of points recommended for local service.
- (2) The stations of Addyston, Avondale, Bond Hill, Carthage, Cementdale, Cleves, Cumminsville, Delhi, Erlanger, Fairmont, Hartwell, Hutchings, Ivorydale Junction, Lockland, Ludlow, Madisonville, Miami Fort, Northside (Cumminsville), Norwood Height, Oak Ridge, Red Bank, Stock Yards, Thatcher, Troutman, Vaughan, West Side and Winton Place were recommended for service but were not shaded blue on the DOT zone map. With the exception of Addyston, Carthage, Cleves, Erlanger, Hutchings, Ludlow, and Troutman, none of these stations was shown on the Zone 106 map.

¹⁰ The greater Cincinnati metropolitan area includes the following counties: Dearborn and Ohio in Indiana; Boone, Campbell and Kenton in Kentucky; and Butler, Clermont, Hamilton and Warren in Ohio.

(3) Since Hartwell, which generates 120 carloads per year, was recommended for local rail service, the Ohio DOT believed that Gest St., which generates 1,513 carloads per year; Fernold, which generates 1,201 carloads per year; and Lebanon, which generates 346 carloads per year; should also have been recommended for local service.

(4) Mason generated 2,394 carloads, not 1,719 as shown in the DOT Report.

PC: Cincinnati to Lebanon

This line serves Cincinnati, Blue Ash, Mason, Hageman, and Lebanon. It intersects at Hageman with the PC line between Middletown Junction and Middletown (Zone 107). Only the 5 mile portion of the line between Hageman and Lebanon was designated potentially excess by the DOT. Table 38 contains a traffic profile of the line.

Table 38: Traffic Profile: Cincinnati to Lebanon

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Leggett and Platt	Lumber		125-150	
Clermont Lumber Co.	Lumber			
Nachman Corp.	Lumber		78	
Mason Lumber & Coal Co.	Lumber, coal	40	70	45
Stearns & Foster Co.		845	1,433	2,866
Carter Lumber				
International Paper	Paper		688	
Dave Steel Corp.	Steel		124	
Artyle Industries			8	
Agri-Urban, Inc.	Feed, fertilizer		46	
Lebanon Distribution Warehouse, Inc.				260
Brant's, Inc.		11	10	10
Brattain Lumber Co.	Lumber		16	20
Gordon Steiniger	Peat moss		70	80
Lebanon Lumber Co.	Lumber	25	21	25
Valley Kitchens, Inc.		18	24	36
Cincinnati Gas & Electric Co.				
Vistron Corp.	Fertilizer		14	
Green Thumb Products, Corp.	Fertilizer		5	

The predominant concerns expressed over the potential abandonment of this line dealt with business and plant closings, unemployment and increased transportation costs. It was predicted that the loss of rail service would eventually force the closure of the Stearns & Foster Company, Leggett and Platt, and Valley Kitchens, Inc. The shutdown of these firms and other business curtailments would cause a significant increase in unemployment. Stearns & Foster would terminate the employment of 400 people. The Nachman Corporation, which depends heavily on sales to Stearns & Foster, estimated that it would terminate 30 employees. Lack of rail service

would mean the loss of 160 jobs at Valley Kitchens, Inc. and 12 to 15 jobs at the Lebanon Lumber Company. In addition to the loss of jobs, business closures or curtailments would also cause a significant decrease in tax revenues. Lebanon Lumber Company reported that the state would lose \$10,000 in franchise, property and tangible taxes from it as a direct result of rail abandonment. Stearns & Foster and Valley Kitchens stated that their closing would mean a tax loss of \$50,000 and \$80,300, respectively, to the local and state governments.

Dave Steel Corporation stated that there is no practical alternative shipping mode available to it because trucks cannot handle its 40 to 60 foot structural steel shipments, and because certain consignees refuse to handle structural steel delivered by motor carrier.

The distance factor associated with moving lumber from the northeast, the West Coast or British Columbia effectively precludes the economical use of motor carriers as an alternative mode of transportation for Clermont Lumber Company, which operates the Pay And Save Building Center in Mason, and for Leggett and Platt Corporation. Mason Lumber and Coal Company, which receives coal from Kentucky and lumber from the West Coast via rail, reported that it would have to invest heavily to alter its dock facilities to handle motor carriers. Such expenditures would increase the price of its commodities to consumers by 15 to 20 percent. Nachman Corporation stated that abandonment of this line would force it to use a public team track. Nachman estimated that the costs to handle its lumber shipments from the team track rather than from its own private siding would eventually raise its retail lumber prices by 15 to 20 percent. The Agri-Urban Corporation, which receives fertilizer from Florida, Indiana, and New Mexico, claimed that abandonment of the line would force it to discontinue receiving fertilizer shipments from long distance suppliers. The transport cost to the firm of moving inbound fertilizer via truck from Terre Haute, Indiana is expected to increase by as much as \$4 to \$5 a ton. A forced conversion to truck transportation would raise the cost of moving peat moss by \$500 per carload. A similar increase is expected by Gordon Steiniger Company.

Additional tonnage along this line is expected from: Leggett and Platt, which plans to double its rail usage within the next two or three years; Lebanon Distribution Warehouse, Inc., which has recently built a new warehousing facility; Dave Steel Corporation, which expects to increase its production of structural steel; Green Thumb Products Corporation, which reportedly expects to have a rail siding built on its property; and First Executive Realty Corporation, which is developing an 85 acre industrial park incorporating a \$65,000 rail siding. The Mason Area Chamber of Commerce reported that rail usage along this line could increase from 33 to 200 percent within the next few years. According to the Lebanon Chamber of Commerce, a 10 percent increase in rail traf-

fic can be expected in 1974 from Lebanon, provided rail cars are obtainable from the Penn Central. The Chamber of Commerce also stated that Lebanon generated 341 carloads of freight for the PC in 1973.

PC: Lytle to Dayton

The 15 mile Lytle to Dayton line serves Lytle in Zone 106; and Centerville, Hempstead, Clement (via a 4 mile branch), and Dayton in Zone 108. Table 39 contains a traffic profile of the line.

Opponents of abandonment discussed the various problems associated with converting to motor transportation—distance and weight factors which preclude the moving of certain types of commodities, increased transport costs, truck availability, altering dock facilities, increased highway construction, greater energy consumption and the environmental degradation of air quality, noise levels and traffic congestion (particularly in the city of Dayton and on Ohio State Route 725).

The costs associated with the distance and weight factors involved in moving bricks and lumber shipments

Table 39: Traffic Profile: Lytle to Dayton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Hilltop Concrete	Concrete		10	
Handyman Lumber	Lumber		30	
Oakdale Lumber	Lumber			
United Beverage	Beverage		30	
Delco Products Div. of General Motors Corp.			1,431	
Dayton Mental Health Center			300	
Top Value	Merchandising items		247	
Wolohan Lumber	Lumber		150	
Lewis & Michael, Inc.				
MacMillan Bloedel Container, Inc.	Paper rolls		603	920
Centerville Builders	Lumber		25	
Southview Homes	Lumber		30	
Centerville Coal & Feed Co.	Coal, grain		5	
Elder Beerman Store	Furniture		60	
National Cash Register Co.			72	
Snyder Concrete Products	Brick		1	
Wagner Wood Co.	Lumber		150	
Day's Furniture Co.	Furniture		22	
Day's Carriage House	Furniture			25-31
Smokey, Inc.	Lumber		154	
Swango Construction			30	
DP&L			1,425	
Dayton State Hospital			260	
Defense Electronic Supply Center			150	

¹ Snyder Concrete Products Company generated approximately 3.6 million tons of brick for the Penn Central during its fiscal year March, 1972 to March, 1973.

effectively prohibit the use of motor carriers as an alternate mode of transport, according to the Smokey Corporation and Snyder Concrete Products Company. Wagner Wood Company estimated that a switch to motor carriers for its lumber shipments would reduce its profits by 75 percent.

Top Value Company reported that its dock facilities would have to be substantially altered in order to handle additional trucks. Top Value also testified that the 4 mile Hempstead to Clement branch has recently been modernized by the Penn Central. Louis T. Klauder & Associates stated that the Lytle to Dayton line is presently operating under a 5 m.p.h. speed restriction.

The Dayton Mental Health Center reported that, without rail service, the general public would be required to construct a new road to its facility. The Center estimated that the use of trucks would increase its freight bill by 50 to 75 percent.

The loss of rail service would force the MacMillan Bloedel Container Corporation to terminate the employment of 230 employees, resulting in the loss of \$1.8 million in personal income.

Additional tonnage along this line is expected from the planned expansion of Snyder Concrete Products Company. A representative of the city of Centerville, Charles McQueeney, noted that that city has recently rezoned an area of 400 acres to industrial use. The area is adjacent to the PC line, and Mr. McQueeney estimated that at the time of full development of the area, increased usage would be at least 24,000 carloads per year.

Table 40: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Clermont Lumber Co.	Milford		103	
Central Soya	Evendale		3,139	
Firestone Tire & Rubber Co.	Cincinnati		226	
A. P. Green Refractories Co.	Cincinnati		9	
Thatcher Glass Manufacturing Co.	Cincinnati			
Diamond International Corp.	Cincinnati		800-900	
Plant #2	Ancor		350	350
Plant #9	Ancor		198	
Cincinnati, Inc.	Cincinnati		120	120
Crest Component Homes	Cincinnati		240	
Seasongood Folding Box Co.	Cincinnati		24	24
Arling Lumber	Cincinnati			
Cincinnati Gas & Electric Co.	Cincinnati			
J. Cornelius Grain Elevator	Cincinnati		4	4
Elsinore Warehouse	Cincinnati		300-400	300-400
K. O. I. Warehouse	Cincinnati			
Cincinnati Association for the Blind	Cincinnati		25	25

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not designated potentially excess by the DOT in Zone 106, such as the N&W and the PC, was also received. Table 40 contains a list of businesses which submitted data to the RSPO.

Opposition was expressed over the rail abandonment concept by rail users located on viable lines because of the potential industrial and retail curtailments, relocations or shutdowns of such firms as Cincinnati, Inc., Arling Lumber Company, Elsinore Warehouse, K.O.I. Warehouse, and the Clermont Lumber Company. The loss of rail service to the Cincinnati Association for the Blind would jeopardize the employment of numerous blind people.

ZONE 107

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 107:

- (1) The PC line from Middletown to Hageman (Zone 106).
- (2) The PC line from Cincinnati (Zone 106) through Hamilton (Zone 107) and Eaton (Zone 108) to Richmond, Indiana (Zone 120).

The Ohio DOT stated that, since Monroe generates 327 carloads per year, it should have been recommended for local service.

PC: Middletown to Hageman

The Middletown to Hageman line serves Middletown and Monroe in Zone 107 and Union Village and Hageman in Zone 106. The line intersects at Hageman with the PC line between Cincinnati (Zone 106) and Lebanon (Zone 106). Only that portion of the line from Middletown to the Zone 107 boundary was designated potentially excess by the DOT Report. Table 41 contains a traffic profile of the line.

Texas Eastern Transmission Corporation, located in Monroe, stated that continued rail service is crucial for future movements of liquefied petroleum gas to and from its Tod Hunter Terminal.

If rail service were eliminated, Heidelberg Distributing Company, located in Monroe, predicted that it would be forced to either curtail its operation or shut down completely. A closing of the Heidelberg facility would result in the termination of the employment of 80 to 100 employees; a loss to the county of \$43,000 in tax revenues, and a default on the firm's bond interest payments. Heidelberg's facilities were financed from the sale of \$1.3 million in industrial development bonds.

The loss of the Middletown to Hageman line would compel the Wickes Lumber and Building Company, located in Monroe, to shift to motor carriers in order to

Table 41: Traffic Profile: Middletown to Hageman

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Inland Container Corp.	Containers		867 ¹	1,191
Heidelberg Distributing Co.	Beer, wine		142 ²	190-200
Wickes Lumber and Building	Lumber	113	97	130
Miami Carey			3	
Oberer Construction Co.				
Texas Eastern Transmission Corp.	Natural gas	217	263	
Diamond International Corp.				

¹ The carload figures submitted by Inland Container Corporation represent total carloads over the C&O/B&O and the PC.

² The carload data supplied by Heidelberg Distributing Company is for its fiscal year March, 1973 through February, 1974.

³ The Miami Carey Company generated 1,200 TOFC units over the PC in 1973.

satisfy its transport needs. Wickes estimated that this conversion would cause the following adjustments: the raising of retail lumber prices by 15 to 25 percent; the loss of the firm's competitive position; a 50 percent decrease in the firm's sales volume; the termination in employment of 10 employees; and the loss to the local and state governments of \$9,100 in tax revenues.

Future growth of the Middletown-Monroe area was predicted by a number of individuals. Mayor Gordon Reed of Monroe reported that Chrysler Corporation ultimately expects to build a new facility on its 600 acre tract located adjacent to the PC line. Mayor Reed also stated that over 700 acres of land in Monroe have been zoned for future industrial use. At the present time there are at least three industrial parks served by rail that are located within the vicinity of Monroe—Cin-Day X-Way Industrial Park, Congress Industrial Park, and Miami Valley Industrial Park. Oberer Construction Company, which is the owner/developer of the presently valued \$1 million Cin-Day X-Way Industrial Park, purported that the total building and land investment in the park will eventually reach \$45 million. The Middletown Area Chamber of Commerce declared that companies located in the Miami Valley Industrial Park generated 146 and 244 carloads of freight for the Penn Central in 1971 and 1972, respectively. The Chamber of Commerce projected that those same companies would generate 305 and 370 carloads of freight in 1973 and 1974, respectively. According to the Middletown Area Chamber of Commerce, rail use along the Middletown-Monroe PC track has increased over 64 percent during the past two years and is expected to increase another 50 percent within the next two years. The George Henkle Association claimed that there are between 3,000 and 5,000 acres already zoned for industrial development within the Middletown-Monroe area.

PC: Cincinnati to Richmond

This line serves Cincinnati, Evendale and Sharonville in Zone 106; Hamilton, New Miami, Seven Mile, and Somerville in Zone 107; Camden, Eaton, New Hope and Campbellstown in Zone 108; and Richmond, Indiana in Zone 120. The following two segments of the line were designated potentially excess by the DOT: (1) between New Miami (not shown on the DOT zone map) in Zone 107 and Eaton in Zone 108 and (2) between the boundary of Zone 120 and the PC Dayton to Richmond main line.

Users of this line who offered information to the RSPO were: Cincinnati Gas & Electric Company; Dave Dunkelberger & Sons, which generated 25 carloads of freight in 1973; Landmark, Inc.; Miami Cement Products, Inc.; Westvaco Corp.; and Opekasti, Inc. The primary commodities carried on this line are feed, fertilizer and grain. The line also provides interstate Amtrak passenger service between Cincinnati and Chicago.

Both Miami Cement Products, Inc. and Dave Dunkelberger & Sons reported that trucks would not be a feasible alternative to rail service because only a limited number of trucks are normally available to serve shippers in this agricultural area. Ray Garrett, a concerned citizen, reported that the recent re-routing of traffic from US 127 has left the by-passed villages of Collinsville and Somerville virtually isolated from an interstate highway system. According to Mr. Garrett, bridges on the "old" US 127, both north and south of Somerville, appear to have been "closed" most of the time during recent years.

The Westvaco Corporation, located at Eaton, reported that in 1973 it received 714 carloads of paper and shipped 222 carloads of corrugated boxes. In 1974, Westvaco received 676 carloads of paper and shipped 144 carloads of boxes. According to the corporation, this decline in traffic was a result of the national economic slowdown. Presently Westvaco is undertaking a \$1,750,000 expansion program at Eaton which will increase its inbound and outbound shipments by 30 percent. Traffic over the 16 miles of track between Eaton and Richmond will then average 76 carloads per mile.

Rail traffic over this line is expected to increase in the future as a result of the Butler Farm Bureau Coop. Association's recent purchase of a 1,000 ton fertilizer warehouse.

Lines Not Designated Potentially Excess

Two rail users located on the viable C&O/B&O lines submitted information to the RSPO. The PX Middletown, Inc. generated 53 and 28 carloads of lumber and plywood in 1972 and 1973, respectively. The Butler Farm Bureau Coop. Association, which receives agricultural supplies along the C&O/B&O Connersville-Hamilton line at College Corner and McGonigle, expressed its

concern over the possible loss of local rail service over the line.

ZONE 108

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 108:

- (1) The PC line from Dayton to Richmond, Indiana (Zone 120).
 - (2) The C&O/B&O line from Dodson to Greenville (Zone 110).
 - (3) The PC line from Yellow Spring to Springfield (Zone 109).
 - (4) The EL line from Dayton through Durbin (Zone 109) and Urbana (Zone 110) to Marion (Zone 112).
 - (5) The C&O/B&O line from Xenia to Rosemoor (see the discussion of the Musselman to Dayton line in Zone 105).
 - (6) The PC line from Laura to Brown (see the discussion of the Springfield to New Castle line in Zone 109).
 - (7) The PC line from Eaton south to the zone boundary (see the discussion of the Cincinnati to Richmond, Indiana line in Zone 107).
 - (8) The PC line from West Manchester to German town (see the discussion of the Alvordton to Carlisle Junction line in Zone 114).
 - (9) The PC line from Dayton to Centerville (see the discussion of the Lytle to Dayton line in Zone 106).
- (5) The Ohio DOT believed that rail service for the following stations should be reevaluated before the final system plan is implemented: Brookville, which generates 647 annual carloads; Cedarville, which generates 327 annual carloads; Centerville, which generates 537 annual carloads; and Jamestown, which generates 393 annual carloads.
 - (6) The Ohio DOT stated that the PC line between Xenia and Cedarville has a rail density factor of 4 and should be reevaluated by the DOT for possible inclusion in the final rail system plan.

According to the DOT's March 1 additions and corrections supplement, the PC line from Roxanna to Cedarville should be shown as potentially excess (see the discussion of the Columbus to Morrow line in Zone 103).

The following technical errors in the February 1st Report were noted by the Ohio DOT, the Early and Daniel Company and Champion International Corporation:

- (1) The Early and Daniel Company believes that the traffic credited to Troy was actually generated by Eldean.
- (2) Champion International Corporation stated that there is no PC line between Piqua and Troy that serves Farrington and Eldean. The C&O/B&O serves Farrington and Eldean.
- (3) South Dayton was recommended for rail service but was not shaded blue on the DOT zone map.
- (4) In view of the fact that stations in other zones which generated fewer annual carloads were

recommended for local rail service, the Ohio DOT believed that Covington, which generates 707 annual carloads; Dayton N., which generates 753 annual carloads; Eldean, which generates 459 annual carloads; Harries, which generates 890 annual carloads; Miamisburg, which generates 375 annual carloads; Shaker Crossing, which generates 1,153 annual carloads; Whitfield, which generates 865 annual carloads; Wright, which generates 445 annual carloads; and Wright Field, which generates 473 annual carloads should also have been recommended for local rail service.

PC: Dayton to Richmond

This PC line serves Dayton, Newfields, Trotwood, Brookville, Dodson, West Manchester, Eldorado, and New Paris in Zone 108 and Richmond, Indiana in Zone 120. Only that portion of the line from Dayton to New Paris was designated potentially excess by the DOT Report. However, evidence submitted to the RSPO indicated that the 3.8 mile Stillwater industrial track running from the South Dayton yard was also recommended for abandonment. A traffic profile of the line is contained in Table 42.

Concern over potential increase in transportation costs permeated all of the various statements submitted to the RSPO from individuals served by this line. The Uniondale Corporation stated that a conversion to truck transportation would increase its freight bill by \$100,000. U.S. Corrugated Fibre Box Company reported that its transportation cost would rise 300 to 400 percent if it were required to use motor carriers exclusively. Dayton Tire and Rubber Company testified that the use of trucks would increase its transportation costs by 52 percent. Gem City Lumber Company claimed that a switch to trucks would increase its freight bill on lumber shipments from \$42.25 to \$64.10 per thousand board feet. The distance factor associated with moving lumber from the West Coast by truck effectively precludes the use of motor carriers as an alternate mode of transportation, according to the Peter Kuntz Lumber Company. If it loses rail service, the company does not believe that it

Table 42: Traffic Profile: Dayton to Richmond

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Borden, Inc.				
Peter Kuntz Lumber Co.	Lumber	70	69	
Gem City Lumber Co.	Prefabricated wood components		70	
Pan-Am Coal Co.				
Pennsylvania Iron & Coal Co.			180	
Dayton Tire & Rubber Co.	Tires		2,279	
Evans Products	Cold storage			
Victory Warehouse	frozen foods		456	
Trotwood Corp.			15	
Trotwood Farmers Exchange			16	
Hamilton & Sons			140	
U.S. Corrugated Fibre Box Co.	Container board		205	
Vindale Corp.	Steel, lumber	159	165	175
Brookville Farmers Grain Co.	Grain		10	
H. F. Hawkins & Son Co.	Lumber	160	162	170
Uniondale Corporation				
Liberal Market, Inc.			287	
Lewis & Michael Co.				
<i>Stillwater Industrial Track</i>				
Kuhns Brothers Foundry			200	
McCall Printing Co.	Paper		5,175	7,584
Inland Mfg. Div. of GMC			5,187	
Dayton Iron & Metal			10	
Edgemont Bldg. Supply			305	
Iams Foods	Food products		50	
Gregory Stone			50	
Carter Lumber	Lumber		30	
Landmark Farm	Grain		35	
Wolohan			90	

can continue to compete with firms which retain rail service. Increased transportation costs were also of concern to McCall Printing Company, which has the largest single printing facility in the world located on the Stillwater industrial track.

Without rail service a number of companies predicted a substantial amount of unemployment. Dayton Tire and Rubber Company, which has an annual payroll of \$32 million, alleged that the loss of rail service would jeopardize the continued employment of 1,850 employees. Additional potential unemployment figures supplied included: H. F. Hawkins & Sons Company, 86; Peter Kuntz Lumber Company, 28; U.S. Corrugated Fibre Box Company, 105; and Uniondale Corporation, 300.¹⁷

Future growth along the line was predicted by U.S. Corrugated Fibre Box Company, which is planning an expansion program, and by Newfield's Development Corporation, which is presently developing four industrial

parks on 405 acres in Newfield. The United States Department of Housing and Urban Development strongly urged that rail service be retained at Newfield. The Department testified that it had approved the construction of this new industrial-residential community, which is expected to have a population of 40,000 people, because of the availability of rail service.

The need for rail passenger service in the area was also expressed in the submissions to the RSPO. James Rhinehart, representing the Committee To Support Dayton Area Rail Transit, testified that a study of the Dayton area conducted by T. Klauder and Associates showed that an estimated 20,000 commuters would use rapid transit service in the Dayton area. The Montgomery Green County Transportation and Development Planning Association reported the need for a rapid transit system in Dayton and noted that the PC line between Dayton and Richmond, Indiana is presently used by Amtrak from Washington, D.C. to St. Louis via Pittsburgh intercity passenger operation.

Dayton Commissioner Charles Curron likewise expressed concern for the PC lines from Dayton northeast to Fairborn, northwest to Brookville and southeast to Centerville because their abandonment would hinder the future development of a mass transit system between these cities.

C&O/B&O: Dodson to Greenville

The Dodson to Greenville line serves Dodson, Wergelawn and Verona in Zone 108 and Cordon, Arcanum, Delisle and Greenville in Zone 110. Only that portion of the line from Dodson to Arcanum was designated potentially excess by the DOT.

Rail users located on this line who offered information to the RSPO were Maxel Elevators, Inc., which generated 29 carloads of grain in 1973, and Carter Lumber Company.

PC: Yellow Spring to Springfield

The Yellow Spring to Springfield line, a segment of the "Little Miami Railroad Line," serves Yellow Spring in Zone 108 and Emery Chapel and Springfield in Zone 109. Table 43 contains a traffic profile of the line.

David C. Sherman, representing the City of Springfield, stated that while the loss of this line would have an adverse effect on the whole area, he was specifically con-

¹⁷ The Dayton Area Chamber of Commerce expressed extreme concern over the possible abandonment of both the PC Dayton to Richmond, Indiana, and Dayton to Lytle (Zone 106) lines. According to the Chamber of Commerce, these two lines serve companies that employ over 30,000 people and provide a payroll of over \$300 million.

Table 43: Traffic Profile: Yellow Spring to Springfield

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Wickes Lumber	Lumber		140	
Smoky's Lumber	Lumber		77	
Miller Coal & Feed	Coal, grain		10	
Morris Bean & Co.	Sand, plastic talc, aluminum		162	
PK Yellow Springs, Inc.	Lumber	9	7	
Dewine Seed Co.	Seed	55	55	
Antioch College	Coal		70	
Murray Black Co.	Lumber		820	

cerned with the detrimental effect that it would have upon the proposed construction of a multi-modal cargo facility at the Springfield airport.

PK Yellow Springs, Inc. stated that a conversion to truck transportation would triple its freight bill. Morris Bean & Company, located in Yellow Spring, claimed that the loss of rail service would result in the termination in employment of 465 people.

Kieth Howard, editor of "The Yellow Spring News," reported that the Dewine Seed Company would have shipped two to three times as many carloads as it did in 1973 had the service from Penn Central been of an acceptable level. Mr. Howard reported that Ted Boole Millwork would also use rail service if it were improved.

EL: Dayton to Marion

The 84.6 mile Dayton to Marion line serves Dayton and Fairborn in Zone 108; Enon, Durbin and Maitland in Zone 109; Urbana, Kings Creek, Mingo, North Lewisburg, Peoria, Broadway and Richwood in Zone 110; and Green Camp and Marion in Zone 112. Table 44 contains a traffic profile of the line.

The Richwood Feed and Grain Company, located in Richwood, reported that a switch to motor carriers would increase its transportation cost by \$6.00 per ton. Boise Cascade, located in Marion, estimated that a conversion to trucks would increase its freight bill by \$522,100. The Marion Star, located in Marion, was specifically concerned over the possible loss of its rail service because it would be forced to purchase extensive and expensive new unloading equipment and pay higher transportation costs. Overhead Door Corporation, located in Marion, stated that the transcontinental hauling of lumber from Oregon by motor truck is simply not economically feasible. A similar position was taken by the Vigortone Products Company, located in Marion, which receives its mono-calcium phosphate from Florida, its calcium carbonate from Iowa, its magnetite from Michigan, its sulfate of potash magnesia from New Mexico, and its bentonite from South Dakota. Price Brothers, located in Dayton, reported that its concrete products are too heavy to move via motor carrier. Marion Power Shovel Company stated that the size and weight of many of its products,

Table 44: Traffic Profile: Dayton to Marion

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Price Brothers	Concrete			
PK Fairborn Inc.	Lumber			
Wright Patterson Air Force Base				
Universal Atlas Cement Co.	Cement			
Southwestern Portland Cement Co.	Cement			
Armstrong Grain Elevator	Grain			
Art Homes Manufacturing Co.				
Howard Paper Mills, Inc.	Paper			
Duriron Co.	Sand	115	150 ¹	
Tuscarora Plastics				
The Marion Star	Newsprint		48	
Overhead Door Corp.	Plywood			46
NA-Churs Plant Food Co.				
Vigortone Products Corp.			156	
Boise Cascade Marion Power Shovel Co.	Power shovels	145	226	452
Central Soya			3,362 ²	
Green Camp Co-op Elevator Co.	Grain			383
B. F. Goodrich	Heavy metal supplies			
Huber Mfg. Co.	Earth moving equipment			
Champaign County Farm Bureau Co-op. Assn. Inc.	Grain		241	
Richwood Feed & Grain	Grain		6	
Landmark Inc. (Mingo) (Richwood)	Grain			
Union County Farm Bureau	Grain		175	
International Harvester Springfield Gravure Corp.	Farm equipment		4,125	
Carter Lumber	Lumber			
Galion Manufacturing Co.	Motor graders, road rollers, cranes	597 ³	568 ³	339
Marion Brick Corp.	Brick			
Richwood Implement	Farm equipment			
Parrott Implement	Farm equipment			
Webb Plastics				
Marbicast				
Cosmo Plastics				

¹ The Duriron Company, located in Dayton, also reported that it generated 133 and 75 carloads for the Penn Central in 1972 and 1973, respectively.

² The carload figures supplied by the Central Soya Company represent total carloads for the C&O/B&O, EL, N&W, and PC at Marion.

³ The carload figures supplied by the Galion Manufacturing Company represent total carloads for the EL and the PC at Galion.

such as power shovels, draglines and blast hole drills, preclude their movement via truck. The company testified that the height of this equipment when assembled is roughly equivalent to that of a 7 to 22 story building. The Galion Manufacturing Company declared that its heavier and taller cranes cannot be handled by motor carrier unless the carrier possesses an over-sized highway permit. These permits significantly increase the cost of motor carrier service, according to the Galion Company.

Duriron Company, located in Dayton, testified that special rail cars are employed to handle its inbound shipments of foundry sand. These cars require a special unloading facility that cost the company \$500,000 to construct. The company claimed that, since it would cost the firm an additional \$400,000 to move its unloading facility, a switch to the PC in Dayton is economically impossible.

Duriron Company, which has an annual payroll of \$21.25 million, stated that the loss of rail service would force it to terminate the employment of 1,874 people. The firm estimated that the city of Dayton and the state of Ohio would lose \$1.1 million in tax revenues if it were forced to close as a result of rail abandonment. The Marion Chamber of Commerce testified that the abandonment of this line would force the closure of Green Camp Elevator and of B. F. Goodrich Company's Industrial Hose Division. Price Brothers estimated it would have to terminate the employment of 100 people if the line were abandoned.

The Champaign County Farm Bureau Co-op Association, Inc., with facilities located in Mingo and Urbana, and the Union County Farm Bureau, located in Richwood, claimed that they would have shipped an additional 119 and 225 carloads of grain in 1973, had rail cars been available from the Erie Lackawanna. Green Camp Cooperative Elevator Company, Richwood Feed & Grain Co., and Union County Farm Bureau, located at Richwood, also reported that they could not obtain enough cars in 1973. Green Camp Cooperative stated that it has had to wait over a month to receive ordered rail cars. Without EL service, continued rail car shortages could be expected, particularly during future harvest seasons, according to Pollack Steel Company.

Future growth along the line was predicted by Marion Power Shovel Company, which is planning a \$15 million expansion program that will double its output by 1975; the Galion Manufacturing Company, which is planning an expansion program that will increase its crane production capabilities by 50 percent; and the Springfield Gravure Corporation, which is completing the construction of an additional plant facility and rail siding.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines not noted

as potentially excess by the DOT in Zone 108, such as the Penn Central, was also received. Those businesses which submitted data were: Carter Lumber Company; Early & Daniel Company; Federal Fertilizer Company; Fletcher Grains; P. K. Covington; Shepard Grain Company; S. S. Rudy & Sons, Inc.; and Westerville Creamery.

ZONE 109

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 109:

- (1) The PC line from Springfield through Troy (Zone 108) and Arcanum (Zone 110) to New Castle, Indiana (Zone 120).
- (2) The DT&I line from South Charleston to Tremont City (see the discussion of the Delta to Ironton line in Zone 114).
- (3) The EL line from Enon north to the zone boundary (see the discussion of the Dayton to Marion line in Zone 108).
- (4) The PC line from Springfield south to the zone boundary (see the discussion of the Yellow Spring to Springfield line in Zone 108).

The following technical errors were noted by the Ohio DOT and the Springfield Chamber of Commerce:

- (1) The station of International Harvester Company was recommended for rail service but was neither shown nor shaded blue on the DOT zone map.
- (2) The Ohio DOT believed that rail service for South Charleston, which generates 455 carloads per year should be reevaluated before the final rail system plan is implemented.
- (3) Whereas the DOT showed that 9,380 carloads are generated annually in Zone 109, the Springfield Chamber of Commerce reported that 13,798 carloads passed through the Springfield area in 1973—2,094 over DT&I, 4,125 over EL, and 7,579 over PC.

PC: Springfield to New Castle

The Springfield to New Castle line serves Springfield and New Carlisle in Zone 109; Brown, Grayson, Troy, Kessler, Ludlow Falls, and Laura in Zone 108; Pittsburg, Arcanum, Savona and Olenkarn in Zone 110; and New Castle, Indiana in Zone 120. A traffic profile of the line is contained in Table 45.

The Huntsman Container Corporation, located in Troy, declared that, if rail service were eliminated, it would be forced to close its plant and terminate the employment of 290 people. The firm further testified that its opera-

Table 45: Traffic Profile: Springfield to New Castle

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
B. F. Goodrich				
Forrest A. Archer Co., Inc.				
Tube Products Corp.	Automotive products		360	
PK Springfield, Inc.	Lumber	19	30	
Murray Black Co.	Lumber		8-10	
Borden Chemical	Phosphates anhydrous ammonia		25	
Champion Paper Corp.	Paper			
Huntsman Container Corp.	Food stuffs		132	
West Milton Lumber Co.	Lumber		6	
Allied Mills, Inc.	Grain			
Vistron Corp.				

tions affect other U.S. industries that employ in excess of 12,000 people. An increase in future rail use is anticipated by Huntsman as a result of a planned 50 percent expansion program.

According to Forrest Archer, the future development of the Archer Industrial Park in Troy is entirely dependent upon continued rail service.

The loss of rail service is expected to cause the loss of 17 jobs at PK Springfield Corporation. The personal income loss to the PK Springfield employees would be an estimated \$166,900.

Allied Mills Corporation, located in Arcanum, reported that the loss of direct PC service would cause an increase in its transportation costs. It would have to move cars north to Greenville via the C&O/B&O and then switch the cars over to the PC.

David C. Sherman, representing the City of Springfield, recommended that, if the USRA does advocate in its final system plan the abandonment of rail lines north of Springfield, the remaining rights-of-way should be used in the construction of a trunk line sewer system for the city.

ZONE 110

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 110:

- (1) The N&W line from Saint Marys to Minster.
- (2) The PC line from Bellefontaine to Belle Center.
- (3) The PC line from Bellefontaine to Saint Marys.
- (4) The DT&I line from Uniopolis to South Solon (see the discussion of the Delta to Ironton line in Zone 114).

- (5) The EL line from Bowlusville to Richwood (see the discussion of the Dayton to Marion line in Zone 108).
- (6) The C&O/B&O line from Arcanum to Cordon (see the discussion of the Dodson to Greenville line in Zone 108).
- (7) The PC line from Florence to West Jefferson (see the discussion of the Columbus to Morrow line in Zone 103).
- (8) The PC line from Olenkarn to Arcanum (see the discussion of the Springfield to New Castle line in Zone 109).
- (9) The PC line from Rockford to Savona (see the discussion of the Alvordton to Carlisle Junction line in Zone 114).

According to the DOT additions and corrections supplement, the PC line from Lilly Chapel east to the zone boundary, should also be shown as potentially excess. (See the discussion of the Columbus to London line in Zone 103.)

The following technical errors were noted by the Ohio DOT:

- (1) Mechanicsburg was recommended for rail service but was not shaded blue on the DOT zone map.
- (2) In view of the fact that Kile, which generates 304 carloads per year, was recommended for local service, Botkins, which generates 764 annual carloads; Mt. Sterling, which generates 310 annual carloads; Wapakoneta, which generates 509 annual carloads; and West Liberty, which generates 301 annual carloads; should also have been recommended for local service.
- (3) Rail service for St. Henry, which generates 560 carloads per year, should be reevaluated before the final system plan is implemented.
- (4) Although the Zone 110 map shows a density of 5 on the PC line between Bellefontaine and Peoria, PC operating personnel have indicated that this line was abandoned in 1938.

N&W: Saint Marys to Minster

This N&W line serves Saint Marys, New Bremen and Minster. Table 46 contains a traffic profile of the line.

Rail service along this line is considered vital, according to Mayor Theodore Purpus of Minster, because the line serves an important agricultural area that is heavily dependent on inbound shipments of farm equipment and fertilizer.

The Prenger Implement Store and the Minster Machine Company reported that the size and weight of

many of their products precludes their economical movement via motor carrier. Some of the machines produced by the Minster Company weigh 130 tons. The cost involved in attempting to dismantle such large machines would be prohibitive and would harm the firm's competitive position. The Minster Company, which employs approximately 800 people, testified that it has recently built a \$4 million metal casting facility and assembly bay, that includes a 100 ton crane.

The Saint Marys Department of Public Service and Safety was concerned over the possible abandonment of this line for two reasons: the Community Improvement Corporation is considering building an industrial park in Saint Marys and the Goodyear Company, which employs 2,100 people, is located on this line.

Table 46: Traffic Profile: Saint Marys to Minster

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Minster Machine Company	Machines	133	62	
Minster Canning Company	Cans		23	
Minster Farmer Co-op Exchange	Grain		120 ¹	
Bremco Mills			47 ¹	
Goodyear			1,240	
Prenger Implement Store		5	7	8-9
I E Industries	Foundry and pollution equipment		400	
Landmark, Inc.	Grain, fertilizer			
Carter Lumber Co.	Lumber			
Bomholt Bros.			8	
Autokraft Box			1	
Berning Bros.			4	
Buehler Bros.			3	
Thomas Dircksen			1	
Morsey Bros.			1	
Globus Printing			1	
D. Hoying			3	
Langenkamp Bros.			4	
Minster Lumber Co.			13	
H. Schlater			1	
Poeppelman Bros.			2	
H. Segar			2	
Auglaize Landmark			13	
Branns Hardware			1	
Bearing Bros.			3	
A. Dircksen			2	
Hoge Brush Co.			2	
Lock Two Mills			26	
Occidental Chemical Co.			76	

¹ The carload figures supplied by Bremco Mills and Minster Farm Co-op Exchange are for a 24 month period.

PC: Bellefontaine to Belle Center

This PC line serves Bellefontaine, Huntsville, and Belle Center. Table 47 contains a traffic profile of the line.

Table 47: Traffic Profile: Bellefontaine to Belle Center

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Nabisco, Inc.	Food products			
Scott Paper Co.	Paper products			
Stanley Ferger & Associates Inc.				
Paul Bailey Co.				
Del Monte	Foods			
General Foods Corp.	Foods			
Super Foods Services, Inc.	Warehouse	1,708	1,570 ¹	
American Can Co.	Cans			
Carter Lumber Co.	Lumber			

¹ Rail usage by Super Foods declined because of its inability to secure rail cars; a strike at its major supplier, the Kellogg Company; and a railroad strike.

The only rail user located on this line who submitted information to the RSPO was Super Foods Services, Inc. Super Foods operates a 434,000 square foot warehouse 4 miles northwest of Bellefontaine that supplies food products to approximately 275 independent retail food stores throughout Indiana and Ohio. The loss of rail service would force Super Foods to close the warehouse and to terminate the employment of 400 people

PC: Bellefontaine to Saint Marys

The Bellefontaine to Saint Marys line serves Bellefontaine, Lewistown, Russels Point, Lakeview, Santa Fe, Cutman, Wapakoneta, Moulton and Saint Marys. Table 48 contains a traffic profile of the line.

Table 48: Traffic Profile: Bellefontaine to Saint Marys

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
St. Marys Municipal Power Plant	Coal	298	137	
St. Marys Board of Education	Coal	13	14	
Ametek Westchester Plastics	Plastic pellets		720	1,440
Koneta Rubber Co.	Rubber		175	
Logan Farm Bureau	Grain			
A. G. Boogher & Son Elevator	Grain		300	
Vistron Corp.				
P. K. Lumber, Inc.	Lumber		15	
Auglaize Lumber Co.			25	
Wapakoneta Farmers	Grain			

The Ametek Westchester Plastics Company stated that continued rail service is crucial to its continued growth, expansion and low cost operation. The firm, which employs 87 people and has a payroll of over \$1 million, recently completed a \$1.3 million plant addition that triples the size of its facility. This expansion is expected

to increase its future rail traffic to 12 million pounds a month. As a result of being able to ship its plastic pellets in bulk by hopper car, the firm saves approximately \$1,100 in packaging expenses per rail car. A forced conversion to motor carriers on the other hand would nullify these savings because the firm would then be required to ship its products in four-ply bags with aluminum or polyethylene lining. To illustrate the potential costs associated with shifting to truck transportation the Koneta Rubber Company supplied the following data on shipments terminated at its Wapakoneta plant:

Origin	Rail Cost (ton)	Motor Carrier Cost (ton)
Akron, Ohio	\$ 8.60	\$11.40
Tyler, Texas	\$24.30	\$70.40

A number of individuals testified that rail use would increase if more cars were available and service were improved. The Wapakoneta Area Chamber of Commerce reported that the DOT criteria would be met for this line if firms could secure additional cars from the Penn Central. The Chamber of Commerce also testified that certain portions of this track are presently operating under a 5 m.p.h. speed restriction. Saint Marys Municipal Power Plant claimed that its usage of rail cars declined from 298 in 1972 to 137 in 1973 because of poor service. St. Marys Cotton Mill Co. stated that it has shifted to the N&W because of poor service by the PC.

D. P. Conner, director of traffic research for the C&O/B&O, reported that the Chessie System has no physical track connection in Wapakoneta with the Penn Central. The C&O/B&O would build a connecting track between its line and the PC for those industries located east of the C&O/B&O's line, provided a responsible group would: (1) acquire (buy or lease) the right-of-way and track up to the point of the present C&O/B&O line; (2) upgrade the track to meet the FRA minimum standards and the C&O/B&O's operating safety standards; and (3) maintain the connecting track in the future. The C&O/B&O's engineering department estimated that it would cost \$36,300 to upgrade the PC track from Wapakoneta to the Ametek Plastics plant. The annual normalized maintenance of this track would be approximately \$6,600.

Table 49: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Lot Ridge Rubber Co.	Botkins	82	75	
Botkins Grain & Feed Co.	Botkins	591	543	
U.S. Steel	Botkins	88	81	
Francis Manufacturing Co.	Russia		4-5	4-5
Colpay Corp.	Russia		42	
Versailles Feed Mill	Versailles			35

Rail user	City	Estimated carloads		
		1972	1973	Projected
Worch Lumber Co.	Versailles	60-85	60-85	60-85
Farm Services, Inc.	DeGraff		143 ¹	
DeGraff Lumber Company	DeGraff			
Mid-States Container Corp.	DeGraff			
Russia Equity Exchange Co.	Russia	25-35	25-35	25-35
Ansonia Lumber Company	Ansonia			
Smith Chevrolet, Inc. ²	Ansonia			
Vistron Corp.	New Madison			
	Saint Paris			
	Versailles			
Keller Grain and Feed, Inc.	Horatio	76	52	
P. K. Saint Paris, Inc.	Saint Paris	14	18	
Nau Grain Co. ³	Plain City		113	200
Ohio Grain Co.	Milford Center		200	
	Mechanicsburg		2,007	
	Kile		304	
	Marysville		2,898	
	Plain City			
Henry Boat Co.				
Beach Chandler Lumber Co.	Plain City		25	
Unionville Center Farm Bureau Elevator	Plain City			
Mid-Ohio Chemical, Inc.	Unionville			32-51
	Mt. Sterling			25-86
Westville Grain Drackett Company	Westville			
	Urbana		1,062	
Carter Lumber Co.	Plain City			
Frey's Feed and Grain	Saint Paris			
Champaign County Farm Bureau Coop Assn.	West Liberty		53	30
	Mechanicsburg		4	
Craig's Coal Yard & Elevator, Inc.	West Liberty		201	
P. K. West Liberty, Inc.	West Liberty	27	21	
Urbana Mills	Urbana			
Farmers Supply	West Liberty			
Thompson Industries, Inc.	Mt. Sterling			400-500
Grove City Farmer's Exchange Co.	Mt. Sterling		38	
Prince Allen Coal	Saint Paris			
J. A. Flaig Lumber Co.	New Madison			
Urbana Livestock	Urbana			
Grimes Manufacturing	Urbana			
Ansonia Farm Service, Inc.	Ansonia			
Fort Recovery Equity Exchange Co.	Fort Recovery		32	
Botkins Hardware	Botkins	3		
Botkins Lumber Co.	Botkins		24	22

¹ The carload figure supplied by Farm Services, Inc. represents an average yearly total based on a four year period.

² The Smith Chevrolet Corporation reported that 1,000 carloads of freight were received in Ansonia, Sidney, and Versailles during 1973.

³ The Nau Grain Company stated that the station at Plain City generated 176 carloads of freight in 1973.

Lines Not Designated Potentially Excess

Substantial evidence from rail users located on rail lines not designated as potentially excess by the DOT in Zone 110, such as the C&O/B&O and the PC, was also received. Table 49 contains a list of businesses which submitted data to the RSPO.

If rail service were eliminated, Farm Services Corporation predicted that the use of motor carriers would raise its transportation costs by 10 to 15 cents per bushel of grain. Versailles Feed Mill estimated that local farmers will lose \$35,000 in revenue if forced to switch to trucks. Craig's Coal Yard and Elevator Corporation, the only coal dealer within 10 miles of West Liberty, declared that the use of trucks would raise local farmers' transportation costs by 18 cents per bushel of grain. Without rail service, Worch Lumber Company stated that its freight costs would triple. Loss of rail service in New Madison would mean that the J. A. Flaig Lumber Company would have to truck its inbound lumber shipments from the nearest rail station, which is 22 miles away. Russia Equity Exchange Company testified that local farmers would lose an annual \$10,000 in revenue on their wheat crop if required to use motor carriers. Mayor Edward Borchens stated that the highway system serving the Russia area is inadequate to handle a large number of trucks. The substantial cost impact of a shift to trucks by the Colpay Corporation for hauling its lumber from the state of Washington is shown below:

<i>Mode</i>	<i>Yearly Cost</i>
Railroad	\$ 75,000
Piggyback	\$180,000
Truck	\$275,000

The P. K. West Liberty Corporation, which receives lumber from distant suppliers, stated that, if rail service were eliminated at West Liberty, the firm would be forced to close its plant and terminate the employment of 9 people. The closing of the facility would cause the state to lose \$6,000 in franchise, property and tangible tax revenues. According to the Fort Recovery Chamber of Commerce, abandonment would cause the termination in employment of from 500 to 600 people.

Farm Services, Inc. stated that it would have shipped at least 100 more carloads in 1973 had rail service been better. The car shortage forced Craig's Coal Yard and Elevator, Inc. to ship the equivalent of 53 carloads of grain via motor carrier in 1973. The Nau Grain Company experienced a similar rail car shortage and was forced to ship 144 truckloads of grain in 1973. The Fort Recovery Equity Exchange Company alleged that its inability to secure rail cars has resulted in a four-fold decline in its rail use since 1968. The Fort Recovery Chamber of Commerce declared that local rail users could have shipped an additional 200 carloads of freight in 1973 had cars been available from the N&W.

The P. K. West Liberty Corporation reported that it faces an annual rail car shortage during its peak building season.

ZONE 111

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 111:

- (1) The DT&I line from Prentiss to Ford Park (see the discussion of the Delta to Ironton line in Zone 114).
- (2) The AC&Y line from Delphos to Buffton (see the discussion of the Mogadore to Delphos line in Zone 95).
- (3) The N&W line from North Creek to Willshire (see the discussion of the Maumee to Decatur line in Zone 113).
- (4) The PC line from Scott to Ohio City (see the discussion of the Alvordton to Carlisle Junction line in Zone 114).

The following technical errors were noted by the Ohio DOT:

- (1) Leipsic Junction was recommended for rail service but was not shaded blue on the DOT zone map.
- (2) In view of the fact that Leipsic Junction, which generates 176 carloads per year, was recommended for local rail service, Convoy, which generates 443 carloads per year, should also have been recommended for local service.
- (3) Rail service for Scott, which generates 327 carloads per year, should be reevaluated before the final rail system plan is implemented.

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not designated potentially excess by the DOT in Zone 111, such as the C&O/B&O, EL, and the PC, was also received. Table 50 contains a list of businesses which submitted data to the RSPO.

The principal theme expressed within the submissions dealt with shippers' dissatisfaction with EL and PC service. Elgin Grain Company and Flexible Foam Products claimed that they would have shipped an additional 96 and 288 carloads of freight in 1973, respectively, had sufficient cars been available. Convoy Equity Exchange Company testified that it could have loaded an additional 1,030 cars over the past four years had they been obtainable. The shortage of rail cars forced the Farm Service Center to ship 338 truckloads of freight via motor carriers in 1973.

Table 50: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
J. M. Sealts Co.	Lima			
Village Granary, Inc.	Convoy	53	36	
Convoy Equity Exchange Co.	Convoy	431	297	
Hall Lumber	Convoy			5-6
Century Steps	Convoy			46-50
Farm Service Center	Hume		78	
	Spencerville		113	
Carter Lumber Co.	Cairo			
Spencerville Farmer's Union	Spencerville		25	
Elgin Grain Co.	Elgin		516	760
Flexible Foam Products	Spencerville		78	150
Vistron Corp.	Harrod			
Allen County Lumber & Supply Co.	Lima	25	32	
Inland Container Corp.	Lima		17	21

A rail abandonment, according to Elgin Grain, would require it to purchase 100 tractors and semi-trailers at an estimated cost of \$4 million. Moreover an appropriate number of drivers would also have to be added to the payroll. Elgin reported that lack of access to interstate highways and certain local highway bridge limits would impede its shipping by truck. The company, which services approximately 300 local farmers, predicted future growth due to the removal of governmental acreage restrictions and the increasing demand for fertilizer. This fertilizer, according to Elgin, can only be transported in specially insulated rail cars furnished by its plant.

If rail service were eliminated the Allen County Lumber & Supply Company would be forced to terminate the employment of between 10 and 15 people. These terminations would cause the area to lose \$10,000 in tax revenues.

ZONE 112

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following lines potentially excess within Zone 112:

- (1) The PC line from Kenton to Carey (see the discussion of the Clyde to Kenton line in Zone 100).
- (2) The AC&Y line from Carey to New Washington (see the discussion of the Mogadore to Delphos line in Zone 95).
- (3) The EL line from Marion to Green Camp (see the discussion of the Dayton to Marion line in Zone 108).

- (4) The PC line from Edison to Marengo (see the discussion of the Heath to Edison line in Zone 102).
- (5) The PC line from St. James south to the zone boundary (see the discussion of the Columbus to Cleveland line in Zone 103).

The following technical errors were noted by the Ohio DOT:

- (1) Since Caledonia, which generates 269 carloads per year, was recommended for local service, Crestline, which generates 332 carloads per year; Kenton & CCCL, which generates 2,818 carloads per year; McVittys, which generates 723 carloads per year; Morral, which generates 726 carloads per year; and Sycamore, which generates 413 carloads per year; should also have been recommended for local service.
- (2) The 16.9 mile PC line from Sycamore (Zone 112) to Berwick (Zone 100) was not shown on the DOT zone maps.¹⁸ Although the ICC has authorized abandonment of the line in Finance Docket No. AB-5 (Sub No. 41), it is still in operation.
- (3) The 5.5 mile PC line from Carey (Zone 112) to Vanlue (Zone 100) has already been abandoned (ICC Finance Docket No. AB-5 (Sub No. 103)).

Lines Not Designated Potentially Excess

Evidence from rail users located on lines not designated potentially excess by the DOT in Zone 112, such as the EL, the N&W and the PC, was also received. Table 51 contains a list of firms which submitted data to the RSPO.

Marion Landmark testified that a forced shift to motor carriers would increase its freight bill by 10 cents for every bushel of grain shipped. Kenton Landmark estimated that conversion to trucks would raise its transportation costs by \$8.50 per ton of fertilizer and 7 cents per bushel of grain. The Alger Feed & Grain Company claimed that its transportation cost would increase from 10 to 15 cents per bushel of grain if moved by truck. Mt. Victory Elevator estimated that having to ship via truck would increase its transportation costs by \$4.80 per ton on its grain shipments, \$5.00 per ton on its feed supplement shipments and \$2.50 per ton on its fertilizer shipments. Based on 1973 tonnage figures, these rate increases would result in a net revenue loss to area farmers of approximately \$115,000. To illustrate the potential

¹⁸ The Pillsbury Company, which has a facility located on the PC line in Sycamore, reported that it generated 361 and 434 carloads of freight in 1972 and 1973, respectively. It projected an ultimate need for 698 rail cars by 1978.

Table 51: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Ohio-Kentucky Mfg. Co.	Ada	31	28	35-40
Kenton Landmark	Ada	23	34	29
	Kirby	124	65	140
	Upper Sandusky	17	35	30
Frey's Roofing & Lumber Co.	Kirby			
North Robinson Equity, Inc.	North Robinson			
Ada Farmer's Exchange Co.	Ada	160	86	
Vistron Corp.	Dunkirk			
PPG Industries	Crestline			
Landmark, Inc.	Kenton			
Alger Feed & Grain Co.	Alger	290	344	
F. J. Laubis & Son Elevator	Hepburn		182	
PK Marion	Marion			
Marion Landmark, Inc.	Marion Monnette Waldo			
Lykens Farm Supply Co.	Ridgeton			116
Galion Mfg. Co.	Galion	597	568	720
Rhinehart's Coal & Building Supply	Galion	21	15	
Perfection-Cobbey	Galion			
American Steel Grave Vault Manufacturing Co.	Galion			
Wickes Lumber	Galion			
Gledhill Lumber	Galion	23	17	
Flick Lumber	Galion		13	
Galion Equity Exchange Co.	Crestline			
Mt. Victory Elevator & Milling Co.	Mount Victory	120	109	
Occidental Chemical Co.	Mount Victory	51	53	
Pollak Steel Co.			1,861	

costs associated with shifting to truck transportation, the Ohio-Kentucky Manufacturing Company supplied the following data on shipments of footballs originating from its Ada plant:

Destination	Rail cost (per football)	Motor carrier costs (per football)
	¢	¢
Clearfield, Utah	.1408	.2678
Nashville, Tenn.	.0663	.0940
Newark, N.J.	.0739	.1278
River Grove, Ill.	.0494	.0715

The lack of accessibility to interstate highways and certain local highway bridge (State Route 31) limitations were of concern to the Mt. Victory Elevator and Milling

Company. North Robinson Equity, Inc. stated that if it lost rail service, it would have to purchase a lower, more polluting grade of coal.

The Marion Chamber of Commerce estimated that a downgrading of the EL's east-west main line through Marion to feeder status could result in the termination in employment of 1,500 railroad employees.

In addition to the concern over rising freight bills a number of submissions to the RSPO dealt with shipper dissatisfaction with rail car shortages. The Ada Farmers Exchange Company and the F. J. Laubis & Son Elevator Company claimed that they received only enough rail cars in 1973 to satisfy about half of their needs. Ada Farmers Exchange could have shipped an additional 207 and 176 carloads of grain in 1972 and 1973, respectively. Mt. Victory Elevator and Milling Company reported that it would have shipped an additional 47 and 179 carloads of grain in 1972 and 1973, respectively, had cars been available. The company stated that it has had to wait 125 days to receive ordered rail cars and complained further of service delays of up to 28 days.

ZONE 113

Zone 113, which includes the metropolitan Toledo area, is a region that is economically dependent upon agriculture and light to heavy manufacturing enterprises. Toledo, which is served by all modes of transportation, is considered a major transportation center within Ohio. Because of Toledo's industrial activity, rail service is crucial to the continued economic viability of the area. Toledo is also an important port on the Great Lakes (roughly 25 million short tons of water-borne cargo were handled at Toledo in 1972, according to the Toledo-Lucas County Port Authority) and continued connecting rail service is also essential. In 1973 the Port of Toledo handled 18,791 rail cars, according to the Port Authority. The Toledo Regional Area Plan For Action Group emphasized the need for rail service because of higher costs of trucking, the physical characteristics of certain commodities and the lack of sufficient trucks to handle the additional tonnage that would develop as a result of rail abandonments.

Speaking on behalf of both Wood and Sandusky Counties, Ohio House Minority Leader Charles F. Kurfess, testified that continued rail service was basic to the survival of the 4,000 farmers located within these counties. The gross income of these farmers is approximately \$76 million.

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 113:

- (1) The PC line from Toledo to Berwick (Zone 100).

- (2) The N&W line from Maumee through Holgate (Zone 114) and Delphos (Zone 111) to Decatur, Indiana (Zone 117).
- (3) The N&W line from Maumee through Defiance (Zone 114) to Fort Wayne, Indiana (Zone 116).
- (4) The N&W line from Maumee to Montpelier (Zone 114).
- (5) The AA line from Dundee north to the zone boundary (see the discussion of the Frankfort to Toledo line in the chapter on Michigan, Zone 165).
- (6) The PC line from Petersburg to Federman (see the discussion of the Clayton to Ida line in the chapter on Michigan, Zone 150).
- (7) The PC line from Vulcan to Ottawa Lake (see the discussion of the Manchester to Toledo line in the chapter on Michigan, Zone 150).

The following technical errors were noted by the Michigan Elevator Exchange and the Ohio DOT:

- (1) Chrysler (Toledo), Erie, Pt. Toledo, Toledo Dock and Toledo Yard (TBS) were recommended for local service but were either not shown or not shaded blue on the DOT zone map.
- (2) The N&W and AA line east of Toledo through Ironville and Booth should be shown as a blue line on the Zone 113 map.
- (3) In the DOT Report, the Maumee station is called "Monclova."
- (4) Since Alexis, which generates 103 carloads per year, was recommended for local service, Bowling Green, which generates 1,030 annual carloads, should also have been recommended for local service.
- (5) The Ohio DOT believed that rail service for Waterville, which generates 470 carloads per year, should be reevaluated before the final system plan is implemented.
- (6) The Michigan Elevator Exchange stated that its 1973 traffic of 3,269 carloads was assigned to the Toledo station rather than to the Ottawa Lake Station.

PC: Toledo to Berwick

The Toledo to Berwick line serves Toledo, Stony Ridge, and Luckey in Zone 113 and Fostoria, Alveda and Berwick in Zone 100. The line intersects at Berwick with the PC line between Clyde (Zone 100) and Kenton

(Zone 112). Only that portion of the line from Luckey to Berwick (Zone 100) was designated potentially excess by the DOT Report.

Rail users located on this line who offered information to the RSPO were: the Crop and Soil Service, Inc., which generates between 60 and 70 carloads annually, and Luckey Farmers, Inc.

N&W: Maumee to Decatur

The three Norfolk and Western lines designated potentially excess by the DOT within Zone 113 start from a single track that originates in Toledo. From Toledo this single track runs approximately 12 miles southwest to Maumee where it splits into three segments. Table 52 contains a traffic profile of the line from Toledo to Maumee and from Maumee to Decatur.

Table 52: Toledo to Decatur via Maumee

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Toledo to Maumee</i>				
The Andersons	Feed, fertilizer, grain		18,541	
International Minerals Chemical Corp.			1,600	
Cargo's Grain Facility	Grain			
Seaway	Feed		28	
Landmark, Inc.	Fertilizer, grain			
Ford Motor Co.				25,000 ¹
Cargill, Inc.		2,791	3,422	
<i>Maumee to Decatur</i>				
Johns Manville Corp.				2,000
Kenton Landmark	Grain	40	10	75
Krey Packing Co.	Canning	182	63	
Ottoville Farm Center		58	58	
Miller Brothers Clay Works				
Ottoville Lumber Co.	Lumber			
Odenweller Milling Co.				
Fort Jennings Equity Elevator				
Vetter Building Supply				

¹ Ford Motor Company is in the process of building a new plant at Maumee.

The *Maumee to Decatur* line segment serves Maumee, Waterville, Bailey and Grand Rapids in Zone 113; McClure, Grelton, Malinto, Holgate, New Bavaria and Pleasant Bend in Zone 114; North Creek, Wisterman, Continental, DuPont, Cloverdale, Muntanna, Douglas, Fort Jennings, Delphos, Landeck, Venedocia, Jonestown, Ohio City and Schumm in Zone 111; and Decatur, Indiana in Zone 117. All of the Ohio segment of the line was designated potentially excess by the DOT.

If rail service were eliminated, Johns Manville Corporation, located in Waterville, estimated that the cost of moving its freight would quadruple and the firm would have to terminate the employment of 1,000 people. An increase in future rail use is anticipated by Johns Manville as a result of a planned \$12 million expansion program in 1975 at its two Waterville plants.

Ottoville Farm Center reported that it shipped 80 truckloads of freight via motor carriers in 1973 because it could not obtain rail cars.

N&W: Maumee to Fort Wayne

The Maumee to Fort Wayne line serves Maumee, Homewood, Whitehouse, and Neapolis in Zone 113; Colton, Liberty Center, Napoleon, Okolona, Jewell, Defiance, Ashwood, Renollet, Emmett, Cecil, Knoxdale and Antwerp in Zone 114; and Fort Wayne, Indiana in Zone 116. Table 53 contains a traffic profile of this line.

Table 53: Traffic Profile: Maumee to Fort Wayne

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
American Can Co.	Cans			700
Johns Manville	Insulating material	7,000	8,000	
Fiber Glass, Inc.				
Hudson Mills	Grain		206	
Davis Farm Service			61	
Okolona Lumber Co.	Lumber		10	
Liberty Agricultural Center, Inc.	Fertilizer		10	
Myers Crop Center	Fertilizer		20	
Hudson Products, Inc.	Feed ingredients			
Jewell Grain Co.	Grain			
Antwerp Equity Exchange Co.	Grain		227	
FMC Corp.		42	63	
Defiance Grocers	Food		3	
Farmer's Friend Mineral Co.	Fertilizer ¹		120	
City of Napoleon				
Power Plant ¹	Coal		800-	
			1,000	

Gould Company¹

¹The carload figures supplied by the City of Napoleon, Farmer's Friend Mineral Company, and the Gould Company represent total carloads over the DT&I and the N&W.

The Antwerp Equity Exchange Company predicted that a forced switch to motor carriers would increase its cost by \$80,000 annually. Antwerp Equity is building a new 190,000 bushel grain elevator. The American Can Company is building a new plant and a \$70,000 rail siding in Whitehouse. The American Can plant, which will employ 225 people, expects to generate at least 700 carloads annually after its opening in 1974. Antwerp Equity reported that it would have used 65 more rail cars in 1973 had they been available. The Napoleon Chamber of

Commerce testified that two rail using firms are reportedly considering locating in the city's industrial park in the near future.

N&W: Maumee to Montpelier

The Maumee to Montpelier line serves Maumee and Midway in Zone 113 and Brailey, Delta Yard, Eckley, Elmira, West Unity and Montpelier in Zone 114. Table 54 contains a traffic profile of the line.

Table 54: Traffic Profile: Maumee to Montpelier

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Reilly Feed & Grain Co.	Grain		150	
Haines, Alby			30-40	
Tri-State Elevator, Inc.	Fertilizer, feed		200-250	
Williams County Farm Bureau	Grain, fertilizer	169 ¹	247 ¹	
Coop. Assn.	Fertilizer		40	
Vistron Corp.	Lumber			
Carter Lumber Co.				

¹The carload data supplied by Williams County Farm Bureau Coop. Assn. is for its fiscal year March 1 through February 28.

According to the Williams County Farm Bureau Co-op Association, loss of rail service would lead to the closure of its farmer owned \$771,562 facility in Montpelier. Future rail use is expected to increase since the Co-op's board of directors has recently approved a \$182,327 contract to build a new 200,000 bushel grain elevator.

Table 55: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Oscar Joseph	Toledo		10	
Lansing Grain Co.	Toledo			
Mid-Wood, Inc.	Bowling Green			
	Cygnat			
	Haskins			
	North Baltimore			
	Rudolph			
Owens-Illinois, Inc.	Perrysburg			545 ¹
Deshler Farmers Elevator	Custar		185 ²	
Luckey Farmers, Inc.	Dunbridge			
	Lemoinee		45	
	Luckey			
	Sugar Ridge			
Vistron Corp.	Rising Sun			

¹Owens-Illinois, Inc. expects to commence operations in 1975. The firm, which will eventually employ 163 people, recommended that Perrysburg be included in the Toledo switching district.

²The carload figure supplied by Deshler Farmers Elevator represents the total carloads generated by the firm's plants in Custar and in Deshler.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines not designated potentially excess by the DOT in Zone 113, such as the C&O/B&O and the PC, was also received. Table 55 contains a list of businesses which submitted data to the RSPO.

ZONE 114

Potentially Excess Lines

The DOT Report designated the following lines potentially excess within Zone 114:

- (1) The PC line from Alvordton through Van Wert (Zone 111), Greenville (Zone 110) and Germantown (Zone 108) to Carlisle Junction (Zone 106).
- (2) The DT&I line from Delta through Lima (Zone 111), Quincy (Zone 110), Maitland (Zone 109), South Solon (Zone 110), Waverly (Zone 105), Jackson (Zone 104), and Bloom Junction (Zone 105) to Ironton (Zone 200).
- (3) The N&W line from McClure to Pleasant Bend (see the discussion of the Maumee to Decatur line in Zone 113).
- (4) The N&W line from Colton to Antwerp (see the discussion of the Maumee to Fort Wayne line in Zone 113).
- (5) The N&W line from Montpelier to Brailey (see the discussion of the Maumee to Montpelier line in Zone 113).

The DOT's March 1 additions and corrections supplement indicated the following changes were to be made in its February 1 report:

- (1) The PC line from Celina to Coldwater in Zone 110 should not be shown as potentially excess.
- (2) The PC line from Paulding to North Paulding in Zone 114 should not be shown as potentially excess.
- (3) The DT&I line from Lima to Ford Park in Zone 111 should not be shown as potentially excess.
- (4) The DT&I line from Wauseon to Napoleon in Zone 114 should not be shown as potentially excess.

The following technical errors were noted by the Ohio DOT:

- (1) North Paulding was recommended for rail service but was not shaded blue on the DOT zone map.
- (2) Since Paulding, which generates 422 carloads per year, was recommended for local service,

Hicksville, which generates 371 carloads per year; Montpelier, which generates 1,152 carloads per year; Payne, which generates 484 carloads per year; and Swanton, which generates 586 carloads per year, should also have been recommended for local service.

- (3) Rail service for Antwerp, which generates 539 carloads per year, and the entire N&W line that runs through Antwerp, should be reevaluated before the final system plan is implemented.

PC: Alvordton to Carlisle Junction

The Alvordton to Carlisle Junction line serves Alvordton, West Unity, Pulaski, Bryan, Ney, Sherwood, Cecil, North Paulding, Paulding, Latty and Haviland in Zone 114; Scott, Van Wert, and Ohio City in Zone 111; Rockford, Tama, Celina, Coldwater, Saint Henry, Gilberts, New Weston, Rossburg, Ansonia, Greenville and Savonia in Zone 110; West Manchester, Lewisburg, West Alexandria, Ingomar, Farmersville and Germantown in Zone 108; and Carlisle Junction in Zone 106. The following four segments of the line were designated potentially ex-

Table 56: Traffic Profile: Alvordton to Carlisle Junction

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Lewisburg Container Corp.	Lumber		104	1,095
Dupes Co.	Steel, machinery	44	29	80
Farmersville Elevator	Grain		30	
Dwire & Son Crop Service			2	
Ohio Underground Warehouse, Inc.	Cold storage			1,200-6,000
Matt's Redi-Mix Co.			275-325	
St. Henry Tile Co.	Sand, coal		420	
Mercer Landmark	Grain		180	
Celina Lumber & Supply Co.	Lumber			
Scott Equity Exchange Co.	Grain	380		418
Continental Can Co.	Containers		240	
Borden, Inc.				
General Portland, Inc.	Cement, coal		717	2,000
Pet, Inc. (Ney)	Evaporated milk		380	
(Coldwater)			190	
Smith Chevrolet, Inc.				
Landmark, Inc. (Rockford)	Grain			
(Lewisburg)	Fertilizer			
(St. Henry)				
St. Charles Seminary	Coal		20-25	
F&L Farm Supply Co.	Fertilizer		37	
P.K. Germantown Lumber Co.	Lumber			

cess by the DOT: (1) between Alvordton (Zone 114) and North Paulding (Zone 114); (2) between Latty (Zone 114) and Celina (Zone 110); (3) between Coldwater (Zone 110) and Greenville (Zone 110); and (4) between Savona (Zone 110) and Carlisle Junction (Zone 106). The Alvordton to Mackinaw City, Michigan portion of the line was discussed in Zone 165 of the Michigan section of this report. Table 56 contains a traffic profile of the Alvordton to Carlisle Junction segment of the line.

St. Henry Tile Company declared that a forced conversion to motor transportation would increase its freight bill by \$26,000 per year. Mercer Landmark, located in Rockford, predicted that a switch to motor carrier would increase its transport costs between \$100,000 and \$200,000. P. K. Germantown Lumber Company testified that transcontinental hauling of lumber from the West Coast by motor carrier is not economically feasible.

St. Henry Tile Company stated that, if rail service were lost, the firm would be forced to close its retail coal facility. The Duppes Company, located in Germantown, stated that the size and weight (40 to 70 tons) of many of its individual machines preclude their movement via truck. The closing of Duppes' facility would result in termination of the employment of 200 people and the loss to the Germantown community of \$2.2 million in personal income and \$205,000 in tax revenues.

Future growth along the line was predicted by the Lewisburg Container Corporation, which is planning to expand its present facilities in Lewisburg, and by the Ohio Underground Warehouse corporation, which is presently converting an old underground mine located in Lewisburg into a public warehouse. The warehouse was expected to be operational by September, 1974. The Scott Equity Exchange Company testified that it was unable to secure the desired number of rail cars and it had to wait 2 months to receive some cars. The company, located in Scott, reported that an average of 2,395 rail cars have been moving northbound over the past three years from Van Wert (Zone 111) to Bryan (Zone 114).

DT&I: Delta to Ironton

This DT&I line serves Delta, Malinta and Hamler in Zone 114; Prentiss, Leipsic, Ottawa, Columbus Grove, Ford Park and Lima in Zone 111; Uniopolis, Saint Johns, Jackson Center, Maplewood, Quincy, Rosewood, Saint Paris and Thackery in Zone 110; Tremont City, Eagle City, Maitland, Springfield, Lagonda, Thorps, Royal and South Charleston in Zone 109; South Solon in Zone 110; Jeffersonville, Washington Court House, Goodhope, Greenfield, Thrifton, Bainbridge, Summit, Waverly, Glen Jean, Gregg and Beaver in Zone 105; Cove, Sharon and Jackson in Zone 104; Bloom Junction and Bondclay in Zone 105; and Superior, Lawco, Lisman, Pedro, Royersville and Ironton in Zone 200. The following five seg-

Table 57: Traffic Profile: Delta to Ironton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Bainbridge Lumber Company	Lumber			
McClure Warehouse	Lumber			
Davis Lumber Co.	Lumber			
Stanley Implement Company				
Adams Grain Elevator	Grain			
Keppler Lumber Co.	Lumber			
Mid Ohio Chemical, Inc. (Jeffersonville) (South Charleston)	Grain			44 133
Detroit Steel Corp.		1,640	47	
Hoover Ball & Bearing Company	Foam seating pads		2,832	
Armco Steel	Steel		497	
Colonial Stair			34	
Carter Flo-Lizer			6	
Swift Farm Service	Fertilizer		40	
McDonald's Elevator	Grain		300	
Federal Chemical Company	Chemicals		15	
DOW Chemical				
AP Green Refractories (Beaver) (Jackson)	Refractory products		25 193	
International Mineral and Chemical Corp.	Refractory and clay products			
Jackson Iron & Steel Company	Steel products			
Osco Industries				
Willis Lumber Co.	Lumber		5	
USS Fertilizer	Fertilizer		26	
Blue Rock, Inc.			560	
Beatrice Foods	Foods		219	700
Shepard Grain Co.	Grain			
Ford Motor Co.	Auto parts			
C. E. Brohard Mining Co.				
National Lime and Stone Company				
Scott Lads Food, Incorporated	Foods		3,264	
Warehouse Associates, Inc.			1,000	
Thompson Industries			400	
Metamora Elevator Company	Grain		60	
Springfield Gravure Corporation				
D&H Manufacturers				111
International Harvester	Grain		280	
Champion Company			65	
Combustion Engineering, Inc.				
Elgin Plumbing Ware			96-120	144-180
Landmark, Inc. (Good Hope)	Grain, fertilizer			26

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
(Jeffersonville) (Jackson Center) (Malinta) (Uniopolis) (South Charleston)			132	
Vistron Corp. (Ottawa) (Metamora)				
Campbell Soup Company	Soup	13,500	14,800	
Napoleon Lumber Co.	Lumber		10-12	
Henry Farm Bureau Cooperative Association	Grain, fertilizer		155	
Foster Canning Co. Davis Fire Brick Co. Opekasit, Inc.	Fertilizer, grain		150	

ments of the line were designated potentially excess by the DOT: (1) between Delta (Zone 114) and Ottawa (Zone 111); (2) between Columbus Grove (Zone 111) and Ford Park (Zone 111); (3) between Lima (Zone 111) and Maitland (Zone 109); (4) between Springfield (Zone 109) and Jackson (Zone 104); and (5) between Bloom Junction (Zone 105) and Bondclay (Zone 105). The Malinta, Ohio (Zone 114) to Tecumseh, Michigan (Zone 150) segment is discussed in Zone 150 of the Michigan section of this report. Table 57 contains a traffic profile of the Delta to Ironton segment of the line.

The importance of DT&I's Delta to Ironton line to the various communities it serves was reflected in the number of submissions received from local governmental units and chambers of commerce. Pike County Commissioner John Allen, speaking in behalf of Keppler Lumber Company, testified that the DT&I is the only railroad serving a rather large portion of Ohio, particularly in Zone 105. Mr. Allen stated that the loss of the DT&I would reduce Pike County's annual tax revenues by \$25,000. The Board of County Commissioners of Henry County opposed the abandonment of this line because of the serious unemployment problems that it would create. The Wauseon Chamber of Commerce reported that there are not enough trucks available to handle the additional tonnage that would be created by an abandonment of the DT&I. The Springfield Chamber of Commerce reported that the DT&I carried 2,094 carloads through Clark County in 1973.

Concern over the possible loss of capital investments due to abandonment of the line was expressed by Ford Motor Company, which operates a small engine plant at Ford Park; by Combustion Engineering, which is holding 60 acres of land for either future plant expansion or the development of an industrial park; and by Jackson Iron & Steel Company, which has recently received approval

of a loan guarantee from the state for the expansion and rehabilitation of its plant. The funds for the Jackson Company will be made available through the Business and Industrial Loan Division of the Farm Home Administration. The Ford Motor Company has recently completed a \$74 million plant expansion program.

Future growth along this line was predicted by the following firms: Metamora Elevator Company, which felt that rail tonnage would expand because of anticipated future grain harvest increases; Springfield Gravure Corporation, which is planning an expansion; and D&H Manufacturers, which testified that since its plant opened in July 1972 a steel shortage has kept rail usage below the firm's normal shipping pattern.

The Hoover Ball & Bearing Company, located in Greenfield, declared that the bulkiness and light weight (2 to 4 pounds per cubic foot) of many of its products, such as polyurethane foam seating pads and safety foam parts, preclude their economical movement by truck.

Loss of rail service, according to the Davis Fire Brick Company, could seriously impair the development of the estimated 50 million tons of coal located on 15,000 acres of land near Pedro (Zone 200). State Senator Harry L. Armstrong testified that the DT&I hauls a substantial amount of coke from Ironton (Zone 200). Senator Armstrong stated that the discontinuance of the DT&I would necessitate costly and time consuming circuitous rail rerouting.

In its submission to the RSPO, the DT&I stated that the abandonment of most of its line south of Delta would, in effect, downgrade its remaining track to a feeder status. This downgrading would seriously handicap DT&I's efforts to remain viable in the face of increasing competition and would force it to close its Jackson (Zone 104) car shop and terminate the employment of 190 people. The DT&I was concerned about the economic consequences and impact on the many local communities now situated on its line that would be totally deprived of rail service.

The DT&I disagreed with the DOT Report's recommendation that the C&O/B&O and the Consolidated Rail Corporation should handle all of the Detroit-Cincinnati traffic. The DT&I believes that there is ample traffic to support at least two additional competitors to the C&O/B&O. However, if the USRA should decide that there should be only one competitor, DT&I recommended that it be that competitor for the following reasons:

- (1) The DT&I route through Springfield, Ohio, on an almost direct line between Detroit and Cincinnati is far less circuitous.
- (2) The DT&I route by-passes principal industrial centers such as Toledo and avoids the delays involved in rail movement through such centers.
- (3) The tracks throughout the DT&I route are al-

ready in condition suitable for handling a substantial amount of traffic in excess of that presently handled. None of the available PC routes south of Toledo, Ohio (the only routes which the new Consolidated Rail Corporation could acquire to handle this traffic) have tracks in such excellent condition.

- (4) The DT&I is a modest size railroad that does not have the disadvantages of being unmanageable.

The DT&I advanced the following possibilities for the rail reorganization:

- (1) The Penn Central should be continued with necessary limited aid as a viable system west of Albany and Harrisburg. The loss leader lines in southern New England and in the Boston-New York-Washington corridor should be placed under federal trusteeship or authority and operation, performing necessary local freight connecting services for independent systems by mileage based charges, through trackage right arrangements or by independent freight feeder lines. The Reading, the Central of New Jersey, portions of the Boston and Maine and the eastern portion of the Lehigh Valley should be included in such trusteeship. Only suburban operations of the Erie-Lackawanna should be included. The balance of its freight operations could, with limited aid, be operated as a viable system pending completion and implementation of the recommended apportionment plan.
- (2) No one system should be given traffic or operating rights, no mergers should be permitted and no change in the status quo should be allowed until the entire apportionment plan is worked out and put into effect.
- (3) The new northeast rail system should be based upon several medium size railroads. As an example of how a medium sized railroad could be constructed, the DT&I offered the following concept, for illustrative purposes only:
 - (a) The discontinuance of:
 - (i) The AA line northwest from Thompsonville, Michigan (Zone 165) to Frankfort, Michigan (Zone 165);
 - (ii) The AA Railroad car ferries; and
 - (iii) The DT&I line between Tecumseh and Adrian, Michigan in Zone 150.
 - (b) The addition to the DT&I rail system of the following line segments:
 - (i) The PC line northward from Cadil-

lac, Michigan (Zone 165) to a point opposite the station of Gaylord, Michigan, which is located on a parallel PC line that also runs north to Mackinaw City. The two lines would be joined by the construction of a new 8.5 mile track to Gaylord.

- (ii) The PC line between Lansing, Michigan (Zone 161) and Midland, Michigan (Zone 162).

- (iii) The PC line between Detroit, Michigan (Lincoln Yard) in Zone 155 and Carleton, Michigan in Zone 113.

- (iv) All of the PC's "Little Miami Railroad Line" including switching and trackage rights at Cincinnati (Zone 106), Columbus (Zone 103) and Dayton, Ohio (Zone 108); and Richmond, Indiana (Zone 120).

- (v) The PC line between Toledo, Ohio (Zone 113) and Clinton, Michigan (Zone 150) via Adrian, Michigan (Zone 150).

- (vi) The EL line between Maitland, Ohio (Zone 109) and Urbana, Ohio (Zone 110).

The DT&I, which creates and blocks many through trains for the movement of such commodities as auto parts, chemicals, coal, coke and steel, supplied the following examples of its current through train operations:

- (1) The DT&I operates through freight train service from Flat Rock, Michigan (Zone 155) to Cincinnati (Zone 106) via South Charleston (Zone 109), using trackage rights over the PC line between Xenia (Zone 108) and Cincinnati (Zone 106). The DT&I handled 39,036 carloads over this route in 1972.¹⁹
- (2) The DT&I operates joint through freight train service with the PC between Detroit, Michigan (Zone 155) and Pittsburgh, Pennsylvania (Zone 76) via Cleveland (Zone 94). The DT&I handled 34,337 carloads of automobiles, auto parts and iron and steel articles over this route in 1972.
- (3) The DT&I operates joint through freight train service with the PC between Flat Rock, Michigan (Zone 155) and Buffalo, New York (Zone 49) via Lorain (Zone 91). The DT&I handled 20,631 carloads over this route in 1972.

¹⁹ During 1972 the DT&I interchanged 129,055 carloads with the Penn Central and 7,067 carloads with the Erie Lackawanna.

- (4) The DT&I operates joint through freight train service between Flat Rock, Michigan (Zone 155) and Windsor, Ontario using trackage rights over the PC. The DT&I handled 20,497 carloads over this route in 1972. The DT&I considers this to be the most efficient route to reach Canadian points served by the Canadian Pacific.
- (5) The DT&I operates joint through freight train service with the PC between Penford, Michigan (Zone 155) and Carleton, Michigan (Zone 113). The DT&I handled 7,944 carloads over this route in 1972.
- (6) The DT&I operates joint through freight train service with the N&W between Delta (Zone 114) and Chicago, Illinois (Zone 131) and between Delta and Kansas City, Missouri. The DT&I handled 23,215 carloads over these routes in 1972.

Lines Not Designated Potentially Excess

Evidence from rail users located on rail lines not designated potentially excess by the DOT in Zone 114, such as the C&O/B&O, the N&W and the PC, was also received. Table 58 contains a list of businesses which submitted data to the RSPO.

Payne Equity Exchange Company testified that conversion to trucks would raise its transportation cost 8 cents per bushel of corn or soybeans. This conversion would amount to a loss of an estimated \$30,720 in income to local farmers. Payne Equity also stated that additional storage elevators would have to be built in order to move grain exclusively by truck. Deshler Farmers Elevator estimated that its freight bill on grain shipments would increase between 6 and 13 cents per bushel of grain. Such an increase, according to Deshler, would mean a loss in income to local farmers of \$224,415. Deshler Company reported that its fertilizer business would be badly hurt by a rail abandonment because it would have to truck its products from another railhead at an estimated annual cost of \$49,000. A similar concern over higher transportation costs was expressed by the Hicksville Grain Company.

In addition to the concern over increased freight bills, a number of submissions dealt with shipper dissatisfaction with poor service and rail car shortages. The Payne Equity Exchange Company alleged that it would have shipped an additional 102 carloads of corn and soybeans in 1973, had rail cars been available. Payne Cooperative Elevator Company testified that the inability to secure rail cars in 1973 cost it \$46,000. Hamler Cooperative Grain Association reported that its rail use in 1972 would have doubled had it been able to secure empty cars. Deshler Farmers Elevator also reported an

Table 58: Traffic Profile: Zone 114

Rail user	City	Estimated carloads		
		1972	1973	Projected
Payne Equity Exchange Co.	Payne		198	
Payne Cooperative Elevator Co.	Payne	503	290 ¹	
Kenton Landmark Vistron Corp.	Oakwood	95	91	149
	Delta			
	Holgate		35	
	Latty			
	Mark Centre			
	Oakwood			
Hicksville Grain Co.	Hicksville		185	
Holgate Grain & Supply Assn.	Holgate		42	
Holgate Lumber Co.	Holgate		10-12	
Holgate Implement Co.	Holgate		10	
Deshler Farmers Elevator Co.	Deshler		185 ²	
Williams County Farm Bureau Co-op Assn.	Edgerton	32 ³	45 ³	
Hamler Cooperative Grain Assn.	Hamler ⁴	130		

¹ Rail usage by Payne Cooperative Association declined in 1973 because of the inability to secure rail cars.

² The carload figures supplied by Deshler Farmers Elevator represent the totals generated by the firm's plants in Custar and Deshler.

³ The carload data supplied by Williams County Farm Bureau Cooperative Association is for the fiscal period March 1 through February 28.

⁴ Hamler Cooperative reported that 18,488 cars were interchanged between C&O/B&O and the DT&I at Hamler during 1973.

inability to receive the desired number of rail cars and estimated that it would have shipped an additional 400 to 500 carloads of grain had hopper cars been available. Both Holgate Implement Company and Holgate Grain & Supply Association complained of poor rail service.

PASSENGER SERVICE

Although the preponderance of evidence submitted to the RSPO dealt with the movement of freight, passenger transportation was also of concern to Ohio citizens. Strong sentiment was expressed in favor of additional commuter lines in the state. It was pointed out that not only are rails more economical, but they conserve land resources and use much less energy than cars. Environmental groups expressed their concern that air pollution would be increased by rail abandonments.

The Sierra Club's Ohio Chapter recommended that rail passenger service be instituted along the following three heavily traveled corridors, which, when completed, would link 15 Ohio metropolitan areas that contain 81 percent of the state's population.

(1) *The Cleveland—Columbus—Cincinnati Corridor*

The 259 mile Cleveland to Cincinnati corridor contains an estimated 7.2 million people located within the metropolitan areas of Akron, Canton, Cincinnati, Cleveland, Columbus, Dayton, Elyria, Hamilton, Lorain, Middletown and Springfield. Drawing upon the 1972 study prepared by the U.S. DOT, entitled *The National Transportation Report*, the Sierra Club testified that the 1975 predicted rail demand along this corridor is for an estimated 73 million passenger miles.²⁰

(2) *The Pittsburgh—Cleveland—Detroit Corridor*

The 303 mile Pittsburgh to Detroit corridor contains an estimated 11.4 million people located within the metropolitan areas of Akron, Cleveland, Detroit, Elyria, Lorain, Pittsburgh, Sandusky, Toledo, Warren, and Youngstown.²¹ *The National Transportation Report's* 1975 projection of rail demand along this corridor, according to the Sierra Club, is for an estimated 103 million passenger miles.

(3) *The Detroit—Toledo—Cincinnati Corridor*

The 265 mile Detroit to Cincinnati corridor contains an estimated 8 million people located within the metropolitan areas of Cincinnati, Dayton, Detroit, Hamilton, Lima, Middletown, and Toledo. *The National Transportation Report's* 1975 projection of rail demand along this corridor, according to the Sierra Club, is for an estimated 85 million passenger miles.

The Portage Trail Sierra Club submitted the following recommendations to the RSPO:

- (1) The adoption of compact, cohesive land use patterns which minimize the necessity for travel by any mechanical mode.
- (2) The establishment of a single comprehensive agency responsible for planning, reviewing and coordinating all development activities in the five county area of Akron.

²⁰ Karl Gelfer, a concerned citizen declared that rail service along this corridor could be integrated at selected points with the following operating trains: the *George Washington/James Whitcomb Riley* (Cincinnati); the *National Limited* (Columbus); and the *Broadway Limited* (Crestline).

²¹ The Youngstown Area Chamber of Commerce noted that currently Youngstown residents must travel 53 miles to Canton to board passenger trains; that early morning train departure schedules from Canton are inconvenient for Youngstown residents; and that the Canton station is unsafe and in very poor condition.

- (3) Where feasible, the establishment of single public corridors, occupied both by conventional transport modes and by utilities—electric and telephone cables, gas, water, sewer and other pipelines.
- (4) Amend the Ohio Constitution to permit funding of all transport modes from existing highway user taxes and from such additional transportation user fees and taxes as further study indicates may be desirable or necessary.
- (5) Public transit should be recognized as a necessary public service with its operations funded from taxes and fees on those activities and facilities which sustain the need for subsidy.
- (6) A properly designed and operated public transit system should serve all segments of the populace without creating special cases or services for any individuals or groups.
- (7) The Akron five county area and the Cleveland area should cooperatively develop a regional public transportation system using an integrated combination of busways, rail lines, and existing highways to provide necessary travel flexibility while minimizing resource consumption.
- (8) Rail transport should be expanded and its use encouraged for intercity movement of people and freight. Existing trackage and services should be maintained and upgraded to modern standards as rapidly as resources and technology permits. In those cases where abandonment of existing services is permitted, existing rights-of-way should be preserved intact for future use.
- (9) Where additional capacity is needed along existing highway corridors, the feasibility of providing it via rail lines in the median or along the edges should be thoroughly examined first. If that appears unworkable, consideration should then be given to conversion of existing lanes to preferential bus and truck usage. Only after exhausting these possibilities should serious consideration be given to construction of additional auto highway lanes.
- (10) All terminal facilities should provide modal interface. Major airports should be connected to surrounding communities by high speed rail service using, where possible, existing trackage or rights-of-way. New regional airports should be located in areas already served by major rail and highway routes whenever possible. Truck and rail terminals should be ad-

acent to facilitate efficient use of each mode. Bus and rail terminals should also be adjacent for the same reason. Shopping and office complex parking lots should also serve as transit terminals.

PUBLIC CRITICISM OF THE DOT REPORT

The following is a list of criticisms contained in the submissions and testimony received by the RSPO:²²

- (1) The DOT ignored bridge traffic.
- (2) The DOT concentrated on a narrow profitability criterion which placed only minor emphasis on the public interest and failed to consider the economic and social effects of abandonment.
- (3) DOT's plan ignores national defense considerations.
- (4) The DOT did not consider potential rail use.
- (5) Copies of the DOT Report were not readily available.
- (6) The DOT ignored passenger service needs and current Amtrak operations.
- (7) The DOT Report erred in using outdated and inaccurate 1969 waybill sample and 1972 billing station reports.
- (8) The DOT Report erred in not considering the impact of its plan upon present and potential business.
- (9) The DOT Report erred in relying solely on a profitability criterion which over-simplified the problem of rail service and ignored the public interest and the stated goals of Congress as expressed in the Regional Rail Reorganization Act.
- (10) The DOT Report erred in failing to consider the physical condition of tracks.
- (11) The public did not have enough time to analyze the contents of the DOT Report.
- (12) The DOT failed to emphasize competitive rail service.
- (13) The DOT Report contained too many discrepancies, and it was too difficult to interpret the assumptions and the intent of the Report.
- (14) The DOT Report discriminated against agriculture.
- (15) Extenuating circumstances, such as Hurricane Agnes, poor service, federal controls on agriculture, and others, were not considered by DOT.
- (16) The DOT Report failed to consider the effect of cessation of rail service upon the ability of rail users to remain competitive.
- (17) The DOT zone maps were consistently inaccurate.
- (18) The DOT made no attempt to gather information regarding the nature and needs of the local communities and industries served by the railroads.
- (19) The DOT did not recognize the need for a certain amount of excess rail capacity.
- (20) The DOT plan gave no consideration to its possible impact on the U.S. balance of payments problem.
- (21) The DOT did not consider the impacts of its plan on food production in the Midwest and Northeast region.
- (22) The DOT plan is merely an attempt to bail out the Penn Central at the public's expense.
- (23) The DOT Report labeled many profitable lines "potentially excess."
- (24) The DOT Report failed to establish the necessity of preserving urban area rail corridors.
- (25) The DOT Report failed to understand the complexity of the Midwest and Northeast rail system.
- (26) The DOT Report failed to set definitive standards for the future rail system.
- (27) The DOT Report did not consider the total cost of restructuring the present Midwest and Northeast rail system.
- (28) The DOT Report conflicts with certain already established federal and state policies.
- (29) The DOT Report places the entire burden of paying for track modernizing and maintenance upon the individual taxpayer.
- (30) The DOT failed to consult with state officials to determine their individual needs prior to the issuance of its Report.
- (31) The DOT Report failed to consider the present and potential economic growth of smaller Standard Metropolitan Statistical Areas.

²² Two complaints were lodged against the Regional Rail Reorganization Act of 1973: the Act failed to include provisions for altering labor work rules and the Act should have established a statistical measurement from which an evaluation of the present rail system could be made.

- (32) In many instances, recommended abandonments would not leave rail users with alternative rail routings.
- (33) The DOT should have recognized the distinction and used a different set of criteria in the evaluation of local feeder lines in contrast to high volume main lines.
- (34) The DOT's assumption that large scale rail abandonments are a cure for unprofitability is erroneous.
- (35) The DOT's use of a 75 cars per mile criterion for determining whether competitive service is warranted between any set of markets is illogical.
- (36) The DOT Report erred in stressing the development of an upgraded high volume interstate rail network at the expense of eliminating service to smaller communities.
- (6) The USRA should follow both the spirit and the letter of the National Environmental Policy Act.
- (7) The ICC should change all rail revenue division arrangements to correct imbalances and to allow the bankrupt railroads to receive a larger share of the revenue.
- (8) Local authorities should be given a preferential position in the purchasing of abandoned rail rights-of-way.
- (9) The USRA should view the region's rail network as a system, not as individual line segments that must necessarily be profitable.
- (10) The USRA should press only for the abandonment of redundant lines.
- (11) The federal government should fund a program by which all rail property would be inspected and maintained.

RECOMMENDATIONS

Testimony presented from the state of Ohio included the following suggestions for improved transportation planning:

- (1) The USRA should promote an efficient and viable rail system by offering tax relief to carriers, perhaps by abolishing all railroad real estate taxes.
- (2) Railroads should not be nationalized.
- (3) A clarification should be made as to whether participation by bankrupt lines in the rail reorganization is mandatory or voluntary.
- (4) The restructuring process should emphasize and insure broad public participation.
- (5) The USRA should take no action in the direction of granting abandonment authority pending:
 - (a) A study and evaluation of the availability, cost and efficiency of alternative modes of transport in meeting local and regional transportation needs.
 - (b) The results of Senator Hart's anti-trust committee hearings on the automobile and oil industries' conspiracy against rail lines and street cars in the 1920's and 1930's.
 - (c) An alternative public use study.
 - (d) An in-depth analysis of the exact cost of repairing deteriorated rail lines.
 - (e) An approval of the abandonment by all rail users.
- (12) Federal funds should be made available to provide financial relocation assistance for industries affected by abandoned rail service.
- (13) The Erie Lackawanna should be allowed to reorganize under a Section 77 proceeding.
- (14) Labor work rules should be modernized.
- (15) The general public should not be required to subsidize unprofitable rail lines.
- (16) The western railroads should be allowed an opportunity to purchase the Penn Central.
- (17) The ICC should be required to set specific rail service standards.
- (18) Passenger service should be available at all major U.S. urban areas.
- (19) All rail freight rates should be increased.
- (20) The evaluation of line viability should be based on a revenue per carload criterion.
- (21) All transportation modes should be equally subsidized.
- (22) Federal funds should be made available to assist the states in developing a comprehensive report on the economic and social impact of abandoning rail lines.
- (23) An expedited LCL service for shipments up to 150 pounds should be inaugurated by the railroads.
- (24) A cost-revenue study should be undertaken for all commodities being transported by the railroads.

- (25) The USRA should analyze existing deficiencies in the level and quality of rail service in order to insure that these inadequacies will be rectified under the final system plan.
- (26) The USRA must guarantee, in the final system plan, the continuation of competitive rates and routes between solvent rail carriers and the Consolidated Rail Corporation.
- (27) The testimony of all abandonment cases presently pending before the ICC should be incorporated into the Ex Parte No. 293 (Sub No. 1), Northeastern Rail Investigation, to assist in the rail restructuring planning process.
- (28) The provision of direct federal subsidies to the railroads should be initially conditioned upon their being required to hire competent management personnel.
- (29) The federal or state government should buy the road beds, take responsibility for their upkeep, and charge the railroads a fee for their use.
- (30) Wherever feasible, two-directional rail service should be provided at all rail sidings.
- (31) In the event of rail abandonment, rail users must be guaranteed an alternative transportation mode for their use.
- (32) Where there are no reasonably parallel rail lines between relatively close SMSA centers, existing rail lines should be maintained even if they are required to be subsidized.
- (33) A consolidated record of the public hearings should be prepared and forwarded to local chambers of commerce in order to allow them the opportunity of assisting in the rail restructuring planning process.
- (34) The Final System Plan should explicitly provide for the continuance of rates, routes and channels of trade currently in existence between the solvent carriers and bankrupt railroads.
- (35) The Final System Plan should require the Consolidated Rail Corporation to adopt all of the joint facility agreements unless ICC approval for earlier termination is obtained.
- (36) If yards and terminals are to be jointly shared by Consolidated Rail Corporation and the solvent carriers, the day-to-day operations of those facilities must be conducted on a completely impartial basis. The switching and classification of cars, as well as train departure and arrival schedules, must be handled in a non-discriminatory manner. It may be that in several instances the only way to achieve this objective is through the establishment of independent and impartial switching companies. Consideration will have to be given as to how these companies will be funded and operated.

INDIANA

Indiana is the nation's eleventh most populous state and a leader in both agriculture and manufacturing. Of the 6,400 miles of track in the state, 2,350 miles (37 percent) were found potentially excess in the DOT Report. Only New Hampshire was harder hit in terms of percentage of line to be lost. Twenty-nine railroads operate in the state.¹

The DOT Report divided Indiana into sixteen zones (Figure 2): Elkhart (Zone 115), Fort Wayne (Zone 116), Kokomo (Zone 117), Muncie (Zone 118), Anderson (Zone 119), Richmond (Zone 120), Bloomington (Zone 121), Indianapolis (Zone 122), Vincennes (Zone 123), Evansville (Zone 124), Terre Haute (Zone 125), Crawfordsville (Zone 126), La Fayette (Zone 127), Michigan City (Zone 128), South Bend (Zone 129), Gary (Zone 130). Portions of the state are covered in Zone 106, Cincinnati, in the chapter on Ohio and in Zone 205, Louisville, Kentucky, in the chapter on states beyond the region.

Agricultural production in Indiana has shown a tremendous increase in recent years. Corn production increased from 371.9 million bushels in 1970 to 546 million bushels in 1973. Soybean production grew from 101.6 million bushels in 1970 to 140.9 million bushels in 1973.

Indiana ranks sixth among the states in value of agricultural exports. In 1966, Indiana agricultural exports amounted to about \$46 million in value. In 1973, the dollar value stood in excess of \$600 million. This traffic is trucked to ports on the Great Lakes and the Ohio River and moves by rail to the east coast ports of Philadelphia, Baltimore and Norfolk.

Kenneth L. Marshall, a Corporate Officer of the Lan-

sing Grain Company, located in Toledo, Ohio estimated that the elimination of rail service to the majority of country elevators in Indiana, (358 out of 425, as suggested by DOT) would result in a loss to farmers or an increase in food costs to the consumer, in excess of \$20 million each year. Under the DOT Report, four counties, Benton, Lagrange, Steuben and Jefferson, would have no rail transportation.

Roger F. Marsh, Executive Director of the Indiana State Highway Commission, spoke of the state's effort to expand its highway maintenance program. Indiana has increased its maintenance budget by more than 60 percent over the last 10 years, however, this has been offset by an 80 percent increase in maintenance costs during the same period. Under current volume and weight restrictions, the state is falling \$30 million a year short for highway maintenance. Some 200 miles of interstate highway in the state are more than 20 years old and 150 miles are nearly 15 years old. All need attention and the federal government does not pay maintenance costs. The DOT Report would aggravate the situation. Mr. Marsh estimates that at least one-third of the tonnage handled on potentially excess rail lines would be diverted to the highways. Abandonment of PC's potentially excess lines would leave 321 grain elevators and 38 communities without any rail service and the only alternative would be highway transportation.

If the DOT Report were implemented, Roy J. Ferro, Traffic Manager of Peabody Coal Company, a subsidiary of Kennecott Copper Company, stated it would be forced to close most of its coal mines in Indiana.

Referenced throughout the discussions of potentially excess trackage in Indiana is the Governor's Rail Task Force, a group of state officials, which Governor Otis R. Bowen designated in January, 1974, to evaluate the impact of rail restructuring and to make recommendations regarding the form and function of the eastern rail system. Volume I of the Report of the Governor's Rail Task Force is a technical analysis prepared by the Center for Urban and Regional Analysis, Indiana University, Bloomington, Indiana.

ZONE 115

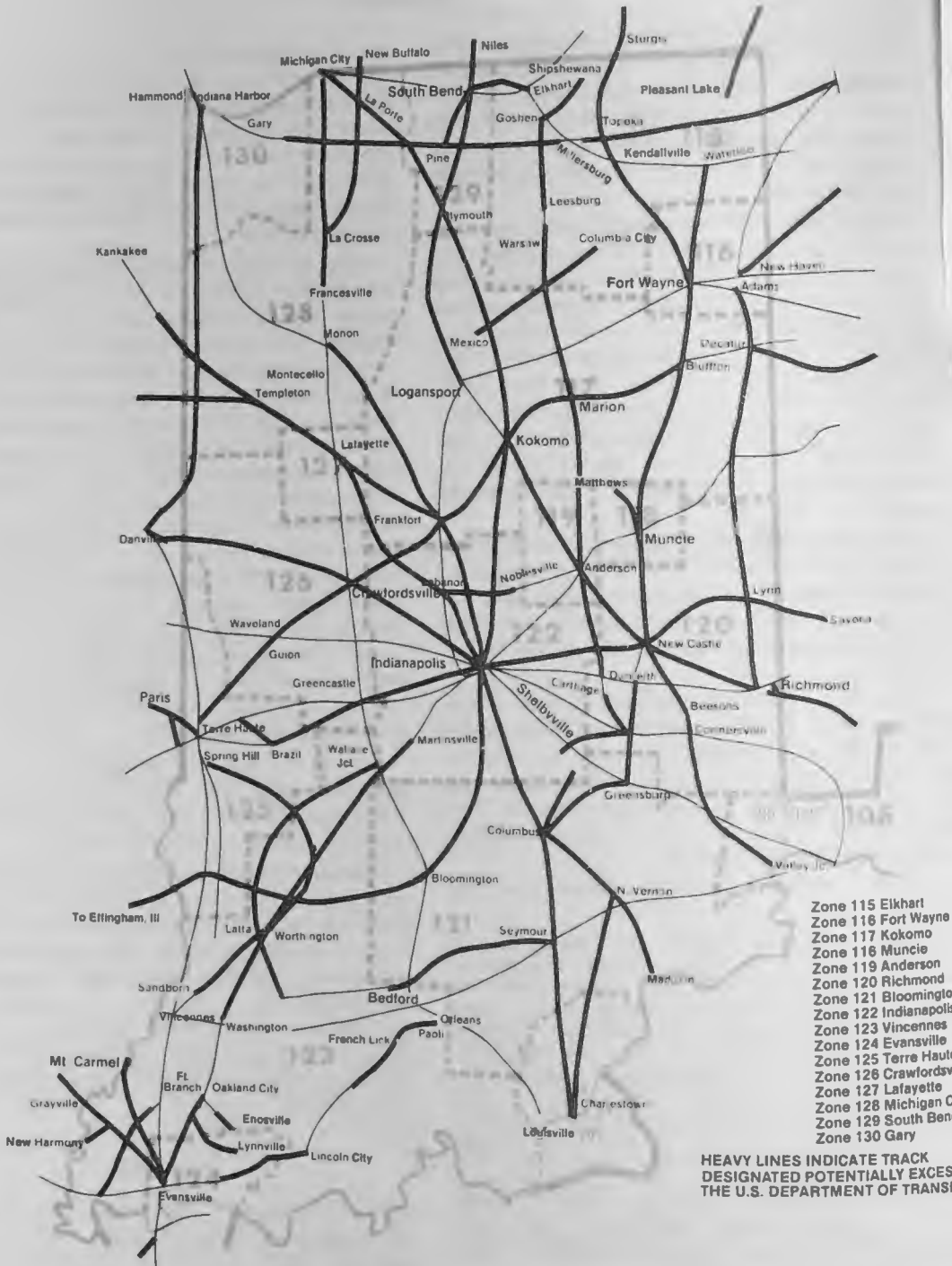
Zone 115 is located in the northeast section of the state and is comprised of Elkhart, Lagrange, Steuben, Kosciusko, Noble, DeKalb, and Whitley counties. Rail service is

¹ The following railroads operate in Indiana: Baltimore & Ohio (B&O), Chesapeake & Ohio (C&O), Chicago, Milwaukee, St. Paul & Pacific (Milwaukee), Elgin, Joliet & Eastern (EJ&E), Erie Lackawanna (EL), Grand Trunk Western (GTW), Illinois Central Gulf (ICG), Louisville & Nashville (L&N), Norfolk & Western (N&W), Penn Central (PC), Southern Railway (Southern), Algers, Winslow & Western (AW&W), Central Indiana (CI), Ferdinand (F), Louisville, New Albany & Corydon (LNA&C), New Jersey, Indiana & Illinois (NJI&I), Southern Indiana (SI), Twin Branch (TB), Baltimore & Ohio Chicago Terminal, Chicago Short Line, Fort Wayne Union, Indiana Harbor Belt (IHB), Indianapolis Union (IU), Kentucky & Indiana Terminal (K&IT), Lake Erie & Fort Wayne (LE&FW), Muncie & Western (M&W), Chicago South Shore & South Bend (CSS&SB), Peoria & Eastern (P&E), Toledo, Peoria & Western (TP&W).

INDIANA

ZONE LOCATOR MAP

Figure 2



vital to the economy of the area for the shipment of grain, fertilizer and minerals.

Congressman J. Edward Roush of Indiana's 4th District,² which includes all but two counties in Zone 115, all of Zone 116 and certain counties in Zone 117, reported that the DOT Report identified only eight communities³ in his District as requiring rail service. He believes, as a minimum, the communities of Lagrange, Wolcottville, Waterloo, Butler and Albion in Zone 115; Monroeville, Bloomfield and Fort Wayne in Zone 116; and Markle, Simpson, Bippus and Warren in Zone 117 should also receive rail service. Based on a preliminary survey, Congressman Roush found that the 4th District would lose as many as 5,000 jobs directly from reduction in rail service. Based on normal economic indicators, the loss of 5,000 prime jobs could precipitate the loss of an additional 7,500 service and related jobs.

The public response focused on errors made in the DOT Report. Congressman Roush found considerable discrepancies in carload data. He stated that the portion of his district within Zone 115 generated 6,821 carloads in 1972, whereas the DOT Report showed only 4,325. Columbia City, located at the junction of the PC mainline from Fort Wayne to Chicago and the branch from Mexico, generated approximately 1,100 carloads. Columbia City was not shown on the DOT map and was not recommended for local service.

Potentially Excess Lines

Nine line segments, at least partially within Zone 115, were identified as potentially excess in the DOT Report, as supplemented and corrected. They are as follows:

- (1) The Goshen to Shipshewana Branch of the PC.
- (2) The Angola Branch of the PC from Pleasant Lake to the Michigan border.
- (3) The N&W line from the Ohio border to Gary (Zone 130).
- (4) The PC line from Goshen to Leesburg.
- (5) The PC line from Fort Wayne (Zone 116) through Kendallville to the Michigan border.
- (6) The PC's Auburn Branch from Fort Wayne (Zone 116) to Waterloo.
- (7) The PC's Elkhart and Western Branch from Elkhart to Mishawaka.
- (8) The PC line from Warsaw south through Silver

² Indiana's 4th District includes Allen, DeKalb, Huntington, Lagrange, Noble, Steuben and Whitley Counties and the Townships of Preble, St. Marys, and Union in Adams County and Largo, Liberty, Noble, Paw Paw, Pleasant, and Waltz in Wabash County.

³ Fort Wayne, Huntington, Wabash, Largo, Topeka, Grabill, Kendallville and Ligonier.

Lake to Anderson (see Zone 117 for discussion).

- (9) The PC line from Mexico (Zone 117) to Columbia City (see Zone 117 for discussion).

PC: Goshen to Shipshewana Line (Pumpkin Vine Railroad)

The Goshen to Shipshewana branch of the PC runs northeast from Goshen through Middlebury to Shipshewana in the northwest corner of Zone 115. The line is approximately 17 miles long and is in poor condition. Attorney Howard Peterson reported that local citizens tried to buy the line in 1967 but PC raised the price four times. The master plan for Lagrange County predicts industrial growth along this line.

Seven users, who generated 301 carloads in 1973, protested abandonment of this branch (Table 59 contains a traffic profile of the line). They complained that loss of rail service would ruin the competitive ability of area business and erase recent industrial progress. Many worried that not enough trucks would be available to handle the volume of freight. Attorney Peterson stated that the impact on roads would be terrific as the roads from Shipshewana to Topeka are not even state highways.

Middlebury Moldings has sales of \$9 million and depends on the railroad to deliver raw materials from the West Coast. Its major suppliers can only ship by rail. The plans of Coachmen Industries, a manufacturer of recreational vehicles, to use rail service have been stymied by the PC's request to abandon this line.

Krider Nurseries, Inc., at Middlebury, said that it would be difficult and expensive to get perishable items by truck from Arizona and Oregon in the winter months.

Indiana and Michigan Electric Company is an electric utility serving the northeast portion of Indiana and five counties in southwestern Michigan. It wants continued rail service for the movement of generating equipment, which can only be moved by rail, and tank car shipments of transformer oil. It has two turbine rotors weighing 98,000 and 77,000 pounds apiece and a generator rotor

Table 59: Traffic Profile: Goshen to Shipshewana

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Middlebury Moldings, Inc.	Plastic products, raw mouldings	60-90	75	105-275
Coachman Industries	Lumber		0	100-120
Schult Mobile Home Corp.	Lumber		80	80
Weyerhaeuser Company	Folding cartons		21	
Krider Nurseries, Inc.	Plants, flowers		7	7
Wolfe Grain of Indiana, Inc.	Grain		50	70
Farver Allied Building Center	Lumber	58	68	75
Jayco, Inc.				75

that weighs 200,000 pounds and is 40 feet long at its plant at Mishawaka.

According to the Governor's Rail Task Force, PC petitioned the ICC to abandon the line on August 17, 1973. The Task Force's analysis showed that the line is profitable with annual traffic of 459 carloads, or 27 per mile. The Task Force estimated that abandonment would cost the local economy 30 jobs and \$255,072 in annual wages. PC estimates rehabilitation costs for the line to be in the neighborhood of a third of a million dollars.

PC: Angola Branch

The Angola branch of the PC originates in Pleasant Lake and runs through the northeast corner of Indiana to Jackson, Michigan (Zone 150). The area is primarily agricultural.

Four thousand members of the Steuben County Farm Bureau Cooperative Association depend on rail service for fertilizer, feed, lumber and coal. The Cooperative has plants at Angola and Fremont. It received 2,665 tons of coal in 1973, and it is the only supplier in a 20 mile area. During 1973, the Co-op was forced to ship 1,619,370 bushels of grain by truck at the cost of 1 cent per bushel per mile or \$161,937. The Co-op also expressed concern over the future of its right to use the land it leases from the railroad at the cost of nearly \$4,000 per year.

According to the Northern Indiana Public Service Company, which serves 331,560 electricity customers and 456,406 gas customers, elimination of rail service would force it to transport poles and large transformers by truck, resulting in increased transportation costs and increased highway hazards. Furthermore, the company reported that its purchase of large transformers weighing over 108,000 pounds would be curtailed drastically.

The Angola Lumber Company, Inc., which receives 90 percent of its lumber from the West Coast, reported that many of its suppliers are not equipped to ship by truck and that using trucks would raise its transportation costs considerably.

The Weatherhead Company reported that a switch to motor carrier would increase its transportation costs.

The Fremont Chamber of Commerce reported that 70 carloads are generated by businesses in Fremont annually. The Chamber expressed its concern that abandonment of this line would decrease employment and the communities' tax revenues.

It was suggested that the N&W take over the line by establishing a connection at Steubenville, three miles south of Pleasant Lake. The track and ties of the previously abandoned line reportedly are still in place and could be used.

According to the analysis of the Governor's Rail Task Force, the branch generates 14 carloads per mile and operates at a slight deficit. None of the stations on the line, however, have access to any other rail service. The Task

Force estimated that the slight deficit could be reversed and become a slight profit by dropping Pleasant Lake and operating the line only to Angola. Table 60 contains a traffic profile of the line.

Table 60: Traffic Profile: Angola Branch

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Hackett's Building Supply				
Moore Business Forms, Inc.	Paper products		48	
Weatherhead Company			30	
Steuben County Farm Bureau Coop. Association	Coal, feed, lumber		84	
Angola Lumber Co.	Lumber		40	
Northern Indiana Public Service Co.		10	12	
Mid American Builders				
Fremont Industrial				

N&W: Ohio State Line to Gary (Zone 130)

Two segments of the N&W east-west line in northern Indiana were declared potentially excess: From the Ohio state line to Topeka and from Millersburg to Gary (Zone 130). Table 61 contains a traffic profile of the line from the Ohio border to Gary.

Users complained that a shift to trucks would be expensive. Not only would transportation costs increase, but new facilities would have to be built to provide for the unloading of trucks. South Milford Grain Company reported that it has waited anywhere from 2 days to 2 months between the time it ordered a car and the time it was received. Redman Mobile Homes at Topeka receives lumber from western Canada via rail. If it lost rail service, it would be forced to buy from lumber warehouses in the area and this would increase its cost by \$300,000 annually and would mean higher priced low-cost housing.

The Topeka Chamber of Commerce indicated that the DOT plan would create havoc for the community's industrial growth and agricultural interests. Fertilizer is shipped long distances so that the only economical means is by rail. There is too much grain shipped to be handled by presently available trucks. Indiana's weight laws are 10 to 15 percent lower than Illinois' or Ohio's and this disparity among states would cause confusion.

According to Howard Snyder, a former member of the Indiana House of Representatives, the Wyatt Grain Company and the Knecht Grain Elevator have been forced to ship between 35 and 40 percent of their grain by motor carriers due to rail car shortages. Wyatt Grain estimated that, if it had to ship entirely by motor carrier, farmers would lose about 18 to 20 cents per bushel of grain.

Many rail users in the South Bend area, located on the PC or the NJI&I, were concerned over maintaining their link with the N&W. The South Bend-Mishawaka Chamber of Commerce reported that 1,000 cars per year orig-

inate on the PC and are interchanged with the NJI&I for delivery to the N&W at Pine.

The Chamber reported that the line is of great importance to agri-business in St. Joseph and Marshall counties. According to the Chamber, over 600 carloads of agricultural shipments per year are generated along the line from the North Liberty, Lakeville, Wyatt area, and the number could be increased to 1,200 if cars were available. State Representative Richard W. Margus said the line provides an essential service for which there is no viable alternative.

Wyatt Lumber and Coal Company estimated that shipping costs would rise by 41 percent if the company shifted modes. Wyatt Crop Service indicated that grain would cost 8-10 cents more per bushel shipped by truck. The company pays nearly two and one-half times as much to ship fertilizer by truck as by rail. Wyatt Crop Service estimated that available motor carriage could not handle the increased volume. Wilson Coal and Grain Company, Lakeville, estimated that the investment required for it to shift from rail to truck would be \$50,000.

Greif Brothers Corporation, Kingsbury, explained that there is no feasible alternative means of transporting its shipments of plywood and that loss of rail service would

cause the company to close. At Westville, Bortz Elevator Company emphasized that the expense of hauling bulk fertilizer by truck is prohibitive. The company could have used more service if equipment had been available.

Indiana and Michigan Electric Company operates a substation at Dumont that uses four transformers weighing 290 tons each; eight reactors ranging from 50 to 67 tons apiece; and a condenser with a total weight of 337 tons. The company uses rail to move transformer oil to service this equipment, to move replacement parts and to move the equipment itself.

PC: Goshen to Leesburg

The Goshen Chamber of Commerce reported that rail users in Goshen were concerned about losing direct rail access to southern and central Indiana. Under the DOT's recommendations, they would be forced to use circuitous routes to reach these areas because of the elimination of PC's north-south line through Goshen. Trucking would not be a viable alternative for many firms. Abandonment of the line would eliminate rail service to an industrial park which was selected by several firms because it offered rail service. The Chamber estimates that 400 cars originating or terminating in Goshen per year use this line. Table 62 contains a traffic profile of the line.

Table 61: Traffic Profile: Ohio State Line to Gary (Zone 130)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Redman Mobile Homes	Lumber		227	
South Milford Grain Co.	Grain, feed		46	92
Steuben County Farm Bureau Coop. Association	Coal, lumber, fertilizer, feed		15-20	
Star Craft Corporation				
Sylvan Homes Rockwood				
Wyley Carbides				
Hochstetler & Sons, Inc.	Grain, fertilizer, coal			
Bortz Elevator Co.	Fertilizer		22	
Space Leasing Co.			77 ¹	110
Greif Brothers Corp.	Plywood		12	
Wyatt Lumber and Coal			194	
Wyatt Crop Service	Fertilizer, grain			
Indiana and Michigan Electric Co.	Equipment, transformer oil			
Lumber Distributors	Lumber			
Wilson Coal and Grain Co.			21	
Midwest Chlorine			50	
Roll-Coater, Inc.			50	
D.H. & R. Co.			30	
Wyatt Grain Co.			250	
Eighty-Four Lumber Co.				
North Liberty Elevator				
Knecht Grain Elevator			180	

¹ August 1, 1973 to March 13, 1974.

Table 62: Traffic Profile: Goshen to Leesburg

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Kosciusko Farm Bureau Coop.	Grain, feed, lumber			
Northern Indiana Public Service Co.	Poles, heavy	43	56	
Crop Fertility Specialists ¹	Fertilizer			
Inland Container Corporation	Paper products			1
Coswesko Farm Barley Corp.	Grain, fertilizer		36	50-100
Goshen Iron & Metalco			250	
Home Lumber Co.			40-50	
Western Rubber Co. ²	Clay, whittings, carbon black		30-35	50
Pontiac Plastics ²				
Ivy Terrace ²			465	300
Goshen Sash & Door ²	Lumber, windows			
Smoker Lumber Co. ²				140 ³
Mobiliner Tire Co., Inc. ²				100-150
Home-Crest Corp.			180	230
Starcraft				155

¹ Crop Fertility shipped 5,600 tons in 1973.

² Information furnished by the Goshen Chamber of Commerce.

³ Traffic over PC and N&W.

Coswesko Farm Barley Corp. asserted that truck transportation cannot handle all the commodities which are shipped and received at its elevator in Milford. As an

example, plant food, which is received from Florida and Canada, cannot be shipped economically via motor transportation.

Crop Fertility Specialists at Milford estimated the added cost of receiving 2,930 tons of raw material by truck would be \$20,018; the decreased value in its property would be \$18,000; and the cost of ripping out the rail siding to accommodate trucks would be \$1,000. The company stated that it would consider closing if it lost service at its facilities.

The Governor's Rail Task Force estimated that the line generates 25 carloads per mile, not counting Goshen traffic, and that abandonment of the entire segment would cost the local economy 30 jobs. According to the Task Force's analysis the line operates at a profit.

PC: Fort Wayne (Zone 116) through Kendallville (Zone 115) to the Michigan Border

The PC line north from Fort Wayne (Zone 116) through Kendallville and Lagrange to the Michigan state line elicited heavy response from present users. Under the DOT proposal, Lagrange, Wolcottville and Hometown (Zone 116) would lose rail service. Kendallville would lose access to southern and central Indiana, although it would continue to receive rail service on the PC main line between Cleveland/Buffalo-Chicago. According to Attorney Howard E. Peterson, the master plan for Lagrange County indicates industrial growth along the line from Kendallville north to Washington, Michigan. The PC applied to the ICC for abandonment of the portion north of Kendallville to Sturgis, Michigan on June 23, 1973. The application is pending in Docket No. AB-5 (Sub-No. 172).

Duo-Therm, a division of Motor Wheel Corporation, stated its transportation costs would increase 43 percent to 135 percent depending on the distance shipped. The firm reported that if rail service were abandoned it would be compelled to relocate. Kraft Foods complained about the insufficient number of trucks available to service new customers.

Newnam Foundry of Kendallville receives almost all of its cars via this line. Over the past several years it has spent approximately \$2.5 million for environmental control devices at its facility. The raw materials it receives are suited best to transportation by rail, and there is no way trucks could handle the materials presently required or that will be required as a result of future expansion. Relocation is out of the question. A decrease in rail service would produce stagnation in its operations and total curtailment of service would put it out of business. Ford Motor Company reported that abandonment would disrupt service from Dana Corporation, a major auto parts supplier in Fort Wayne. The Dana Corporation indicated that, due to car shortages in 1973, it diverted 200 rail shipments to motor carriers.

Most users and officials believe that traffic statistics for the line meet DOT requirements. Kendallville Mayor John W. Reimke testified that the line from Fort Wayne handled 2,178 carloads in 1972 or 478 more than the DOT upper criteria. The length of the line to Fort Wayne is 26.7 miles so that the average is 80 cars per mile. These statistics come from a questionnaire prepared by Congressman Roush's office and compiled by the Kendallville Chamber of Commerce. The 16 businesses who responded stated that there would be more rail shipments if service improved and a piggyback loading area was located nearer than the existing facilities at Elkhart and Fort Wayne. Duo-Therm, located at Lagrange, submitted figures of 4,398 cars for the 27.9 miles between Kendallville and Sturgis, Michigan. The average would be 158 cars per mile which is above the DOT financial viability requirements. Congressman Roush indicated that the line meets DOT requirements and that Wolcottville, Lagrange and Avilla should receive rail service. Due to the characteristics of the lumber it receives, the Wickes Corporation reported that the use of rail transport is the only economical mode of transportation available to it. The Lagrange County Farm Bureau and Steckley's Mill and Hatchery, Inc. reported that, since some of its fertilizer comes from as far away as western Canada and Florida, the use of rail transport is the only economical mode of transportation available.

According to the analysis of the Governor's Rail Task Force, the Indiana portion of the line, exclusive of Kendallville traffic, generates 17 carloads per mile. The Task Force estimated that the line operates at a slight profit and that abandonment would result in the loss of 60 jobs. Table 63 contains a traffic profile of the line.

PC: Auburn Branch

PC's Auburn Branch runs northeast from Fort Wayne (Zone 116) through Auburn Junction to Waterloo. The DOT map of Zone 115 does not show the segment between Auburn Junction and Waterloo or the line to Auburn. The segment from Fort Wayne to Auburn Junction was abandoned in 1973. According to the analysis of the Governor's Rail Task Force, the five mile segment from Auburn Junction to Waterloo operates in the black, generating 59 carloads per mile. The Task Force estimated that abandonment would cost the local economy 15 jobs. A traffic profile of the line is contained in Table 64.

Peerless Cement Company stated that abandonment of this line would leave only one route, the N&W, between Fort Wayne and Detroit. Peerless fears that the N&W, which is a long haul railroad, would not be interested in the relatively short haul from Detroit to Fort Wayne. In addition, having only one route would adversely affect rates, service and car supply. Peerless noted that it could ship cement by motor carrier to Fort Wayne, but the costs would be higher. These higher costs could

Table 63: Traffic Profile: Fort Wayne (Zone 116) to the Michigan Border

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Pillsbury Company	Food		1,700	
The Wickes Corp. (Huntertown)	Lumber, building supplies		176	
Kraft Foods	Candy, paper, sugar	1,101		
Newnam Foundry	Metals, coke, coal	412		750-1,000
Lane Foundry	Metals, coke, coal		90	
Cline Brothers	Paper, lumber		10	
Flint and Walling				
The Wickes Corp. (Kendallville)	Lumber		200	
New Sun	Paper		30	
Steckley's Mill and Hatchery	Agricultural products		28	
Avilla Grain	Agricultural products		116	
La Otto Grain	Grain		45	
Hauff Coal	Coal		25	
Ashland Chemical Co.	Chemicals		100	
Kendallville Foundry	Coke, metals		6	
Levins Company			5	
Reliable Company			5	
Kendallville Lumber	Lumber		5	
Wolcottville Grain	Grain, feed, fertilizer		40	
Reith Reilly Construction Co.				500
Duo-Therm, Division of Motor Wheel Corp.	Air conditioners, heaters	365	271	
Lagrange Co. Farm Bureau Coop. Assn.	Grain, feed, coal		40	
Home Grain Co.	Grain		20	
Lambright Hatchery	Chicken feed		26	
Ohio Table Pad Co.	Manufactured products		12	
Northern Indiana Public Service	Heavy equipment	1		
Brighton Mushroom Co.	Fertilizer		36	
Northern Cashway Lumber	Lumber, building materials		20	
Dana Corporation	Auto parts, coal	1,475		1,800
Control States Grain Co. ¹	Grain		17	250
Factory Sites				
Peerless Cement Co.	Cement		466	212

¹ Control States Grain Co. ordered 115 cars but only received 17 cars between October and June.

force Peerless to close the Fort Wayne terminal. Peerless advocates the takeover of this PC trackage by the DT&I.

The Cooper Tire and Rubber Company reported that Cooper Industrial Products, Inc., located at Auburn, would face increased production costs if it lost rail service. This increase would impair Cooper's competitive position and could force it to close. Certainly future expansion would be difficult if bulk materials cost more to transport. Auburn Foundry, Inc. reported that it would be impossible to get truck shipments of bentonite clay

from Wyoming, of lignite from South Dakota, and of coke and heat resistant linings from Alabama.

Both Cooper Tire and Rubber Company and Dana Corporation anticipate increased rail use if abandonment does not occur. A switch to motor carrier would greatly decrease the value of their facilities and make them non-competitive.

Auburn Junction was not recommended for service on the B&O mainline between Pittsburgh and Chicago, a line not marked potentially excess.

Table 64: Traffic Profile: Auburn Branch

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Cooper Tire and Rubber Co.	Rubber		300	
Auburn Foundry, Inc.	Clay, coke		300	
Dana Corporation				60-72
Peerless Cement Co.	Cement	466	212	

PC: Elkhart and Western Branch

The PC operates two lines between Elkhart and Mishawaka (Zone 129). The northern one, the 15 mile Elkhart and Western Branch, was designated potentially excess. It appears on the zone map to connect with the PC, Cleveland/Detroit-Chicago mainline in Mishawaka. Actually, the two PC tracks in Mishawaka are separated by a considerable distance in a densely populated area and the branch only connects with the PC mainline at Elkhart. The PC has a connecting line with the Grand Trunk Western to the north of downtown Mishawaka near Indiana State Road 331.

The South Bend-Mishawaka Area Chamber of Commerce (SB-MA) reported a total of over 24 active rail users along the line (Table 65 contains a traffic profile of the line). The Chamber's figures show 5,000 carloads annually, well above the DOT requirements. Information submitted by the Greater Elkhart Chamber of Commerce supports this figure.

Federal Paper Board Company of Elkhart, which ships and receives lumber and pulp board, estimated that its transportation costs would increase \$500,000 if it lost rail service. The Pan American Gyro-Tex Company reported that its transportation costs would increase by \$14,500 per month if rail service into the Elkhart area were abandoned. This company reported that the carload rate from Jacksonville, Florida to Elkhart is \$4.82/MSF on 4 mil material and \$7.02/MSF on ¼" material, while the truck rate is \$8.01/MSF on 4 mil material and \$11.57/MSF on ¼" material. It would consider relocating its facility if it lost rail service.

Riverview Lumber and Building Supply Company is afraid of inadequate truck capacity and the inefficiency of trucks for shipping bulk products long distances. It employs 14 to 21 people and would have to close if it

lost rail service. Princess Homes of Mishawaka forecast a 10 percent cost increase if it has to ship by truck.

The SB-MA Chamber of Commerce complained that, if rail service were discontinued, incoming freight for Mishawaka and Twin Branch Junction would arrive via a circuitous route over the GTW.

Miles Laboratories, Inc. showed great concern about the proposed abandonment of this line. The company believes that DOT inadvertently omitted Miles Labs' statistics from its original study. In 1973, the firm contributed approximately \$490,000 in freight revenue to PC; its 1974 forecast calls for freight costs amounting to approximately \$550,000. The company doubts that motor carriers are capable of handling the volume of bulk products shipped into its plant.

UniRoyal, Inc. recently approved a significant expansion in production which will generate 40 million pounds of new tonnage annually at Mishawaka. An additional siding is being constructed to serve the facility. UniRoyal stated that an investment of this magnitude would never have been considered without available rail service. If rail service were discontinued, the company estimates that employment would decline by 500 jobs, or 25 percent of its current work force.

Industrial Wood Products, Inc. has an operating division located on this line with six and a half years to run on a ten-year lease. Rail service is vital to this firm. The company reported that it would cost \$250,000 to break the lease and relocate on another rail line.

The Twin Branch Railroad Company, a two-mile line owned and operated by the Indiana and Michigan Electric Company, junctions with the Elkhart and Western line at Twin Branch Junction. This line serves the Indiana and Michigan Electric Co., AM General Corp., and Sibley Machine and Foundry.

AM General purchases partially completed bus body shells which are in a built-up condition and are either 35 or 40 feet long and 96 or 102 inches wide. The shells are approximately 8½ feet in height and are transported on 89-foot flat cars on hauls exceeding 900 miles. The size and configuration of the bus shells make it impractical, if not impossible, to transport them by truck economically.

The company also purchases a portion of its requirements for bus bodies in the form of knocked-down bus shell structures. These consist of large, welded, underbody structures, roofs and other subassemblies which are transported by rail on hauls that exceed 1,400 miles. The size and configuration of these structures make rail service necessary. If rail service were discontinued to AM General's plant, it estimates that 615 jobs and \$8 million in wages and salaries would be lost.

A large amount of land for new industrial development is available along this track. Loss of rail service would deter potential growth and also affect existing plans for expansion.

Table 65: Traffic Profile: Elkhart and Western Branch

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Elkhart Bridge and Iron	Steel products		70	
Elkhart Lumber and Sawmill	Lumber		54	
Federal Paper Board Co.	Folding cartons, pulp board	687	701	771
H and K Forest Products			16	
Heilman Heating and Air Conditioning				10
Industrial Wood Products, Inc.	Lumber	269	209	
Miller Steel and Supply, Inc.				20
Pan American Gyro-Tex Co.	Paneling			208
Simplex Panel Division	Plywood		18	
Universal Gypsum of Indiana	Gypsum			480
Miles Laboratories, Inc.	Drugs, corn flour	938	962	1,000
Days Moving and Storage		277	163	163
City Water Works				
Sam Winer Co.				
Adams Westlake Co.				
Northern Indiana Brass Co.				
Henry Weiss				
Elkhart Brass Co.				
Yoder Ready Mix				
Elkhart Gravel				
Elkhart Cold Storage				
Banks Lumber	Lumber	300	300	300
City Roofing Co.	Coal, asphalt		31	81
Magic Chef				
D. G. Shelter Company				
Lone Star Cement	Cement		374	
Simpson Building Materials	Lumber, building supplies	250	260	260
Riverview Lumber and Building Supply	Lumber, building supplies	100	101	101
Kordell Industries			33	121
Princess Homes, Inc.	Lumber		144	
Bolney Felt Mills			600	
A. M. General Corp.			118	624
UniRoyal, Inc.			750	
Indiana and Michigan Electric Co.				
U.S. Plywood				
Mishawaka Warehouse and Distributing	Lumber, paper		50	
S. Rosenstein and Sons				
Wickes Lumber				
Sibley Machine and Foundry	Coke, sand, lumber		46	

¹ First 4 months of 1974.

Lines Not Designated Potentially Excess
RSPO received material concerning two lines in the

zone not marked potentially excess. Cargill Inc., located at Mentone on the N&W, reported that it generated 196 carloads in 1972 and 180 carloads in 1973 and John Beckley, Mayor of Albion, which is located on a B&O line, stressed the importance of train service to Albion and the residents of Noble County.

ZONE 116

Zone 116 is located in the northeast section of the state and contains Fort Wayne. Fort Wayne, the second largest city in the state, is served by several major lines. The Greater Fort Wayne Chamber of Commerce stated that Fort Wayne generated 56,219 and 59,352 carloadings in 1972 and 1973, respectively. Local area industries reported that these figures would have been higher if rail service had not deteriorated and track standards had been maintained to offer users economical, dependable rail transportation. Business interests are concerned that the elimination of rail lines will ruin the city's ability to act as a distribution and warehousing center for eastern Indiana and western Ohio.

Essex International Corporation, which has a plant at Fort Wayne, uses all the roads serving the city and desires continuation of existing service.

Although the Fort Wayne area will continue to receive rail service, the public response to the DOT Report was unfavorable. Congressman J. Edward Roush reported a total of 78,281 carloads per year for the Fort Wayne area, whereas DOT reported 54,114.

Public response indicated that serious social and economic dislocations would result from abandonments. Area growth would suffer; unemployment would increase. Congressman Roush estimated job losses at 1,881 to 5,426 in the Fort Wayne metropolitan area. Firms feared competitive disadvantage due to new transportation problems. Pillsbury Company predicted that the DOT plan would result in further increases in transit times and fuel consumption.

The decision not to rehabilitate the PC mainline through Fort Wayne and to direct traffic to the PC mainline via Cleveland and Toledo on the Pittsburgh to Chicago route was described as unsound by the Fort Wayne City Planning Commission. The Commission emphasized that the quality of track, frequency of use, cities served and rail facilities available should be taken into consideration, and it presented results of engineering studies describing the Fort Wayne route as physically superior in terms of curvature and gradient.

The City Planning Commission submitted a proposal for the reorganization of rail traffic in Fort Wayne. The proposal would separate passenger and freight service through Fort Wayne. The Norfolk and Western track runs through downtown on an elevated track. The City's proposal would route the passenger service over the N&W track and freight service over the PC track. Pas-

senger service is thought to be a vital factor for potential growth in the area, and less noise and improved passenger access to the downtown area would result. Freight service would be diverted to areas close to industrial locations.

Potentially Excess Lines

The following five line segments in Zone 116 were designated potentially excess in the DOT Report as supplemented and corrected:

- (1) The N&W line from near New Haven to the Ohio border.
- (2) The PC line from Fort Wayne through Kendallville to the Michigan border (see Zone 115 for discussion).
- (3) The PC Auburn Branch (see Zone 115 for discussion).
- (4) The PC line from Adams to Richmond (see Zone 117 for discussion).
- (5) The N&W line from Fort Wayne to Muncie (see Zone 117 for discussion).

N&W: New Haven to the Ohio Border

The N&W line from near New Haven northeast to the Ohio state line is listed as potentially excess in the DOT Report. Public response concerning the proposed abandonment was very light.

The Allen County Farm Bureau Cooperative Association, which has branches at Arcola, New Haven and Woodburn, serves farmers in the Allen County area. The Association ships grain and receives fertilizer at its rail facilities. The Woodburn facility could have used at least 100 more cars in 1973 if they had been available. The Association used 245 carloads in 1973. If rail service were discontinued, the Association stated that its elevator at Woodburn would be put out of business because it would be unable to compete with elevators retaining rail service.

Lines Not Designated Potentially Excess

Essex International recently opened a plant at Coesse, just west of Fort Wayne on the PC. Total traffic at its Fort Wayne and Coesse plant is 100 cars a year. The Monroeville Elevator is on this same line, the PC mainline between Pittsburgh and Chicago, east of Fort Wayne at Monroeville. The manager of this elevator and the one at Edgerton on the N&W mainline between Pittsburgh/Cleveland, objected because neither Monroeville nor Edgerton were recommended for local service. Neither elevator could operate without rail service and their terminals could not handle the truck traffic. In the fall of 1972, when rail cars were in short supply, trucks were lined up at Toledo and Decatur from 7 to 10 hours to unload grain.

International Harvester Company ships and receives 1,500 cars each year from its plant at Fort Wayne. It presently uses the PC. If it lost service over the PC's east-west line, it would be limited to the N&W. It believes that it is extremely important that competition be maintained in order to provide an equitable rate structure and adequate service and car supply.

ZONE 117

Zone 117 is comprised of Fulton, Cass, Carroll, Clinton, Miami, Howard, Tipton, Wabash, Grant, Huntington, Wells, Adams, Blackford, and Jay Counties. The zone's economy is heavily agricultural. Principal products shipped by rail include grain, fertilizer, and farm equipment. The public expressed concern over the general impact the DOT proposals would have upon food production and the effect upon prices to the consumer.

The DOT Report would disrupt existing patterns of freight movement. The zone would lose a large fraction of its total trackage, including six out of seven north-south lines, leaving only one non-circuitous route (the C&O) to the Chicago area. Frankfort is the only major city in Zone 117, the second largest zone in Indiana, which would be left with a direct rail link to Indianapolis.

The Kokomo Area Chamber of Commerce reported that over 20,000 cars originated in Kokomo in 1973. The DOT proposal would leave the city at the deadend of a Penn Central branch. Several major shippers reported traffic statistics for Kokomo without a breakdown by line.

Potentially Excess Lines

Fourteen line segments in Zone 117 were identified as potentially excess in the DOT Report, as supplemented and corrected. They are as follows:

- (1) The N&W line from Frankfort to Bluffton.
- (2) The PC line from Anderson (Zone 119) north to Warsaw (Zone 115).
- (3) The PC line from Mexico to Columbia City (Zone 115).
- (4) The PC line from Adams (Zone 116) south to Richmond (Zone 120).
- (5) The N&W line from Decatur to Ohio City (Zone 111).
- (6) The N&W line from Ft. Wayne (Zone 116) to Muncie (Zone 118).
- (7) The PC line from Logansport to South Bend (see Zone 129 for discussion).
- (8) The PC line from Monticello to Kenneth (see Zone 128 for discussion).
- (9) The L&N line from Indianapolis (Zone 122)

via Frankfort to Monon (Zone 128) (see Zone 122 for discussion).

- (10) The N&W line from Indianapolis (Zone 122) via Kokomo and Peru to Michigan City (see Zone 122 for discussion).
- (11) The PC line from Indianapolis (Zone 122) to La Fayette (see Zone 122 for discussion).
- (12) The PC line from Frankfort to Terre Haute (Zone 125) (see Zone 126 for discussion).
- (13) The N&W line from Frankfort to La Fayette (see Zone 127 for discussion).
- (14) The PC line from Kokomo to Anderson (see Zone 119 for discussion).

N&W: Frankfort to Bluffton

The N&W line from Frankfort through Kokomo to Bluffton drew heavy response. The line is used for the shipment of glass products; both National Can Corporation and Corning Glass, Inc. are located on the line. Other products shipped over the line include soybeans, tires, steel and pulpwood. Table 66 contains a traffic profile of the line.

Several firms in Marion indicated interest in retaining all the rail lines that pass through the city. Two major industries, General Motors and General Tire and Rubber, used over 28,000 cars which either terminated or originated in Marion. General Tire and Rubber is on the PC but receives reciprocal switching from the C&O and the N&W. It needs the N&W because PC is unable to furnish sufficient cars. The company expressed the opinion that the PC uses transit delays as a leverage factor to prevent it from using the N&W any more than it does. RCA, which recently spent \$25,000 to improve its rail siding, also uses the Marion lines extensively. Weaver Popcorn Co. at Van Buren, the world's largest distributor of processed popcorn, has noticed a trend of customer requests for rail-delivered shipments. Most of its shipments are to the East Coast and the truck rate is \$1.52 per cwt. compared with rail rates of 97¢ per cwt. Lack of rail service might necessitate closing the Van Buren plant.

The Marion Area Chamber of Commerce stated that its industrial development would suffer if its rail service were curtailed (see the following discussion of PC's Anderson to Warsaw line). Nine companies are served by the N&W, and two more have been planning to expand in the Marion Industrial Park, which is serviced by the N&W. A survey conducted by the Chamber suggests that abandonment of the line would eliminate 1,471 jobs.

Foster Forbes Glass Company, a division of National Can Corporation, operates a specialized glass container manufacturing facility located on the N&W at Marion.

Table 66: Traffic Profile: N&W: Frankfort to Kokomo to Bluffton

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Skelgas, Inc.	LP Gas		7	
National Can Corp., Foster Forbes Glass Div.	Glass products		2,384	
Russiaville Feed & Grain, Inc.	Corn, soybeans, fertilizer			
International Mineral & Chemical Co.			28	
American Standard, Inc.	Lumber		37-54 ¹	
Essex International Corp.	Copper wire	2,370	1,980	
Bell Fibre Products	Pulpboard	956	790	
Weaver Popcorn Co.	Popcorn		383 ²	
Mervis & Sons, Inc.		769 ³	822 ³	
Midstates Steel Co.	Steel rods			
General Tire & Rubber Co.	Tires		216 ⁴	
Crop Fertility Specialist	Fertilizer			
Corning Glass, Inc.	Glass, sand		640	
RCA	TV's, picture tubes		1,600 ⁵	
General Motors Corp.	Auto bodies		23,000 ⁶	
Crop-Maker Soil Service Inc.	Soil, fertilizer		212 ⁷	
Groat County Farm Bureau Coop. Assn., Inc.	Grain			
Howard County Farm Bureau Coop.	Fertilizer			
Clinton County Farm Bureau Coop.	Feed, grain, fertilizer			

¹ Figure includes traffic on the N&W from Michigan City to Indianapolis.

² For 12 months ending 2/28/73; figure would have been higher if rail equipment had been available.

³ Figure includes carloads moving over the N&W from Kokomo to Tipton.

⁴ Company also ships and receives 32 trailers per month.

⁵ Traffic on PC & N&W.

⁶ Figure includes traffic over the PC.

⁷ Figure is for Crop-Maker Soil Service, Inc. at North Grove, served by the PC; Top-Yield Farm Management Service, Inc., at Converse, served by the C&O/B&O; Crop Maker Soil Service—Miami, Inc., served by the N&W; and Crop Maker Soil Service—Greentown, Inc., served by the N&W.

It noted that, although the DOT Report marked the N&W line potentially excess, it has not made any provision for either the C&O or the PC to serve its plant. On 31 occasions in 1973, Foster Forbes requested cars from both of these carriers and never received any. It receives six switches a week from the N&W. C&O does not maintain either the equipment or personnel in Marion to switch the plant and PC could not be expected to give the kind of service required. Foster Forbes fears that, if N&W's service were abandoned, the railroad

would remove its boxcars and covered hoppers from the pools available to the company's suppliers, since it would not be participating in the long haul. The company doubts that PC or C&O would be able to supply equipment to replace what the N&W would take away. Trucks would not be able to handle the bulk material inbound, and such a diversion would increase the company's transportation costs by 95 percent. Loss of production and/or increased costs would put the company at a competitive disadvantage with other companies in the industry.

Bell Fibre Products manufactures corrugated products at its Marion plant, which operates 24 hours a day, 5 days a week. It receives one switch per day Monday through Saturday from the N&W and does not think the PC could provide the required level of service. The plant uses from 75 to 125 rolls of pulpboard every 24 hours. These are transported in 3 to 5 rail cars but would take from 8 to 13 truckloads, and the company would have to modify its receiving facilities. Elimination of the N&W would require additional transit time for shipments as there have been instances where shipments via the PC took 50 percent longer. Based on three points from which shipments of pulpboard are received, the average cost per ton increase in motor carrier over rail would be 135 percent. Elimination of the N&W's service could prevent the expected growth in production capability and might result in plant relocation.

Sam Talbert, co-owner of Russiaville Feed and Grain, Inc. and Middlefork Feed and Grain, spoke in favor of continued service over the 25 mile segment of the N&W between Kokomo and Frankfort. As of February 21, 1974, his companies shipped 63 cars of corn in 10- and 13-car units to the ports of Norfolk, Philadelphia and Baltimore. The 10-car unit rail export bid on corn averaged 8 cents per bushel higher than the truck bid in 1973 and at harvest was 20 cents higher. Much of the corn was bound for Norfolk and traveled in open top coal cars, covered with plastic, for which the shipper must assume the risks. According to Mr. Talbert, other on-line businesses which would be hurt if the line were closed, include Standard Oil Fertilizer at West Middleton, the Howard County Farm Bureau Elevator at Russiaville, Skelgas at Russiaville, IMC Fertilizer at Forest, Sohigro Fertilizer Service at Michigantown, and the Clinton County Farm Bureau Cooperative Elevator at Forest.

Russiaville Feed and Grain, Inc. reported that several elevators along the line could have shipped 50 percent more cars, had they been able to obtain them. Mervis and Sons, Inc. reported that, during 1972, it could have shipped 170 more cars and, during 1973, it could have shipped 200 more cars.

William R. Irwin, Executive Vice President of the Farmers Bank of Frankfort, criticized the DOT Report for the devastating effects it would bring about in the economy of Clinton County and in the entire state of

Indiana. Mr. Irwin predicted that the DOT approach would impair the future growth and expansion of services of Farmers Bank and other financial institutions in the area.

The Crop-Maker Soil Service, Inc., which has a fertilizer plant at Greentown, reported that it has no economical alternative to rail transport, since much of its potash shipments originate in Saskatchewan, Canada or in New Mexico and its phosphate shipments originate in central Florida.

Clinton County Farm Bureau Cooperative Association operates an elevator at Forest which would be of no value to farmers if rail service were not available. The general manager of the Cooperative termed the DOT Report unrealistic and unsound because of the adverse impact it would have on agricultural production, which requires adequate rail transportation to receive such materials as fertilizers and to transport grains from local gathering points to terminal markets for export. In 1973, the Cooperative shipped 590 cars from stations which the DOT Report did not recommend for continued rail service. Double that number could have been shipped, if equipment had been available. The DOT Report would eliminate service at 72 percent of the Cooperative's elevators and 75 percent of its storage facilities and would affect approximately 3,000 farmers.

Crop Fertility Specialists estimates loss of rail service at its Warren facility would cost it \$35,875.

The Warren Chamber of Commerce believes it is imperative that its community not be restricted to the discrimination of the trucking industry. At times Warren has found truck transportation inadequate and limited. The Chamber asserts that without rail service the development of Warren's manufacturing capacities would be drastically limited.

Essex International, Inc., manufactures copper wire at a plant in Marion. Its car use has gone from 3,950 in 1969 to 2,370 in 1972 and 1,980 in 1973. John J. Phillips, Corporate Traffic Manager, blames ICC Service Order 1124, which requires that cars be loaded in the direction of the owning carrier, for the deterioration in rail service. Company sales have grown from \$570 to \$696 million in this four-year period. The company is using trucks more because rail service is not available. Essex needs the railroads and wants to protect the \$50,000 investment it has made in rail facilities over the past five years. It believes that rail use would increase if service improved.

Melvin and Sons, Inc., reported that the DOT proposal to serve the area between Logansport and Kokomo by a single PC line is not sound because this PC line is a single-line track and presumably could not handle the volume of traffic between the two cities. Melvin recommended that service over the N&W lines between Kokomo and Frankfort and between Kokomo and Tipton be

maintained in order to provide it with desirable shipping routes and rail car availability.

PC: Anderson (Zone 119) to Warsaw

The North Manchester Chamber of Commerce reported that 10 industries located in and around its rural area generated an average of 636 rail shipments per year for the last four years. The Chamber estimated a loss of 91 jobs in North Manchester and surrounding area would result if rail service were discontinued. The heaviest industrial user responding was the North Manchester Foundry, which ships metal castings and receives sand. The foundry recently installed electric furnaces. Because of this change, the firm must receive more raw materials than previously. In order to accommodate additional rail shipments, the foundry remodeled its rail siding at a cost of \$6,744.

Peabody American Standard Company, a manufacturer of educational furniture, emphasized its requirement for bulk material from the West Coast. Even with its own truck fleet, it would risk losing \$700,000 to \$900,000 in sales volume with the resultant loss of 30 to 35 jobs without rail service. It reported that area businesses were encouraged because the PC in the last year did extensive work on the track and roadbed at a cost of some \$2 million.

Indiana Rockwool, at Alexandria (Zone 119), manufactures building insulation from rock slag and considers its operation of recycling waste material vital to the national environment, and to energy conservation. The firm reported that the delivery cost of slag by truck would be prohibitive, and it would be forced to close, if deprived of rail service. Indiana Rockwool employs 165 people and has an annual payroll of \$1.3 million. The company has been forced to shut down in the past because it could not get inbound cars or switching out of Anderson. If the PC is abandoned, it wants to receive service from the N&W which is only 400 yards away.

The Madison County Farm Bureau Cooperative Association's facility at Summitville could have loaded 300 cars with grain to Baltimore for export if cars had been available. The elevator represents an investment of half a million dollars. Improvements have been made at a cost of \$58,000 to allow fast loading of 10 car unit trains. The facility provides plant food to farmers in a 10 mile radius.

Crop Fertility Specialists estimated that it would lose \$37,387 if PC abandoned service to its fertilizer plant at Urbana.

The Frantz Lumber Co., Inc., which receives lumber from the West Coast, reported that the increased cost involved in switching to trucks makes that mode unsuitable. The Wabash County Farm Bureau Cooperative Association, Inc., which receives fertilizer materials from Canada, Florida, Tennessee, Iowa, and Kentucky and

lumber from the West Coast, Canada, and South Carolina, reported that the distance involved in these shipments makes truck use impractical, if not impossible. The Cooperative reported that its Treaty elevator could have shipped 75 to 80 more cars and its Speicher elevator could have shipped 25 to 30 more cars, had they been available.

The Big Four Elevator, North Manchester, reported that it is the only retailer of coal in its area. Big Four furnishes coal to two local schools. According to Big Four, rail is the only suitable means for shipping coal into North Manchester.

William R. Imel of the United Transportation Union pointed out that this line extending from Anderson through Warsaw to Goshen provides a direct connection from PC's automated yard at Elkhart to the gateways of Columbus and Cincinnati, Ohio, Indianapolis, Indiana and the westernmost point on the PC, East St. Louis. Several million dollars have been allocated for the upgrading of this track, according to Mr. Imel. New rail has been laid, the track structure improved and a form of automated traffic control is contemplated. PC is presently negotiating with the UTU for the right to move all employees from the present home terminal of Anderson to Marion and for the establishment of inter-divisional inter-seniority service.

The Marion Area Chamber of Commerce believes the DOT Report would jeopardize Marion's economic development (see discussion of N&W's Frankfort to Bluffton line in this zone). Five Marion firms are on the PC, and the Chamber estimated that 525 jobs could be lost if service ceased. The Chamber suggested that the DOT should have considered car revenue and demand for rail service.

The Moorman Manufacturing Company of Quincy, Illinois (Zone 148), a producer of livestock feeds, has several distribution warehouses throughout the midwest which are located on potentially excess lines. All of Moorman's distribution points are supplied from the main plant at Quincy. Moorman stated that truck rates to its warehouses average 14 percent higher than rail rates. The company complained that due to poor rail service the warehouse at Urbana is constantly out of some products. If rail service were abandoned at Urbana, the company stated the warehouse could barely survive with present trucking service, and it would lose many customers. Moorman has invested over \$250,000 at Urbana.

McKowen Grain Company, which is located at Lynwood, 5 miles north of Anderson, said it has been forced to use trucks because of poor rail service. It could have loaded 100 to 120 hopper cars if service equalled that of 6 or 7 years ago. In 1973, the Company waited 51 days for delivery of rail cars. Table 67 contains a traffic profile of the line.

Table 67: Traffic Profile: Anderson to Warsaw

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Wabash County Farm Bureau Co-op Assn.	Corn, plant food, lumber		60	
Crop Fertility Specialists	Fertilizer			
Warner Co.		2		
Mutual Grain Co.	Grain	13	30	
Strauss', Inc.			31	
Frantz Lumber	Lumber	6	2	
Moorman Mfg. Co.		347	359	
Peabody Industries	Coal	72	115	
Big Four Elevator	Coal	14	10	
Wood-Crafts Industries		9	6	
Cyclone Seeder Co.			51	
N. Manchester Foundry	Iron castings, sand	19	19	27
Peabody Amer. Std. Co.	Furniture, lumber		108	190-200 ¹
Madison Co. Farm Bureau Cooperative Assn.	Beans, corn, wheat, potash		114	
McKowen Grain Co.	Corn, beans	8	7	
General Motors	Auto parts		15,000	
Indiana Rockwool	Rockslag, coke		962 ²	
General Tire & Rubber			4,944 ³	

¹ If service improved, rail use could be 30 percent higher. It now takes 3 to 4 weeks to get a car to North Carolina.

² Outbound traffic could have been increased by 20 percent, if cars had been available.

³ This figure is for the PC at Marion, the exact line segment was not designated.

PC: Mexico to Columbia City (Zone 115)

There was minimal public protest of the potential abandonment of PC's Mexico to Columbia City branch. Columbia City (Zone 115), at the north end of the branch is on the PC mainline between Fort Wayne and Chicago. Columbia City is not on the DOT zone map and was not a point recommended for local service although it generates approximately 1,000 carloads annually, according to Congressman Roush. The Mexico Elevator Co., which has used the line increasingly in recent years, stated that trucks could not handle the volume of grain that must be shipped. Even if sufficient trucks were available, shipping by truck would cost \$36,000 more per year than by rail.

The line can be divided into two segments: from Mexico to North Manchester and from North Manchester to Columbia City. An abandonment application for the first segment is pending before the ICC in Docket No. AB-5 (Sub-No. 24), and the ICC has approved abandonment of the second segment in Docket No. AB-5 (Sub-No. 25). According to the Governor's Rail Task Force, the first segment generates seven carloads per mile, and the second segment, eight.

The Governor's Rail Task Force estimated that the

four mile branch from Mexico to Denver is economically viable and recommended retaining the sections between Mexico and Roann and between Columbia City and South Whitley.

Two users of the line supplied data to the RSPO. Mexico Elevator Co., Inc. generated 78 carloads of grain over the line in 1972 and 119 carloads in 1973. American Standard, Inc. generated 115 carloads of lumber over the line and over the PC North Manchester to Marion line in 1972. In 1973, American Standard generated 200 carloads over the two lines.

PC: Adams (Zone 116) to Richmond (Zone 120)

This north-south line in eastern Indiana serves principally the agricultural industry. Central Soya Company, of Decatur (Zone 117), an agricultural shipper, has a capital investment of nearly \$20 million in rail equipment, including a fleet of jumbo hopper cars. The company, which is interested in several locations, generated over 10,000 carloads in 1973 at Decatur. This figure includes traffic on the PC, N&W and EL. Central Soya is currently operating four 100-car unit trains via the PC to Baltimore, Maryland, with each unit averaging three round trips per month. Unit train rates to Baltimore apply only when routed entirely over the lines of PC.

The city of Berne, an Amish community, would be without rail service under the DOT proposal. Because of religious beliefs prohibiting the use of some energy alternatives, the community is particularly dependent upon coal.

The Adams County Farm Bureau operates elevators at Williams, Monroe, Berne and Geneva. All of these points would be without service if the DOT Report's recommendations were adopted. The Bureau is owned by 2,259 farmers who have invested over \$1 million in equipment and facilities. Business in 1973 came to over \$9.5 million, and the Co-op shipped or received 6.9 thousand tons of grain, fertilizer and lumber. This latter figure could have been 32,500 tons with a potential of 40,000 tons in 3 years if cars and service were available.

According to the analysis of the Governor's Rail Task Force, the southern fifteen miles of the line, between Lynn and Richmond, operate at a considerable loss, and the traffic which would be lost if the line were abandoned is only one carload per mile. The Task Force estimated that the potential employment loss would be fifteen jobs.

The PC has petitioned the ICC to abandon the segment between Lynn and Ridgeville (Zone 120) in Docket No. AB-5 (Sub-No. 138). Task Force analysis set the carloads per mile at six and indicated no significant effect upon employment as a result of abandonment.

PC has also petitioned the Commission to abandon the section from Portland to Monroe in Docket No.

AB-5 (Sub-No. 139). According to Task Force analysis, the line from Ridgeville to Adams, while in poor condition, operates at a substantial profit. Abandonment of the entire segment would cost 135 jobs. The Task Force recommended inclusion of this segment in the Final System Plan.

The Richmond Sleeve Casting Plant, Perfect Circle Division of Dana Corporation at Richmond, receives 20 cars per month of pig iron, silvery pig iron, scrap cast iron, and silica flour. It expects its traffic to increase 25 percent. Table 68 contains a traffic profile of the line.

Table 68: Traffic Profile: Adams to Richmond (Zone 120)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Jay County Farm Bureau Coop.	Fertilizer			
Automatic Sprinkler Corp. of America			18	
Economy Printing Co.			70	
Berne Lumber Co.	Lumber		10	
Berne Coal & Supply	Coal		55	
Berne Furniture Co.	Foam rubber		12	
Riverside, Inc.	Fertilizer		27	
Swiss Mfg. Corp.	Lumber		10	
Habegger Furniture Co.	Furniture		3	
Paris Tire & Imp. Serv.	Farm equipment		2	
McIntosh Corp.	Metal bins		10	
W. E. Reassor Lumber Company	Lumber		10	
Affolda Imp. Sales	Farm equipment		2	
Adams County Farm Bureau Co-op Assn.	Grain, fertilizer		100 ¹	
Monroeville Elevator	Grain, plant food	106	108	
Central Soya Co., Inc.	Grain, soybeans		10,031 ²	
Dana Corp.	Pig iron		120	240
Wayne Novelty Co.	Lumber		60	
Decatur Casting	Pig iron		60	

¹ Figure is for grain only.

² Includes traffic on the N&W and the EL.

N&W: Decatur to Ohio City

Public protest over the potential abandonment of the N&W line from Decatur to Ohio City, Ohio (Zone 111), was minimal. The Central Soya Company, at Decatur, submitted a composite traffic figure which included the N&W line.

N&W: Fort Wayne (Zone 116) to Muncie (Zone 118)

The Ossian Canning Company at Ossian would be left without rail service under the DOT proposal. It reported that its outbound rail shipments have declined due to delays in receiving cars. The company complained

of the lost investment in a rail siding which it would suffer if the line were abandoned.

The Minnesota Mining and Manufacturing Company of Hartford City indicated that using the PC for traffic which would otherwise go to the N&W would require considerable capital improvement. According to 3M, it would make more sense to keep the N&W line serving Hartford City and eliminate the PC. 3M reported that its 1974 rail use should increase 20 to 25 percent as a result of a recent plant expansion.

The Shideler Grain Company, Inc. of Eaton, represents thirty-eight shippers from the communities of Eaton, Shideler, Hartford City, Montpelier, Poneto, Blufon, Ossian, and Yoder. Their total carloads in 1973 came to 2,677; the principal products shipped included lumber, grain, fertilizer, paper products, and coal. The company reported that these shippers have over \$100,000 invested in rail sidings and rail handling facilities. If rail service were discontinued, six of the businesses, employing over 500 people, would be forced to abandon operations at their present locations.

Though not actually on the line, the City of Huntington indicated concern because of the amount of traffic which originates in Huntington on the EL for interchange with the N&W.

State Representative Jeff Espich, from District 24, gave data for several shippers. One of these, Sheller Globe, a rubber manufacturer in Montpelier, receives materials in bulk in tank cars. The firm believes it would be impossible to continue operations without rail service. Another shipper, Norris Feed Mill in Poneto, requested 100 cars in October when it could have used 300, and, as of March, it had only received 40. Table 69 contains a traffic profile of the line.

Table 69: Traffic Profile: Muncie (Zone 116) to Fort Wayne (Zone 118)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Sheller Globe			288	
Ossian Canning Co.				10 ¹
A. P. Green				
Refractories Co.			24	
Minnesota Mining and Manufacturing Co.	Paper, duplicating products		250	
Shideler Grain Co.			2,677 ²	
Indiana Glass Co.				
Norris Feed Mill				
Delaware County Farm Bureau Coop.	Fertilizer			

¹ First two months of 1974.

² Figure represents shipments of 38 shippers on the line.

Lines Not Designated Potentially Excess

Not all the evidence received by RSPO was directed toward rail lines found potentially excess by the DOT

Report in Zone 117. Simpson Grain Company, Inc., located four miles east of Huntington, is serviced entirely by the EL. In 1973, Simpson Grain shipped 350 box cars and would have been able to utilize approximately 50 percent more jumbo hopper cars, if they had been available. Simpson Grain projects that, in the next 4 or 5 years, it will be able to ship approximately 900 box cars of grain. Should the rail facilities be abandoned, Simpson Grain would have to use trucks and the farmers in its area would be forced to absorb an additional 7 to 8 cents per bushel transportation cost as well as the cost of building additional on-the-farm storage facilities.

Attorney John Branum, speaking for Mayor Knop of Huntington, plus representatives of the Huntington Chamber of Commerce, the First National Bank, Our Sunday Visitor, Huntington Laboratories and The Majestic Company, testified in support of continued service to and from Huntington by the EL. Mr. Branum stated that the community had received conflicting reports as to the line's status. In 1973, 3,541 cars originated at Huntington and 6,257 cars terminated in the area. Huntington is at a division point on the EL's main line between Chicago and Marion, Ohio, and some 450 families in Huntington have members employed by the railroad.

The Rich Valley Cooperative Elevator Company is located on N&W's line between Peru and Wabash. This line was not recommended for abandonment. The main concern of Rich Valley Cooperative is the shortage of rail cars. In 1973, the company received only 50 percent of the number of cars it had ordered. During that year, 116 carloads of grain were shipped from this elevator.

Carl E. Johnson, President of the Crop-Maker Soil Service, Inc. and Top-Yield Farm Management Service, Inc., reported that both of these companies receive potash from Saskatchewan, Canada and from New Mexico and phosphate from Florida. Due to the distance involved in receiving these materials, there is no economically feasible alternative to rail transport.

Cunco Press maintains that it requires continuous, fast, and economical rail service because its products are all dated merchandise. The firm has recently invested over \$126,000 in order to improve its rail transportation facilities. During the past several months Cunco Press has had to make many diversions from rail, particularly

Table 70: Traffic Profile: Viable Lines

Rail user and location	Commodity	Estimated carloads		
		1972	1973	Projected
Crop-Maker Soil Service, Inc. (North Grove-PC)	Fertilizer			1
Top-Yield Farm Management Service, Inc. (Converse-C&O)	Fertilizer			1

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
The General Tire & Rubber Co. (Marion-PC)			4,944 ²	
Amboy Grain Co., Inc. (Amboy)	Grain		8	
Rich Valley Cooperative Elevator Co. (Rich Valley)	Grain		116	
Marion Malleable Iron Works Inc. (Marion)	Malleable iron		400	
Greenline Manufacturing Co. (Marion)				
Farm Bureau (Marion)				
Simpson Grain Company, Inc. (Huntington-EL)	Grain		4	500
The Majestic Company (Huntington-EL)		393	442 ⁵	500 ⁵
Huntington Laboratories, Inc. (Huntington-EL)	Chemicals	60	61	
Bahler Grain & Feed Co. (Galveston-PC)	Grain		6	
Erny's Fertilizer Service, Inc. (Lincoln)	Fertilizer	309	404 ⁷	
Arnold & Carter Lumber Co. (Decatur-EL)	Lumber		85	
Adams Builder (Decatur-EL)				
Dolco Co. (Decatur-EL)	Packaging material			
Grant County Farm Bureau Coop. (Marion-PC)				
Pace Arrow (Decatur-EL)				
Indiana Farm Bureau Coop. Assn. (Red Key-PC)	Grain			
Tioga of Indiana (Decatur-EL)				
Tepel Truck Lines (Decatur-EL)	Newsprint		12	
Glass Container Corp. (Gas City-PC)	Sand, soda ash			

¹ 212 carloads were generated by: Crop-Maker Soil Service, Inc. at North Grove; Top-Yield Farm Management Service, Inc. at Converse; Crop-Maker Soil Service-Greentown, Inc. at Greentown; Crop-Maker Soil Service-Miami, Inc., at Miami.

² General Tire is located on the east-west PC through Marion which DOT did not designate as potentially excess. The Company uses this line as well as the north-south PC line through Marion which the DOT did designate as potentially excess.

³ Over 2 years ago, Amboy Grain installed new track on its siding to load 10 hopper units. It loaded 9 or 10 car units in the first 2½ months of 1974.

⁴ In 1973 it shipped 20,000 tons of grain.

⁵ In 1973, 748 TOFC and in 1974, 1,000 TOFC units.

⁶ In 1973, Bahler shipped \$4,000,000 worth of grain.

⁷ Erny's operates on an April-March fiscal year.

TOFC to motor carrier, because of the lack of rail equipment.

The Stellite Division of Cabot Corporation is concerned that the elimination of trackage of non-bankrupt lines in the Kokomo area might result in poorer service. The firm insists that limiting access to Kokomo to one PC line from Logansport, which is a very congested yard, would reduce rather than improve service. Table 70 contains traffic data concerning non-excess lines.

ZONE 118

Muncie is the principal city in Zone 118, which is the smallest zone in Indiana. Muncie would retain a direct rail link to Indianapolis via Anderson on the PC. The city would also be left with a non-circuitous route to the Chicago area via the C&O. Of the major lines serving the city, only the north-south line linking Muncie with Fort Wayne and New Castle would be lost.

Though the east-west PC line, serving Daleville, Muncie and Selma, was not identified as potentially excess, Indiana State Representatives Thomas Coleman, Robert O'Malley and Samuel Reed protested any possible elimination of rail service on the line.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following three line segments in Zone 118 potentially excess:

- (1) The PC branch from Muncie to Mathews.
- (2) The N&W line from Muncie to Fort Wayne (see Zone 117 for discussion).
- (3) The N&W line from Muncie to New Castle (see Zone 120 for discussion).

PC: Muncie to Mathews

There was no public protest to the proposed abandonment of the Muncie to Mathews branch of the Penn Central. The Governor's Rail Task Force estimated that the line generates six carloads per mile exclusive of Muncie traffic and that the potential employment loss would be forty-five jobs. The Task Force recommended abandonment.

ZONE 119

Zone 119 is situated in central Indiana and consists of Madison County. Total population is approximately 140,000; the principal city is Anderson. Though DOT reported the principal commodity to be coal, the public response indicated that the industries most affected by the proposed abandonments would be agriculture and manufacturing.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following four line segments in Zone 119 potentially excess:

- (1) The PC line from Anderson to Kokomo (Zone 117).
- (2) The PC line from Emporia to Knightstown (Zone 120).
- (3) The PC line from Anderson to Warsaw (see Zone 117 for discussion).
- (4) The PC line from Anderson to New Castle (see Zone 120 for discussion).

PC: Anderson to Kokomo (Zone 117)

The thirty-seven mile long Anderson to Kokomo line serves agricultural shippers primarily. The Rydman and Fox Company, Frankton, has just invested \$70,000 in a new rail siding. The company reported that the decision to locate in Frankton was based on assurances from the PC that the line would not be abandoned. Rydman and Fox supplies lumber and fertilizer to 340 agricultural customers in the area.

The Butcher Manufacturing Company is located at Hemlock, 3½ miles from Kokomo. Due to rail car shortages in 1973, the company was forced to ship 143,714 bushels of grain by motor carrier at an additional cost of \$10,700. The firm stated that it requested and received 10 rail cars from Central Soya, but was required to pay a 15 cent per bushel premium for their use. Loss of the Kokomo-Anderson line would cost Butcher Manufacturing an estimated \$40,000.

The Governor's Rail Task Force estimated that the line generates nineteen carloads per mile exclusive of end point traffic (Anderson and Kokomo) and abandonment would cost the local economy 105 jobs. According to Task Force analysis, the line is profitable. Table 71 contains a traffic profile of the line.

Table 71: Traffic Profile: Anderson to Kokomo

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Rydman and Fox, Inc.	Lumber, fertilizer		40	440
Borden Chemical Co., Hemlock Crop Serv.	Fertilizer			
Butcher Mfg. Co.	Corn, beans	60	54	
Wickes Lumber Co.			66	
Frankton Sawmill			15	
Frankton Lumber Co.			18	
Agrico Chemical Co.			15	

PC: Emporia to Knightstown (Zone 120)

There was no shipper protest to the proposed abandonment of PC's Emporia to Knightstown line. The Governor's Rail Task Force reported that only one intermediate station on the line would be left without

rail service and that traffic did not justify maintaining the line. The PC petitioned the ICC to abandon the line in 1972.

ZONE 120

Zone 120 is located in east-central Indiana and consists of the following counties: Randolph, Henry, Wayne, Rush, Fayette, Union and Franklin.

The DOT Report would eliminate over 50 percent of the trackage in the zone. John English, representing Mayor Bouslog of New Castle, stated that the following firms located on PC lines would be satisfied with service from the N&W if the PC lines into New Castle were abandoned: Perfect Circle Division of Dana Corporation; Allegheny Ludlum Steel Corporation; Ingersoll Steel Division of Borg-Warner Corporation; Trainor Spring Company; the New Castle Works of Chrysler Corporation; and Modernfold Industries, an American Standard Company.

Potentially Excess Lines

The following 11 line segments in Zone 120 were identified as potentially excess in the DOT Report, as supplemented and corrected:

- (1) The PC line from New Castle to Anderson (Zone 119).
- (2) The N&W line from New Castle to Muncie (Zone 118).
- (3) The PC line from New Castle to Richmond.
- (4) The PC line from Beesons to Valley Junction, Ohio (Zone 106).
- (5) The N&W line from New Castle to Beesons (Zone 106).
- (6) The N&W line from Dunreith to Rushville.
- (7) The Carthage to Greensburg (Zone 121) branch of the PC.
- (8) The PC line from Richmond to Adams (see Zone 117 for discussion).
- (9) The PC line from Indianapolis to Savona, Ohio (see Zone 122 for discussion).
- (10) The PC line from Fenns to Rushville (see Zone 122 for discussion).
- (11) The PC line from Knightstown to Emporia (see Zone 119 for discussion).

PC: New Castle to Anderson (Zone 119)

Rail service to New Castle, one of the major cities in Zone 120, would be curtailed severely under the DOT plan. The city now enjoys service from both the N&W and the PC, but the DOT Report recommends abandonments which would leave it at the end of a ten mile spur.

The New Castle to Anderson line is used by both industrial and agricultural shippers. Public response was relatively heavy. Wilson Grain Elevator, Inc., located at Sulphur Springs, was planning to increase its storage capacity but will not do so until it is assured of continued rail service. The firm estimated the extra cost of shipping grain by truck would be at least 10 cents a bushel in the off season and up to 25 cents per bushel during peak harvest. Wilson has a loading capacity of 10 hopper cars and complained that, while rail service has been deteriorating for years, with the advent of the 100 car unit train, service to its plant has been practically nonexistent. The Henry County Farm Bureau Cooperative Association has a fertilizer plant at Honey Creek and a grain manufacturing plant at New Castle. Fertilizer originates in Florida and Canada, and truck shipments would be costly and difficult. The Honey Creek plant might have to close because trucks would require more storage, and it is doubtful whether sufficient equipment would be available.

Both Wilson Grain and the Henry County Farm Bureau Cooperative Association reported that they received poor service from the PC. Because of the PC's inability to furnish rail cars as they were needed, Wilson Grain was able to ship only 17 percent (248 carloads) of a total of 24,800 tons of grain by rail. Similarly the Henry County Farm Cooperative reported that only 1,746 tons out of the 3,000 tons of fertilizer it received were shipped by rail and only 17,349 bushels out of 250,000 bushels of grain were shipped by rail because of freight car shortages. The co-op reported that in 1973 it ordered 10 cars and received only 3, three months later.

The International Mineral and Chemical Company, Middletown, which shipped 98 carloads in 1973, indicated that abandonment would necessitate trucking to and from the nearest rail point, seven miles away, at a transport cost increased by 50 percent.

Liebhardt Mills, Inc., which shipped between 26 and 44 carloads in 1973, indicated that its plant could not utilize trucks because of restrictive rate structures. Liebhardt Mills, which employs 40 persons, would be forced to close or relocate if rail service were discontinued. The World Bestos Company at New Castle expects a 50 percent increase in transportation costs if it is forced to use trucks; it emphasized that local trucking capacity could not handle all the traffic. Allegheny Ludlum Steel acquired its New Castle plant in 1972; its traffic would not have been reflected in the DOT Report. Allegheny Ludlum shipped 185 carloads of scrap metal and hot rolled bands in 1973.

The Governor's Rail Task Force estimated that the line generates nine carloads per mile exclusive of the end point traffic, New Castle and Anderson, and that forty-five jobs would be lost as a result of abandonment.

N&W: New Castle to Muncie (Zone 118)

The potentially excess portion of the line extends from Muncie (Zone 118) to Mount Summit, just north of New Castle. Farmers' Elevator Company, Oakville, services about 2,000 farmers in a 4 county area. The Company has built an additional siding to accommodate 100 car unit trains and, within the past 16 months, has added 4,188 feet of siding and a track scale at a cost of \$185,000. In 1973 it shipped or received 783 carloads of grain and fertilizer. From January 1 until February 22, 1974, it used 220 cars. The company emphasized that there are too few trucks available to handle the necessary volumes of agricultural commodities and supplies. In 1973 it could have used 260 more hopper cars. Most outbound traffic is to the east coast for export, and inbound shipments are from Saskatchewan, Louisiana, Florida and North Carolina, so that trucks are not a viable alternative. Brooks Feeds at Mt. Summit also uses this line.

PC: New Castle to Richmond

Helen A. Sowers of Green Fork favors abandonment of the line. Mrs. Sowers testified that she has a reversionary interest in the right-of-way and that her family has paid taxes on the property to the railroad for some 32 years. She said there is only one slow movement along the tracks per week and the railroad has failed to maintain the property or to protect abutting land owners.

The New Castle Metal Casting Plant, Perfect Circle Division of Dana Corporation, received 81 carloads of sand from Bridgman, Michigan and Upton, Wyoming in 1973. Car use could double within the next year due to a plant expansion. The company is concerned about the line segment between New Castle and Hagerstown.

The Wayne County Farm Bureau Cooperative Association, Richmond, unloaded 21 cars of fertilizer in 1973 and had potential for at least 100 hopper cars of grain if service had been available. Moving grain by rail means 10 cents more per bushel for the farmer and moving fertilizer by truck inbound could add \$10 per ton to the farmer's cost. Farmers have invested approximately half a million dollars at this location.

The PC petitioned the ICC in 1972 to abandon the line in Docket No. AB-5 (Sub-No. 131). The cost to rehabilitate the line would be over a half million dollars, according to abandonment petition data. Richmond and New Castle would receive rail service on other lines. According to the Governor's Rail Task Force, the traffic which would be lost would amount to only one carload per mile and the employment lost as a result of abandonment would be forty-five jobs.

PC: Beesons to Valley Junction

According to the Governor's Rail Task Force analysis, traffic volume on the line is 143 carloads per mile. The

Task Force reported that a section of the line, Connersville to Brookville, is temporarily out of service. The Franklin County Farm Bureau Cooperative operates a facility at Brookville. The Penn Central has petitioned the ICC for authority to abandon this section.

The Early and Daniel Company, Cincinnati, Ohio, recommended that the N&W should receive and operate the PC line from Beesons to Valley Junction. This would establish a mainline on the N&W, from the west to Norfolk via Cincinnati, and would reduce circuitry.

The Governor's Task Force estimated abandonment of the entire segment would cost the local economy 75 jobs.

N&W: New Castle to Beesons

No data specifically concerning this N&W line was received by the RSPO.

N&W: Dunreith to Rushville

The International Mineral and Chemical Company protested the abandonment of rail service to its plant which is located on this line at Mays. If the line were abandoned, the company would have to truck to the nearest rail point, four miles away at Dunreith. The company shipped 43 carloads in 1973. The Rush County Farm Bureau Co-op also uses the N&W line at Mays.

PC: Carthage to Greensburg

The ICC approved abandonment of the line in 1973 and service reportedly has been terminated.

Lines Not Designated Potentially Excess

The Johns Manville Products Corporation, which generates 6,200 carloads per year from its Richmond plant on a PC line not designated potentially excess, reported that a switch to trucks would increase its transportation costs by 300 percent. Should Johns Manville decide to close down its plant due to these higher costs, 375 jobs would be lost. Johns Manville also reported that PC's service was poor and that its shipments are forced to take circuitous routes.

ZONE 121

The economy of Zone 121 is based primarily upon agriculture and upon industry centered in Madison, Columbus, Scottsburg and Bloomington. Major commodities shipped and received include coal, lumber, fertilizer, grain, scrap metal and manufactured goods. The major complaints concerned railroad service, shortage of rail cars, and poor track conditions. A principal concern is that the area would be isolated from the major centers of Indianapolis and Louisville.

Robert A. Muckler representing the Columbus Chamber of Commerce objected to the DOT Report because

it would leave Columbus, with 6,900 carloads per year, at the end of a spur. Mr. Muckler reported that the Indiana legislature has appropriated money to build a port at Jeffersonville (Zone 205).

Potentially Excess Lines

The following eight line segments in Zone 121 were identified potentially excess in the DOT Report, as supplemented and corrected:

- (1) The Columbus to Flat Rock (Zone 122) branch of the PC.
- (2) The PC line from Columbus to Greensburg.
- (3) The PC line from Columbus to Madison.
- (4) The B&O line from North Vernon to Charlestown (Zone 205).
- (5) The Milwaukee line from Seymour to Bedford (Zone 123).
- (6) The ICG line from Indianapolis to Effingham (see Zone 122 for discussion).
- (7) The PC line from Indianapolis to Louisville (see Zone 122 for discussion).
- (8) The PC line from Greensburg to Carthage (see Zone 120 for discussion).

PC: Columbus to Flat Rock

There was no public protest to the proposed abandonment of the line. According to Governor's Rail Task Force analysis, the line generates five carloads per mile and operates at a loss. The PC has petitioned the ICC for authority to abandon service over this line.

PC: Columbus to Greensburg

The ICC approved the railroad's request to abandon the portion of this line between Greensburg and Hope in 1973. Public response to the DOT Report's characterization of the line as potentially excess was very light.

PC: Columbus to Madison

No specific traffic data was submitted to the RSPO concerning the northern segment of this line from Columbus to North Vernon. Public Service of Indiana indicated that it needs the line to supply its Columbus Substation. The True Temper Corporation reported that it has expansion plans which would increase production by 25 percent. The Governor's Rail Task Force reported that a bridge is out at Scipio, necessitating local service on an as-needed basis for the northern segment. PC petitioned the ICC to abandon the Columbus to North Vernon segment in 1973.

The southern segment of the line, from North Vernon to Madison, was the subject of heavy public protest. The 21.5 mile spur is the only rail link to Madison, a manu-

facturing town of 25,000. Persons reported that the track is among the most poorly maintained in the state. Tom Nickols of Rexnord, Inc. testified that, in November, 1971, there were at least 21 derailments. Service to downtown Madison is further hampered by a steep incline of 5.69 degrees.

Jennings Industries at Vernon sells wooden porch swings to Sears Roebuck, Montgomery Ward and other major wholesale and retail outlets. Shipments are made to points throughout the country. In spite of the poor quality service it is receiving, Jennings needs service continued. Inadequate transportation is the principal deterrent to increasing production for an expanding market.

Due to poor service, use of the line had decreased in recent years, but the industries emphasized that more rail cars would be used if the trackage were repaired. At the time of these hearings, Madison was receiving service one or two days per week due to track conditions. The Transportation Committee of the Madison Chamber of Commerce emphasized that the potential exists to double rail use on the line if service were improved. Several businesses have been reluctant to locate in the area because of the lack of adequate rail service. The Chamber of Commerce submitted 1973 traffic data for twenty-six Madison area shippers showing a total of 1,114 carloads—approximately 52 carloads per mile. According to the Governor's Rail Task Force analysis, the line operates at a profit, generating 27 carloads per mile for the 45 miles between Columbus and Madison. The PC does not serve Madison from Columbus, however, but operates over the B&O to North Vernon—a circuitous routing necessary because the northern segment is closed to through trains.

The Indiana and Michigan Electric Company substation at Jefferson on the PC between Vernon and Madison has 4 transformers weighing 250 tons each and 4 reactors weighing 67 tons apiece. It needs service for shipments of transformer oil and to be able to move these large pieces of equipment. The U.S. Army, Jefferson Proving Grounds, also ships heavy equipment.

Public Service of Indiana is building a nuclear station at Marble Hill which will use rail service.

The Clifty Creek Power Plant of the Indiana-Kentucky Electric Corporation is located in downtown Madison. The plant employs 350 persons and was built in 1950 at a cost of \$160 million. This plant supplies electric power to the U.S. Atomic Energy Commission's gaseous diffusion plant located near Portsmouth, Ohio. The Clifty Creek plant is concerned about the movement of its heavy equipment, such as 172,000 pound transformers and 350,000 pound generators, for repairs. The company argues that there is no satisfactory alternative to transporting this heavy machinery except by rail. Additionally, the Clifty Creek plant is searching for pro-

spective purchasers for the millions of tons of ash that it has reclaimed from the coal it has consumed. The plant believes that the railroad provides it with the flexibility needed to reach markets for this material.

Rexnord, Inc. is a manufacturer of heavy construction machinery in Madison. The company stated that if rail service had been adequate and reliable, it would have shipped more than twice as many cars as it did in the last two years. The size of some of its machinery, such as, its water pollution control equipment which is 14 feet 6 inches high, 13 feet wide and 22 feet long, makes it impossible to transport by truck. This is because 14 feet is the maximum height for a loaded rig on most state highways. In addition, Rexnord reported that truck

Table 72: Traffic Profile: Columbus to Madison

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Jennings Industries	Porch swings		47	54-59
Ind. Ky. Elec. Corp.				
Clifty Creek Plant	Coal		35	
Madison River Terminal, Inc.				200-400
Rexnord, Inc.	Heavy construction equipment	146	115	
Steinhardt-Hanson, Inc.			12	
Ind. Mich. Elec. Co.				
Jefferson Substation	Transformers		35	
U.S. Army, Jefferson Proving Grounds	Military equipment, ammunition	75	108	
Barber Grocery Co.	Assorted foods	429	443	
Trimble Co-op.	Fertilizer	32	38	
Dover Corp. Rotary lift	Steel products		20	24
Hughes Supply		10	9	35-40
Irwins Feed Store	Feed	5	5	
I. Weinberg Co.	Scrap	104	73	
Lichlyter Bldg. Supply	Lumber	2		
Madison Plastics		1		
Madison State Hospital	Coal	104	128	
Jennings County Farm Bureau Co-op.	Fertilizer, lumber			
W. H. Miller	Lumber	4	2	
Kocolene Co., Inc.		74	21	
Williamson Co.		5	5	6-10
National Tire Mart, Inc.				
Discus Farm Supply	Farm equipment		10	
Kreeger I. Hensler	Building supply		12	
Robus Products	Leather, fiber board		12	18
Madison Chemical			1	
Russell Equipment Co.			1	
Public Service Indiana	Poles, steel			2,000 ¹
True Temper Corp.	Wooden dowels			
Airlite Processing Corp.				
Williamson Co.	Steel		6-10	

¹ Total for 1975-1983

rates for the movement of its large machinery are almost double rail rates.

Barber Wholesale Grocery Company relies heavily on rail service. The company services more than 550 independently owned grocery stores within an 80-mile radius of Madison. Much of the firm's merchandise comes from distant points, such as, California, Florida, Pennsylvania and New York. Due to the distances involved, Barber Wholesale finds it impossible to use motor carrier service and remain competitive. The company reported that if PC's service had been more reliable and damage minimal, it would have increased its rail usage by 20 percent in 1973. Table 72 contains a traffic profile of the line.

B&O: North Vernon to Charlestown (Zone 205)

Public Service of Indiana included this B&O line in the utility company's schedule of routes required to service the Marble Hill nuclear station at New Bethlehem. PSI plans to construct an industrial siding from its nuclear plant to the B&O station at Nabh. PSI pointed out that the railroads are the principal suppliers of highly specialized and expensive equipment required for safety reasons to transport nuclear fuel and waste material. It is estimated that for construction of the first two units at the Marble Hill site, approximately 2,000 carloads of construction material will be delivered between 1975 and 1983.

Though no line breakdown of statistics was given, the Louisville Cement Company, Louisville, Kentucky, (Zone 205) uses the line for both outbound and inbound shipments. The company's total rail usage at its Speed, Indiana (Zone 205) plant is approximately 13,000 carloads per year. The B&O line is particularly important to Louisville Cement because most of the cars furnished the company by the Chessie System are routed over it.

Milwaukee: Seymour to Bedford (Zone 123)

There was no response from local users to the DOT's potentially excess characterization of the Seymour to Bedford segment of the Chicago, Milwaukee, St. Paul and Pacific Railroad. Users on the Crane to Latta segment, discussed in Zone 123, pointed out that the Seymour to Bedford segment is necessary for the shipment of overhead traffic. The Milwaukee emphasized that the line carries significant overhead traffic and supplied 1973 traffic data showing 5,235 cars interchanged with either the PC or the B&O at Seymour.

ZONE 122

Zone 122 consists of Boone, Hamilton, Hendricks, Marion, Hancock, Morgan, Johnson and Shelby counties. Public response was very heavy—especially from Indian-

apolis. Situated geographically in the center of the state, Indianapolis is a major industrial center and the hub of the state's rail network. With 187,000 carloads per annum of originating or terminating traffic, the zone ranked twenty-ninth among all zones, according to the DOT Report.⁴

The DOT proposal dealt severely with Zone 122. Roughly 50 percent of the trackage within the zone was designated potentially excess; at least seven of the lines serving Indianapolis would be eliminated (Figure 3).

John Hiser, of the Indianapolis Chamber of Commerce, said the DOT Report shows that the maximum percent of zone traffic on potentially excess lines was 5 percent or 8,847 cars but a survey of shippers and traffic managers shows that, in 1973, there were 52,015 carloads on such lines.

One of the principal concerns expressed was that the DOT plan would leave Indianapolis without sufficient intramodal competition to provide even minimal service incentive to the carriers. Shippers feared that the car supply problem would worsen and that Indianapolis would be left without adequate route alternatives.

A second major concern was passenger service. The Union Station Redevelopment Commission complained that the DOT proposal gave no consideration to Amtrak service through Indianapolis. Robert Bechmann of the Indianapolis Union Station estimated that the DOT plan would eliminate 66 percent of the passenger service to the city.

Representatives of Johnson County and the City of Franklin believe that the termination of rail service to the stations of Edinburg and Amity on the PC and Morgantown and Bogersville on the ICG would lead to economic disaster for the industrial and agricultural enterprises located in this central section of Indiana. Loss of service would cause economic hardship to some 100 retail businesses in Franklin and the loss of tax revenues would cripple the county's health, school, police and fire services.

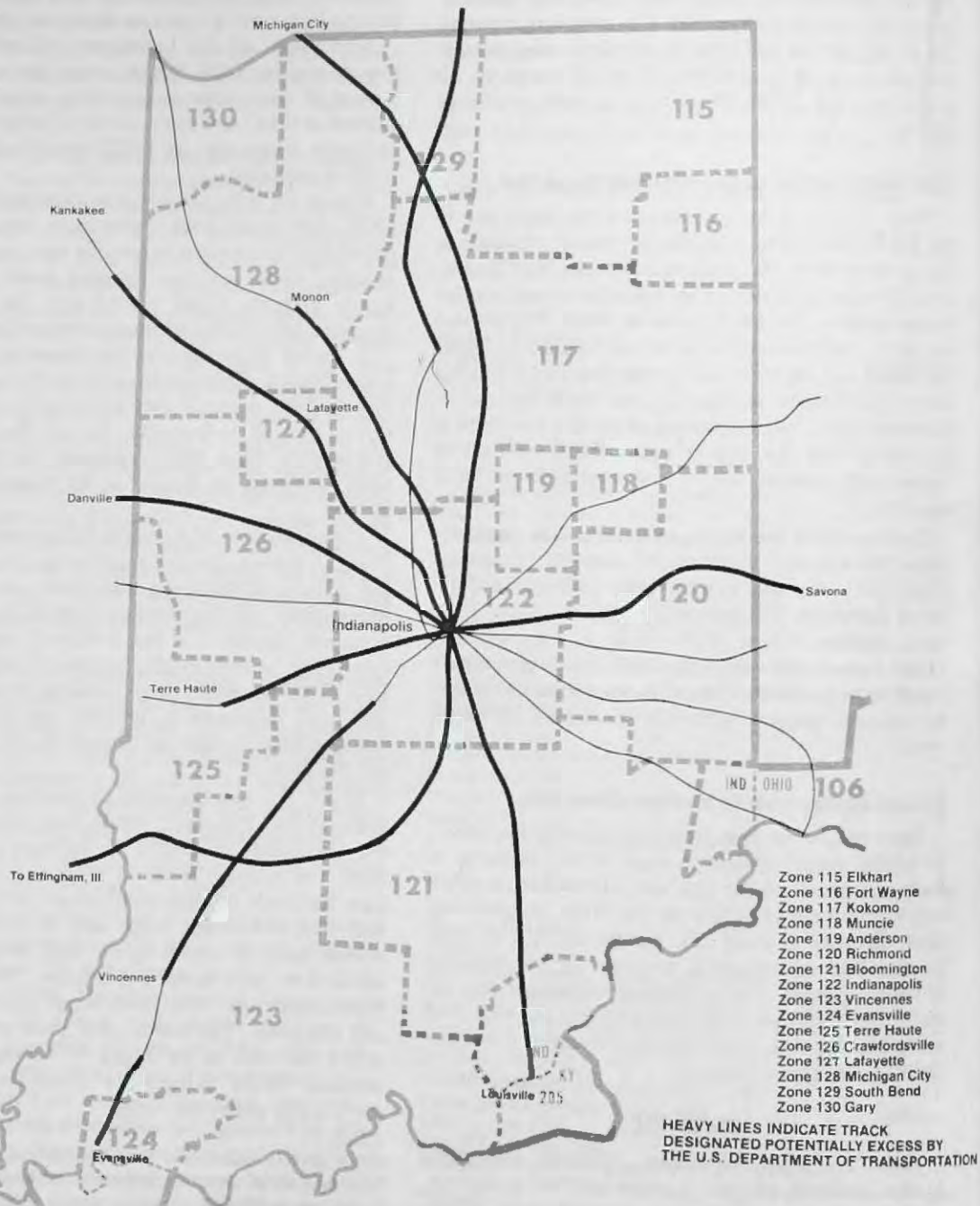
Reilly Tar and Chemical Corporation has plants at Indianapolis, Cleveland, Ohio, and Chicago, Illinois, that are directly affected by the Secretary's recommendations. The company leases 250 tank and covered hopper cars. Railroads calculate car mileage earnings over short line mileage between origin and destination. The circuitous routings created by the DOT Report would increase costs and decrease utilization. The Indianapolis plant would lose direct north-south routing to Chicago and Louisville. The Indianapolis plant generated 2,070 and 2,247 cars in 1972 and 1973, respectively. The company thinks Indianapolis should be considered a major traffic generating center.

⁴ This figure is from Table 12 in Volume I of the DOT Report. The summary of Zone 122 in Volume II shows annual carloads in the Zone as 196,947.

INDIANA

ZONE LOCATOR MAP

Figure 3



Potentially Excess Lines

There are thirteen line segments partially within Zone 122 which were identified as potentially excess in the DOT Report, as supplemented and corrected. They are as follows:

- (1) The PC line from Fenns to Rushville (Zone 120).
- (2) The CI line from Lebanon to Anderson (Zone 119).
- (3) The ICG line from Indianapolis to Effingham, Illinois (Zone 141).
- (4) The PC line from Indianapolis to Louisville, Kentucky (Zone 205).
- (5) The L&N line from Indianapolis to Monon (Zone 128).
- (6) The N&W line from Indianapolis to Michigan City (Zone 128).
- (7) The P&E line from Indianapolis to Danville, Illinois (Zone 139).
- (8) The PC line from Indianapolis to Terre Haute (Zone 125).
- (9) The PC line from Indianapolis to Savona, Ohio (Zone 110) via New Castle (Zone 120).
- (10) The PC line from Indianapolis to LaFayette (Zone 127).
- (11) The PC line from Indianapolis to Vincennes (Zone 123).
- (12) The PC line from Columbus to Flat Rock (see Zone 121 for discussion).
- (13) The PC line from Emporia to Knightstown (see Zone 119 for discussion).

Although many of the lines described above extend well beyond the borders of the zone, it is appropriate that they be considered as a whole and be discussed as a part of Zone 122 since shippers were primarily concerned with access to and from Indianapolis.

PC: Fenns to Rushville (Zone 120)

There was little public protest to the proposed abandonment of the PC line between Fenns and Rushville (Zone 120). The principal intermediate point on the line is Shelbyville, which would retain rail service via the PC mainline between Chicago and Cincinnati via Indianapolis.

Certain-Teed Products Corporation ships over the Fenns-Rushville line. The company recently invested \$15,000 to improve rail access to its Shelbyville plant. Certain-Teed estimated a 15 percent increase in its rail usage for the near future.

The Rush County Chamber of Commerce stressed

that the line is necessary to attract and maintain industry in the area. The Borden Chemical Company, on the other hand, indicated that traffic is probably not sufficient to justify keeping the line.

The Penn Central has petitioned the ICC for abandonment of the line. According to the Governor's Rail Task Force analysis the line generates two carloads per mile, exclusive of Shelbyville and Rushville traffic, and operates at a loss. Table 73 contains a traffic profile of the line.

Table 73: Traffic Profile: Fenns to Rushville

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Certain-Teed Products Corp. ¹	Soda ash, sand, paper		3,756
Rush County Farm Bureau Co-op.	Feed, grain, fertilizer		
Allied Mills, Inc.			
Borden Chemical Company	Fertilizer, farm chemicals		

¹ Figure is for total traffic over both PC lines at Shelbyville.

CI: Lebanon to Anderson (Zone 119)

The principal communities served by the Lebanon to Anderson (Zone 119) line of the Central of Indiana include Westfield, Noblesville and Lapel. The part of the line declared potentially excess is the Zone 122 portion—Lebanon to Fisherburg. Products shipped include grain, lumber, fertilizer, sand, soda ash, and construction trusses. Table 74 contains a traffic profile of the line.

The Truss Manufacturing Company explained that it has no alternative to rail service since abandonment would force it to acquire its own fleet of trucks which it cannot afford to do. Other shippers stressed the increased cost of transportation and the waste of fuel that would result if they were forced to use trucks. The community of Westfield emphasized the necessity of rail service for its continued growth. The DOT Report would leave Westfield without rail service and Westfield argued that rail isolation could lead to economic stagnation.

The Brockway Glass Company is concerned about the proposed abandonment of the 9.1 mile section of CI line between Lapel and Noblesville. The plant at Lapel employs 500 persons and operates 24 hours per day, 7 days per week. The plant is served by CI and receives 50 percent of its traffic via PC at Anderson and 50 percent via N&W at Noblesville. The firm asserts that it is absolutely vital to maintain this ratio between carriers in order to maintain a 7 day-a-week operation. PC is not capable of providing the needed daily combination of raw materials. Brockway Glass stated that abandonment of the line would create delays in shipments and cause a plant shutdown. The firm indicated that trucks could

not replace rail service because of the distances involved in transporting raw materials. The DOT Report would have Lapel serviced at the dead end of a spur from Anderson (Zone 119).

Tebco Fertilizer Co. would lose service at its Durbin plant, 3 miles from Lapel. It paid \$44,678 in freight charges in 1973. It reported that other rail users located within a half mile of it include a grain elevator and the Town and Country Bottle Gas Company. Tebco believes closing the line is illogical because of the direct affect it would have upon agriculture. Fertilizer does not lend itself to truck shipments because of the increased freight charges and the logistics of moving large amounts rapidly.

Table 74: Traffic Profile: Lebanon to Anderson

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Tebco Fertilizer Co.	Grain, plant food	43	47	
Inland Container Corp.	Paper products, lumber		27	
International Mineral & Chemical Company			83	
Truss Manufacturing Co.	Construction trusses		160 ¹	180-240 ¹
Brockway Glass Co.	Glass containers, sand and soda ash		1,375 ²	
Hamilton County Co-op.	Grain		363 ³	

¹ Statistics include traffic on the L&N at Westfield.

² Figure is a three year average.

³ Figure is for N&W and CI from Noblesville.

ICG: Indianapolis to Effingham, Illinois (Zone 141)

The DOT Report found the ICG east/west line from Indianapolis to Effingham, Illinois (Zone 141) potentially excess over the whole length save one short segment in Illinois. The entire Indiana portion was proposed for abandonment. From Indianapolis the line crosses Zones 121, 123 and 125 and enters Illinois in Zone 141. Major Indiana cities served are Bloomington (Zone 121), Bloomfield (Zone 123) and Sullivan (Zone 125). Table 75 contains a traffic profile of the line.

The segment between Bloomington (Zone 121) and Indianapolis received heavy response from Bloomington shippers. The line is used for the shipment of TV cabinets, coal, lumber, limestone and scrap metal. If the ICG were abandoned, Bloomington shippers would be forced to use a more circuitous route through Greencastle (Zone 126) involving interchange with at least two carriers in order to reach Indianapolis. Shippers were concerned that such alternate routing would mean transit delays and added expenses. According to the Indianapolis Chamber of Commerce, a partial list of

companies using this line showed 45,000 carloads generated in 1973.

Several rail users emphasized their inability to shift to motor carriers. One of these, K&F Industries, ships scrap metal over the line. Other shippers were concerned over the potential loss of investments in rail sidings.

Table 75: Traffic Profile: Indianapolis to Effingham

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Sullivan County Farm Bureau Co-op.	Feed, grain, fertilizer			
RCA	T.V. cabinets		8,944	
Indiana University	Coal, food		159	
Ralph Rogers & Co.	Heavy equipment		9	
Rogers Building Supply	Lumber, roofing material		54	
Indian Hill Stone Co.				228
Victor Oolite Stone Co.	Limestone		277	
K&F Industries	Scrap metal		1,500-1,800	
Indianapolis Power & Light Co.	Coal		15,600	
The Wickes Corp.	Lumber	112	113	
Linton Daily Citizen	Paper	51		
Wilson Building & Supply, Inc.	Lumber, building supplies	15		
Amax Coal Co.	Coal		11,000	
Johnson County Farm Bureau Co-op.	Feed, fertilizer, grain			

¹ Total for ICG and Milwaukee.

The Greater Bloomington Chamber of Commerce indicated that both north/south and east/west rail access were necessary for the community's industrial expansion. From the rail use of 6 firms it is apparent to the Chamber that the DOT car count of 17,325 cars for Bloomington is suspect. One of the firms contacted, Rogers Building, said it would probably lose connections with about 50 percent of its suppliers if it lost this service. The Chamber pointed out that this line is one of the prime coal carriers serving the southwestern Indiana coal fields.

In Bloomfield, the Wickes Corporation emphasized that motor carriage was not a feasible alternative for long distance shipments of lumber. The company had chosen its present site because of available rail service. Jack McIntyre, Indiana State Representative, stressed that Greene County particularly needs rail service because of a lack of interstate or other four-lane highways serving the area.

The Chamber of Commerce of Worthington, located in Greene County, voiced opposition to the proposed abandonment of ICG rail service. The Chamber believes that it is physically impossible to shift from rail to truck for the transportation of the bulk products in its area. Additionally, because of the resultant wear and tear on county highways the cost of highway maintenance would exceed

the cost of maintenance of railroad tracks already in existence.

The DOT proposal would leave the community of Linton without rail service. The Linton Daily Citizen explained that, without local rail service, the company would have to unload newsprint at Indianapolis.

At Sullivan, the Amax Coal Company pointed out that abandonment of the ICG would not only affect usable company coal reserves but would have a negative impact upon coal distribution for energy purposes. The Indianapolis Power and Light Company was particularly concerned about the transport of coal as well as essential materials and equipment for the construction of new plants.

PC: Indianapolis to Louisville (Zone 205)

The Indianapolis to Louisville line of the Penn Central crosses the top of Zone 121 and terminates in Louisville (Zone 205). It services Franklin, Edinburg, Columbus, Seymour and Scottsburg.

The DOT Report classified two segments of the line potentially excess: Franklin (Zone 122) to Columbus (Zone 121) and Seymour (Zone 121) to Louisville, Kentucky (Zone 205). Most of the submissions to the RSPO were concerned principally with maintaining through service from Indianapolis to Louisville. Because there is no parallel line, any other routing would require considerable circuitry for traffic between these two cities.

For example, Altamil Corp. has a distribution center in Indianapolis which receives shipments from Fernwood, Mississippi via the Louisville gateway. U.S. Envelope has 2 plants in Indianapolis and receives paper from Franklin, Virginia via Louisville. Elimination of this route would cause their traffic to go through Cincinnati and add two to three days to the transit time.

Passenger service would also be affected, as the line is used by Amtrak.

Community Grain, Inc. has invested over \$491,000 in land, buildings and equipment next to PC's line north of Edinburg. Its primary function is to ship corn to Schenley Distillers, Inc. located in Louisville, Kentucky. This distillery, according to Community Grain, is equipped to handle only rail shipments. Community Grain fears that, if it is unable to ship by rail, Schenley Distillers will purchase its corn from competitors who are not affected by rail abandonments.

Ridge Homes opened a plant at Franklin in November, 1973 to produce precut homes. The Franklin facility occupies 14 buildings on 77 acres. Lumber from the west coast arrives by rail, so that continued quality rail service is a necessity for continued profitable operation of this facility.

The Edinburg Chamber of Commerce was adamant concerning the necessity of rail service. The organization pointed out that Edinburg used to have its own rail station, but that it was consolidated with Franklin sev-

eral years ago. The Chamber indicated that the majority of car loadings credited to Franklin actually originated in Edinburg and emphasized that the line exceeded the DOT criteria. According to the Chamber's study, the possibility exists that over 1,200 people would lose their jobs with a loss of spending power in the Edinburg area of more than \$10 million. The shift to trucks would cost the 9 industrial users in Edinburg over \$882,000 plus an additional \$196,000 for truck docks. The annual loss of revenue to the PC would amount to \$877,400. The organization also pointed out that the tax loss to the community would be staggering.

Huntington Creek Corp. DBA Lotus Warehouses estimated that it would cost \$507,000, not including land or drying equipment, to replace its elevator at Edinburg and pointed out that an additional relocation problem would be that natural gas suppliers are not taking any new customers.

The American Walnut Association explained that 3 plants at Edinburg (Amos-Thompson, David R. Webb and Hill Brothers Veneer) are responsible for 15 percent of all the walnut lumber shipped in the industry as well as 41 percent of both domestic and export veneer. If service were abandoned, the economic impact would be national. The Association stated that abandonment would give foreign companies a competitive advantage over these American producers. Lumber is shipped by rail because it is cheaper and because a rail car can accommodate 3½ times more lumber than a truck.

Congressman William G. Bray of the 6th District termed the impact of the DOT Report on Edinburg disastrous. According to the Congressman, the veneer industry at Edinburg uses 2,675 cars a year and one of the veneer plants is delaying a \$3 million expansion pending determination of the line's status.

Many shippers were worried that the abandonments would result in congestion and transit delays at the Louisville gateway. Most shippers were of the opinion that the shift to motor freight was either unfeasible or uneconomical.

Mayor Blake L. Burns said the City of Scottsburg has spent over one and a half million dollars since 1966 in public improvements to attract industrial development. An industrial park is planned, but lack of rail service would hinder development. Area businesses which made known their concern for continued rail service included Arbuckle Electric, Inc.; South Indiana Lumber at Underwood, which might use 300 cars a year; Scottsburg Novelty, Inc., which used 40 cars in 1973 but could have used 15 to 20 more if they had been available; Airlite Processing Corporation which depends on the PC to bring ore from the western states; Scott County Concrete Products at Vienna; National Tire Mart Inc.; Lindsay Graham Lumber Company, Inc., which uses 20 to 30 carloads annually; Wells Deal, Inc., which received 3 carloads in 1973 (two of these were

large combine machines that could only move by rail); and Waterson Monument and Scottsburg Glass Company, which has not used the railroad in 3 years because of poor service. The latter company prefers rail service because trucks cost 20 percent more; it would go back to using rail, if the service improved.

Ammunition shipments to the Atterbury Reserve Forces Training Area presented unique problems. Abandonment would necessitate off-loading in Indianapolis, but this would be impossible since much of the equipment is too heavy to be shipped by truck and it is dangerous to transport ammunition on highways in congested areas.

Lumber dealers and fertilizer distributors were unanimous in their opinion that the long distances over which these products must be shipped prevent their shipment by alternative modes. They also pointed out how vital those products are to the economy. The increased prices that they would be forced to charge if their transportation costs increased would add to inflation.

Freeman Field, an industrial park at Seymour, is served by the PC and would be adversely affected by the DOT proposal. Table 76 contains a traffic profile of the line.

Table 76: Traffic Profile: Indianapolis to Louisville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Altamil Corp.	Commercial products		94	129
Huntington Creek Corp., DBA Lotus Warehouses	Corn, wheat soy beans		203	200
U.S. Envelope Co.	Envelopes			
Reilly Tar & Chemical Co.	Coal, tar chemicals	2,070	2,445	
Acme-Evans Co.	Flour	2,123 ¹	2,173 ¹	
Washington-Scott Farm Bureau Co-op Assn Inc.	Grain			
Morgan Packing Co.		1,420-1,500		
Linza Graham	Lumber		30	
Well-Deal, Inc.	Combines		3	
Scottsburg Novelty, Inc.			40	
South Wilson Lumber	Logs		100	
Hooker Chemical & Plastic Corporation	Plastic chemicals		900	
Early & Danici Co.	Grain		1,792 ²	
Louisville Cement Co.	Equipment, coal, cement gypsum		13,000 ³	
Brown Forman Dist Corp.	Alcoholic bev.		916	
Wellcor, Inc.	Flatboard			
Colgate-Palmolive			5,000	
Kitchen Kompact, Inc.		2,807	2,602	
Evans Products Co.	Lumber		250	
Arvin Industries, Inc.		2,080	2,600	
Davidson's Lumber Co.	Lumber		255	255
Norplex Division-UOP			36	40

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Indiana Gas Co.			11	7
Johnson County Farm Bureau	Grain		49	60
Allis-Chalmers Co.			19	15
Johnson Crop Service	Fertilizer		59	75
Central L&M Supply			7	7
Ridge Homes, Inc.	Lumber		407	720-1,500
Kawneer Co.				75
Indiana Masonic Home	Coal		50	50
Atterbury Reserve Force Training Area	Heavy equipment		27	40
Community Grain, Inc.	Corn		370	
NL Industries			1,191	1,441
Hills Brothers Veneer Co.	Veneer		166	183
David R. Webb Co., Inc.	Logs, coal			
Moorman Mfg. Co.			295	
Scott County Concrete Products Co.	Lumber, plaster			
Joseph E. Seagram & Sons, Inc.	Liquor		203	200
McCormick			40	60
Record Feed	Feed		27	30
Rexham Corporation			64	66
Webbs Company			300	300
Geo Pfau's Sons Co., Inc.				

¹ This figure includes traffic over the N&W line from Indianapolis north to Noblesville.

² Statistics include traffic over the PC line from Indianapolis to Greensburg.

³ Statistics include traffic over the B&O lines from Louisville to North Vernon.

L&N: Indianapolis north to Monon (Zone 128)

The L&N line between Hammond (Zone 130) and Indianapolis is approximately 162 miles long. DOT found potentially excess the 94 miles from Indianapolis north to Monon. Major cities served on the potentially excess segment are Monon and Monticello (Zone 128); Delphi, Frankfort and Kirklin (Zone 117); and Sheridan, Westfield and Indianapolis (Zone 122).

Local originations and terminations are primarily agricultural products—grain and fertilizer—but the line carries considerable bridge traffic. A spokesman for the L&N complained that the DOT approach did not sufficiently consider overhead traffic. Neil B. Schmelteke, Town Manager of Carmel, stated that, according to his information, operation of the potentially excess segment was profitable.

Westfield would be left without rail service if the DOT proposal were adopted. The City of Westfield emphasized that the ability of a community to attract new industry depends to a great extent upon the availability of rail service. Mr. Haskett, representing the town of Westfield, stated that the Wickes Corp. had an option to build a

quarter of a million dollar plant there but has cancelled plans because of the uncertainty of rail service. Witnesses stressed that rail abandonment would be antithetical to the purposes of the Rural Development Act. If the migration to the metropolitan area is to slow down, then smaller communities should be encouraged to develop new industrial sites. The abandonment of rail service could make such efforts meaningless. The Hamilton County Commissioners consider rail service to the area so important that they urged the government to study subsidy plans before allowing any abandonments. Table 77 contains a traffic profile of the line.

Table 77: Traffic Profile: Indianapolis to Monon

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Hamilton County Co-op	Grain, fertilizer		108	
Herrin Grain Corp.	Grain			
Indiana Lumber & Builders Supply Association	Building materials			
Spickelmier Industries	Building materials	98	103	200
Moore-Castlow, Inc.	Grain, fertilizer		180	
International Mineral & Chemical Company			900	
Hightshire Brothers Grain Elevator		96	100	
Truss Manufacturing Co.	Construction trusses		160 ¹	180-240 ¹
Northern Indiana Public Service Co.	Transformers, poles			
RCA	Television cabinets		2,394	
Clinton County Farm Bureau Coop. Assn.	Grain		590 ²	
Ellis Fertilizer Serv.	Fertilizer		150	

¹ Includes traffic over the CI at Westfield.

² Includes traffic on the PC & N&W.

The Rossville Business and Professional Association emphasized that the community of Rossville would be without rail service if the L&N were abandoned. Four companies, three fertilizer dealers and one lumber company, depend on rail service. In 1973 they used 64 cars but the number could have been 130 if cars had been available. One firm is expanding and expects to use 50 more cars. While primarily a farm community, Rossville hopes to attract industry.

The DOT proposal would leave the city of Frankfort with an L&N north-south line and an N&W east-west line but would eliminate the N&W lines to LaFayette and to Kokomo, the PC line to Terre Haute, and the subject L&N line from Indianapolis to Monon. Considerable interest in the L&N lines serving Frankfort and Cambria was expressed by the Clinton County Farm Bureau Association, which believes its valuable properties would become worthless to area farmers without

rail service. The Association says it would be impossible to handle grain via truck at harvest time and would cost farmers 10 cents per bushel more to shift to truck. The DOT Report would leave 90 percent of Clinton County's grain storage capacity and 64 percent of its elevators without rail service. The Farmer's Bank and the Chamber of Commerce in Frankfort were concerned that the proposed abandonments would make the city less attractive to industry.

Hightshire Brothers Grain Elevator, Sheridan, reported that in 1973 it received approximately two-thirds the number of rail cars that it ordered. On certain occasions, Hightshire Brothers requested and received private cars from large grain exporters. However, the firm received 10 cents less per bushel for grain shipped in these private cars.

Spickelmier Industries complained that loss of L&N service from Frankfort to Indianapolis would cause a 10 percent increase in its costs.

RCA has a television assembly plant in Bloomington, the operation of which is interdependent with another plant that manufactures wooden cabinets located at Monticello. The company is concerned about the elimination of the L&N link between Monticello and Monon and about its lack of a direct service route to Bloomington. RCA is now receiving overnight service over this route. The manufacturer stated that the required service from the Monticello plant would necessitate diversion to motor carrier to remain competitive. However, there are no motor carriers in the area capable of handling the volume. In addition, the plant is constructed for rail movement and the entire shipping area would have to be remodeled at considerable expense. RCA reported that the load factor, boxcar versus trailer, would increase transportation costs \$1.1 million annually. RCA agreed that if Conrail's service between Monticello and Reynolds were adequate, the firm could possibly route its traffic via Conrail-L&N from Monticello to Bloomington.

Moore-Castlow, Inc. at Kirklin believes loss of rail service would cripple it financially. Half its grain shipments, 400,000 bushels, move by rail and the amount would be larger if more rail cars were available. Farmers receive 5 to 8 cents less per bushel for grain when they use truck and rail movement of fertilizer results in a \$25 per ton saving over truck shipments. The company has just built one of the newest automated feed mills in the state, which it says offers potential traffic to the railroad. Moore-Castlow knows two other businesses which depend on the line: Weiss Truss Building and a feed grain/fertilizer plant.

The witness for the Herrin Grain Company at Sheridan considers the L&N's service very good. He termed the DOT Report inadequate because it used 1972 figures, and he noted that rail shipments of agricultural products

were low that year because of bad weather. In January, 1973, Herrin Grain shipped 55 percent as much as it did in all of 1972. While it admits that everyone wants the lowest possible rate, Herrin would be willing to pay a higher rate to keep rail service.

The L&N reported to the RSPO that total originations and terminations on the Indianapolis Branch (Indianapolis through Monticello) totaled 16,316 carloads in 1972 and 17,532 in 1973.

N&W: Indianapolis to Michigan City via Peru and Kokomo

The length of the N&W line from Indianapolis to Michigan City (Zone 128) is approximately 159 miles. Except for the southern 22 miles from Noblesville to Indianapolis, the line was found potentially excess. Major cities served by the line include Indianapolis and Noblesville (Zone 122), Tipton, Kokomo, Peru and Rochester (Zone 117), Plymouth and Walkerton (Zone 129) and LaPorte and Michigan City (Zone 128).

Harris Pine Mills Corporation, Cicero, argued that it was impractical to receive lumber from the West Coast by any other means than rail. The company complained that it has been unable to obtain piggyback service at any station within reasonable proximity.

Also at Cicero, the Central Soya Company operates a farm supply service center with a grain loading station. Three years ago the company shipped 300 cars from Cicero, but the car shortage has reduced rail shipments to "virtually nil." The company reports that the demand is still there.

Tebco Fertilizer Company was upset at the prospect of losing service at its plant at Tipton. It paid over \$88,000 in freight charges in 1973 and complimented the railroad on the service it received.

The Tipton Chamber of Commerce surveyed area businesses and found that Adler's Seeds, Inc. at Sharpville; Cochran Lumber Co. at Atlanta; Farm Bureau Coop. at Sharpville and Tipton; Pioneer Corn Co. at Tipton; Steel Parts at Tipton; Tebco Fertilizer at Tipton; and Windfall Crop Service, Inc. at Windfall depend on either the N&W or the PC. The Hamilton County Coop. estimated that fertilizer would cost \$3.50 more per ton if shipped by truck.

As was true with respect to many lines throughout Indiana, public response concentrated at least as much on aspects of overhead traffic and the necessity for through routes as on local traffic. Closely related was the consideration of terminal congestion. One participant complained that congestion, which is already a serious problem, would only be aggravated by the DOT's recommendations. The National Starch & Chemical Corporation complained that DOT did not analyze the need for the N&W line to provide access to Indianapolis. The opinion was also expressed that fewer cars would be available

after the abandonments because of the increased congestion at terminal and switching facilities.

Earl Yoars, Miami County Commissioner, polled the six elevators on the line in the county and found they could have used 351 more cars in 1973. Elevator operators had to seek ICC assistance to get cars delivered from two to three months after they were ordered.

Raymond Stipp, representing Pioneer Hybrid Inc., located south of Tipton, said Pioneer Hybrid's traffic travels over 400 miles and moves during a two-month period. With such characteristics, truck transportation is impossible. He believes that the DOT Report would force industry and population movements to locations where service still exists and that this would cost more than maintaining the trackage labeled potentially excess.

Poor service and car shortages, especially during peak periods, were heavily criticized. During the past season Wilson Coal and Grain Company of Rochester (Zone 117) shipped 460,000 bushels of corn and soybeans by truck because of rail car shortages. This company, which is primarily a 10 to 20 rail car shipper, on occasion has had seven loaded cars sitting on its siding for three weeks waiting for three more cars to make up a 10 car unit. Russell Wilson, of Wilson Coal and Grain, testified that certain grain exporters have offered to lease cars to him for 20 percent of his net profit at the end of the year. In December, 1973 and January, 1974, the company was closed for eight days and six days, respectively, because motor carriers could not haul its grain shipments fast enough. Wilson Coal and Grain estimated that in the last two years it and its customers have lost in excess of \$500,000 due to poor railroad service.

The Bunker Hill Farm Service has been hindered by rail car shortages. The company estimated its shortfall to be 130 cars over the last two years. Rail service is more economical than truck service and saves the farmers approximately 10 to 15 cents a bushel according to Bunker Hill Farm Service. The company contends that, without rail service, it would be forced to close its fertilizer and grain facilities, with a loss of investment amounting to \$350,000.

Crop-Maker Soil Service at Miami, one of four fertilizer plants selling to 862 area farmers, stated that trucks are impractical for transporting potash from Canada or New Mexico and phosphate from Florida. In 1973 the four plants received 212 carloads.

The Plymouth Economic Development Commission and the Plymouth Industrial Development Corporation both protested the proposed abandonment as contrary to the public interest. The Commission explained that the N&W is necessary for future economic growth and abandonment would be detrimental to the rights of bond holders owning Industrial Revenue Bonds issued in 1973 by the Commission for a particular undertaking for which rail service was a prerequisite. The Industrial De-

velopment Corporation recently invested \$60,000 in a rail siding with the understanding and expectation that the line would continue to receive service.

Bomarko, Inc. reported that the cost of utilizing truck transport is double the present rail cost. The firm stated that rail receiving and shipping are essential in order to keep the company in a competitive position in its marketplace. The company employs 78 people and anticipates future expansion of its plant facilities in Plymouth. If the N&W line were abandoned, Bomarko would be forced to close because there is no other rail service available to the company and there is no acceptable substitute method of transportation which could be used.

New York Blower Company of LaPorte manufactures large air handling devices used on air pollution control equipment and in industrial ventilation. Some of the equipment measures 12 by 13 feet by 12 feet high. The company reported that it is impossible to ship this large equipment by truck due to present truck size limitations. The New York Blower plant is located on the N&W with a siding serving its plant. A gantry crane located on the firm's siding is used to load the devices onto rail flatcars. The company stated that the PC facilities in LaPorte do not include the necessary crane facilities needed for loading or unloading its equipment, even assuming the company could move the devices to a public siding. According to the firm, there may not be enough space between its plant and PC's line for a siding facility. New York Blower estimated that, even if a siding with crane facilities could be extended several blocks to the PC line, it would cost the company approximately \$100,000.

The Michigan City Chamber of Commerce described an on-going, privately financed economic development program which was initiated to fill a void created over the past decade by the departure of at least two of the area's major manufacturing activities. The Chamber described the DOT proposal as leaving the city with totally inadequate rail links to the south.

Continental Steel Corp., which generated over 10,000 cars in 1973, contended that it alone satisfies DOT's 34 cars per mile per year requirement to Tipton, Frankfort and Logansport. The company indicated that any cessation of or serious curtailment of rail service would result in almost immediate shutdown or curtailment of its operations.

The Mayor of Peru stated that approximately 60 to 70 cars are brought into Peru daily over the line from Indianapolis, Tipton and Kokomo with the same number outgoing. Some 39 men are in engine service at Peru and between 90 and 100 are employed on the line. The approximate payroll of the division is over \$13 million and elimination of these jobs would work a hardship on the families involved and on the retail businesses in the community. The railroad pays \$80,000 annually in property taxes to Miami County.

Blocksom and Company operates two Michigan City facilities, both served by the N&W. It cannot understand why DOT proposed the abandonment of lines operated by solvent carriers. The firm reported that it could have used 35 more cars in 1973, had they been available. Rail service by the N&W is considered vital to Blocksom's continued operation because it offers direct service to and from the East Coast and rail gateways at Buffalo, St. Louis, Kansas City and Chicago. Fibers from Mexico and Ceylon move through the port of Norfolk, Virginia. If this traffic were moved by truck, the freight charges would more than double. Outbound shipments are light and bulky and rail service is needed for both the volume and freight charges. Blocksom and Company employs between 275 and 300 people.

Charles E. Oberlie, Planning Director of Michigan City, described the Michigan City Master Plan which was adopted in 1970 after a five-year study. (See the discussion in Zone 128 of the L&N line between Michigan City and Francesville.) The plan projects compatible land uses based on existing rail services. Three industrial areas along the line are either under construction or planned. The city has already completed, or has under construction, water and sewer service to two of them. Total cost of the improvements in Michigan City's industrial areas will exceed \$13.4 million.

A traffic profile of the line is contained in Table 78.

Table 78: Traffic Profile: Indianapolis to Michigan City (Zone 128)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Public Service Co. of Indiana	Coal		1,700	
Hamilton County Coop.	Grain, fertilizer		363 ¹	
Harris Pine Mills Corp.	Lumber, furniture parts		108	
Central Soya Co., Inc.	Grain, soybeans		38	
Early & Daniel Co.	Grain		970	
Inland Container Corp.	Paper products		2	
Bunker Hill Farm Serv. Center	Fertilizer, grain	108	70	200
Cabot Corp., Stellite Div.	Raw material		128	
Tebco Fertilizer Serv., Inc.	Fertilizer	38	62 ²	
Farm Bureau Coop. (Tipton)	Grain		40 ²	
Pioneer Hybrid, Inc.	Corn		100	
Steel Parts	Hinges, boxes		24 ²	
Wilson Coal & Grain	Grain		700	
Cochran Lumber Co.	Coal		9 ²	
Crop-Maker Soil Service (Miami)	Fertilizer			
Adler's Seeds, Inc.	Fertilizer		6 ²	
Ferro Corporation				
Golden West Mobile Homes, Inc.				

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Farm Bureau Coop. (Sharpsville)	Fertilizer		20 ²	
Windfall Crop Serv.	Fertilizer		40 ²	
Stokely-Van Camp (Tipton)	Canned goods		290	
Stokely-Van Camp (Peru)			86	
Indiana Farm Bureau Cooperative Assn.	Feed			
Cuneo Press, Inc.	Magazines		1,488 ³	
Continental Steel Corp.	Steel	10,171 ³	10,215 ³	
Blocksom and Co.	Padding		1,092	
Millburn Peat Co.				
Interstate Industries	Furniture, office equipment	130	92	
Bell Fibre Products Corp.	Corrugated products	4 ⁴	12 ⁴	
New York Blower Co.	Pollution control equipment		78	
D. H. & R. Co.				70 ⁵
Kingsbury Industrial Park				
B. I. Holser	Fertilizer, grain		109	
RJR Foods	Food products		187	187
C. O. Goodrich				
Northern Indiana Public Service Co.	Equipment		4	
Bomarko	Wax, rolled paper		235	235
The Wickes Corp.	Lumber	112	113	
Mid-States Steel Co.	Steel rods			
Argos Elevator	Grain		150	

¹ Figure is for traffic over N&W and CI from Noblesville.

² Figure is for this line and the N&W east-west line at Tipton.

³ Figures include traffic on both N&W lines at Kokomo and on the PC line between Kokomo and Anderson (see discussion in Zone 119).

⁴ Total traffic from Michigan City on all lines.

⁵ Total traffic from LaPorte on all lines.

P&E: Indianapolis to Danville, Illinois (Zone 139)

James E. Martin, President of the Peoria and Eastern Railroad pointed out that the DOT Report erred in showing the PC as the carrier between Indianapolis (Zone 122) via Danville (Zone 139) to Pekin, Ill. (Zone 137). Actually, this is the P&E line, which consists of 202.5 miles of single mainline track. He stated that the P&E is the shortest and by far the most valuable route and has the only direct line between Indianapolis and the Peoria gateway. The P&E is a profitable railroad company with a net income of \$2.6 million over the past four years. Mr. Martin asserted that the DOT's recommendations would place the entire P&E in the category of a potentially excess rail line. The desire of the carrier is to maintain the line. Mr. Martin believes that the DOT failed to consider the value of the interchange points at Crawfordsville and Veedersburg. Some shippers expressed the opinion that the P&E was providing effective service and that it should not be "forced out of business." The United Transportation Union supported preservation of the P&E.

The major intermediate point on the P&E route between Indianapolis and Danville is Crawfordsville (Zone 126). The segment of the line from Indianapolis to Crawfordsville evoked little response. Table 79 contains a traffic profile of the line. The American Art Clay Company, Indianapolis, a manufacturer of art supplies, was fearful that the DOT proposal would tend to shift more traffic to the highways than motor carriers can accommodate.

R. R. Donnelley and Sons Company at Crawfordsville is the largest commercial printer in the country and receives most of its raw material by rail. For these raw materials, it would require 3.5 trucks to carry the equivalent tonnage of one rail car. A shift to trucks would increase the company's transportation bill by 250 percent. It has a tremendous investment in facilities geared to rail shipments which would have to be modified for trucks. The company fears increased traffic congestion and doubts that it could control truck movements that would permit receipt of raw materials and shipments of finished goods without serious disruptions to production and shipping schedules.

According to the Indiana Cooperative Extension Service, Olin-Matheson Company has a plant on this line and receives 95 percent of its raw materials by rail. In 1973, Olin-Matheson was said to have received 1,017 cars.

The Elston Bank of Crawfordsville emphasized the potential economic impact upon the city of Crawfordsville. It was estimated that at least four city firms might be forced to close and that the local unemployment rate might hit 10 to 15 percent.

Mid States Wire Company indicated that abandonment of the line would lead to circuitous routing of its traffic, creating additional transit delays. The company estimated that reduction in plant production would result in a loss of from 200 to 225 jobs for the local economy. Two other companies, Ingress Manufacturing Company and RM Friction Material Company, recently completed investments in rail facilities. RM Friction estimated additional freight costs as a result of abandonment would range from \$135,000 to \$140,000 per year.

PC: Indianapolis to Terre Haute (Zone 125)

The DOT Report found potentially excess the portion of the line from Indianapolis (Zone 122) to Brazil (Zone 125) except for one short stretch between Limesdale and Greencastle (Zone 126). Public protest of potential abandonment was slight. Lone Star Industries, a heavy rail user located at Limesdale (Zone 126), expressed the opinion that the line was necessary to provide adequate service and alternative routing between Terre Haute and Indianapolis—currently served by two parallel PC lines. Limesdale is a point which the DOT recommended for service on the L&N mainline between Chicago and Louisville. Lone Star shipped 3,000 carloads over the PC and L&N lines in 1973.

Table 79: Traffic Profile: Indianapolis to Danville

Rail users	Commodity	Estimated carloads		
		1972	1973	Projected
Chemical-Fertilizers Services, Inc.	Fertilizer			
American Art Clay Co.	Clay		124	
R. R. Donnelley & Sons Co.	Paper		1,649	1,830
RM Friction Material Co.	Brake materials		100	
The Wickes Corp.	Lumber		42	
Ingress Manufacturing, Inc. ¹				
Inland Container Corp. ¹				
California Pellet Mill Co. ¹				
Crawford Industries, Inc. ¹				
H-C Industries, Inc. ¹				
Hi-Tek Lighting Co. ¹				
Raybestos-Manhattan, Inc., ¹ Wabash Div.				
Sommer Metalcraft Corp. ¹				
Mid States Steel & Wire ²				
Hendricks County Farm Bureau Coop.	Feed, fertilizer, grain			

¹ The Montgomery County Chamber of Commerce supplied these names with tonnage figures for each.

² The company shipped 63,000 tons in 1973 and expects to ship 75,000 tons in 1974.

Arketex Ceramic Corporation, located in Brazil, emphasized that it requires rail transportation for the movement of raw materials in bulk from distances of over 1,000 miles. Arketex shipped 278 carloads in 1973. Present track conditions impose a 25 mile an hour limit on the auxiliary track and a five mile an hour limit on the spur serving the plant. The spur is in dire need of repair. Thirteen derailments occurred on the spur in 1973, and the track was out of order for 33 days. Prior to 1970, the company shipped 50 percent of its total volume by rail. In 1973, rail transportation accounted for only 31 percent. The drop was due to poor service, rail car shortages, length of time en route, and high damage to lading. Abandonment of the PC line east of Brazil would leave the community at the dead end of a 15 mile spur, necessitating circuitous routing.

In 1972, the Penn Central petitioned the ICC for authority to abandon the segment between Greencastle and Ben Davis in Docket No. AB-5 (Sub-No. 144). The Governor's Rail Task Force has concluded that this segment operates at a loss. The Task Force estimated that the section generates two carloads per mile, exclusive of Greencastle traffic, and that abandonment would cost the local economy 60 jobs.

PC petitioned to abandon the Greencastle to Brazil

segment in 1973 in Docket No. AB-5 (Sub-No. 145). According to the Governor's Task Force analysis, the segment operates at a profit, generating 53 carloads per mile, not including Greencastle traffic.

PC: Indianapolis East to Savona, Ohio (Zone 110) via New Castle (Springfield Branch)

The Springfield Branch of the PC, designated potentially excess by the DOT, is approximately 68 miles long. Major cities served by the line include Indianapolis, Shirley (Zone 122), and New Castle (Zone 120). Proposed abandonment of the line produced heavy public protest from rail users in Indianapolis. The Penn Central petitioned the ICC to abandon this line in 1972.

The Business Relations Council of the Indianapolis Chamber of Commerce argued that PC's Springfield Branch was essential for industrial development and the future growth of Indianapolis.

The line serves a number of shippers of bulky products suited only for rail transport. The Bookwalter Company and U.S. Corrugated Fibre Box Company, large shippers of paper products, emphasized the impracticality of shipping such bulk commodities by motor carrier. U.S. Corrugated receives huge rolls of containerboard measuring up to eight feet in width and weighing up to 2½ tons. It takes more than two trucks to equal the roll carrying capacity of one rail car. Truck rates on containerboard are from 2 to 3 times higher than rail rates. If it were forced to use trucks exclusively, this firm would have to double its receiving facility and employment.

Capital-Consolidated is especially concerned that the DOT Report would eliminate the Belt Railroad switching line in the metropolitan Indianapolis district. A spokesman for the company stated PC switches 5,000 cars a year for it and Chrysler, Western Electric, General Foods, Bookwalters Publishing, AAA Warehouse, U.S. Corrugated, Hook Drug Warehousing and others.

L. W. Schaller appeared for the Maxwell Grain Company, which has elevators at Maxwell and at Mohawk. The company stopped using rail in 1971 because it could not obtain cars. Based on production estimates for 1973 it could use 920 high cube cars for corn, 640 cars for soybeans and 65 cars for fertilizer. The highways serving the two elevators are either country roads or secondary highways.

Capital Paper Company and Hook Drugs, Inc., both of Indianapolis, recently built warehouse facilities dependent upon rail service. Hook Drugs has increased its car handling capability from 1 to 3 cars a day and expects its car use to increase considerably. Loss of rail service would hurt the company's competitive position and, in the firm's opinion, would be inflationary.

In addition to the rail users listed in Table 80, West-

ern Electric Company submitted a list of 16 companies located on the Springfield Branch in Indianapolis with estimated total traffic of approximately 11,000 cars per year. Western Electric Company has three facilities located on the Springfield Branch, all of which are within 4.3 miles of the Indianapolis Union Railway Company (IU) line. These facilities employ approximately 7,600 persons with a total payroll of \$104 million. Western Electric asserted that its traffic alone meets the DOT minimum carload criteria for that portion of the PC line from its facilities to the IU line.

The Governor's Rail Task Force analyzed the line from Hunter, just east of Indianapolis, to the Ohio state line. Traffic from Indianapolis proper was not considered. Traffic density was estimated at eight carloads per mile, exclusive of New Castle traffic. If all PC traffic at New Castle were attributed to this line, the traffic density would jump to 14 carloads per mile. The Task Force made this assumption and concluded that the line is slightly better than a break-even operation and that 180 jobs depend on its continued operation.

A traffic profile of the line is contained in Table 80.

Table 80: Traffic Profile: Springfield Branch

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Capital-Consolidated	Household paper prod.	375	420	500-550
U.S. Corrugated Fibre Box Co.	Boxes, containers		506	
ITT Continental Baking Co.		192	227	
Maxwell Grain Co.			320	875-
Bookwalter Co., Div. of American Can Co.				1,000
Hook Drugs, Inc.	Retail merchandise		200	762
Jenn Air Corp.	Telephone sets and parts	35	49	
Western Electric Co.			484	640
General Motors Corporation	Auto parts		300	
General Foods Chrysler Corp.				

PC: Indianapolis to LaFayette (Zone 127)

The DOT Report classified potentially excess the entire PC route from Indianapolis to LaFayette (Zone 127) serving Zionsville, Lebanon, Colfax (Zone 117), and Clarks Hill (Zone 127).

A number of rail users would stand to lose considerable investments in rail-oriented plant and equipment as a result of the proposed abandonment. The Indiana Power and Light Company, which services the northwestern portion of the state, has invested \$3,000,000 in a new plant and rail siding. The company depends upon rail service to receive coal. Continental Foods, Inc., Indianapolis, has invested approximately \$60,000 in rail related facilities. Ayr-Way Stores, Inc., a 27 store chain of dis-

count department stores, established a distribution center and warehouse at Lebanon, in 1970. Sizable capital investments have been made in all weather rail car unloading facilities and in a siding.

Park 100 Development Company is in the process of developing one of the largest industrial parks in the state. One-third of the 600 acre park is completed and occupied. Park 100 has spent thousands of dollars in spur lines to connect with PC. Associated Distributors, Inc., a wholesale distributor of major appliances, radios, televisions and floor coverings, is in the process of moving into a new \$4.5 million facility in the industrial park.

Many persons emphasized the added cost of alternative modes. The Boone County Farm Bureau Coop., which serves 2,850 members, stressed the impracticality and increased cost of transporting agricultural products by truck. Richard Fall spoke for the Coop. and for three grain elevators, two fertilizer plants and one lumber yard located on the line between Lebanon and Colfax. He believes this 15 mile segment could generate 35 cars per mile if cars were available. Crop Systems, a shipper of fertilizer in Whitestown, estimated that the shift to trucks would increase its transportation costs by \$12,600 per year.

Swiggert Lumber and Construction, Zionsville, would lose local rail access. The company stated that receiving materials at the closest alternate rail point would cost \$300-\$400 more per car. The Stenotype Supply Company, Augusta, estimated its transportation costs would double if the line were abandoned. The Rock Island Refining Company, Indianapolis, which receives refinery equipment by rail, emphasized that the oversized, overweight nature of some of its equipment is such that it cannot be transported by truck at any price.

The LaFayette Elevator Company indicated that it has been unable to obtain rail cars for shipments from its elevators at Stockwell and at Clark's Hill.

Two companies located in Indianapolis which did not use rail in 1972 or 1973 indicated that they would be users in the future. Rheem Manufacturing Company plans to use rail transportation by 1975. James O. Held and Company emphasized that availability of rail service was crucial in its location decision. It expected to begin using rail service in 1974.

According to the Governor's Rail Task Force analysis, the line operates at a slight profit, although traffic volume is relatively light. Abandonment would result in an employment loss to the local economy of 120 jobs. The Task Force analyzed the line in two segments: from Indianapolis to Lebanon and from Lebanon north to LaFayette (Zone 127). Traffic volumes were estimated at 32 carloads per mile and 10 carloads per mile, respectively, exclusive of end-point traffic for each segment. In 1972, the Penn Central petitioned the ICC for abandonment of the Zionsville to Lebanon section. Table 81 contains a traffic profile of the entire line.

Table 81: Traffic Profile: Indianapolis to LaFayette

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
General Woods & Veneer		35	42	50
Stenotype Supplies	Paper	51	59	72
Crop Systems	Fertilizer		5	18
Johns Manville		12	12	12
Wright-Bachman, Inc.	Lumber	84	67	84
Metzger Wholesale		40	40	60
Rheem Manufacturing Co.				80
James Held and Co.				35
Shell Oil Co.	Gas	272	214	200
Metzger Lumber Co.	Lumber		100	
Continental Foods, Inc.		100	100	200
Boone County Farm	Grain, lumber, coal,			
Bureau Co-op Ass'n	fertilizer	231	231	
Ayr-Way Stores, Inc.	General merchandise	272	306	325
Associated Distributors	Appliances			400-500
Indiana Power & Light	Coal		180	240
Stephan O'Shank		976	980	1,445
Rock Island Refining Co.	Refining equipment	80	80	80
Danners, Inc.		22	18	40
Surggett Lumber & Const.	Lumber	3	2	4
Standard Oil Fertilizer Co.		5	5	7
J. P. Michaels		100	100	200
Clinton County Farm Bureau Coop. Assn.				

PC: Indianapolis to Vincennes (Zone 123)

The potentially excess Sandborn to Martinsville segment represents approximately 60 miles of the Indianapolis to Vincennes (Zone 123) line of the PC. At Worthington, the line crosses PC's Evansville (Zone 124) to Spring Hill (Zone 125) line. A combination of these two lines provides southern Indiana shippers access to Indianapolis via the PC. (See the discussion in Zone 124 of the Evansville to Spring Hill line.)

Congressman William G. Bray of the 6th District said the line is used to haul coal to a number of power plants and noted that a number of badly needed electric generating plants are planned along this line. Jack W. McIntyre, Assistant Majority Caucus Chairman, Indiana State House of Representatives, stated that this line delivers coal to the Indianapolis Power and Light Company generating station north of Martinsville and to Indiana University.

Miami County Circuit Judge John L. Niblack pointed out that five plants of Indianapolis Power and Light Company which furnish power to central Indianapolis receive 4.5 million tons of coal annually via the PC and L&N. Judge Niblack estimated that PC delivers 61,000 cars a year to the three plants at Indianapolis, one at Martinsville and one at Petersburg. The PC delivers

640,000 tons of coal to the Martinsville plant from the Hawthorne mine near Linton, a distance of 80 miles, using a switch at Sandborn. If this line were eliminated, the coal would have to be routed a distance of 198 miles over a line that is rotting away. Judge Niblack believes the PC Sandborn to Martinsville line is profitable. He noted that the railroads have been the largest taxpayers in nearly all Indiana townships and that this money has been used to subsidize the airlines. He pointed out that Weir Cook Municipal Airport at Indianapolis, built with the taxpayers money, is probably worth \$30 million and is tax exempt.

Particularly hard hit by abandonment of this line would be Greene County, which would lose all rail service under the DOT Report. The Greene County Farm Cooperative Association emphasized the necessity of rail service to agriculture because of the higher cost of trucking. The Association would lose an estimated \$250,000 worth of rail-related capital investments which now serve area farmers.

Congressman John T. Myers of Indiana's 7th District reported that coal mined in Greene County exceeds 4 million tons annually and that railroads are the main shipping source for this mineral. The coal companies in the county estimate that it would take 1,500 trucks a day to carry the coal mined in that area which is shipped to power producing facilities. Representative McIntyre stressed that the Greene County area does not have an interstate or dual-lane highway network adequate to handle the increase in truck traffic which would result.

The Spencer Evening World, Spencer, reported that the newsprint for its daily newspaper could not be shipped economically by truck. The Spencer Chamber of Commerce emphasized the harm to rural communities which would result from abandonment.

Worthington, now served by two Penn Central lines, is one of the several area cities which would be left with no rail service. The Worthington Chamber of Commerce stressed that a complete loss of rail service would have severe economic consequences to area businesses.

Chemical Fertilizer Services, Vincennes (Zone 123), emphasized the necessity of an adequate rail network to serve agriculture. The company serves customers throughout Indiana and southern Illinois. Last year Chemical Fertilizer Services shipped 67,339 tons.

The Moorman Manufacturing Company ships its products by rail from Quincy, Illinois to its Sandborn warehouse. Moorman pointed out that, if the DOT proposal were implemented, routing between the two cities would become very circuitous.

Table 82 contains a traffic profile of the line.

Lines Not Designated Potentially Excess

Early & Daniel Company has a terminal grain elevator located at Beech Grove on the PC line from Indianapolis

Table 82: Traffic Profile: Indianapolis to Vincennes

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Greene Co. Farm Bureau Coop. Assn. (Switz City)	Fertilizer, grain			95
Paragon Soil Service			120	
Spencer Evening World			6	
Owen City Farm Bureau Coop. Assn.	Grain		24	
American Aggregates Corp.		1,373		
Huey Soil Service			1	
Moorman Manufacturing Co.			248	
Peabody Coal Co., Hawthorne Minc			2	
Greene Co. Farm Bureau Coop. Assn. (Worthington)	Grain		225 ^a	
Thatcher Feed & Grain	Grain		150 ^a	
James M. Dyer & Son	Lumber, cement, plaster		5	
Kerr McKee			20 ^a	
Ferris Trading Post, Inc.			8 ^a	
Keller's Farm Service Center			10 ^a	
Sprinkle Elevator Co.	Grain			
Indianapolis Power and Light ⁴				
Thiesing Veneer Co.	Logs		10 ^a	
Reporter Times	Newsprint			
Public Service Indiana	Poles, transformers			
Block Lumber Co.	Lumber, insulation		92	
Adams Clay Products	Bricks		21	
General Shale Products	Brick, sand		260	
Morgan County Coop.	Fertilizer		23-28	
Thos. Molding Brick Co. of Martinsville, Inc.	Brick		210	
Woodward Steel, Inc.	Steel		3	
Knox County Farm Bureau Chemicals-Fertilizer Services, Inc.	Fertilizer			
Bushrod Grain Co.	Fertilizer		1	

¹ 698 tons in 1973.

² 525,000 tons in 1973.

³ Traffic over the PC from Indianapolis to Vincennes and Evansville to Spring Hill.

⁴ In 1976, 300,000 tons of coal will move from the Old Ben Corp.'s Enos/Blackfoot Mine at Oakland City to the company's Indianapolis plants. In 1973, it received 640,000 tons at its Martinsville plant and 120,000 tons at its Indianapolis plants. This traffic originated at the Sandborn Mine.

⁵ In a 5 month period.

to Greensburg (Zone 121), a line not recommended for abandonment. In 1973, the company shipped 3,600 covered hopper cars from this elevator. These shipments were routed over PC and N&W lines which have been labeled potentially excess (see Tables 76 and 78) and

over B&O/C&O lines not recommended for abandonment. Of the cars shipped, 720 were routed via the B&O/C&O. Early & Daniel is concerned about the small agricultural-oriented centers that ship grain and soybeans from country elevators to its terminal elevator. Many of these country elevators would receive no local rail service under the DOT's proposal. If service were discontinued to these small elevators, more expensive and less efficient transportation would be the only alternative. Early & Daniel argued that if the DOT's proposal were implemented, agri-business firms would bear a higher portion of the total cost than other businesses.

The Cumberland Lumber Company reported that it receives lumber which originates in the western United States. Due to the higher costs involved in using trucks, Cumberland Lumber reported that it would be forced to close or relocate, if rail service were eliminated. Cumberland's closure would result in the loss of an \$170,000 annual payroll; \$59,000 in state and local tax revenues; and \$60,000 in federal income tax revenues.

The Greater Greenfield Chamber of Commerce expressed concern over the DOT's recommendation to eliminate local rail service at Greenfield. According to the Chamber, industries in the Greenfield area generate 1,538 carloads annually.

Table 83 contains data submitted by users of viable lines within the zone.

Table 83: Traffic Profile: Viable Lines

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Certain Teed (Indianapolis-PC)	Insulating materials		204	
Evans Milling Co. (Indianapolis-Indianapolis Union Ry.)	Grain products		1,700	
Eli Lilly & Co. (Indianapolis, Greenfield-PC)	Pharmaceuticals, chemical products			
Cumberland Lumber Co. (Cumberland-PC)	Lumber		95-100	
Indiana Farm Bureau Coop. Assn. (Indianapolis)	Fertilizer, grain			
RCA (Indianapolis-Indianapolis Union Ry.)	Records		101	
(Indianapolis-Indianapolis Union Ry.-PC)	TV's radio		823 ¹	

¹ RCA also shipped 1,566 TOFC units in 1973.

ZONE 123

Situated in the southwestern section of Indiana, Zone 123 is comprised of Owen, Greene, Knox, Daviess, Martin, Lawrence, Orange, Gibson, Pike, Dubois, Crawford,

Harrison, Posey, Spencer and Perry Counties. It is the largest zone in the state. The area contains extensive coal reserves.

Persons, in southern Indiana, voiced concern about the impact the DOT Report would have on smaller communities because of its emphasis on traffic flow between major cities. According to Ronald J. Robling of Petersburg, the following industries depend on the PC lines between Evansville and Indianapolis: Whirlpool Corporation at Evansville; 84 Lumber Company, Daylight; Wilson Lumber Company, Elberfield; Peabody Coal Company, Lynnville; Custom Farm Supply, Mackey; Oakland City Plastics, Oakland City; Enos Coal Company, Oakland City; Amax Coal Company, Oakland City; Blackfoot Coal Company, Winslow; Ames Handle Company, Petersburg; Petersburg Building Supply, Petersburg; A&B Steel, Petersburg; Agrico, Petersburg; Dayco Oil and Nitrogen, Petersburg; Hoosier Energy, Petersburg; Indianapolis Power and Light, Petersburg; McCord Corporation, Washington; Graham Farms, Washington; and Custom Farm Supply, Elnora. Mr. Robling reported that the lines carry 95,000 carloads of raw materials or appliances produced or built in southern Indiana.

Potentially Excess Lines

Fourteen line segments in Zone 123 were identified as potentially excess in the DOT Report, as supplemented and corrected. They are as follows:

- (1) The Ft. Branch to Mt. Vernon line of the L&N.
- (2) The Milwaukee's Latta to Crane line.
- (3) The L&N line from Orleans to French Lick.
- (4) The Algiers, Winslow and Western Railroad line from Oakland City to Enosville.
- (5) The PC line from Evansville (Zone 124) to Mt. Carmel, Illinois (Zone 141).
- (6) The Evansville to Grayville, Illinois (Zone 146) line of the ICG (including the New Harmony spur).
- (7) The PC line from Sandborn to Martinsville (Zone 122) (see discussion of PC's Indianapolis to Vincennes line in Zone 122).
- (8) The PC line from Washington to Worthington (see discussion of PC's Evansville to Spring Hill line in Zone 124).
- (9) The PC line from Wansford to Oakland City, including the Lynnville spur (see discussion of PC's Evansville to Spring Hill line in Zone 124).
- (10) The Southern line from Boonville to Lincoln City (see Zone 124 for discussion).

- (11) The L&N line from Latta to Wallace Junction (see Zone 125 for discussion).
- (12) The Milwaukee line from Bedford to Seymour (see Zone 121 for discussion).
- (13) The PC line from Worthington to Spring Hill (see discussion of PC's Evansville to Spring Hill line in Zone 124).
- (14) The ICG line from Indianapolis to Effingham (see Zone 122 for discussion).

L&N: Ft. Branch to Mt. Vernon

The corrections in the DOT Supplement amended the original report and preserved the segment from Ft. Branch to Owensville. The potentially excess portion is from Owensville south to Mt. Vernon.

The Mt. Vernon Chamber of Commerce contended that the line must be kept in order to move coal and agricultural shipments. The Chamber of Commerce emphasized that rail transportation is essential to service the \$10 million port facility and industrial park under construction in the Mt. Vernon area. The Indiana Conservation Council and the Indiana and Michigan Electric Company suggested that potential traffic on the line is significant because of the coal reserves in the area. The Electric Company needs rail service to receive heavy equipment. Tri-County Grain of Cynthiana, serving Posey, Vanderburgh and Gibson Counties, said it could have used 70 percent more cars, if they had been available. Tri-County Grain complained that the L&N line being abandoned is in better condition than 75 percent of the L&N's main line trackage. The company stated that the L&N now serves it daily with a train running from Princeton to Poseyville and back and this service is sufficient, unless a market opens for grain to be shipped by barge at the port being developed at Mt. Vernon.

Garrett Brothers Mill in Owensville expects its volume to increase as a result of discontinuance of the government farm program. In 1974, approximately 20 percent more acreage will be devoted to grain production.

Several companies indicated that heavy farm machinery cannot be shipped by truck and that the cost of trucking certain chemicals and lumber over long distances is prohibitive. Garrett Brothers, which is located on a relatively poor section of state highway, stated it would be physically impossible to have the 1,200 truck loadings required to move its present volume.

Under the DOT proposal, Posey County would be without rail service. The Poseyville Chamber of Commerce submitted a petition signed by more than 900 citizens who are concerned about the disastrous economic and social effects abandonment of the line would have upon the community. The Posey County Farm Bureau Cooperative Association trucked 556,000 bushels of grain in 1973 but emphasized that trucks could not replace rail

service. Alfred A. Kiltz of Poseyville explained that local shippers desire better service and would be interested in acquiring part of the line if it were to be abandoned.

Table 84 contains a traffic profile of the line.

Table 84: Traffic Profile: Ft. Branch to Mt. Vernon

Rail users	Commodity	Estimated carloads		
		1972	1973	Projected
Garret Benson Grain Co.	Grain		180 ¹	
Garrett Bros. Mill	Grain		275	
Posey Co. Farm Bureau Coop. Assn.	Fertilizer	216 ¹	162 ¹	
J. R. Short Milling Co.	Grain			
Indiana & Michigan Electric Co.	Equipment, transformer oil			
Fri-County Grain	Corn, soybeans, wheat		359	600 ²
Alfred A. Klitz			30 ¹	
Poseyville Grain and Feed Co.	Corn, wheat, soybeans			
Indiana Farm Bureau Coop. Assn.	Fertilizer			
Chemical-Fertilizers Services, Inc.	Fertilizer			

¹ Statistics includes traffic on ICG and I&N

² Number it could ship if I&N supplied cars.

Milwaukee: Latta to Crane

The public response emphasized the coal and agricultural shipments transported over this line. State Representative Jack W. McIntyre stated that deletion of this service would leave the United States Naval Ammunition Depot at Crane without a rail connection to the west. The depot is located on a narrow 2-lane highway. The Daviess County Chamber of Commerce pointed out that the area has no feasible alternative to rail transportation, since water transport is not available and there are no interstate or dual-lane highways capable of handling the additional motor freight.

The Indianapolis Power and Light Company and the Amrax Coal Company were both concerned about access to the Minnehaha Mine at Latta. The Power and Light Company indicated that it needed the line to transport material and equipment. Public Service of Indiana is also concerned about the Minnehaha Mine. PSI ships coal from Latta to the Edwardsport Generating Station. The DOT proposal would increase the distance of the Latta to Edwardsport route from 27 to 100 miles.

Table 85 contains a traffic profile of the line.

L&N: Orleans to French Lick

This line is L&N from Orleans south and Southern from Huntingburg north. The two roads appear on the zone map to meet near French Lick. The segment which DOT originally identified potentially excess included por-

Table 85: Traffic Profile: Latta to Crane

Rail users	Commodity	Estimated carloads		
		1972	1973	Projected
Amrax Coal Co.	Coal		11,000	
Indianapolis Power & Light ¹	Coal			
Chemical Fertilizer Services, Inc. ²				
Daviess Co. Farm Bureau Coop. Assn.				23 ³
Public Service Company of Indiana	Coal			
Linton Daily Citizen				5

¹ 11 million tons were transported over the ICG and the Milwaukee.

² 40,913 tons moved over the Milwaukee and the PC.

³ Traffic over the Milwaukee and ICG.

tions of both railroads from Orleans south to Dubois. The DOT supplement amended the original finding and left only the segment from Paoli south to Dubois potentially excess so that Paoli would retain service. This information was not known to representatives from the town of Paoli.

Northern Indiana Public Service Company has a plant at Michigan City which receives coal from the Amrax Coal Co. mine at Oakland City. The traffic moves over the Southern and I&N via the Orleans connection.

The Paoli Chamber of Commerce emphasized that local industry was dependent upon rail service. The Chamber reported that Paoli firms generated 450 carloads in 1973. The Economic Development Committee of Paoli estimated that, in 1973, 3 million dollars worth of goods were shipped by the Cornwell Company, the town's largest employer, whose plant was destroyed by fire on January 27, 1974. Paoli Chair Company, Inc. used 250 cars in 1972 and fewer cars in 1973. It expects to need more rail service in the future.

On June 20, 1973, the L&N filed an application to abandon the portion of the line between Paoli and French Lick. The matter is being handled in ICC Docket No. AB-2 (Sub-No. 4).

The Algiers, Winslow and Western Railway

The Algiers, Winslow and Western Railway operates 16 miles of track in the southeastern portion of Zone 123 between Oakland City and Enosville. It connects with the PC and the Southern and depends on those two carriers for its car supply. The AW&W services three coal mines in Pike County. In 1972, the line originated 36,364 cars which it delivered to PC. These cars were destined for delivery to Indianapolis or Chicago, and the AW&W is interested in preserving the PC routes from southwestern Indiana to the north via Indianapolis. Indianapolis is also the source of most of the cars it

receives from Penn Central. The AW&W interchanged 20,212 carloads of coal with the Southern in 1972. Over half went to Chesterton via the Southern and L&N.

Two public utility companies were concerned over the proposed abandonment of the line. Indianapolis Power and Light Company and Public Service of Indiana together used 2.7 million tons of coal from the Enos Mine at Enosville. The latter firm shipped 1,200 carloads in 1973. The former company received 300,000 tons of coal in that year.

PC: Evansville to Mt. Carmel, Illinois (Zone 141)

Public Service of Indiana (PSI) has its Gibson Generation Station under construction at Carol, Indiana. PSI argued that continued rail service between the Wabash Mine at Keensburg, Illinois, and the Gibson Station is justified by the 2.2 million tons of coal traffic to be produced in 1975 and the 3.6 million tons that will be produced in subsequent years. The company indicated that it had invested \$250,000 in rail equipment and track improvements. PSI stated that Amax Coal Co. has agreed to invest \$500,000 for the upgrading of the PC line between Keensburg and Mt. Carmel. Between October, 1971 and February, 1974, 1,520 carloads of material were moved to PSI's plant site for the construction of the first two of four units to be constructed. An additional 300 carloads are anticipated for the completion of these units by 1976. Construction of the final two units, which should be completed by 1979, will require shipment of an additional 1,800 carloads of material. If the line were abandoned, PSI might be interested in acquiring the right-of-way.

The PC petitioned the ICC for authority to abandon the line in 1972. According to the analysis of the Governor's Rail Task Force, the line generates six carloads per mile and operates at a loss. However, the Task Force estimated that future tonnage justified retention of the segment from Skelton to Mt. Carmel.

ICG: Evansville to Grayville, Illinois (Zone 146)

The public response from shippers indicated that they have no economically feasible alternative to rail service. J. Trockman and Sons, Inc., Evansville, ships recyclable metals to customers who can only accept shipments via rail.

Garrett-Benson Grain Co. operates a grain elevator at Griffen on the ICG. In 1973, it loaded 180 hopper cars. In the first 2½ months of 1974, it ordered 132 hopper cars but received only 72. The nearest alternative rail terminal facilities are 30 miles away at Mt. Vernon or 40 miles distant at Evansville. The cost of trucking grain to Mt. Vernon is 4 cents a bushel. The company is increasing its storage capacity by 100,000 bushels in time for the 1974 harvest. It believes that rail service to the

south is vital to the success of smaller farm elevators because it allows them to compete with larger shippers in the area.

Implementation of the DOT proposals would leave Posey County without rail service (see the summary of Posey County submissions in the discussion of the L&N's Ft. Branch to Mt. Vernon line, supra).

Table 86 contains a traffic profile of the Evansville to Grayville line. There was no specific response concerning the New Harmony spur from Stewartsville to New Harmony.

Table 86: Traffic Profile: Evansville to Grayville

Rail users	Commodity	Estimated carloads		
		1972	1973	Projected
Evansville Veneer and Lumber Co., Inc.	Lumber		726	
Whirlpool Corp.	Refrigerators, air conditioners		22,500 ¹	
J. Trockman and Sons, Inc.	Recyclable metals	333	436	
Garrett-Benson Grain Co.	Grain		180 ²	
Posey Co. Farm Bureau Coop. Assn.		216 ²	162 ²	
Alfred A. Kiltz	Grain, fertilizer		30 ²	
Poseyville Grain & Feed Co.	Corn, wheat, soybeans			

¹ Includes ICG & Southern traffic.

² Includes ICG and L&N traffic.

Lines Not Designated Potentially Excess

The Indiana Farm Bureau Cooperative Association reported operating a feed mill at Loogootee on the B&O/C&O and a grain elevator at Princeton on the L&N.

Chemical-Fertilizers Services, Inc. operates fertilizer blend plants at Montgomery on the B&O, Oaktown on the L&N, Patoka on the L&N and Vincennes on the L&N.

ZONE 124

Zone 124 is in the southwest corner of the state and consists of Warrick and Vanderburgh Counties and Henderson, Kentucky. The principal concerns of submissions concerning the zone were the distribution of manufactured articles from Evansville and coal traffic originating at southern Indiana mines.

The Metropolitan Evansville Chamber of Commerce pointed out that three of the four railroads that serve Evansville were designated potentially excess by the DOT Report. During the past five years, at least 50,000 rail cars originated or terminated each year in Evansville. In 1973, total car loadings were 59,545, of which 40,524 were outbound shipments. This figure does not include overhead traffic passing through the city. The Chamber of Commerce questioned whether it would be physically possible for the proposed single surviving railroad to han-

dle the volume of freight now being moved by the four carriers serving the city.

Whirlpool Corporation, a manufacturer of major appliances and a heavy rail user, operates a manufacturing and storage facility at Evansville. Total traffic at the company's Evansville plant exceeds 22,500 carloads per year. Historically, Whirlpool has used the services of the four railroads serving Evansville: The PC, L&N, ICG, and the Southern. The company indicated that in 1973, its shipments alone taxed the capacity of all four carriers combined.

Potentially Excess Lines

The following five segments of lines within Zone 124 were designated potentially excess by the DOT Report, as supplemented and corrected:

- (1) The PC line from Evansville to Spring Hill (Zone 125) (including the Buckskin to Lynnville spur).
- (2) The Southern line from Boonville to Lincoln City (Zone 123).
- (3) The ICG line from Henderson, Kentucky (Zone 124) to Morganfield.
- (4) The PC line from Evansville to Mt. Carmel (see Zone 123 for discussion).
- (5) The ICG line from Evansville to Grayville, Illinois (Zone 146) including the New Harmony spur (see discussion in Zone 123).

PC: Evansville to Spring Hill (Zone 125)

This line runs from Evansville northwest through Oakland City, Petersburg, Washington and Worthington to Spring Hill (Zone 125). The DOT Report declared two segments of the line potentially excess: from Wansford, just north of Evansville, in Zone 124 to Oakland City and from Washington to Spring Hill (Zone 125). The Evansville to Spring Hill line connects with the PC's Indianapolis to Vincennes line at Worthington and the ICG's Indianapolis to Effingham, Illinois line at Elliston. Both of these connections offer shippers in southwest Indiana access to Indianapolis. (See the discussions of these two lines in Zone 122.)

J. T. McNeal, State Legislative Director for the Union Transportation Union, described the state of the tracks on many segments of the PC as being in very poor condition. He reported that the main line track from Petersburg to Evansville and the PC yard tracks at Petersburg had 52 derailments in the first quarter of 1974.

Both the Peabody Coal Company and the Amax Coal Company criticized the DOT's description of the line as potentially excess, since abandonment would have a major negative impact on coal distribution. They em-

phasized that to abandon the Lynnville track would be contrary to one of the goals of the Rail Reorganization Act, the preservation of trackage in areas of fossil fuel deposits. Peabody's Lynnville mine is the largest coal producing mine in Indiana and the tenth largest producing mine in the country. The company's capital investment at the site is tremendous. Peabody estimated that it would require 480 trucks each day, six days per week, to carry the coal the company now ships by rail from the Lynnville Mine. The Indianapolis Power and Light Company received over 2 million tons at Petersburg from the Lynnville Mine via a direct PC haul through Oakland City to Petersburg. In 1973, Indianapolis Power also received 229,251 tons of coal at its Stout Station plant in Indianapolis from the Lynnville Mine. This is a direct haul for PC which has performed considerable maintenance on tracks serving the mine. DOT declared 75 miles of this 135 mile route potentially excess. (See the discussion of the PC Indianapolis to Vincennes line in Zone 122.)

The Whirlpool Corporation stated that its experience in Evansville has proven, beyond any doubt, that the L&N, Southern and ICG could not, without major realignment of manpower, motive power and equipment, serve the needs of its manufacturing-warehousing complex. Whirlpool believes that, if the DOT Report were adopted, more than 40 percent of the rail volume credited to Evansville would be cut off from access to rail service.

Whirlpool's traffic alone constitutes well over half the traffic density which the DOT Report attributed to the line. The company stated that substantially higher volumes would be generated if substandard track conditions were corrected.

The segment from Washington to Worthington is one of four lines serving the county, all of which were designated potentially excess. The Greene County Farm Bureau Cooperative Association protested the proposed abandonment on behalf of its membership. The Worthington Chamber of Commerce stressed that rail transport is the only feasible method of hauling coal and grain and that there are not enough trucks available to handle the volume now moving via rail.

Kohlman Motor Supply Company and Hoeffling Truck and Tractor Company, both of Washington, indicated that their businesses were dependent upon rail service. Automatic Sprinkler Corporation of America, located in Monroe, stressed that it would use rail more if service were improved.

U.S. Congressman Roger H. Zion predicted negative impacts on energy availability as a result of abandonment of the line and estimated that abandonment could make the cost of shipping coal several times more expensive.

Chemical Fertilizer Services, Inc. operates several

fertilizer blend plants in Indiana. Two main fertilizers, potash and phosphate, are transported from Canada and Florida. The firm stated that moving 67,339 tons from 1,000 to 1,800 miles in a very short period of time each year would be almost impossible without rail service. Chemical Fertilizer asserted that, if rail service were discontinued to its plants, it would have to choose a main-line shipping point. The cost of unloading at this point and trucking material the rest of the distance would add \$10 per ton to the cost of its material. The company would also have to expend \$400,000 for material and equipment.

The Clay County Farm Bureau has an operation at Clay City on the PC which includes an elevator, a bulk fertilizer plant, a lumber yard and a facility for liquid nitrogen storage. In 1973, it received 26 cars and shipped out 49. All the outgoing traffic was corn to the southeast. Potential traffic is 35 cars inbound and between 100 and 250 cars outbound, depending on service and car supply. According to the Bureau, it costs from 7 to 9 cents more per bushel to market corn using truck transportation and as much as \$10 or \$20 a ton more to bring fertilizer in by trucks. The Bureau's facility has reciprocal switching. If the PC is abandoned, the Bureau wondered whether the L&N would come the short distance to service its siding.

Amox Coal Company explained that the DOT proposal would be very detrimental to coal distribution and the development of coal reserves. Amox operates the Chinook Mine near Brazil. It recently built five miles of railroad to connect with the PC at Riley. According to Oscar J. Glover, General Traffic Manager, the L&N has paid to upgrade the PC track between Spring Hill and Riley and the traffic will move L&N to Farmersburg. Amox plans to move one million tons or 10,000 coal cars a year to American Electric Power's plant at Breed, near Farmington.

Amox Coal Company also produces 1,150,000 tons of coal each year at its Ayrco Mine near Oakland City. This traffic moves to Northern Indiana Public Service Company at Baileytown and at Michigan City.

In 1972, the PC petitioned the ICC for authority to abandon the segment of the line between Spring Hill and Worthington. According to the analysis of the Governor's Rail Task Force, this line segment generates two carloads per mile and operates at a deficit. The Task Force estimated that abandonment might eliminate 15 jobs but did not recommend continuation of service. Table 87 contains a traffic profile of the line.

Southern: Boonville to Lincoln City

Randall T. Sheppard, Executive Assistant to the Mayor of Evansville, pointed out that the line was designated potentially excess because the criteria used focuses on stations like Sunlight Mine, Degonia and Tennyson,

Table 87: Traffic Profile: Evansville to Spring Hill

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Indianapolis Power and Light Co. ¹	Coal			
Peabody Coal Co. ²				
Lynnville Mine	Coal		27,778	
Amox Coal Co.	Coal		14,375	
Chemical Fertilizer Services, Inc.				
Daviess Co. Ford Tractor, Inc.				
Elnora Lumber Yard	Lumber			
Daviess Co. Farm Bureau Coop. Assn.	Feed, grain, fertilizer			23 ³
Automatic Sprinkler Corp. of America	Steel pipe			18
Amox Coal Co., Wheatfield Knox Reserves	Coal			
Kohlman Motor Supply				
Hoefling Truck & Tractor, Inc.				
Daviess Co. Nitrogen Corp.				
Clay County Farm Bureau				

¹ 2.3 million tons in 1973.

² For 1974 and the next 23 years, it will ship 3.5 million tons.

³ Includes traffic on the PC and Milwaukee.

which do not generate a great deal of traffic. Much of the traffic using the line is generated at other points. A survey by the City's Transportation Planning Section indicated that almost 22,000 cars a year travel this line. Shippers on the line include numerous grain elevators, a large industrial park and several lumber companies.

Public Service of Indiana indicated that it was important that the line be kept open as an alternate route for transporting coal from the Ayrshire Mine to the Gallagher Generating Station in New Albany (Zone 205).

Whirlpool Corporation, a major rail user and shipper of heavy appliances, uses the line, as does the Georgia Pacific Corporation, both of Evansville. Georgia Pacific shipped 349 carloads over the line in 1972 and 436 carloads in 1973.

ICG: Henderson to Morganfield, Kentucky

The potentially excess portion of this line extends from West Henderson to the zone boundary. There was no public protest of the proposed abandonment.

ZONE 125

Zone 125, which includes Vermillion, Vigo, Clay and Sullivan counties, is served by the PC, B&O/C&O, Milwaukee, ICG, L&N and the N&W. Coal mining is one of the major industries in this zone. Clay County annually

produces 2.2 million tons of coal; Sullivan County has an annual production of 2.1 million tons of coal.

Potentially Excess Lines

The DOT designated the following seven line segments within Zone 125 potentially excess:

- (1) The L&N line between Brazil and Otter Creek Junction.
- (2) The PC line from Spring Hill East to the zone boundary (see discussion in Zone 124 of the Evansville to Spring Hill line).
- (3) The L&N line from Latta (Zone 123) to Wallace Junction (Zone 123) via Clay City (Zone 125).
- (4) The PC line from Terre Haute west to Paris, Illinois (Zone 141).
- (5) The ICG line from Dugger to Riverton (see discussion of the Indianapolis to Effingham line in Zone 122).
- (6) The PC line from Brazil to the eastern zone boundary (see discussion of the Indianapolis to Terre Haute line in Zone 122).
- (7) The PC line north from Terre Haute to the zone boundary (see discussion of the Terre Haute to Frankfort line in Zone 126).

Public response concerning Zone 125 was relatively light. The Milwaukee's line from Terre Haute to West Dana and the N&W line through Cayuga, drew some protest, however, the DOT supplement dated March 1, 1974 stated that these lines should not be shown as potentially excess.

L&N: Brazil to Otter Creek Junction

No public comment was received concerning this line.

L&N: Latta to Wallace Junction

Although the largest potentially excess segment of this line is within Zone 123, the only public response came from Clay City and Howesville in Zone 125. (See discussion of the Evansville to Spring Hill line in Zone 124.)

The Peabody Coal Company operates a shop at Howesville which repairs and services coal mining equipment. The company indicated that the extreme bulk of some of the equipment makes it impossible to utilize any transport mode other than rail.

PC: Terre Haute to Paris, Illinois

Public protest concerning the Indiana portion of this line was light and general in nature.

Lines Not Designated Potentially Excess

The Penn Central line from Brazil to Indianapolis was identified as potentially excess but the line west of Brazil was not. Public Service of Indiana uses the non-excess portion to ship 250,000 tons of coal per annum from the Chinook Mine at Brazil to its Dresser Generating Station in West Terre Haute. The company reported that, since 1968, it has had to move all of its coal tonnage between the two points by truck because of a damaged bridge near West Terre Haute which has never been repaired.

Eli Lilly & Co., Clinton, reported that it uses rail service provided by the L&N. Chemical-Fertilizers Services, Inc. reported operating fertilizer blending plants at Carlisle and Farmersburg. These plants are also served by the L&N.

ZONE 126

Zone 126 is situated in west-central Indiana and encompasses Warren, Fountain, Montgomery, Parke, and Putnam counties. The zone is relatively sparsely populated, with just over 100,000 people; the economy is heavily agricultural.

Crawfordsville is the largest community in Zone 126 with a population of 14,000. Mayor David Gerrad estimated that the city would lose \$600 in tax revenues and Montgomery County, including school districts, would lose \$8,000 if the DOT Report's recommendations were put into effect. The Mayor fears that this tax loss would be coupled with higher costs of highway maintenance and traffic control due to greatly increased truck traffic.

Cargill Inc., at Linden, which uses both the non-excess L&N and N&W lines, reported that between June, 1973 and February, 1974, it generated 272 carloads for the L&N and 1,700 carloads for the N&W.

Potentially Excess Lines

Zone 126 has four potentially excess line segments. They are as follows:

- (1) The PC line from Terre Haute (Zone 125) to Frankfort (Zone 117).
- (2) The PC line from Hammond (Zone 130) to Danville, Illinois (Zone 139) (see discussion in Zone 128).
- (3) The P&E line from Indianapolis through Crawfordsville to Danville, Illinois (Zone 139) (see discussion in Zone 122).
- (4) The PC line from Greencastle to the eastern zone boundary and from Limesdale through Reedsville (see discussion in Zone 122 of the Indianapolis to Terre Haute line).

PC: Terre Haute (Zone 125) to Frankfort (Zone 117)

The major intermediate city on the route is Crawfordsville, which would lose two of its three lines under the DOT plan. Two segments of the line have already been abandoned: Crawfordsville north to Frankfort and Guion south to Terre Haute. The PC has petitioned the Commission to abandon the remaining segment from Crawfordsville south to Guion. According to the Governor's Rail Task Force, the line is only operated to Waveland because the bridge is out between Waveland and Guion. The Task Force recommended abandonment because of insufficient traffic potential.

Raybestos-Manhattan, Inc. is the largest domestic producer of composite friction materials. It used 96 rail cars in 1973. Most of the incoming material is asbestos which can be handled much more efficiently by rail. If it lost PC rail service, the company's added cost would be \$135,000 to \$140,000 a month and 70 people might lose their jobs. The company could retain service if a switching arrangement could be made with the L&N.

From the Frankfort area general protest was registered by the Frankfort Chamber of Commerce which was opposed to the potential loss of more than half of the lines serving the city. The Clinton County Farm Bureau Cooperative Association operates an elevator at Colfax. Discontinuance of rail service would make it dependent on truck transportation and would preclude the possibility of making export shipments which sometimes earn farmers 4 to 6 cents per bushel more.

ZONE 127

Zone 127 consists of Tippecanoe County; LaFayette is the principal city.

Potentially Excess Lines

The following three line segments in Zone 127 were identified as potentially excess:

- (1) The N&W line from LaFayette to Frankfort (Zone 117).
- (2) The N&W line from LaFayette to Gibson City, Illinois (Zone 139).
- (3) The PC line from Indianapolis to LaFayette (see discussion in Zone 122).

N&W: LaFayette to Frankfort

The Greater LaFayette Chamber of Commerce complained of having had insufficient time to analyze the DOT proposal. The Frankfort Chamber of Commerce protested abandonment of rail service to Frankfort. The Clinton County Farm Bureau Cooperative Association, which operates an elevator at Mulberry, considers rail service essential to its continued operations. The Clinton County Chamber of Commerce believes that the aban-

donment of this line would restrict industrial development in and around Frankfort.

The Lafayette County Farm Bureau Co-op operates two feed, fertilizer, and grain facilities along this line: one at Clarks Hill and the other at Stockwell.

N&W: LaFayette to Gibson City, Illinois (Zone 139)

The Indiana portion of this line serves communities in Tippecanoe (Zone 127) and Benton County (Zone 128). Public response to the proposed abandonment was light.

The LaFayette Elevator Company shipped 29 carloads in 1973 from its Montmorency facility. The company indicated that it could have used many more cars than were made available.

Essex International Corporation has a new plant at LaFayette. It receives raw material inbound and ships copper and aluminum wire outbound over all lines serving LaFayette. It uses about 100 cars a year and is especially concerned because the N&W has a major yard at Frankfort and abandonment of the line between Frankfort and LaFayette would eliminate access to this yard.

Cargill, Inc., a major rail shipper, is concerned because abandonment would necessitate using a very circuitous route between its Gibson City, Illinois, plant and LaFayette.

The DOT proposal would leave Benton County, Indiana with no rail service. The Benton County Shippers and Receivers Association estimated that it would cost its members \$3 million to shift to trucks. The Association indicated that the county highway network could not handle the additional traffic which the proposed rail abandonments would create.

Public Service of Indiana reported that it uses the line when it moves heavy equipment to or from its

Table 88: Traffic Profile: LaFayette to Gibson City, Illinois (Zone 139)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
LaFayette County Farm Bureau Coop.	Feed, grain, fertilizer	4,620	3,490 ¹	
Cargill, Inc.				
LaFayette Elevator Co.	Grain		29	
Benton County Shippers and Receivers Ass'n.	Grain		2,820 ²	5,000 ²
Essex International Corp.				
Eli Lilly & Co.	Wire Pharmaceuticals, chemical products, cosmetics			
Purdue University Jasper County Farm Bureau Coop.	Coal, paper, food Fertilizer		1,038	

¹ Includes traffic on ICG at Gibson City.

² Includes traffic on both PC and N&W.

Westwood Substation. Some of this equipment cannot be transported by any other mode.

The PC has operating rights over the N&W between LaFayette and Templeton.

According to the Governor's Rail Task Force the line operates at a loss as far as local traffic is concerned but is essential in terms of routing and connectivity of traffic from Kankakee, Illinois, to Indianapolis. Table 88 contains a traffic profile of the line.

ZONE 128

Zone 128 consists of LaPorte, Starke, Newton, Jasper, Pulaski, Benton and White counties. The economy is diverse, and the public response to the DOT Report was heavy.

Potentially Excess Lines

The DOT Report designated nine line segments in Zone 128 potentially excess. They are as follows:

- (1) The PC line from Hammond (Zone 130) to Danville, Illinois (Zone 139).
- (2) The PC line from Templeton to Kankakee, Illinois (Zone 139).
- (3) The PC line from Monticello to Kenneth (Zone 117).
- (4) The L&N line from Michigan City to Francesville.
- (5) The C&O line from LaCrosse to New Buffalo, Michigan (Zone 149).
- (6) The N&W line from LaFayette to Gibson City (see discussion in Zone 127).
- (7) The L&N line from Indianapolis to Monon (see discussion in Zone 122).
- (8) The N&W line from Indianapolis to Michigan City (see discussion in Zone 122).
- (9) The N&W line from Willow Creek to Millersbury (see discussion in Zone 129).

PC: Hammond (Zone 130) to Danville, Illinois (Zone 139)

This north-south PC line is approximately 110 miles long. Only the few miles from Danville, Illinois (Zone 139) to the Indiana state line were not designated potentially excess.

The Pillsbury Company operates a 1,110,000 bushel grain elevator at Tab, Indiana (Zone 126). The company is a heavy shipper of grain and, in 1973, spent \$50,000 to upgrade rail facilities to be able to load 100-car unit trains. Pillsbury's traffic exceeds the ICC's 34 car rule on the 24 mile segment from Danville to Tab.

According to Edward F. Pollack, Extension Agent, Indiana Cooperative Extension Service, Pillsbury ships 15 to 18 one hundred car unit trains from this elevator each year. The elevator at Tab is located several miles from any state or federal highway.

The heaviest response came from the Benton County area which would be left without rail service under the DOT proposal. The Benton County Shippers and Receivers Association indicated that the area highway system could not accommodate the increased traffic. Free Grain Company doubted that sufficient trucks were available to meet its demands. Free Grain Company's facility, which is capable of loading 100-car unit trains, could have used 560 more cars in 1973 if they had been available.

Wilson Brothers Farm Service, Morocco, wants to retain service because it is more expensive to run its fertilizer and grain plants at Brook which does not have rail service. Fertilizer costs Wilson and its customers \$20,000 to \$22,000 more per year because of the added cost of trucking. At times there is a 10 cent differential in grain on truck bids and 10-car unit train bids. The company was concerned that the inability of trucks to accommodate the increased traffic would cause extensive spoilage of grain during harvest season.

Northern Indiana Public Service Company is an occasional user of the line at Kentland. The company ships poles, transformers, and other heavy equipment for which rail is the only practical transport mode.

The Standard Lumber Company at St. John (Zone 130) has a substantial investment in rail receiving facilities. The company explained that the cost of anything other than direct rail service for receiving lumber from the West Coast and Canada would be prohibitive.

According to the Governor's Rail Task Force, the line generates 53 carloads per mile and operates at a considerable profit and abandonment would result in 105 jobs being lost. The line services areas with fossil fuel deposits, and coal traffic over the line is expected to increase. Table 89 contains a traffic profile of the line.

PC: Templeton to Kankakee, Illinois

This line is one of the three lines serving the Benton County area, all of which were designated potentially excess. The Benton County Shippers and Receivers Association protested the proposed abandonment. The Control States Grain Company has expended a total of \$400,000 in order to build a 100-car unit train loading facility at its plant in Swanington. The company anticipates loading at least 10 such trains in 1975. The York Grain Elevator, at Earl Park, indicated that abandonment would be a disaster for northwestern Indiana.

According to the Governor's Rail Task Force, the line generates 48 carloads per mile and operates at a

Table 89: Traffic Profile: Hammond to Danville, Illinois

Rail users	Commodity	Estimated carloads		
		1972	1973	Projected
Standard Lumber Co.	Lumber			150
The Wickes Corp.	Building supplies		125	
American Maize Products Co.	Corn, corn products		44	
Mid States Steel Co.	Steel, rods			
Wilson's Farm Supply Northern Indiana	Grain, fertilizer		50	
Public Service Co.	Equipment		3	
Free Grain Co.	Grain		699	
Pillsbury Co.	Grain	357	1,528	1,600
Peoples Redi-Mix	Lumber		4	
Kentland Lumber and Coal Co.	Lumber		2	
Kentland Grain and Seed	Beans, corn		83	
Chapman Implements	Combines		4	
Amco Oil Co. Fertilizer Mfg.	Potash, phosphoric acid		179	
Standard Oil Fertilizer Newton County Coop.	Ammonia Corn, wheat, beaps, fertilizer		250	
Wilson Brothers (Ade) (Morocco)	Fertilizer Corn, beans		100	620
Castongia Farm Implement	Combines, tractors		20	
Golden Rule Grain Co.	Corn, wheat, beans, fertilizer			82 ¹
Graefnitz Lumber Co.	Lumber		6	
Milt Storey Implement Co.	Farm machinery		14	
Karloek Grain	Corn, wheat, fertilizer			
Duncan's Custom Farm Services	Fertilizer		25	18

¹ Figure represents February to September, 1974.

profit. The Task Force estimated that abandonment would eliminate 135 jobs. Table 90 contains a traffic profile of the line.

PC: Monticello to Kenneth

The Toledo, Peoria and Western Railroad (TP&W) emphasized that abandonment of the fifteen mile long

Table 90: Traffic Profile: Templeton to Kankakee, Illinois

Rail users	Commodity	Estimated carloads		
		1972	1973	Projected
York Grain Elevator Benton County	Corn		200	
Shippers and Receivers Assn.	Grain, fertilizer		2,820 ¹	
Control States Grain Co.	Grain			1,000
Jasper County Farm Bureau Coop.	Feed, grain, fertilizer, lumber			

¹ Total traffic on PC and N&W lines.

segment between Monticello and Kenneth would destroy its competitive position because the TP&W's only eastern connection is with this PC line at Effner, a few miles to the west. Abandonment of the Monticello to Kenneth segment would effectively isolate the TP&W from its eastern connection.

The DOT proposal would eliminate three of the four lines serving the community of Monticello. The Monticello Chamber of Commerce maintained that area businesses are dependent upon keeping the present level of service. The Chemetron Corporation indicated that it is vitally dependent on the railroads. The company transports such heavy or bulky products as welding electrodes, chemicals and scrap steel and considers itself a prime rail user. Ninety percent of its shipments are to points out of state. Chemetron receives switching and cars from Logansport, 20 miles away. The DOT Report would eliminate a portion of the track between Monticello and Logansport which is used by Chemetron. The company is delaying its expansion plans until the line's status is resolved. Chemetron shipped 537 carloads over the line in 1973.

Chesebrough-Pond's, Inc. explained that a diversified, multimodal distribution system is essential to its competitive operation. Loss of rail service would cost the company \$180,000 annually in increased freight charges. In 1973 Chesebrough generated 9,000 tons over the line.

L&N: Michigan City to Francesville

Mayor Randall C. Miller of Michigan City noted that, although Michigan City is one of the most rapidly growing communities in Indiana, the DOT Report would eliminate two lines serving the city (see the discussion in Zone 122 of the N&W line between Indianapolis and Michigan City). He described the city as having a widely diversified economic base, dependent upon rail service. Richard J. Nevers, Zoning Administrator for Michigan City, explained that the city has developed a master rail plan based on a five year study, which projects compatible land uses consistent with the existing rail network. He emphasized that the city has zoned four areas along the L&N line for medium and heavy industrial use and three areas along the N&W line for light industrial use. The city has spent thousands of dollars to extend water, sewer and other public services into these future industrial parks. The total cost of the planned improvements for these industrial areas will exceed \$13.4 million.

On the northwest side of the city, the Indiana Dunes National Lake Shore Park and the development of a major marina are potential sources of traffic for the L&N and PC. The marina is a cooperative venture by Michigan City, the State of Indiana and the federal government.

Michigan City experienced a severe economic blow in

the late 60's and in 1970 when Pullman Standard Company and another large manufacturing firm closed. To attract new industries a group of businesses and labor people have spent \$45,000 in private funds to advertise the city as a location for industrial development.

The Michigan City Area Chamber of Commerce, representing 596 members, emphasized the necessity of continued rail service for economic development. The Chamber explained that in 1973 a new employer, who required that a rail siding be available, opened a plant employing 900 workers adjacent to the L&N. The Chamber criticized the DOT Report for not considering future rail use and charged that it represents a step backward when the federal government should be acting to increase rail service. The Chamber suggested that although the act is concerned with the economic viability of rail service, equal consideration should be given to the potential economic viability of each community.

Pioneer Lumber Company, Michigan City, indicated that it would be forced to close its doors if the line were abandoned. According to Pioneer, the tax revenue loss to local governments would be \$15,000 per year and the employment loss would be 25 jobs. Bell Fibre Products Corporation, Michigan City, estimated that a shift to shipping by truck would increase its transportation costs by 127 percent.

The Northwestern Indiana Regional Planning Commission submitted a detailed Michigan City Rail Plan which included the L&N line. The Commission indicated that one freight train per day in each direction is being operated over the line.

The L&N stated it has no intention of abandoning this line. The railroad expressed optimism over future traffic growth trends because of the development of Burns Harbor, a deep water port west of Michigan City, and because of the Marquette Industrial Park in Michigan City. In 1972 the L&N originated and terminated 2,952 cars on the line between Michigan City and Monon. In 1973, the number was 2,682.

The La Porte County Farm Bureau Cooperative Association emphasized that area farmers depend on rail services and receive more than 10,000 tons of fertilizer annually via the L&N.

The N&H Realty Trust Company is considering the development of two industrial parks on acreage served by the L&N. Loss of rail service would damage this effort to bring new industry to the community.

Table 91 contains a traffic profile of the line.

C&O: La Crosse to New Buffalo, Michigan

Mayor Dennis F. Smith of La Porte expressed concern over the community's ability to attract new industry if the line were eliminated. The La Porte Chamber of Commerce, representing 400 member businesses, expressed the same concern.

Table 91: Traffic Profile: Michigan City to Francesville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Bell Fibre Products Corp.	Corrugated products	84 ¹	111 ¹	
Pioneer Lumber & Supply Co.	Lumber		25	45
Westville Lumber Co.				
La Porte County Farm Bureau Coop. Assn.	Fertilizer	51	60	
Gutwein Milling Co.	Feed ingredients		70	
Coop Elevator (Francesville)	Grain, fertilizer		558	
Von Tobel Lumber	Lumber			
Pulaski County Farm Bureau Coop.				
Custom Farm Services	Fertilizer		22	
Sohigro Fertilizer (Francesville)	Fertilizer		71	
(San Pierre)			28	

¹ Total traffic from Michigan City on all lines.

The La Porte County Farm Bureau Cooperative Association, Inc. expressed concern about freight car shortages. In 1973, the Association received only 60 percent of the rail cars it needed for grain shipments. When rail cars were not available, the Association shipped by truck, at an additional 7 to 10 cents per bushel.

Northern Indiana Public Service Company uses this line to ship poles, transformers and other equipment. Allis-Chalmers, La Porte, uses both the C&O and the PC as well as truck transportation for the distribution of products. The company stressed the importance of having more than one rail supplier to ensure the availability of rail equipment. Allis-Chalmers reported that the C&O provides better service than the PC, whose line serving La Porte was not designated potentially excess. Table 92 contains a traffic profile of the C&O line.

Table 92: Traffic Profile: La Crosse to New Buffalo, Michigan

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Northern Indiana Public Service Co.	Equipment		27	
Allis Chalmers	Farm equipment	480	377	
D. H. & R. Co.				70 ¹
La Porte County Farm Bureau Coop. Assn., Inc.	Grain, fertilizer		466	

¹ Total traffic from La Porte on all lines.

Lines Not Designated Potentially Excess

The following companies both use PC lines which were not designated potentially excess: Allis-Chalmers which generated 85 carloads in 1972 and 269 carloads in 1973 from its plant in La Porte and Kaiser Aluminum and

Chemical Corp. which generated 193 carloads in 1973 from its Wanatah plant.

ZONE 129

Zone 129 is in north-central Indiana and consists of the South Bend Standard Metropolitan Statistical Area which includes St. Joseph and Marshall Counties.

Potentially Excess Lines

The DOT Report designated the following six line segments in Zone 129 potentially excess:

- (1) The PC line from Notre Dame to Niles, Michigan (Zone 149).
- (2) The PC line from South Bend to Logansport (Zone 117).
- (3) The New Jersey, Indiana and Illinois Railroad line from South Bend to Pine.
- (4) The N&W line from Willow Creek (Zone 130) to Millersburg (Zone 115).
- (5) The N&W line from Walkerton south to the zone boundary (see discussion in Zone 122 of the Indianapolis to Michigan City line).
- (6) The PC Elkhart and Western Branch (see discussion in Zone 115).

Most of the responses from persons in Zone 129 concerned rail service in and around South Bend, the largest city in the zone and a major industrial center. The DOT Report would eliminate four of nine lines serving the South Bend-Mishawaka area. Senator Birch Bayh noted that the DOT plan would eliminate direct rail links between South Bend and several other industrial centers, such as Logansport and Kokomo.

Several submissions pointed out that the DOT's Zone 129 map is erroneous. The PC line from South Bend south through Nutwood does not connect with the PC east-west mainline at South Bend as depicted in the map. Instead, the line veers to the west and connects with the PC line which goes through North Liberty.

There are also three interchanges between the PC line and the New Jersey, Indiana, and Illinois line which are not shown on the map. The area just southwest of South Bend where the two lines mentioned above interconnect is a large, established industrial complex referred to as the Studebaker Industrial Corridor. Allied Products is one of several companies which have split-plant operations, or two distinct locations, within the Studebaker Industrial Corridor and use both the PC and the NJ&I.

PC: Notre Dame to Niles, Michigan

Lancaster Research and Development, Celodyn Division, a subsidiary of Bell Fibre Products Corporation, manufactures honeycomb paper at Michigan City. It used

84 cars in 1972 and 111 cars in 1973. Ninety percent of the pulpboard it receives arrives by rail but only 28 percent of its outbound shipments are by rail because of boxcar shortages. Inbound movements move via Elkhart, South Bend and Niles to Michigan City. If this portion of the routing were abandoned, Bell would be without service, unless the PC could serve Michigan City from Burns Harbor or provision were made for service by the C&O.

Specific protest of the proposed abandonment of this old Michigan Central line was light. The University of Notre Dame is a heavy rail user on the line, receiving 1,000 carloads per year, mostly coal which is used for power and heat. The school stated that, if it were forced to receive coal shipments by motor carrier, the price of coal would increase \$5 a ton, resulting in a cost increase amounting to \$300,000 per year. The University apparently would retain service under the DOT proposal.

Big "C" Lumber Company at South Bend has a rail siding which is approximately four city blocks north of Notre Dame. Big "C" believes that if the line is kept open to Notre Dame, its business is sufficient to keep the line open for another four blocks.

According to the analysis of the Governor's Rail Task Force the seven miles of track from South Bend to the Michigan state line generates 108 carloads per mile, exclusive of South Bend traffic, and is quite profitable. The Task Force considered only the Indiana portion of the line and recommended retaining service at least to Notre Dame.

PC: South Bend to Logansport

As mentioned in the general discussion of Zone 129, the PC line running south of downtown South Bend toward Nutwood and Lakeville does not connect to the PC east-west mainline as shown in the DOT Report. It would not be possible to construct an interchange because of the difference in height between the PC's Chicago-Pittsburgh mainline and the southbound line. All PC traffic on this line must move westward through the Studebaker Industrial Corridor to connect with either the N&W or the PC mainline which operates southwest of South Bend.

The Indiana and Michigan Electric Company wants service continued to Jackson Road, between South Bend and Lakeville, where it has a transformer with a shipping weight of 250 tons. The company stated that it is imperative that it be able to move equipment over this line in order to be able to maintain or replace the transformer.

Weisberger Paper Company has recently moved into a new \$600,000 facility located in South Bend. The firm stated that, if it were necessary to revamp this new facility to accommodate truck receiving, an expenditure of \$69,820 would be required. In addition, Weisberger Paper estimated that the increase in piggyback and truck trailer costs would amount to approximately \$2,500

per month. The company reported that it could not absorb these additional costs and would be forced to close its plant if rail service were discontinued.

The Cass County Commissioners generally protested the impact upon area agriculture and the impairment of community development which would result from abandonment of the line.

Eckler-Lahey Lumber Company indicated that a portion of what it now trucks could be diverted to rail if service improved. If rail service were lost, the company would have to close. Eckler-Lahey employs 14 people.

Fabricated Steel Products of Indiana ships structural steel items, some of which are 60 feet long. Such items cannot be shipped feasibly or competitively by truck.

The Mayor of South Bend reported that, from the perspective of his city, it is not essential that mainline service on PC's north-south route be continued, however, it is necessary that its main street industrial corridor, known as the Studebaker Corridor, continue to have feeder service. According to the South Bend-Mishawaka Chamber of Commerce, the line serves a section of the South Bend industrial belt and generates approximately 3,000 carloads of freight each year. The Chamber listed 15 industrial users in South Bend.

AM General's South Bend plant is one and one-half miles south of the main east-west PC line through the city. The company is the world's largest producer of tactical wheeled vehicles and has built over 230,000 of them since 1964. Since 1969, the company has built over 60,000 quarter-ton and half-ton Postal Service vehicles. The second largest industrial employer in South Bend, AM General employs 1,529 persons and generates over \$15 million per year in wages and salaries. The company considers rail service essential for its heavy outbound volume and for incoming shipments of parts and components purchased from more than 1,000 suppliers.

Three years ago Ridge Company invested \$500,000 in a new warehouse facility principally because it was located on a railroad siding. The firm estimates that, if it were necessary to switch back to motor carrier transportation, the rate differential between truck and rail would amount to as much as 15 to 25 percent of its gross profit.

Sibley Machine and Foundry receives its raw materials from as far away as New Mexico, Alabama, Tennessee and Missouri. The foundry reported that the increase in transportation costs for moving its material by motor carrier from its established sources of supply would be prohibitive. The firm stated that the steady employment of over 400 people could be jeopardized if its business volume were affected by lack of supply or undue costs of operation.

In 1972, South Bend Waste Paper Company invested over \$500,000 in a new plant and in equipment for handling waste paper. This decision was based primarily on the availability of rail service. The company expects its

rail shipments to increase from 360-400 tons per month to 750 tons per month by 1975.

It was reported that the PC has petitioned the ICC for authority to abandon the portion between South Bend and Nutwood; that in 1972 the ICC approved abandonment of the portion of line between Nutwood and Plymouth in Docket No. AB-5 (Sub-No. 23); that the portion between Plymouth and Culver has already been abandoned; and that PC has petitioned the ICC to abandon the portion between Culver and Logansport. The Governor's Rail Task Force recommends that service over the latter section be discontinued based on its estimate of five cars per mile. Table 93 contains a traffic profile of the entire line.

Table 93: South Bend to Logansport

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Fabricated Steel Products, Inc.			50	130
Sibley Machine and Foundry	Coke, sand, lumber		45	
Weisberger Paper Company				200-400
Eckler-Lahey Lumber South Bend Waste Paper Co.			35	
AM General			144	
Allied Products Hurwich Iron Co. Gentner Packing Co. Baker Manufacturing Co.				2,000
Modern Warehouse Watcon Company Ridge Company	Appliances		24	36
South Bend Waste Paper Co.	Waste paper		144	300
Marshall County Farm Bureau Coop. Bremen Iron Co. Copco Steel Clifford & Cole Building Supplies				100+
John W. Burrough Grain Elevator Wells Aluminum Corp. ¹	Aluminum			360

¹ In 1973 the company generated 11,650 tons.

NJ&I: South Bend to Pine

The line from South Bend to Pine is approximately 10 miles long and is operated by the New Jersey, Indiana and Illinois Railroad, a subsidiary of the N&W. A portion of the line serves the Studebaker Industrial Corridor. Mayor Jerry Miller of South Bend vigorously protested the proposed abandonment, explaining that the industrial heart of the community is dependent upon the line.

The South Bend-Mishawaka Chamber of Commerce

forecast dire economic consequences if the NJI&I were abandoned. The Chamber of Commerce estimated 5,000 carloads are handled annually on the line and forecast substantial growth over the next two years. Over 1,000 cars per annum originate on the PC and are interchanged with the N&W using the NJI&I route. The Chamber listed over 20 industrial users, including several local industries which use the team track facilities at Whartons.

Allied Products is one of the firms with multiple locations within the Studebaker complex. The company is a heavy shipper of automobile parts and uses both the PC and the NJI&I. Allied makes automobile body parts for Ford, General Motors, and Chrysler. Such products are shipped in high-cube boxcars especially configured for the purpose. Allied Products employs 1,000 people and the company emphasized that rail service is essential to continued operations at this location.

AM General, on the PC, expressed concern over loss of the line because much of its traffic is interchanged at

Table 94: Traffic Profile: South Bend to Pine

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
White Farm Equipment Co.			203	240 ¹
Allied Products			4,000	
Mastic Corporation				933
Lake Warehouse Corp.			20	120
Steel Warehouse Company		360	422	
United Beverage Company	Beer		90	
American Chain and Cable Co.	Steel rods			1,000
Acme Equipment Co., Inc.				
Armco Steel				
Ashland Chemical Co.				
Bantam Bearing				
Calho Fencing Co., Inc.				
Circle Lumber Inc.				
Dura Vent				
Hass Wholesale, Inc.				
Indiana Carton Co.				
LaSalle Deitch Co.				
Michiana Container Corp.				
Roach Appleton Manufacturing Co.				
Sanders Lumber Co.				
Scotmar, Inc.				
Sears Roebuck & Co.				
Shetland Properties of Indiana, Inc.				
Skinner MB Co.				
South Bend Baling Co.				
South Bend Toy Manufacturing Inc.				
South Bend Warehouse Corp.				

South Bend with the NJI&I for delivery to the N&W at Pine. Such routing provides AM General direct access to all points on the N&W system. The N&W maintains a fleet of specially equipped cars for AM General's use, and AM General fears it would lose access to these cars if the line were abandoned. The company does not believe the PC could provide sufficient cars to handle its traffic volume.

Steel Warehouse Company, a processor of steel for industrial customers, generates a payroll of \$1.4 million for 180 employees. The company receives most of its raw steel from the Pittsburgh area. To divert its annual traffic to motor carrier would require 1,668 truckloads. Such a move would increase the company's diesel fuel consumption by 130 percent and its cost by \$125,000 a year.

According to United Beverage Company, the abandonment of rail service would necessitate a doubling of the number of its employees engaged in the unloading of products, at an additional annual cost of approximately \$30,000. The elimination of rail service would also lead to an investment on United Beverage's part of approximately \$50,000 for the purchase of over-the-road vehicles and a payroll for two over-the-road drivers of approximately \$35,000.

Mastic Corporation, a heavy rail shipper, indicated that loss of rail service would make it non-competitive. White Farm Equipment Company forecast growth and increased rail usage.

Table 94 contains a traffic profile of the line.

ZONE 130

Zone 130 is in the northwest corner of the state and consists of Lake and Porter counties. Only limited trackage in Zone 130 was designated potentially excess, and public response was very light. Some submissions were concerned with commuter rail service to Chicago. According to City Attorney William Jensen, of Hobart, approximately 140 people board the two commuter trains running between Valparaiso and Chicago at Hobart each working day. The DOT Report was criticized for not having used a more comprehensive approach to passenger/commuter demands.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following two line segments in Zone 130 potentially excess:

- (1) The N&W line from Gary east to the zone boundary (see discussion in Zone 115 of the line between Gary and the Ohio border).
- (2) The PC line from Hammond to Schneider (see discussion in Zone 128 of the line from Gary to Danville, Illinois).

¹ Company expects to have 200 TOFC shipments in the future.

PASSENGER SERVICE

Roy Crockett, past national president of the Izaak Walton League of America, reported that the DOT proposal would eliminate or jeopardize several passenger routes. The present route of Amtrak service between Chicago and Florida would be eliminated leaving no direct route to the South. According to Mr. Crockett, the DOT proposal would also jeopardize present passenger service from Kansas City and St. Louis eastward to Indianapolis and the East Coast. Mr. Crockett believes that the DOT's recommendations would possibly eliminate the only Amtrak service into Chicago that conveniently serves north-central Indiana and the east by downgrading the present PC mainline through Fort Wayne.

Arthur J. Matott of Fort Wayne disagrees with the DOT recommendation that traffic between Pittsburgh and Chicago currently moving on the PC line via Mansfield and Fort Wayne should be concentrated on the PC route via Alliance to Cleveland and thence over PC's high density route to Chicago through Toledo. While this strategy would eliminate major rehabilitation of PC's Mansfield-Fort Wayne route, Mr. Matott believes that rehabilitation cost is not the true determinant in deciding the fate of a mainline and contends that the PC's Alliance-Fort Wayne-Chicago is superior to the PC's Alliance-Cleveland-Chicago line in terms of mileage and curvature and only slightly inferior in terms of gradient. Passenger train operations in high density freight corridors present real problems, but passenger trains are needed and should be operated on both routes, and traffic densities on both routes should be kept at levels which will permit this. Mr. Matott suggested that Chicago to Cleveland via Fort Wayne and Chicago to Buffalo via Fort Wayne are excellent alternatives for passenger service. Detroit-Toledo-Fort Wayne-Indianapolis is another passenger routing that should be considered.

Robert Beckman, Jr., of the F. C. Trucker Company, project coordinator for the restoration and redevelopment of Indianapolis Union Station, said that the DOT Report would eliminate two-thirds of the city's rail passenger service. Amtrak recently announced the initiation of an auto ferry service to Florida, using Indianapolis as the northern terminal. Indianapolis was chosen because of its accessibility by auto and because the Union Station with its atmosphere and shopping complex would provide rail passengers with pleasant diversions at the beginning and end of their trips. In Mr. Beckman's view it does not make a great deal of sense to reduce passenger service to Indianapolis, the nation's 11th largest city, by 66 percent at a time when the number of rail passengers is increasing sharply.

James E. Kohls, Chairman of the Coalition for Adequate Transportation, an Indianapolis based group composed of 170 separate organizations, disagreed with the DOT's suggested abandonments, contending that such an

approach is incongruous at a time when individuals are becoming more restricted in their use of private automobiles because of the energy crisis and the increased cost of gasoline. The Coalition believes the federal government should develop a progressive program of revitalizing rail mileage, promoting and developing passenger service, and developing new high speed surface transportation to link metropolitan areas.

The La Porte County Council is concerned about passenger service between South Bend and Chicago. Walter Liebig, President of the Council and a railroad engineer, stated that commuter service on the Chicago South Shore and South Bend is at its lowest point in his 30 years on the railroad. He believes that this decline is a result of the way that schedules have been arranged. The trains used to be on an hourly schedule, but in the past five years there have been only two trains operating out of South Bend. One train leaves South Bend at 6:10 A.M. and the other one at 8:00 A.M.; they return from Chicago at 5:18 P.M. and 7:15 P.M.

PUBLIC CRITICISM OF THE DOT REPORT

One of the principal shortcomings of the Report, according to the Governor's Rail Task Force, is that the entire 17-state area was considered as though it were a single railroad. This approach ignored the problems of coordinating the routes and traffic of many individual railroads, many of which are solvent.

Senator Birch Bayh called the DOT plan the result of computer dictated policy. He explained that any statistical approach based upon historical patterns of poor service locks the ills of the past into plans for the future.

Congressman John Brademas offered four basic criticisms of the Report:

- (1) It failed to sufficiently consider the full economic impact of its recommendations.
- (2) It did not sufficiently consider the conservation of fossil fuel.
- (3) It was based strictly upon historical data.
- (4) It did not consider future economic development.

Governor Otis R. Bowen charged that the DOT Report does not recognize emerging transportation trends. He was particularly critical that there was not greater emphasis placed upon passenger service and the need for regulatory reform.

The Center for Urban and Regional Analysis of Indiana University's School of Public and Environmental Affairs examined the technical aspects of the DOT Report and its potential impact at the request of the Governor and the Governor's Rail Task Force.

William R. Bloch, Director of the Center, testified that:

- (1) It is reasonable to assume that, in the absence of opposition, the Final System Plan could resemble the DOT Report.
- (2) The DOT Report did not consider value of the traffic or destination.
- (3) An analysis of 79 communities which remain on the system, with the potentially excess track removed, reveals significant increases in the average rail shipping distances to a set of 128 destinations in the state.
- (4) The DOT failed to consider rail passenger transportation.
- (5) Analysis of seven major coal producing counties reveals that from 30 percent of the line in Pike County to 99.2 percent of the track in Green County was designated potentially excess. The largest producer, Warrick County, where \$46 million worth of coal was mined in 1972, would lose up to 56 percent of its rail lines.
- (6) An examination of PC data for 30 stations did not reveal one instance where it agreed with the data cited in the DOT Report.

The Indiana Public Service Commission was particularly critical of the statistical approach used by DOT because of data base errors. Over the past four years, the Commission has authorized numerous consolidations of smaller railroad freight stations so that now a single billing station may serve several branches. The Commission suggested that any such statistical approach would present a thoroughly distorted picture of the true situations in Indiana.

Indiana Lieutenant Governor, Robert L. Gore, termed the DOT Report an absolute disaster. In his words, it is superficial and inaccurate and ignores local or state needs easily apparent to those on the scene. He listed the following specific errors:

- (1) The rail transportation needs of important industrial communities such as Logansport, Marion, Kokomo, Anderson, New Castle, Crawfordsville, Columbus, Edinburg, Madison and Jeffersonville, were disregarded.
- (2) Indianapolis would be denied its place as a major midwestern distribution center.
- (3) Abandoning potentially excess track in the coal producing region would frustrate the efficient movement of coal or increase the cost of producing electric power.
- (4) No attention was given to the river ports at Mt. Vernon or Jeffersonville.

- (5) Almost one-third of the state's grain elevators or 101 of 230 would be left without rail service.
- (6) Huge numbers of rail car movements were overlooked.
- (7) Discussion of passenger service was minimal.
- (8) The DOT failed to consider the programs of other federal government agencies.
- (9) Poor service has caused rail use to bear little similarity to actual demand. Also new industries have opened since 1972.
- (10) The attitude of profitable railroads toward abandonment was disregarded.
- (11) The Report made no attempt to assess the potential loss of jobs in industry.
- (12) The confusion and alarm caused by the Report have frustrated the industrial development efforts of local communities.

Arthur E. Graham, Executive Vice President of Indiana Highways for Survival, an organization representing all segments of the state's highway industry, contends that there has been no effort in Washington to assess the nation's total transportation facilities as they directly affect the agricultural industry. Mr. Graham is particularly concerned with the impact federal programs will have on rural transportation and he cited the agricultural industry's need for efficient transportation facilities, adequate roads, bridges and rail lines to move crops, livestock, fertilizer and other bulk commodities. He referred to two documents entitled "Transportation, the Energy Crisis" and "Rising Food Prices for the Consumer" prepared for the Senate Committee on Agriculture and Forestry, November 20, 1973 and January 21, 1974. If the nation continues to need and demand maximum farm products, he believes it is inevitable that the existing transportation network is going to reach the breaking point in the not-too-distant future. Mr. Graham recommends that this nation quickly develop and put into action a workable, realistic and well-financed rural transportation improvement program. The time is past for haphazard, piecemeal, uncoordinated planning. The country's economic progress is tied to its agricultural industry, and a viable, smoothly functioning transportation system is essential to that industry's future well-being.

Indiana's agricultural industry would be severely affected by the DOT proposal. Kenneth L. Marshall of the Lansing Grain Company reported that the DOT proposal would eliminate rail service to a large majority of Indiana's grain elevators, effectively reducing the state's grain storage capacity to one-third its present level. He estimated that the loss to farmers, or the increase in food costs to consumers, would be in excess of \$20 million per year.

Russel L. Cole, Executive Vice President of the Indiana Grain and Feed Association, Inc., was critical because the DOT did not consider potential traffic. He reported that 48 agriculturally related firms, located along potentially excess lines, could have used 3,434 more cars in 1973 and 3,720 cars in 1972.

J. Thomas McNeal of the United Transportation Union criticized the DOT for relying exclusively on tonnage and carload data to evaluate profitability. He stressed that the vital factor is the amount of revenue generated for the railroad by shippers located along each specific line. A ton of manufactured goods will generate many times the revenue that a ton of bulk commodities will produce. Thus, Mr. McNeal explains, many so-called light density lines actually support themselves.

Many criticisms were repeated often. The following is a composite of the more commonly found complaints:

- (1) The DOT methodology assumes that current expenses incurred in operating trains on the to-be-abandoned trackage are at a minimum, but strong work rules endemic to the rail industry and general lack of managerial innovation suggest this is not the case.
- (2) The actual traffic of a line is not a true indicator of potential traffic and potential revenue. Most important, the Report did not mention the severe freight car shortage or poor service as serious deterrents to rail use. The testimony and submissions indicate that, if more cars were available and if the quality and reliability of service improved, the railroads would be utilized more extensively.
- (3) The use of 1972 traffic data as typical of traffic to be generated in future years is faulty in at least two aspects: it ignores normal growth factors in the economy, and the statistics are likely to be biased downward, especially for agricultural regions of the state, since the 1972 autumn harvest was disrupted by severe weather conditions.
- (4) DOT did not consider whether alternative transportation was practical and feasible. In many instances, truck was the only possible alternative, yet the increased shipping costs would be prohibitive. Even if truck costs were not deemed prohibitive, many companies claimed that trucks would not be available in the required numbers.
- (5) Profitable lines were labeled potentially excess because many DOT abandonment decisions were based on inaccurate carload data.
- (6) DOT's plan did not take into account the importance of preserving rail service in fossil fuel areas.

- (7) The DOT viability criteria gives little consideration to a branch line's economic value as an overhead route.
- (8) The Report would create circuitous routes which would greatly increase transport time and, in many instances, the new routes could not handle the traffic.
- (9) The DOT Report gave inadequate consideration to rail passenger service.
- (10) The DOT Report was developed with only one criteria in mind, the economic profitability of the new railroad.
- (11) No consideration was given to the potential profit-making ability of the rail lines.
- (12) No consideration was given to costs and revenues on a commodity by commodity basis.
- (13) No consideration was given to terminal capacities.
- (14) DOT's recommended restructuring should have been limited to bankrupt railroads.
- (15) DOT's proposal has failed to consider and evaluate public convenience and necessity.
- (16) No consideration was given to short-line routes which, in most cases, are the service routes and rate-making routes.
- (17) No consideration was given to existing track conditions including grades and curvatures.

RECOMMENDATIONS

Governor Otis R. Bowen recommended that the profitable railroads be given the maximum possible role in the reorganization. He believes that they should be allowed to keep routes and traffic which they have developed and that they should be the chief instruments of the new rail system. Governor Bowen suggested that the reorganization plan be accompanied by a major review and overhaul of the regulatory climate at the federal level.

Congressman William H. Hudnut, III believes the planning process must consider the broader social, economic and environmental factors and the prospective future use of rail rights-of-way for passenger service. He recommended that the Indianapolis Union Railroad take over all yard and switching operations in the Indianapolis area, including the Big Four Yard at Avon, to provide a "free port" to shippers and encourage healthy competition among carriers.

Congressman J. Edward Roush recommended that track conditions be considered before choosing among alternative lines. He suggested that the interstate system be based on adequate alternate routes and recommended that there should be at least two routes joining all major shipping points.

The Indiana Civil Study Coalition advocated deregulation to accomplish consolidation and the abandonment of costly, unprofitable lines. It believes that by lifting price ceilings and dropping price floors, by removing controls on earnings, by allowing consolidation, connections, disconnections and cutbacks, by lifting performance regulation, by allowing competition to develop duplication where it is profitable and to drive it out where it is not, the market will regulate the industry.

The Human Justice Commission, an Indianapolis-based city-wide organization of 50 community, church and labor groups, objected to the curtailment of vital rail services to important agricultural, manufacturing, and mining concerns, based on the economic hardship that such curtailments would cause. It believes that justice would best be served if future studies and recommendations include consideration of relieving rather than increasing worker and consumer costs of living.

The Indiana Traffic and Transportation Association suggested that the ICC set the main lines of the new Consolidated Rail Corporation. Feeder lines should then be allowed to serve cities not located on the mainlines, so that this service could be performed in less than one day. The solvent railroads should be allowed to maintain competitive east-west and north-south routes. In addition, all the railroads should be allowed to render substituted TOFC-COFC service to cities that they formerly served and for which rail service would be terminated under plans passed by Congress.

Donald H. Gott, Executive Director of Fine Hardwoods, American Walnut Association, recommended the following:

- (1) Better container loading facilities.
- (2) Better piggyback service.
- (3) More available rail cars.
- (4) Improved road beds.
- (5) A more equitable rate structure.
- (6) Improved passenger service on distances less than 300 miles.
- (7) Electrification of rail lines to save fuel.

The public offered many variations on the theme of public ownership of railroad property. Mayor John W. Riemke of Kendallville recommended that either the state or federal government own the rights-of-way and charge the carriers a fee.

A number of suggestions reoccurred. The following is a list of the recommendations recited most frequently:

- (1) The planning process must consider the growing need for agricultural products and the seasonal nature of agricultural shipments.
- (2) The planning process must recognize the existence of inaccurate carload data and the effects

of bad weather, strikes and poor harvests on rail usage.

- (3) The planning process must consider private investments made in reliance upon rail service and local transportation system plans undertaken in good faith by both carrier and community.
- (4) The final plan must be consistent with national defense mobilization plans and with broad social, economic, environmental and energy conservation factors.
- (5) The final plan must be consistent with other federal policy goals as reflected in the Rural Development Act.
- (6) Federal, state and local tax structures should be examined and altered to equalize the tax burdens borne by the different modes within the transport industry.
- (7) The government should subsidize construction and maintenance of the interstate railway system.
- (8) A different type of rate structure is needed to make the railroads profitable.
- (9) Information should be included in the Preliminary System Plan about the effect of the system on the operations of Amtrak.
- (10) Information should be included in the Preliminary System Plan so that a differentiation is made between essential and convenient use of rail transportation.
- (11) Better data should be collected concerning the potential use of railroads.
- (12) Consideration should be given to the necessity of rerouting trains in the event of a train accident or a natural disaster.
- (13) Work rules should be revised to increase productivity.
- (14) Tight restrictions should be placed on the use of railroad corporate assets.
- (15) Tougher federal legislation is needed to regulate the conduct of transportation holding companies.
- (16) Tax relief should be granted to operating facilities owned by rail carriers.
- (17) A study should be conducted for the establishment of national or regional equipment pools, to be available on a needs basis.
- (18) Because present policies and regulations have tended to discourage private ownership or leasing of equipment, conditions should be established that would encourage more private ownership and leasing.

ILLINOIS

Illinois is the nation's fifth most populous state. Sixty percent of its population is concentrated in the Chicago area. Bordered on the north by Lake Michigan which provides access to the St. Lawrence Seaway and on the west by the Mississippi River, Illinois is one of the nation's leading transportation centers. The Illinois railroad system is the second largest in the nation and has helped the state become the leading agricultural exporter in the country. It leads the country in production of soybeans and corn, and is also an important producer of wheat, cattle, and hogs. Manufacturing and mining are other revenue sources for the state, which ranks high in oil and coal production—Illinois has the largest bituminous coal reserves in the United States. The state is also the largest producer of fluorspar, a mineral used in the production of steel. The mining industry is located largely in the southern part of the state.

The DOT Report divided Illinois into 18 zones (Figures 4 and 5), two of which were not analyzed because of their complexity and five more of which were not analyzed because no bankrupt railroads operated within their boundaries.

The following railroads operate in Illinois: Atcheson, Topeka and Santa Fe (AT&SF); Chessie System (B&O/C&O); Burlington Northern (BN); Chicago & Eastern Illinois (C&EI); Chicago and Illinois Midland (C&IM); Chicago and Northwestern (C&NW); Chicago, Milwaukee, St. Paul & Pacific (CMSP&P); Elgin, Joliet & Eastern (EJ&E); Erie Lackawanna (EL); Grand Trunk Western (GTW); Illinois Central Gulf (ICG); Illinois Terminal (IT); Louisville & Nashville (L&N); Missouri-Illinois (MI); Missouri Pacific (MP); Norfolk & Western (N&W); Penn Central (PC); Peoria & Pekin Union (P&PU); Chicago, Rock Island & Pacific (Rock Island) (RI); St. Louis Southwestern; Soo Line; Southern (SO); Toledo, Peoria & Western (TP&W).

ZONE 134

Zone 134, La Salle/Peru, has the fourth largest traffic volume of all the Illinois zones. Because of this heavy traffic, especially the traffic through Streator, many witnesses felt that Zone 134 should have received special attention as a major gateway for inter-regional rail movements. Service to Streator would be severely curtailed if the DOT's abandonment proposals were implemented. Of the ten lines radiating out from the Streator area, seven were designated potentially excess.

Potentially Excess Lines

The following is a list of lines in Zone 134 which were designated potentially excess by the DOT Report, as supplemented and corrected:

- (1) The BN line from Streator north to Ottawa.
- (2) The ICG line from Streator west to Lacon.
- (3) The BN line from Streator northwest to Oglesby.
- (4) The N&W line from Streator southwest to Pontiac in Zone 139.
- (5) The PC line from Streator west through Lostant and Granville to Hennepin and from Howe through Ladd Junction to Churchill.
- (6) The ICG line from Oglesby south through Zone 137 to Bloomington in Zone 138.
- (7) The BN line from Mendota west to Walnut.
- (8) The CMSP&P line from the Zone 133 border south through Welland and Mendota to Ladd and from Granville to Oglesby.
- (9) The BN from Zearing through Ladd to Peru.
- (10) The RI line from Toulon west to Orion in Zone 135 (discussed in Zone 135).
- (11) The BN line from Sherwood south to Elmwood in Zone 137 (discussed in Zone 137).
- (12) The ICG line from Varna south to Washington in Zone 137 (discussed in Zone 137).
- (13) The AT&SF line from Ancona in Zone 139 southwest through Dana in Zone 134 to Pekin in Zone 137 (discussed in Zone 137).
- (14) The BN line from Baker northwest to the zone border.
- (15) The C&NW line from Spring Valley northeast through Churchill and Earlville to the northern zone border and the C&NW spur from Ladd to Churchill.

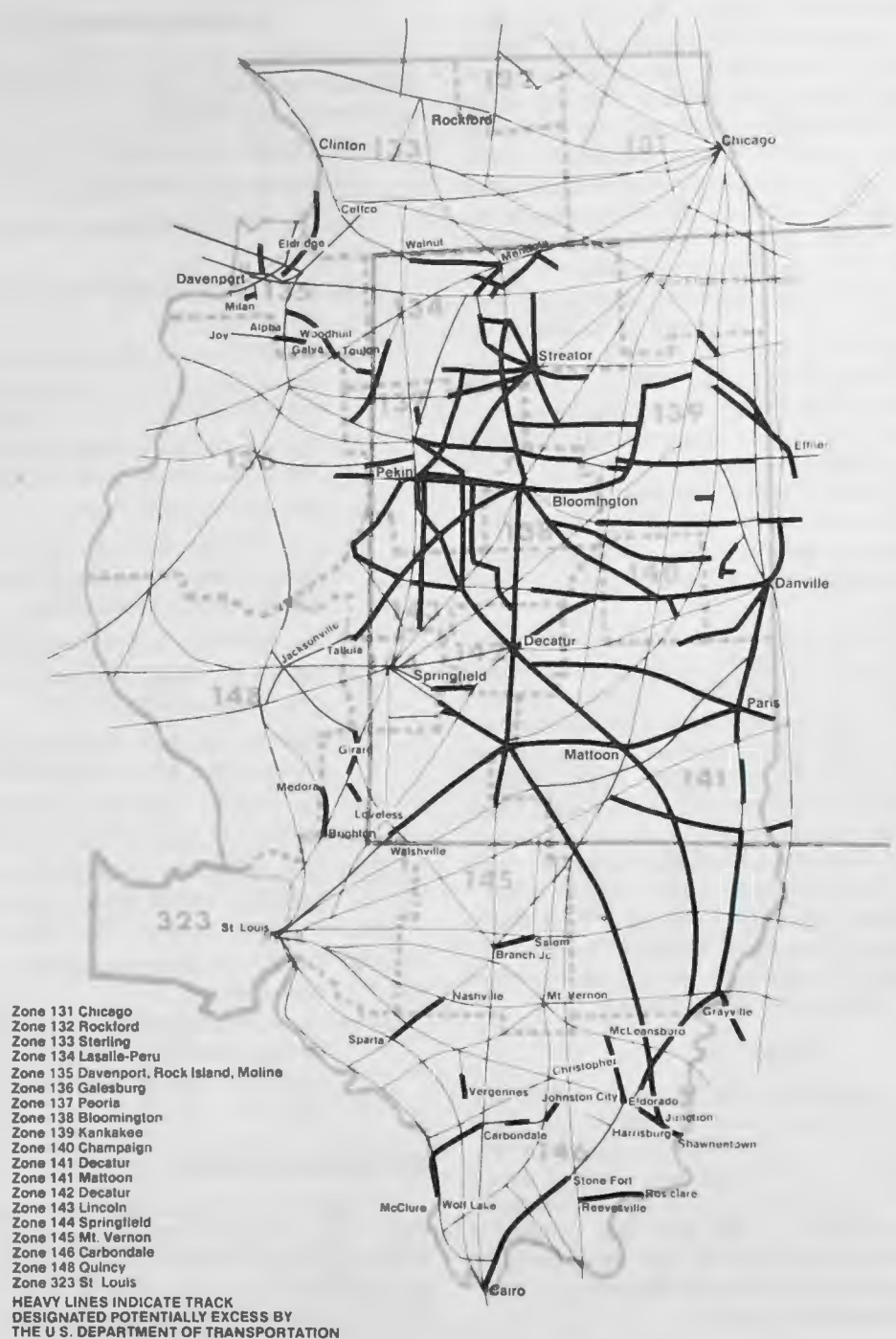
BN: Streator to Ottawa

The Burlington Northern line from Streator north to Ottawa is used by Del Monte Properties which stated that its Streator customers would be cut off from direct rail service from the company's Wedron, Illinois plant. The La Salle County Farm Supply Company stated its

ILLINOIS

ZONE LOCATOR MAP

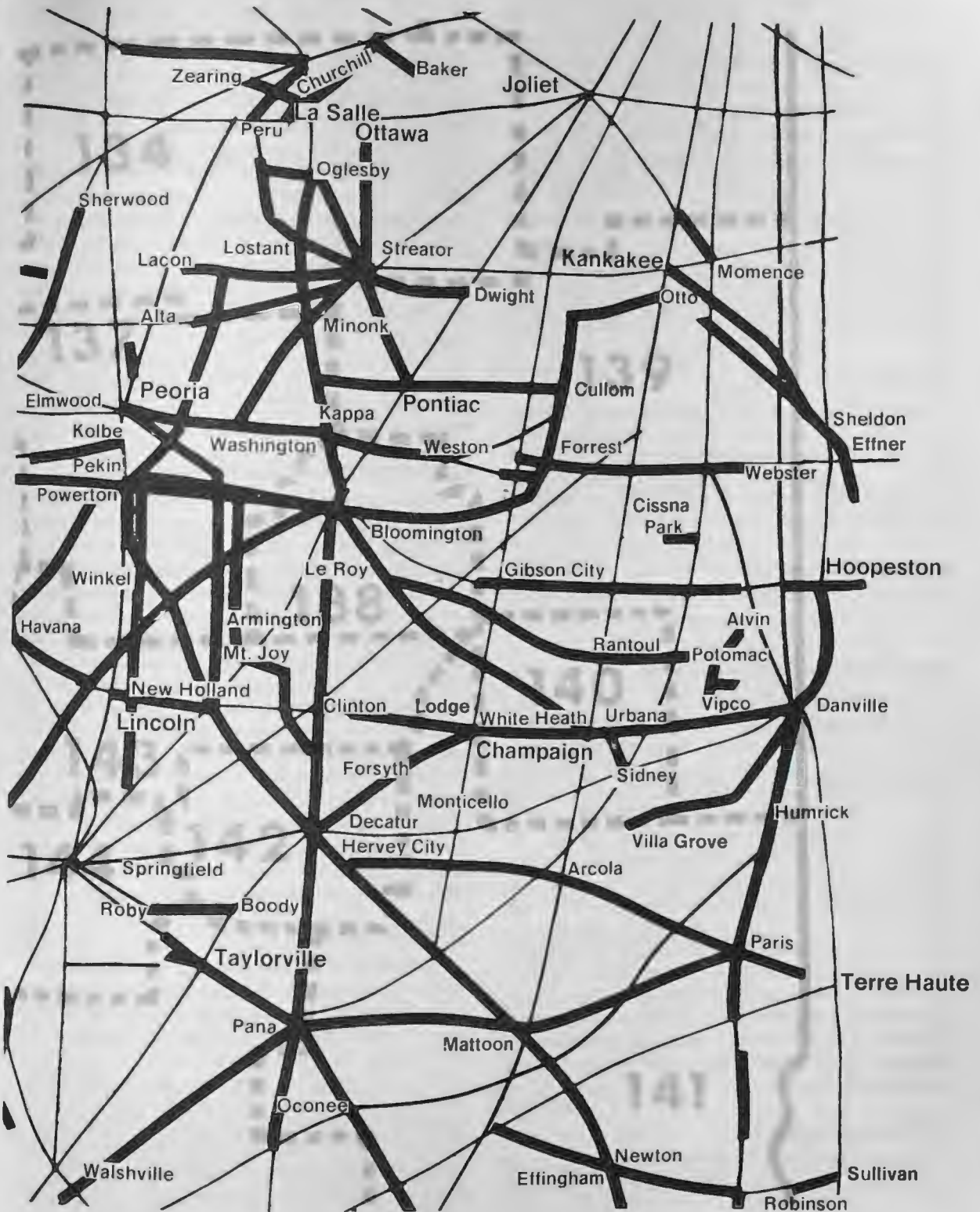
Figure 4



- Zone 131 Chicago
- Zone 132 Rockford
- Zone 133 Sterling
- Zone 134 LaSalle-Peru
- Zone 135 Davenport, Rock Island, Moline
- Zone 136 Galesburg
- Zone 137 Peoria
- Zone 138 Bloomington
- Zone 139 Kankakee
- Zone 140 Champaign
- Zone 141 Decatur
- Zone 141 Mattoon
- Zone 142 Decatur
- Zone 143 Lincoln
- Zone 144 Springfield
- Zone 145 Mt. Vernon
- Zone 146 Carbondale
- Zone 148 Quincy
- Zone 323 St. Louis

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

Figure 5



concern about rail service from Aurora, on the Zone 131 border, to Streator via Ottawa. The company presently generates 150 carloads a year on this line and anticipates an increase in 1974. It expressed displeasure with any curtailment of service and argued that the trackage should be improved, noting that the line has had a speed limit of six miles per hour and a weight limit of 80 tons per car in the Ottawa area.

The Mayor of Streator stated that firms in his city are heavily dependent upon bulk shipments by rail. For example, Thatcher Glass Company ships in 100,000 tons of sand a year, predominantly from Ontario. Thatcher also ships glass and metal products out of the city. Streator Brick Systems, Inc. stated that it expects to ship and receive 880 carloads in 1974. The company opposed any abandonment of rail service from the north and stated that, if such abandonments were carried out, it might be compelled to shut down its plant.

ICG: Streator to Lacon

Wenona Crop Service Company generated 36 carloads of plant food on this line in 1973. Another farm service company in Varna reportedly received 32 carloads of fertilizer in 1973. Marshall-Putnam Oil Company's Varna plant received 33 carloads in 1973 and expects to receive 38 in 1974.

BN: Streator to La Salle

Ristocrat Clay Products Company of Tonica generated 146 carloads of coal and oil on this line in 1973.

N&W: Streator to Pontiac (Zone 139)

This N&W line from Streator south to Pontiac in Zone 139 is used by Transco, Inc. which shipped 300 carloads of acoustical insulation on the line in 1973. Transco stated that the insulation it ships is a high volume, low value, low weight material best suited for rail transportation. It claimed that trucking the material would double its transportation costs. The company stated that the Santa Fe would be the only line serving it if the proposed abandonments were carried out and alleged that, in the past, Santa Fe has refused to supply it with a sufficient supply of cars. Transco stated that N&W attempts to meet its car requirements. The Borden Chemical Company, which generates 2,919 carloads annually from a plant in Clay, Illinois, noted that it was unclear from the DOT map of Zone 139 whether its plant would continue to receive rail service or not. Streator Brick Systems, Inc. generated 686 carloads on this line in 1973 and expects to generate 880 in 1974.

PC: Streator to Ladd

This PC line runs west from Streator and then north to Hennepin, Howe and Ladd. PC has trackage rights

across the BN from Ladd to Zearing. The DOT Report designated two segments of the line potentially excess: from Streator to Hennepin and from Howe to Ladd. The Illinois Power Company stated that, although its Oglesby and Hennepin stations would still have service from the north, that service would have to make use of the PC Illinois River bridge. Illinois Power stated that it does not know whether the bridge can carry its traffic and noted that a single piece of equipment, when disassembled for shipment, can weigh as much as 211 tons.

The Jones and Laughlin Steel Corporation plant, which is located on this line at Hennepin, shipped and received 15,744 carloads of coiled steel over this line in 1973. The company stated that Penn Central maintains a fleet of 180 specially designed cars for these shipments. Single line service has been promised the firm to avoid switching congestion in the Chicago area which would add two or three days time to the shipments. The Swift Edible Oil Company noted that this line, which is part of the former "Kankakee Belt Route" of the old New York Central, connects with all western carriers and permits a by-pass of Chicago.

ICG: Oglesby to Bloomington (Zone 138)

Several witnesses testified concerning the ICG line from Oglesby south to Bloomington in Zone 138 and the Penn Central and ICG lines intersecting it at Lostant and Wenona, respectively. Wickes Corporation's outlet at Lostant handles 30 carloads per year of building supplies; Wickes utilizes both the PC and the ICG lines. Two farm service companies in Wenona together received 40 carloads in 1973. Tabor & Company, a grain merchandising firm and an operator of grain elevators, stated that its facility at Wenona generated four carloads in 1972-73 and its facility at Lostant generated 30 carloads. Tabor has not been able to use rail service at these two locations in 1974 because it could not obtain cars.

Ristocrat Clay Products Company, which shipped 146 carloads in 1973, explained that its Tonica plant would be deprived of the use of the ICG La Salle to Bloomington line and the BN Streator to La Salle line if the DOT's proposals were implemented.

BN: Mendota to Walnut

The Burlington Northern line from Mendota west to the Zone 133 border at Walnut was declared potentially excess by the DOT Report. Ohio Farm Fertilizer Company of Ohio, Illinois, received approximately 30 carloads of farm chemicals over the line in 1973 and projects the same usage for 1974. The company alleged that there is no acid terminal in the state of Illinois available for trucks. The E. W. Houghton Elevator Company of La Moille currently ships 90 percent of its grain by barge due to more favorable rates. GBH-Way Homes, Inc. stated that conversion to trucking would add \$500 to the

cost of its average house. It received 119 carloads of lumber and plywood over this line in 1973 and projects 150 carloads for 1974: Vice President H. D. Lear of Burlington Northern declared that the Mendota-Walnut-Dendrock (Zone 133) line should not be considered surplus and that the line is an integral part of the BN system although it is not used to handle traffic normally operating on high density mainlines.

CMSP&P: Welland to Ladd and Granville to Oglesby

The DOT Report designated the Chicago, Milwaukee, St. Paul and Pacific line from the Zone 133 border at Welland south through Mendota and Trek to Ladd potentially excess. Also designated potentially excess, but not identified on the Zone 134 map as a CMSP&P line, is the segment from Granville to Oglesby. Del Monte Corporation, which has an operating cannery and a storage-in-transit operation at Mendota, shipped 360 carloads over this line in 1973. Del Monte stated that it has several other canneries located on lines of the CMSP&P which ship canned goods to Mendota for distribution and that continued service at Mendota by the CMSP&P is, therefore, vital to its operation.

Joanna Western Mills Company stated that its Phillips-Joanna Division, which manufactures polyolefin films, is located at Ladd and has a private siding on the CMSP&P. Phillips-Joanna received 24 carloads of polyethylene pellets in 1973 and expects to receive 30 carloads in 1974 and 40 in 1975. These carloads average a net weight of 180,000 pounds. Upon completion of work on its siding, Phillips-Joanna should be able to ship 10 to 12 carloads of finished film per year. These carloads are expected to weigh over 50,000 pounds each. Curtailment of service might force the firm to shut down its plant which presently employs 50 people.

Amoco Oil Company stated that it has a subsidiary, Trekker Chemical Company, located on the CMSP&P track at Trek. Trekker manufactures herbicides and pesticides. In 1973 it received 103 carloads of raw materials, primarily clay, in 70 ton hopper cars. It shipped out 27 carloads of finished package goods. Amoco pointed out that retention of track from Mendota to the Trekker facility, a distance of about three miles, would result in a three mile segment generating 43 cars per mile per year. It would cost Amoco \$1 million to rebuild the Trekker plant at another location.

BN: Zearing to Peru

This BN line from Zearing through Ladd to Peru was not designated on the Zone 134 map as a BN line. Leone Grain & Supply Company of Peru, which is located on the Island line, also uses this BN line and objected to its proposed abandonment.

BN: Baker to Zone Border

No evidence specifically concerning this line was received by the RSPO.

C&NW: Spring Valley to Northern Zone Border and Ladd to Churchill

Del Monte Properties Company testified that this line was of particular interest to it because in the last two years it has invested considerable sums in building and developing a new plant in the area.

Lines Not Designated Potentially Excess

Considerable testimony was received from firms in Princeton, which were concerned about possible curtailment of rail service to that city. Allen Lumber Company stated that, under the DOT proposals, the nearest switching point to Princeton would be 35 miles away. The Princeton Chamber of Commerce was concerned that the switching point at Princeton might be eliminated. The Princeton station generated 297 carloads in 1973.

ZONE 135

Potentially Excess Lines

Although there are no insolvent railroads operating in Zone 135, which encompasses the Davenport, Iowa and Moline and Rock Island, Illinois areas, the DOT Report did analyze the zone. The following lines were designated potentially excess:

- (1) The CMSP&P line from Oakton, Iowa to Eldridge, Iowa (discussed under "Iowa" in chapter entitled "States Beyond the Region").
- (2) The CMSP&P line from Watertown northeast to Ceffco.
- (3) The RI line from Orion southeast through Galva to Toulon in Zone 134.
- (4) The BN line from Woodhull west through Alpha to Joy in Zone 136.
- (5) The RI spur which runs west from Milan.

CMSP&P: Watertown to Ceffco

This CMSP&P line was designated potentially excess from Watertown north through Ceffco to the zone border. The line continues to Savanna in Zone 133, a zone not analyzed by the DOT. The line runs along the east bank of the Mississippi River, and witnesses stressed the need for the line as a possible detour route during the spring-time floods.

Rail service is necessary for the operation and maintenance of the Cordova Nuclear Station according to Commonwealth Edison Corporation. Giant transformers and generators weighing up to 650,000 pounds can be

shipped only by rail. A major substation of the Iowa-Illinois Gas and Electric Company also crucial to energy needs is located on this line. Abandonment of trackage to Savanna would leave an 1100 acre industrial park which contains two large corporations, with no rail service.

Richard Goepel Company has a warehouse and manufacturing facility at Cordova which receives from four to six carloads of lumber per week via Nitro. The company receives 85 percent of its lumber from the Pacific Northwest and the deep South. It stated that its future usage would increase and possibly double because it applied for and has been granted Storage-in-Transit.

Minnesota Mining and Manufacturing reported that it has a plant in Cordova, located in a large industrial park which has attracted several companies dependent upon rail service. An important consideration in 3M's decision to locate at Cordova in 1969 was the availability of rail service. 3M noted that it would be difficult and impractical to handle some of the chemicals which it ships by any means other than rail.

Barge connections in this area would be left without rail access by the abandonment of this line. Furthermore, the Chicago, Milwaukee, St. Paul and Pacific Railroad stated that it has no intention of transferring all of its track to Conrail. Table 95 contains a traffic profile of this line.

Table 95: Traffic Profile: Watertown to Ceffco

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Wickes Lumber Co.	Lumber	50	50	
Hydrocarbon Transportation, Inc.	Fuel oil, nitrogen	62	117	
Minnesota Mining and Manufacturing	Ferrous sulphate		441	
Sandstrom Products			42	

Hydrocarbon Transportation, Inc. noted that it intends to increase its fuel oil business by 50 percent.

RI: Orion to Toulon (Zone 134)

The Chicago, Rock Island and Pacific line from Orion southeast through Galva to Toulon in Zone 134 was deemed potentially excess by the DOT Report except for a small portion of the line around LaFayette in Zone 134. The Rock Island testified that the DOT zone map must have been in error since LaFayette is connected to the Burlington Northern line which crosses the Rock Island at Galva. Otherwise the LaFayette coal mine, which generates 20,000 carloads yearly would be served by six miles of track with no connection to the outside world. The Rock Island stated that the segment from Toulon to LaFayette has recently fallen into disuse. Table 96 contains a traffic profile of the line.

Peoples Bank of Cambridge reported that more than 20,000 tons of asphalt and rock are transported over this

Rock Island line per year. The Bank further stated that rail service should be retained through Cambridge as an alternative route in case of Mississippi River flooding. The Henry County Livestock Feeders Association stated that it would cost \$2 more per acre to fertilize a field if fertilizer were shipped by truck rather than by rail. The Rock Island unit stated that it would not abandon this profitable trackage.

Table 96: Traffic Profile: Orion to Toulon (Zone 134)

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
<i>Orion</i>			
Sherrard Power System	Power	7	7
Twin State Component, Inc.	Household appliances	49	59
<i>Orion</i>			
Clifford Lumber Co.	Lumber	2	2
<i>Cambridge</i>			
Johnson Farm Service	Fertilizer	3	3
Yeager Bros. Elevator	Grain	120	110
Henry Service Co.	Fertilizer	40	
<i>Galva</i>			
Galva Co-op Grain & Supply Co.	Sulfur fertilizer	3	
Galva Iron & Metal Co.	Scrap metal	50	50
Galva Foundry Co.	Castings	59	177
Fily Division - Owens-Illinois, Inc.	Fiberglass resin oil	28	28
Pearson Bros. Company	Tires, wheels	84	168
Overhaul Equipment Co.	Farm equipment	5	5+
<i>Henry County</i>			
J & R Farm Center			
<i>Stark County</i>			
Stub's Fertilizer Service	Fertilizer	3	6
LaFayette Grain and Feed	Corn, soybeans, coal	20	20
Martin Implement Co.	Combines (tons)	194	114
<i>LaFayette</i>			
Stub's Fertilizer Service	Plant food	3	
Martin Implement Co.	Farm machinery	114	
LaFayette Grain & Feed Co.	Grain	18	18

¹J&R has recently invested in equipment to ship corn by rail.

Henry Service Company, First Mississippi Corp., Johnson Farm Service, the Henry County Highway Department, Yeager Bros. Elevator, J & R Farm Center and Clifford Lumber Company, all in Cambridge, generate approximately 263 carloads annually. They noted that the line has recently been rebuilt and stated that abandonment at this time "would seem very foolish."

BN: Joy to Woodhull (Zone 136)

There was minimal response concerning the potentially excess Burlington Northern line from Joy east in Zone

136 through Alpha to Woodhull in Zone 135. The Mercer County Farm Bureau stated that it handles 800 carloads a year over the BN from Joy to Alpha and protested the abandonment of this line. A representative of the Mercer County Railroad Preservation Committee stated that the line generated a total of 876 carloads in 1973.

RI: West Milan Spur

DOT's designation of this spur as potentially excess generated protest from users of the spur and from the Rock Island itself. The Rock Island noted that the DOT Report credits Milan with slightly less than 6,500 carloads annually but stated that approximately 1,000 of those carloads were generated on the three mile West Milan spur. The company is convinced that current traffic data would show even greater use of this short line. Charles Wilson of the Industrial Development Fund of Rock Island pointed out what he considered to be an untenable inconsistency in the DOT's determination of the Milan spur as potentially excess. The Economic Development Administration has granted \$918,999 in matching funds, \$238,000 of which is for the development of an industrial park \$106,000 is to be used to extend railroad spurs to serve the park. Mr. Wilson stated that it is strange to have money granted from one arm of the federal government for the development of a rail oriented industrial park while another arm of the government seemingly recommends cutting off the rail service that would make the industrial park viable. Deere & Company is building a new plant on this spur and has received assurance from the Rock Island that the railroad will not abandon it. A traffic profile of this spur is contained in Table 97.

Table 97: Traffic Profile: West Milan Spur

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Anderson & Mandle				
Grain Company	Grain		535 ¹	
Deere & Company ²	Farm implements			50
Miller Container Corp.			500	
Stanley Mandle	Grain		527	
Victoria Feed Co.	Salt		100 ³	

¹ Anderson and Mandle reported that it could have shipped twice as many carloads had cars been available.

² New plant.

³ Victoria Feed also received an unspecified number of cars in 1973.

Miller Container Corporation, in Milan, reported that it employs approximately 220 people with an annual payroll in excess of \$2 million. Total sales volume is in the \$10 million range. Miller, which chose its present plant location because of the availability of rail service,

stated that it cannot receive rolling stock by any other mode. If the spur were abandoned, Miller would have to relocate.

The Rock Island Chamber of Commerce noted that the Economic Development Administration has awarded the City of Rock Island and the Chamber's Industrial-Commercial Development Corporation a \$918,000 grant to finance the development costs of a new 106 acre industrial park that would be served by a lead track from the Milan spur. The not-for-profit Industrial Corp. is spending \$80,000 to rehabilitate the present right-of-way and the RI track and has a lease for 3,500 feet of track designated potentially excess. According to the Quad-City Development Group, the park, when fully developed, will provide 2,000 new jobs with a \$25,000,000 annual payroll and a projected capital investment of from \$10 to \$15 million. The Development Group stated that the 76 acre Turkey Hollow Industrial Park is also located along this line. When fully developed, the Turkey Hollow Park is expected to provide 1,000 new jobs, a \$12 million annual payroll and an estimated capital investment of \$7.5 million.

The Iowa-Illinois Gas & Electric Company stated that it has a major electrical substation adjacent to the RI right-of-way near the spur's western terminus. The company is planning additional facilities in the area and stated that the line is vital.

ZONE 137

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following lines in Zone 137 potentially excess:

- (1) The TP&W line from the zone border west of Glasford to Kolbe.
- (2) The TP&W line from Farmdale to the zone border east of El Paso.
- (3) The BN line from Elmwood northeast through Monica to Sherwood in Zone 134.
- (4) The IT line from a point northwest of Morton southeast through Mackinaw to the southern zone border. (This line is identified on the DOT map of Zone 137 as an IC line.)
- (5) The ICG line from North Pekin through Pekin and Winkel to the southern zone border.
- (6) The ICG line from Varna in Zone 134 through Washburn to Washington.
- (7) The AT&SF from Ancona in Zone 139 southwest through Minonk to Pekin.
- (8) The RI branch from Keller to Alta.
- (9) The PCP&E line from Pekin east southeast

across the eastern zone border to Bloomington in Zone 138.

- (10) The ICG from Pekin southeast through Delavan to Lincoln in Zone 143.
- (11) The ICG line across the easternmost portion of the zone from Minonk south to Kappa.
- (12) The PC line from Morton south through Armington in Zone 137 and Atlanta and Kenney in Zone 143 to Maroa in Zone 142. (Also discussed in Zone 143.)
- (13) The ICG line from Bloomington in Zone 138 west through the southeast corner of Zone 137 and through Zone 143 to the Zone 144 border at Tallula. (Also discussed in Zone 143.)
- (14) The ICG line from Minonk Junction east through Pontiac (Zone 139) to Cullom in Zone 139. (Discussed in Zone 139.)
- (15) The C&IM line from Powerton southwest through Stoers and Parkland to the zone border. (See also Zone 143.)

Peoria Gateway

Much of the testimony concerning Zone 137 concentrated on the need to maintain Peoria as a rail gateway. The Peoria area consists of about 342,000 people, 400 industries and 2,700 commercial establishments. According to the Peoria Board of Trade, 9,000 rail cars of grain were unloaded in the Peoria market in 1973. This total could have been greater were it not for the car shortage. The Peoria Association of Commerce stated that, in 1972, 166,000 carloads passed through the Peoria gateway and that by 1978, 277,000 carloads will pass through the gateway. The Association emphasized that reduced rail service could not handle this increased volume. The reduced rail service would also mean 454,000 additional truckloads per year in and out of the Peoria area. According to the East Peoria Chamber of Commerce, the closing of the Peoria gateway would eliminate 1,600 jobs and stifle further employment growth in the area. The Peoria Association of Commerce estimated that the DOT proposals would create additional transportation costs of at least \$36,200,000 per year in the Peoria area.

Sunkist, Inc. emphasized that the Peoria gateway is vital for shipments of food from the West Coast and Arizona to the East. Keystone Consolidated Industries, Inc. stated that, if the DOT proposals for Zone 137 were implemented, 8,511 of its cars would have to be re-routed through Chicago and St. Louis.

Many other witnesses believed that the maintenance of a Peoria gateway would relieve congestion in the St. Louis and Chicago gateways, alleviate car shortages and

delays in delivery, and provide a necessary alternative to the Chicago and St. Louis gateways during times of national emergencies.

Hiram Walker & Sons has a distillery and bottling facility at Peoria which annually generates between 590 and 625 million pounds of freight, approximately 40 percent of which moves by rail. According to its traffic manager, Dean J. Anderson, Hiram Walker has historically routed against the Chicago and St. Louis gateways in order to avoid delays. The company strongly favors the maintenance of the Peoria gateway and contends that implementation of the DOT's proposals to abandon TP&W, PC and N&W through-service to Peoria would disrupt and possibly destroy trailer-on-flatcar traffic to eastern points.

TP&W: Glasford to Kolbe and East Peoria to El Paso

The DOT Report designated two segments of the TP&W potentially excess in Zone 137: from the western zone border east through Glasford and Reed City to Kolbe and from East Peoria to the eastern zone border east of El Paso. The TP&W mainline continues east across the state of Illinois, and two other segments of it have been designated potentially excess: the segment from Enright to Weston in Zone 138 and the segment from Forrest in Zone 139 to Effner, Indiana.

The TP&W is the only through railroad performing east-west service via the Peoria gateway. The TP&W testified that a substantial portion of its income is derived from overhead traffic. TP&W stressed that, although its traffic is below DOT criteria, it is adequate for profitable operation and it is increasing. One of the effects of the DOT Report has been to stifle almost completely TP&W's industrial land sales in the area.

Submissions were received from Kansas businesses using the TP&W: Inland Storage Distributing Center, which ships 14,000 cars yearly by TP&W; New Era Milling Company; ADM Milling Company; and Ross Industries. These submissions stressed that the potential impacts which would result from the abandonment of any of the TP&W line would include:

- (1) Increased rail congestion at the Chicago and St. Louis gateways.
- (2) Increased travel time for rail equipment.
- (3) Elimination of inspection services of perishable items at Peoria.
- (4) Further service deterioration.

In commenting on the DOT Report, Inland Storage stated that it did not question DOT's intent but did question DOT's logic in proposing abandonments of profitable railroads. Instead of concentrating its efforts on solvent railroads, Inland recommended that DOT direct

its attention exclusively to those carriers with financial problems.

ADM Milling Company recommended the takeover by the TP&W of the Penn Central trackage from Effner, Indiana to Logansport, Indiana.

Phillips Petroleum Company was particularly concerned about the TP&W. In 1972, Phillips shipped 732 carloads in its privately owned rail cars over the TP&W; in 1973, Phillips shipped 1,015 carloads over the line. Phillips shipped a large amount of additional freight over the TP&W in railroad-owned equipment.

According to Phillips, abandonment would increase the shipping time to its customers; reduce the number of markets available; increase inventory costs; increase fuel consumption; and decrease utilization of its own rail car fleet. Phillips estimated that at least four days transit time would be incurred for each carload shipped. Based on 1,000 carloads, this would amount to a loss of 4,000 carload days per year. With each car day lost being valued at a minimum of \$10, Phillips estimated that its transportation costs would increase by at least \$40,000.

Phillips also reported that abandonment of the TP&W would have a detrimental effect upon present rail service in the Midwest by increasing the congestion at the already overburdened Chicago and St. Louis gateways making dependable and efficient service almost an impossibility.

Texaco, Inc., was also concerned with the possible abandonment of the TP&W. For the past three years Texaco has shipped an average of 213 carloads of freight via the TP&W and anticipates shipping 200 carloads in 1974. If the Peoria gateway is eliminated, Texaco foresees increased congestion through the Chicago and St. Louis gateways resulting in additional transit times for east-west shipments. Furthermore, the elimination of this direct connection between east-west carriers would deprive the TP&W of revenue necessary to provide efficient and dependable service, a result in conflict with the present need for improved car utilization.

The Hubinger Company, of Keokuk, Iowa, stated that it has shipped and received over 17,000 carloads via the TP&W in the past nine years. Hubinger noted that, during the three month period in 1973 when the Mississippi River was above flood stage, the TP&W was the only line able to get in and out of Keokuk. Because of the TP&W's many connections, Hubinger was able to ship in all directions despite the flood.

Eastex, Inc. reported that in 1973 it shipped 1,992 cars from Texas to the East via the AT&SF and the TP&W. The firm considers the TP&W vital for 60 percent of its eastern business.

Homer Harlow of Midwest Carbide Corporation reported that of 3,000 cars shipped in and out of Keokuk by his firm, 1,500 moved via the TP&W.

Several firms and organizations provided evidence

concerning the Glasford to Kolbe segment of the TP&W. The Kingston River Terminal in Kolbe has invested a total of \$1,993,700 in warehouses, track, docks and converter equipment in order to handle large volumes of fertilizer. Kingston also receives large quantities of steel products for delivery to International Harvester Co. at Canton. If the DOT proposals were implemented, Kingston would suffer economic losses and would be forced to reduce its work force and put off future expansion. In fiscal year 1973 International Harvester shipped 289 carloads over the TP&W.

Several witnesses stressed that trucks could not replace the TP&W in Zone 137 and noted that abandonment of the line would put a heavy burden on the area's roads and on its taxpayers.

CF Industries, which has a warehouse operation on the TP&W at Kolbe for the distribution of fertilizer to points in Illinois, Iowa and Wisconsin, projects that in 1977 it will be distributing 500,000 tons of fertilizer through its facility. In ten years the fertilizer tonnage distributed will have increased 900 percent. This growth will not be possible without the TP&W. CF Industries generated 1,281 carloads in 1973.

Footo Mineral Company in Exton, Pennsylvania, noted that it has shipped an average of 802 carloads of pig iron over this line for the last nine years. Lonza, Inc. in Mapleton, generated 500 carloads over the line in 1973 and expects to generate 600 carloads in 1974. By 1978 its shipments should top 1,000 carloads. Caterpillar Tractor Company, also in Mapleton, shipped 4,986 carloads in 1973. Ashland Chemical Company in Mapleton generated 3,119 carloads in 1973. Northern Petrochemical generated 449 carloads.

Caterpillar Tractor Co. stated that its Mapleton plant shipped 893 carloads and received 4,093 carloads in 1973 over the TP&W. In addition Caterpillar loaded 668 carloads of containers at Peoria bound via TP&W to the East Coast and 1,664 bound via TP&W to the West Coast. TP&W also provided Caterpillar with 1,400 covered hopper cars per year for sand movement from Michigan.

Another Caterpillar plant, at East Peoria, is served by the Peoria and Pekin Union Railroad. This switch line connects with the ICG, IT, TP&W and the PC. Caterpillar shipped 6,596 carloads from this plant in 1973 and received 2,677 carloads. It opposes any abandonment which would eliminate the P&PU's connections.

Hiram Walker & Sons, Inc. generated 1,115 carloads over the TP&W in 1973 and also originated 249 TOFC cars.

FS Services at Kingston Mines estimated that it will ship 1,015 carloads in 1974, 1,250 in 1975, 1,420 in 1976 and 1,520 in 1977.

Table 98 contains additional data concerning the East Peoria to El Paso segment of the TP&W.

Table 98: Traffic Profile: East Peoria to El Paso

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Federal Warehouse Co.	Foodstuffs, drugs, cleaning compounds, power mowers, chemicals		2,592	
The Hubinger Co.			17,076	
			(since 1965)	
United Facilities, Inc.			7,000	
Phillips Petroleum	Oil	732	1,015	
Allied Mills				1,218
O'Neil Bros. Transfer & Storage Co.	Warehousing		100	
WABOC Construction			1,050	
Hagerty Bros. Co.	Industrial & steel supplies		300	
Pineville Kraft				
Pillsbury Co.	Food products		1,425	
FS Services, Inc.	Grain elevator		1,148	1,080
Shell Oil Co.	Lube oils, plastic resin, chemicals		819	
Missouri Portland Cement Co.			1,400 (over last 10 years)	
Woodford County Seed & Service Co.			28	
Marathon Metallic Building Co.			190	300
Kaiser Agricultural Chemicals			48	

Cheron Chemical Company testified that its agricultural pesticide manufacturing plant in El Paso depends upon the TP&W for inbound shipments of bulk raw material.

BN: Elmwood to Sherwood in Zone 134

The Buda-Elmwood branch of the Burlington Northern has been declared potentially excess from Sherwood to Elmwood. This segment services four principal users according to R. E. Drain, who quoted a local rail needs study undertaken by the Tri-County Regional Planning Commission comprised of Peoria, Tazewell and Woodford counties. The study showed that the four users contacted generated 137 carloads inbound and 6,092 outbound on the line in 1973. Witnesses at the Peoria hearing stressed that that presence of coal deposits must be considered as an important factor in favor of the continuation of rail service along this branch. A majority of rail users emphasized that their transportation plans call for as much as a 75 percent increase in rail usage, if sufficient rail cars are made available. Abandonment of the line would cause the abandonment of one industrial site and curtail expansion at two other locations. Crest Corporation in Brimfield estimated that it would ship nine carloads in 1974.

IT: Morton to Lincoln in Zone 143

The Illinois Terminal Company is one of two main

line freight carriers for St. Louis gateway traffic out of Peoria. The DOT Report designated the IT potentially excess from southeast of Peoria, near Allentown, south through Walnut, Burt and Union (Zone 143) to Lincoln in Zone 143. The line was erroneously identified on the DOT maps of Zones 137 and 143 as an ICG line. IT considers the line an integral part of its operation and objects to the DOT's proposal for its abandonment. According to the Tri-County Commission IT's total carloads forwarded and received over this line plus interchange traffic totaled 24,955 cars in 1973.

Dean J. Anderson, General Traffic Manager for Hiram Walker & Sons, Inc., stated that the movement of traffic between Peoria and St. Louis takes 12 hours via the IT. According to Mr. Anderson, shipments to St. Louis via the C&NW, which would receive this traffic under the DOT proposal, would require "no less than two working days" because of that railroad's peculiar routing practice. Hiram Walker generated 450 carloads over the IT in 1973. Mr. Anderson noted that the elimination of the IT would leave only the RI available to handle dried grains under incentive mileage rates (TL/CTR Tariff E-772) to dairy regions in the east.

Dana Throckmorton of the Federal Warehouse Company reported that that firm generated 235 carloads over the IT in 1973.

Witnesses concerned about the IT's line stressed that IT has already abandoned unprofitable lines and acquired trackage rights over parallel lines. Testimony also emphasized that 95 percent of IT's traffic originates and/or terminates on the line. Approximately \$31 million has been expended in the past six years on road and equipment improvements. Witnesses stated that implementation of the DOT's proposals would devastate IT operations. The Federal Warehouse Company, which ships 235 cars per year over the IT indicated that its business would be adversely affected by any abandonment of this line. The Rock Island, which is part owner of IT and connects with it at Peoria and St. Louis, stated that it would be in a tenuous position if the TP&W line were eliminated.

ICG: North Pekin to Winkel

The DOT Report designated the ICG line potentially excess from North Pekin south through Pekin and Winkel in Zone 137 and through New Holland and Fancy Prairie in Zone 143. This line extends to Sherman, Illinois in Zone 144 where it intersects with the ICG interstate line. One user of the line is the Pellsburg Company which generated 1,181 carloads of traffic in 1973. However, according to the Tri-County Commission, this company has immediate plans for the complete phase-out of rail transportation. Another user is the Flagwell Service Company which generates 32 cars annually. The Tri-County Local Rail Needs Study Commission con-

tacted two users on this line who generated 1,252 carloads in 1973. The Tri-County Commission agreed with DOT's designation of this line as potentially excess. Kregman Transfer Company generated 400 carloads from its plant in Pekin in 1973.

ICG: Varna in Zone 134 to Washington

This ICG line from Varna in Zone 134 south through Washburn to Washington was designated potentially excess by the DOT Report. The ICG applied to the ICC for permission to abandon this line (Finance Docket No. 26764), but, largely due to community opposition, the ICC denied the application. There is presently service by one train per week over the line. The Tri-County Commission recommended the abandonment of this line provided service to Metamora is maintained by the TP&W.

AT&SF: Ancona in Zone 139 to Pekin

The Illinois branch of the Atchison, Topeka and Santa Fe runs from Streator in Zone 134 to Pekin. This branch generates mostly local service. In 1973, 22 users of the line generated 2,572 carloads according to the Tri-County Commission. Its Report indicated that implementation of the DOT Report's recommendations would severely hamper ongoing operations for 15 users of the line. Caterpillar Tractor Company's Morton plant received 26 carloads and shipped 996 carloads over the line in 1973 and Caterpillar wants rail service retained from Morton to Streator. Hiram Walker & Sons, Inc. shipped 48 carloads over the line in 1973. Perry Dehydrating Company used 276 hopper cars in 1972 and 247 hopper cars in 1973. This company, which manufactures pellets, is very much concerned about the increased cost of shipping by truck. Additional data concerning this line can be found in Table 99.

Table 99: Traffic Profile: Ancona to Pekin

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Woodford County Seed & Service Co.	Seed		74	90
Standard Oil	Oil		5	
Martin Implement Co.	Farm equipment		110	
Musmer Produce			70	
Kent Lumber & Coal			5	

Libby, McNeill & Libby, a processor of both canned and frozen food products, has a plant on the Santa Fe at Morton. During its peak period the plant ships approximately 12 cars per day, seven days per week for a ten week period. Almost all of Libby's car supply comes via the AT&SF from either Pekin or Streator. Libby stated that without service over this line the AT&SF could not satisfy its requirements and asserted that no other railroad in the area could either.

RI: Keller to Alta

The Rock Island branch from Keller to Alta was designated potentially excess by the DOT Report. According to the submission of the Rock Island, the trackage at Alta has been abandoned since January, 1973, and the branch presently terminates at Pioneer Industrial Park. According to the Tri-County Commission, loss of rail service to the park would put seven rail users out of business and force others to relocate. The Commission recommended that rail service be maintained to the park, basing its recommendation on the employment, the tax base generated, and the future economic expansion of the park. In 1973 the 13 rail users contacted by the Tri-County Commission generated 930 carloads.

PC: Pekin to Bloomington in Zone 138

This line is owned by the Peoria & Eastern and operated, under an operating agreement, by the PC. The DOT Report designated the line potentially excess from Pekin east southeast across Zone 137 to Bloomington in Zone 138. The Fageswell Service Company of Tremont shipped 43 carloads over this line in 1973 and expects to be shipping 100 carloads per year by 1983. The Tri-County Commission reported that six users of this line between Pekin and Danvers generated 1,317 carloads in 1973.

According to Carl Brown, Traffic Manager for Keystone Consolidated Industries, the line is currently handling 70 percent of that firm's inbound shipments and about 50 percent of its outbound shipments. In 1973, Keystone's inbound and outbound shipments totalled 16,404 carloads of which 10,332 were inbound and 6,072 were outbound. Keystone, which is one of the largest independent wire mills in the world, has its principal offices and manufacturing plant in Peoria.

The Danvers Farm Elevator which is located at Danvers in Zone 138, generated 11 carloads of fertilizer and coal and expects to ship 17 carloads in 1974.

Other segments of this PC/P&E line are discussed in Zones 138, 140, and 143.

ICG: Pekin to Lincoln in Zone 143

The DOT Report designated this ICG line potentially excess from Pekin south through Delavan to Lincoln in Zone 143. Farmland Industries stated that it generates an average of 240 carloads over this line per year. East Lincoln Co-op and Burtonview Grain, Coal and Lumber Company, both of which are located on the line, estimated that the increased cost of shipping goods by truck would decrease the Logan County area's standard of living by ten percent. If the DOT recommendations were implemented, only two of Logan County's 27 grain elevators would retain rail service. Krusemark Emden Grain Elevator and B. B. Milling Company, both of Emden, shipped 140 and 14 carloads, respectively, in

1973. Amax Coal Company, of Indianapolis, Indiana, stated that abandonment of this branch would affect planned expansion of its Sun Spot Mine. The Tri-County Commission reported that it had contacted 13 users of this line between Peoria and Mattoon (Zone 141), who shipped 12,202 carloads in 1973.

ICG: Minonk to Kappa

Illinois Power Company stated that its substation at El Paso, which is served by this line and the TP&W requires rail service for the transportation of heavy equipment. The Tri-County Commission contacted eight users of this line who generated 417 carloads in 1973. The overriding importance of the line, according to the Tri-County Commission, stems from its intrastate north-south carrying capacity connecting with the ICG interstate mainline at Centralia in Zone 145.

PC: Peoria to Maroa (Zone 142)

This PC line extends from Peoria southeast to Mackinaw and south through Tazewell, Mineer, Hittle and Armington to the zone border. The line continues south through Mt. Joy and Rowell in Zone 143 to Maroa in Zone 142. The line was designated potentially excess from a point southeast of East Peoria to Maroa. The Tri-County Commission reported that it contacted 10 users of the line between Peoria and Decatur in Zone 142; these users generated 1,932 carloads in 1973.

American Distilling Company generated 1,290 carloads over the line in 1973. Teo Park, Inc., which produces aluminum sulfide, wood pulp, glycerin and sulphuric acid, shipped 600 carloads over the line in 1973.

For a further discussion of the line, see Zone 143.

ICG: Bloomington (Zone 138) to Tallula (Zone 143)

The DOT Report designated this ICG line potentially excess from Bloomington in Zone 138 southwest through Hopedale, Brownwood and Delavan in Zone 137 to the southwestern zone border of Zone 143, below Tallula. The Tri-County Commission agreed with the DOT designation of this line as potentially excess. The Commission contacted four users of the line who generated 245 carloads in 1973. The largest of these users is phasing out rail service. For a further discussion of this line, see Zone 143.

CIM: Pekin to Havana in Zone 143

The Chicago and Illinois Midland which runs southwest from Pekin to Havana, in Zone 143 is owned by the Commonwealth Edison Company. This line which was designated potentially excess, is used to move coal to and from Commonwealth Edison's mixing plant at Havana. The portion of the line located in Zone 137 runs from Powerton southwest through Stoehrs and

Parkland. The Tri-County Commission emphasized that this line is necessary for the delivery of low sulfur coal from Wyoming to the mixing plant and in the transportation of coal from the mixing plant to the Powerton electric station and to a barge connection to Chicago. According to the Commission 8½ million tons of coal moved over the line in 1973.

Lines Not Designated Potentially Excess

Several companies submitted evidence concerning the Rock Island line from Peoria northeast through Chilli-cothe to Chicago. Caterpillar Tractor Company which has a plant at Mossville, a station not recommended for local service, shipped 191 carloads and received 215 over the R1 in 1973. Caterpillar stressed that its Mossville plant provides over five times the minimum number of cars required by the DOT to retain a station. Franchise Services Inc., a subsidiary of Pizza Huts, Inc., expects to receive 450-500 carloads in 1974. Hiram Walker & Sons, of Peoria, shipped and received 488 carloads over this line in 1973.

Testimony from the Rock Island noted that the Peoria Terminal Company, a Rock Island subsidiary, now enters Pekin via the Peoria and Pekin Union line because the Peoria Terminal bridge is out of service. The Rock Island plans to file for abandonment of Peoria Terminal trackage across the Illinois River Bridge and to request approval of trackage rights over the P&PU.

ZONE 138

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following sections of the line within Zone 138 potentially excess:

- (1) The TP&W line across the top of the zone through Enright, Gridley and Weston.
- (2) The ICG line from Bloomington northeast to Otto in Zone 139.
- (3) The ICG line from LeRoy east through Sabina and Troster and through Zone 140 to Potomac in Zone 139 (discussed in Zone 140).
- (4) The PC line from Bloomington southeast to Champaign in Zone 140.
- (5) The ICG line from Bloomington south through Clinton in Zone 143 to Forsyth in Zone 142.
- (6) The ICG line from Bloomington southwest through Zones 137 and 143 to Tallula (see discussion in Zones 137 and 143 in Zone 137)
- (7) The PC line from Bloomington west to Pekin in Zone 137 (discussed in Zone 137).
- (8) The ICG line from Bloomington north to

Oglesby in Zone 134 (see discussion in Zone 134).

TP&W: Enright to Weston

This is a segment of the TP&W mainline between Peoria in Zone 137 and Effner, Indiana. Table 100 contains a traffic profile of that segment of the line located within Zone 138.

Table 100: Traffic Profile: TP&W through Zone 138

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Gridley Garvey Co., Inc.	Grain, soybeans		235	
McKey and Roegge, Inc.	Grain		106	250
Fabral Corporation Meadow's Co-op Co. Bloomington Illinois Grain Corp.	Grain		50	
Weston Grain Co.	Grain		100	100
Farmer's Grain Co.	Grain		400	
			600	

Lee O. Garber, a retired professor from the University of Pennsylvania, now a farmer near Weston, reported that there are 186 farms whose nearest market is Weston. If the Farmer's Grain Company elevator at Weston lost rail service and local farmers were able to market their corn and bean crops at the next closest elevator, Mr. Garber estimated that it would require the shipment of 8,576 truckloads of produce per year.

R. B. Campbell, President of the State Bank of Gridley, stated that there are two grain elevators in the Gridley area which account for approximately 350 carloads per year over the TP&W. He noted that, in recent months, 180 acres of land adjacent to the TP&W have been acquired for industrial development. W. H. Boies, a farm manager, stated that farmers in the Gridley area market more than 60,000 bushels of soybeans and 250,000 bushels of corn each year, most of which moves via TP&W.

Meadows Co-op stated that it would double its 1973 shipments in 1974 if enough cars are available.

ICG: Bloomington to Otto (Zone 139)

The DOT Report designated this ICG line potentially excess from Bloomington northeast through Colfax, Anchor and Cropsey to the zone border. The section of the line from the zone border northeast to Otto is discussed in Zone 139.

Anchor Grain Company reported that its three facilities at Colfax, Anchor and Cropsey shipped 475 carloads in 1972 and 415 carloads in 1973. The company was furnished with fewer cars in 1973. Colfax Farmers Grain Company also reported difficulty in obtaining necessary cars. The company shipped 100 carloads in 1973 but was short 201 cars. In 1970 Colfax Farmers

Grain was short 320 cars, in 1971, 206 cars, and 1972, 522 cars. The firm expects to ship 345 carloads in 1974, if enough cars are supplied. Miener's Farm Service reported that it shipped 305 carloads in 1970, 320 carloads in 1971, 10 in 1972 and 34 in 1973.

PC: Bloomington to Champaign (Zone 140)

This line, which is owned by P&E and operated by PC, extends southeast from Bloomington through LeRoy and Watkins to Champaign in Zone 140. Weedman Grain Company reported that it used to ship over the line but that the PC has failed to repair its siding. As a result the company no longer uses rail service. Morris Tick Company generated 183 carloads of scrap iron over the line in 1973 and expects to generate 225 in 1974. Morris Tick would go out of business if it lost rail service.

ZONE 139

Zone 139, Kankakee is located in eastern Illinois; it has a population of over 280,000. The zone's economy is primarily dependent upon agriculture. Warren Cook of the Kankakee County Regional Planning Commission testified that if Kankakee County's 24 grain storage stations had to ship by truck instead of by rail their shipping costs would increase from \$636,000 per year to \$1,105,000. Robert Drifenback of the Kankakee County Farm Bureau stated that the lines designated potentially excess within the county generated over 3,600 carloads in 1973. If sufficient cars had been available, Mr. Drifenback believes the lines would have generated 8,000 carloads.

The Kankakee County Board estimated that it would cost between \$6,375,000 and \$12,750,000 to bring county roads up to the condition necessary to accommodate the increased truck traffic which would result from rail abandonment. The Board stated that there are 249 bridges in the county which could not carry a large truckload of grain.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following segments of lines within Zone 139 potentially excess:

- (1) The PC line from Kankakee southeast to Sheldon.
- (2) The C&EI line from Cissna Park to Alonzo.
- (3) The C&EI line in the southeast corner of the zone from Danville southwest to Allerton and the C&EI Jamaica spur.
- (4) The ICG line from Bloomington in Zone 138 through Risk and Cullom to Otto.
- (5) The ICG line from Minonk Junction in Zone 137 through Flanagan and Pontiac to Cullom.

- (6) The N&W from Gibson City east through Cheneyville to the Indiana border.
- (7) The CMSP&P line from Momence northeast to Joliet in Zone 131.
- (8) The TP&W line from Forrest east to Webster.
- (9) The PC line through the southeast corner of the zone from Campbell through Danville and Humrick to Cairo in Zone 146.
- (10) The L&N line from Alvin southwest to Vipco and the L&N Brothers spur.
- (11) The N&W line from Pontiac northwest to Streator in Zone 134. (Discussed in Zone 134.)
- (12) The ICG line from LeRoy in Zone 138 through Zone 140 to Potomac in Zone 139. (Discussed in Zone 140.)
- (13) The PC line from Urbana in Zone 140 through Delong to Newell. (Discussed in Zone 140.)
- (14) The AT&SF line from Ancona southwest across the zone border to Pekin in Zone 137. (Discussed in Zone 137.)
- (15) The ICG line from Dwight west to a point east of Clay. (No response was received concerning this line.)

PC: Kankakee to Sheldon

This PC line was designated potentially excess from Kankakee southeast through St. Anne, Nelson and Sheldon to Effner, Indiana. Table 101 contains a traffic profile of the line.

St. Anne Grain Company stated that it would have increased its shipments over this line by 200 carloads per year, had sufficient cars been available. Peter's Phosphate Company, which is located in St. Anne, also experienced difficulty in obtaining sufficient cars. Lauhoff Grain Company of Danville stated that it ships cars from Danville to Streator over this line.

Table 101: Traffic Profile: Kankakee to Sheldon

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Early and Daniel Company	Grain		1,300	
Donovan Farmer's Coop. Elevator, Inc.	Grain, fertilizer		147	147
St. Anne Grain Company	Grain	750	850	
Peter's Phosphate Service	Phosphate		20	
Beaverville Grain and Lumber	Fertilizer, building materials		265	
Swift Edible Oil Company			1,200	

C&EI: Cissna Park to Alonzo

This small C&EI spur serves Cissna Park, Claytonville, Goodwine and Alonzo. Dale Price, of Markwalder-Price Grain Company in Cissna Park, stated that his firm shipped 774,000 bushels of corn by rail in 1973 and received 550 tons of coal. Markwalder-Price also received about 50 carloads of machinery, feed and fertilizer in that year. The Cissna Park Cooperative Grain and Coal Company shipped 200 carloads over the line in 1973. The company stated that trucking would not be a practical alternative for it since 70 percent of its produce is shipped out of state. Claytonville Farmers Grain and Coal Company shipped 111 carloads over the line in 1973 and expects to ship 108 carloads in 1974.

C&EI: Villa Grove (Zone 141) to Westville and Jamaica Spur

This C&EI line extends from Villa Grove in Zone 141 northeast through Longview and Broadlands in Zone 140 and Allerton, Sidell and Indianola in Zone 139 to Westville. A short spur extends northward from Sidell to Jamaica. Both the line and the spur were designated potentially excess by the DOT Report.

Huntington Creek Corporation shipped 596 carloads over this line from its grain elevators in Jamaica, Broadlands and Longview in 1973. The firm expects these elevators to generate 615 carloads in 1974 and 625 carloads in 1975.

In 1973, Allerton Supply Company shipped 225 carloads of fertilizer from its facility in Allerton. Farmer's Elevator Company loaded 44 cars at Indianola and 214 cars at its Jamaica elevator.

Lauhoff Grain Company of Danville stated that continued service over this C&EI line is vital to its operations since it ships in an average of 2,150 carloads per year from stations on the C&EI. In addition, Lauhoff has shipped an average of 600 carloads per year from Danville over the C&EI.

ICG: Bloomington (Zone 138) to Otto

This ICG line runs northeast from Bloomington through Colfax and Cropsey in Zone 138 and Chatsworth and Cullom in Zone 139 to Otto. The entire segment was designated potentially excess by the DOT Report. Table 102 contains a traffic profile of the line.

Meiners Farm Service reported that it utilizes the line because it would cost it \$6 to \$8 more per ton to transport its shipments by truck.

The Village of Herscher noted that the highway system in and around Herscher is inadequate to support the increased freight traffic that would result from abandonment of the line.

ICG: Minonk Junction (Zone 137) to Cullom

This ICG line extends from Minonk Junction in Zone

Table 102: Traffic Profile: Bloomington to Otto

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Livingston of Chatsworth, Inc.	Grain		12	
Farmer's Grain Co.	Grain	90	96	
Cullom Coop. Grain Co.	Grain	101	116	
Kempton Coop Co.	Grain	50	50	
Cabery Farmer's Grain Coop	Grain	140	135	
Hendrix Town and Country	Farm implements, feed, hardware		228	
Alexander Lumber Co.	Grain	70	48	
Herscher Grain Co.	Grain	510	442	
Irwin Grain Company	Grain	96	40	

137 east through Flanagan and Pontiac to Cullom. The entire segment was designated potentially excess by the DOT Report. The Vernal Draeger Company shipped 83 carloads of grain and plant food from Graymont station in 1973.

N&W: Gibson City to the Indiana Border

This N&W line extends east from Peoria in Zone 137 through Bloomington in Zone 138 and across Zone 139 to Indiana. The DOT Report designated the line potentially excess from Gibson City east through Paxton, East Lynn, Hoopeston and Cheyneyville to its junction with the PC near Fowler, Indiana. Short segments of the line east of Gibson City, east of East Lynn and west and east of Hoopeston were not included in the potentially excess designation. Table 103 contains a traffic profile of the line.

Hiram Walker & Sons, Inc. of Peoria shipped 281 carloads and 349 TOFC cars over this line in 1973.

Carson Grain Company, a user of the line, stated that it would be willing to pay higher rates to maintain service. Carson shipped 204 carloads in 1972 and 134 in 1973. The company could use 130 covered hopper cars and 110 boxcars in 1974. Singleton Grain Company stated that, if sufficient cars were made available, its rail shipments would immediately increase by three to four times current levels. Singleton stated that the percentage of commodities shipped by rail from its East Lynn facility has decreased each year due to its increasing difficulty in obtaining adequate cars and in spite of the fact that purchases of grain by the company have steadily increased.

Singleton questioned the equity of the DOT's proposals which would deny rail service to grain elevators west of Hoopeston but not to those east of Hoopeston.

Pillsbury Company, which currently routes most of its shipments over the L&N, has been negotiating with the N&W to ship two 100 car unit trains per year over this line.

Table 103: Traffic Profile: Gibson City to the Indiana Border

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Central Soya Company	Grain		4,592	
Elliot Farmers Grain Co.	Grain	41	101	
Ludlow Cooperative Elevator Co.	Grain		34	
Carson Grain Company	Corn, soybeans	204	134	240
Singleton Grain Co.		221	151	600
Federal Warehouse Co.			237	

CMSP&P: Joliet (Zone 131) to Momence

This Milwaukee Road line extends from Momence, in the northeast corner of the zone, northwest to Joliet in Zone 131. The DOT Report designated the entire segment within Zone 139 potentially excess; the DOT Report did not perform an excess line analysis for Zone 131.

Whitaker Farmer's Grain Company reported that it generated 396 carloads of grain and feed concentrates in 1972 and 245 carloads in 1973.

TP&W: Forrest to Effner, Indiana (Zone 128)

The Zone 139 segment of the TP&W Peoria to Effner mainline passes through Fairbury, Forrest, Chatsworth, Gilman, Watseka, Webster and Sheldon. The line was designated potentially excess from Forrest to Sheldon. Discussions of other segments of the line appear in Zones 137 and 138. Table 104 contains a traffic profile of the Zone 139 segment of the line.

Table 104: Traffic Profile: Fairbury to Effner, Indiana

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Farmers Grain Co.		418	350	
Honnegger's & Co.	Grain, feed		1,984	
Meyer's, Inc.	Fertilizer		125	
Pittsburgh International Corp.	Steel coil	63	73	150
Moorman Manufacturing			51	
Trainor Grain & Supply Co.	Grain		160	275
Kaiser Agricultural Chemicals	Phosphate, potash		18	
Sumner Elevator		142	135	
La Hogue Grain Co.	Grain		159	
Lifetime Doors, Inc.	Doors wood			500
Uarco, Inc.	Grain		346	450
Ford Iroquois Farm Service, Inc. (Piper City and Leonard) (Sheldon)	Potash, phosphates, corn, beans		57	103 ¹
Lonza, Inc.	Chemicals		500	
Foot Mineral Co.	Pig iron		802	

¹ Some of the carloads generated by the Sheldon facility were shipped via PC.

The Corn Belt Press reported that it ships newspaper, newsprint, and presses on this line. Pittsburgh International Corporation stated that it must utilize the line because poor county roads preclude the use of trucks. Lifetime Doors, Inc. located its plant in Watseka specifically to benefit from TP&W service. Varco, Inc., of Watseka, which requested that the TP&W remain in service, submitted the following comparative analysis of railroad and truck shipping costs from its various shipping points:

Massachusetts	\$1.12/cwt. by rail \$2.32/cwt. by truck
Wisconsin	\$.66/cwt. by rail \$1.19/cwt. by truck
North Carolina	\$.93/cwt. by rail \$1.81/cwt. by truck

The city of Watseka stated that loss of east-west service over the TP&W would mean local industries would, in many cases, be forced to use grossly circuitous routings.

The Ford Iroquois Farm Bureau in Watseka estimated that conversion to trucking cost it an additional \$34,761.20 in 1973, and would cost an additional \$55,900 in 1974 and \$69,200 in 1975.

PC: Campbell to Humrick

The segment of this PC line within Zone 139 is only a small portion of a line which extends from Chicago south through Hammond and Effner, Indiana and through Danville, Paris (Zone 141), Mt. Carmel (Zone 141), and Carmi (Zone 146) to Cairo (Zone 146). The line enters Zone 139 near Campbell and runs southwest through Danville, Westville and Vermillion to Humrick; the entire segment has been designated potentially excess.

Illinois Power Company has a generating station at Vermillion which would be left without direct rail service if this line were abandoned. Although Illinois Power was not using the line for the shipment of coal at the time of the RSPO hearings, the company stated that it might need the line at any time for the transportation of replacement or repair parts to the station. The station has an estimated remaining useful life of 25 years. The disassembled shipping weight of the largest single component of Illinois General's 100 MW turbine generators is approximately 155 tons.

CPC International, Inc. submitted information concerning one of its subsidiaries, Peterson/Puritan, Inc., a contract packaging company specializing in aerosol and liquid filling. Peterson/Puritan has two plants at Danville, served exclusively by the PC. In 1973, these plants generated in excess of 350 carloads.

Lauhoff Grain Company noted that Danville is one of the more important interior railway locations in the Midwest since it is served by railroads serving the east, west

and south. Lauhoff stated that, since 1970, it has averaged over 4,000 carloads per year in and out of Danville via PC. These carloads move over the Paris (Zone 141) to Danville and Effner, Indiana segments of the line.

It was reported that there is a new DuPont plant on the line. Bandbury Lumber Company generated eight carloads of lumber from Danville in 1973. Bandbury stated that shipping by truck would cost it 25 percent more than shipping by rail. Core-Lube, Inc. reported that it has developed a new process for manufacturing resin and will require rail service to handle its increased production.

L&N: Alvin to Vipco and Brothers Spur

This L&N branch extends southwest from its connection with the L&N mainline at Rossville Junction through Alvin to Vipco. A short spur near Vipco serves Brothers. The branch was designated potentially excess from Alvin to Vipco. Rossville Grain Company stated that there are three grain elevators on this segment of the line that would be adversely affected by the loss of rail service. Huntington Creek Corporation DBA Lotus Warehouses has a grain elevator at Brothers which, in 1973, generated 152 carloads of corn, 19 of soybeans, and four of wheat. The facility projects future usage of 200 carloads in 1974 and 205 carloads in 1975.

Lines Not Designated Potentially Excess

L&N: Danville to Watseka

Table 105 contains a traffic profile of this segment. Rossville Grain Company stated that there are four grain elevators on the Danville to Hoopston section of the line which would be seriously affected if switching service were curtailed.

Table 105: Traffic Profile: Danville to Woodland

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Huntington Creek Corp.	Grain		175	200
Busboom Grain Co.	Corn		331	450
Pillsbury Co.		1,803	1,879	2,000
Stockland Grain Co., Inc.	Corn		225	
Papineau Grain	Grain, soybeans		378	460

C&E: Pana (Zone 145) to Chicago Heights (Zone 131)

The second line which generated concern was the C&E line from Pana in Zone 145 through Sullivan and Villa Rica in Zone 141 and through East Lynn and Watseka in Zone 139 to Chicago Heights in Zone 131. Goodwine Grain Cooperative Company shipped 267 carloads of grain over this line from Goodwine and Alonzo in 1973. Grain Park Cooperative Grain Company generated 297 carloads in 1973 and expects to generate 330 in 1974.

ICG: Champaign (Zone 140) to Kankakee

Del Rey Farmer's Grain Company stated that although truck costs are 3-4 cents more per bushel, 80 percent of their grain is shipped by truck because of the ICG's poor service. Table 106 contains data submitted by users of this line.

Table 106: Traffic Profile: Champaign to Kankakee

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Hedge Co.			13	
Raeder Grain			116	
Danforth and Gilman Grain Company	Corn, grain, soybeans	294	136	
Kankakee Service Co.			96	116

ZONE 140

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following sections of line in Zone 140 potentially excess:

- (1) The ICG line from LeRoy in Zone 138 east through Lotus, Rantoul and Penfield in Zone 140 to Potomac in Zone 139.
- (2) The ICG line from Monticello in Zone 141 east-northeast through Caldwells to Champaign.
- (3) The PC line from Bloomington in Zone 138 east through Mahomet to Champaign and from Urbana east through Ogden and through Danville in Zone 139 to the Indiana border.
- (4) The N&W line from Urbana southeast to Sidney.
- (5) The C&EI line from Villa Grove in Zone 141 through Broadlands and Longview in Zone 140 to Danville in Zone 139. (Discussed in Zone 139.)

ICG: LeRoy (Zone 138) to Potomac (Zone 139)

This ICG branch extends from LeRoy in Zone 138 eastward across the top of Zone 140 through Lotus, Rantoul and Penfield to Potomac in Zone 139. The entire branch was designated potentially excess except for two small segments in Zone 138.

Jannusch Fertilizer Company reported that it generated 170 carloads in 1973 from its facility at LeRoy. The Gifford Elevator, which ships from Gifford and Penfield, reported that it shipped 439 carloads in 1970-71; 481 in 1971-72; and 277 in 1972-73. Gifford's decreased rail shipments were a result of its inability to obtain an adequate supply of cars. The firm estimated that, if it had a sufficient supply of cars, it could load between 450 and 500 cars per year. Rademacher Brothers Lumber Com-

pany, which is also located in Gifford, stated that it receives lumber by rail from the West Coast.

Because of the very competitive nature of the lumber business, Rademacher Brothers believes that any increase in its transportation costs would cause it to lose a great deal of business.

Jack McJilton, Mayor of Rantoul, contended that, if there were no car shortage, there would be sufficient traffic generated on the line from Rantoul to Potomac to meet the DOT criteria. The mayor noted that a firm that would generate 500 carloads a year has been interested in locating in Rantoul.

Farmer's Grain and Coal Company shipped 557 carloads of grain out of Dewey and Fisher in 1973 and expects to ship 800 carloads in 1974. M. P. Bishop Fertilizer Company of LeRoy reported that it shipped 56 100-ton hopper cars in 1972 and 52 in 1973.

ICG: Monticello (Zone 141) to Champaign

This is a segment of ICG's line between Champaign and Decatur in Zone 142. This segment was designated potentially excess from Monticello in Zone 141 east-northeast through Caldwells to Champaign.

The Rising Farmers Grain Cooperative reported that an elevator at Staley generated 47 carloads in 1973, and another elevator at Bonneville generated 77 carloads. The two elevators service over 300 farmers.

PC: Bloomington (Zone 138) to Danville

Two major sections of the Bloomington to Danville line have been designated potentially excess within Zone 140: from the western zone border through Mahomet and Rising to Champaign and from Urbana east through Mayview and St. Joseph to Ogden on the eastern zone border. The line is owned by the Peoria & Eastern and operated by the PC. The Champaign County Regional Planning Commission recommended that the P&E be included in the system to be operated by the Consolidated Rail Corporation.

L. L. Lawhead, Supervisor of Mahomet Township, testified that a grain elevator in Mahomet shipped 11 carloads over this line in 1973 but would have shipped 330 carloads had it been able to get all the cars it needed. Mr. Lawhead also reported that the Illini FS Fertilizer Company received 32 carloads in 1973; Taylor Implement Company shipped 10 carloads in that year; and a lumber company in Mahomet received seven carloads.

Rising Farmers Grain Elevator shipped 24 carloads from Rising in 1973. Tabor & Company generated 121 carloads on this line and expects to generate 96 carloads in 1974. A representative of The Andersons, a grain elevator, reported that that elevator generates annual traffic of 9,499 carloads over the seven mile segment from its location to the Champaign consolidation yards. Tea-Pak,

Inc., in Danville, received 600 tanks and boxcars via this line in 1973 and expects to receive 625 cars in 1974.

Webb Lumber and Wilson-Richter, Inc., both ship from Ogden. The latter firm, which ships fertilizer, stated that it would go out of business if the line were abandoned. Webb Lumber estimated that its costs would increase from \$4,000 to \$5,000 per year if it lost rail service. If Webb Lumber were forced out of business, 27 people would lose their jobs. The firm expects to ship between 12 and 50 carloads in 1974, depending upon the quality of rail service.

Several firms use both this PC line and the N&W line for shipments to eastern points. These firms were concerned with the effect that abandonment of both of these lines would have upon the area's traffic.

Swift Edible Oil Company has a plant at Champaign which produces approximately 300,000 tons of soybean meal each year of which 81 percent (3,200 carloads) is shipped by rail. 1,800 of these carloads are moved via either the PC Urbana to Ogden line or the N&W Urbana to Sidney line. If these two lines were discontinued, these carloads would have to be handled by the ICG or the IT. Swift Edible contended that such handling would result in problems since most of these carloads are shipped to eastern destinations and ICG is not now a party to tariff routes for eastbound soybean movements. Swift Edible noted that over 22,000 carloads per year now originate in the Champaign area and contended that the elimination of the PC and N&W routes to the east would produce a great deal of congestion over the remaining ICG north-south line.

Humko Products, a division of Krafco Corporation, has a plant at Champaign at which it refines and processes vegetable oils and animal fats, and manufactures shortening for distribution nationwide and for extensive exportation. Humko, which ships several hundred cars per year over the PC and the N&W, shared Swift Edible Oil Company's concern about the effects which would result from abandonment of these two lines. Humko also stated that, although it is served by the ICG, it depends upon PC and the N&W for adequate car supply. Of the three railroads, Humko stated that only the ICG is unable to meet its car requirements.

The Kraft Foods Division of Krafco Corporation also has a plant at Champaign served by the ICG but depends upon the PC and N&W for its car supply. Kenneth Mueller, Manager of Transportation Services for Kraft Foods, pointed out that ICC Car Service Order 1173 (covering mechanically refrigerated equipment) provides that equipment can only be loaded if the owning carrier originates or terminates the movement. Therefore, if PC and N&W could no longer originate the movement due to abandonment of their service to Champaign, Kraft Foods could not make use of their cars unless the shipments were for destinations on the PC or N&W. In 1973, this Kraft facility shipped 3,024 carloads.

N&W: Urbana to Sidney

This N&W branch, which gives shippers in the Champaign-Urbana area direct N&W service to the east, was designated potentially excess by the DOT Report.

The Solo Cup Company, which is located at Sidney, reported that it generated 960 carloads of paper articles and pulpboard over this line in 1973. If the line were abandoned, the company would lose rail service to Urbana.

There are two grain elevators on this line: at Deers and at Mira. The Mira Elevator shipped 30 carloads in 1973, and its carload level is expected to remain the same in 1974. The Mira Elevator reportedly could have used 320 additional cars in 1973 but could not get them. Huntington Creek Corporation DBA Lotus Warehouses stated that it has no objection to the abandonment of this track since its Deers elevator is inactive and is only used for storing soybeans.

Lines Not Designated Potentially Excess

ICG: Mattoon (Zone 141) to Kankakee (Zone 139)

Several firms submitted data concerning that section of this ICG line which passes through Zone 140. The line cuts diagonally across the zone from the southern border northeast through Pesotum, Tolono, Champaign, Leverett, Thomasboro, Rantoul and Ludlow.

The Savoy Grain Company shipped 87 carloads over this line in 1973 but would have shipped 300 carloads, had sufficient cars been available. Ludlow Elevator Corporation generated 140 carloads and could have shipped 400. According to Ludlow Elevator, the car shortage cost it \$10,500 in increased shipping costs. Shipping by truck cost it 3½ cents per bushel more than by rail. Ludlow Elevator is presently investing in a special siding to accommodate 100 car unit trains.

Fisher Farmer's Grain & Coal Company in Rantoul, which shipped 553 carloads in 1973, reported that if it lost rail service, it would have to relocate.

Illia Farm Service, Inc. shipped 50,000 tons of grain from the Champaign area in 1973. Thomasboro Grain Company reported that it shipped 465 carloads of grain in that year and expects to ship 640 carloads in 1974.

N&W: Decatur (Zone 142) to Danville (Zone 139)

The N&W line connecting Decatur (Zone 142) and Danville (Zone 139) traverses the southern section of Zone 140 from Ivesdale through Tolono to Homer. The Ivesdale Grain Cooperative Company reported that it shipped 668 carloads from Ivesdale and Sloan in 1973 and expects to ship 980 in 1974. Another grain elevator shipped 629 carloads from Sadorus in 1973, and would have shipped 100 more if they had been available. The Sadorus elevator expects to use 800 carloads in 1974, and predicts a 100 car increase per year over the next five years.

C&EI: Pana (Zone 145) to Chicago Heights (Zone 131)

A major C&EI line extends from Pana in Zone 145 northeast through Zone 140 to Chicago Heights in Zone 131. The Huntington Creek Corporation has elevators at Bongard and at Block which generated 189 and 40 carloads respectively in 1973. The firm expects these elevators to generate 230 carloads in 1974 and 250 carloads in 1975. The Busboom Grain Company in Royal shipped 256 carloads in 1973 and expects to ship 678 carloads in 1974. If this line were abandoned, the company would close due to loss of its competitive position. Coeval, Inc., located in St. Joseph, shipped 200 carloads of chemicals in 1973 and expects to ship 225 in 1974.

ZONE 141

Zone 141, Mattoon, is located in southeastern Illinois. The zone's economic activity is primarily agricultural, but there are large reserves of low-sulphur coal in the zone. T. C. Stewart, Director of Transportation for Monsanto Company, noted that southeastern Illinois, composed of Zones 141 and 146, has been called the "Ruhr Valley of America" and stated that there are approximately 21 billion tons of coal in a nine county region within the zones. According to Mr. Stewart, Amax Coal Company and Kerr-McGee Corporation are both studying the opening of mines in the region. Mr. Stewart contended that the DOT Report's recommendations for Zones 141 and 146 had failed to reflect future rail service needs. The submission of David G. Abraham, representing Shawneetown Regional Port District and other interests, also dealt with the particular needs of Zones 141 and 146. Mr. Abraham was concerned with the impact of the DOT Report on a 13 county area within Zones 141 and 146. He noted that the area is predominantly rural and sparsely populated and that 10 of the 13 counties qualify for redevelopment assistance under the Economic Development Act. The future of bulk grain storage and transfer facilities was of particular concern to Mr. Abraham. These facilities, for the most part, were not designed to load-out products by truck, and the capital investment necessary to modify the facilities for such loading could probably never be recouped since increased shipping costs would render the operation either marginal or uncompetitive.

Potentially Excess Lines

The following sections of lines within Zone 141 were designated potentially excess by the DOT Report:

- (1) The ICG line from Decatur in Zone 142 southeast through Dalton City, Mattoon, Olney and Browns to Grayville on the Zone 146 border.
- (2) The ICG line from Effingham to Robinson.
- (3) The ICG line through Oconee in the westernmost section of the zone.

- (4) The ICG line from Monticello through White Heath to Champaign in Zone 140.
- (5) The ICG line from White Heath northwest to Lodge and from Deland west to Clinton in Zone 143.
- (6) The PC line from Pana in Zone 145 northeast through Tower Hill, Shelbyville and Mattoon to Paris.
- (7) The PC line from Grayville in Zone 146 north through Mt. Carmel, Robinson and Paris to Danville in Zone 139.
- (8) The PC line from Lake City through Arcola and Paris to Terre Haute, Indiana in Zone 125.
- (9) The B&O line from Pana in Zone 145 southeast through Tower Hill, Altamont, Flora and Barnhill to Junction in Zone 146.
- (10) The C&EI line from Villa Grove in the north-central portion of the zone northeast to Danville in Zone 139. (Discussed in Zone 139.)
- (11) The PC line from Champaign in Zone 140 northeast through Mansfield and Harris in the northwest tip of Zone 141 to Peoria in Zone 137. (Discussed in Zone 137.)

ICG: Decatur (Zone 142) to Grayville (Zone 146)

This ICG line extends southeast from Decatur in Zone 142 through Dalton City, Mattoon, Olney and Browns to Grayville just below the southern border of Zone 141.

The DOT Report designated the entire segment of the line within Zone 141 potentially excess except for short segments at Sullivan, Mattoon, Greenup and Olney. For a traffic profile of the line, see Table 107.

Tabor and Company reported that its facility in Sullivan, which is served by the ICG and C&EI, shipped 481 carloads in fiscal 1972-73. Lerna Grain and Fertilizer Company stated that it is served by both the ICG and the N&W, but the N&W does not serve any of its markets.

Several grain companies submitted evidence concerning this line. Farmers Cooperative Grain Company in Dalton City reported that it shipped 224 carloads over the line in 1971, 278 carloads in 1972 and 107 carloads in 1973. Farmers Cooperative would have shipped 358 carloads in 1973, if enough cars had been available. The company projected 600 carloads for 1974, again dependent upon adequate car supply. The Meeker Grain Company, which did not operate in 1973, stated that if cars were available it would ship 600,000 bushels of grain and 3,400 tons of fertilizer in 1974. The Greenup Grain Company was short 296 cars in 1972 and 346 in 1973. The Lerner Grain and Elevator Company indicated that shipping by truck would cost it 5 to 8 cents more per bushel of grain and \$10 more per ton of fertilizer than

by rail. Pillsbury Company operates an elevator owned by Southeastern Grain Company at Browns. In 1973 the elevator shipped 2,700 tons of corn and an equal quantity of beans via the ICG.

The AMF Wheel Goods Division, which ships bicycles on this line from Olney station, stated that volume movement of its product by truck is not feasible.

Table 107: Traffic Profile: Decatur to Grayville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Campbell Grain & Seed Co.	Grain	94	53	100
Parkersburg Grain Co.	Grain		9	20
AMF, Inc., Wheel Goods Division	Bicycles	898	1,334	1,970 ¹
J. D. Hurn & Son	Lumber		106	130
Olney Seed Co., Inc.	Grain		302	550-600
West Liberty Grain Co.	Grain, fertilizer		139	525
Dundas Grain Co.			120	120
Kennedy Grain Elevator, Inc.	Grain, fertilizer		57	
Hildago Elevator				
Meeker Grain Co.		270		
Greenup Grain Co.	Coal, grain, fertilizer		100	160-185
Lerna Grain & Fertilizer Co.	Wheat, fertilizer, corn, soybeans		77	
Livergood A&C Elevator Co.			115	
Kaiser Agricultural Chemicals (Sullivan)			415	
(Bethany)			10	
(Dalton City)			49	
Rich-Law Service	Grain		45	60
Bradbury Grain Co.	Grain, fertilizer		57	
Bethany Grain Co.	Corn, soybeans		49	50
Paul Thomas Grain Co.			107	600
V. R. Grove			120	150
Shultz Milling Co.			78	190
Oil Field Products Division of Dresser Industries	Grain		85	95

¹ Figure is for 1974.

Coal shipments on the line are expected to increase when an existing Central Illinois Public Service Company generating plant at Hutsonville is supplemented by a plant in Newton. The planned generating station is to be supplied with over 16,000 carloads of coal per year from Harrisburg mines. This ICG line and the Zone 146 segment of the PC Cairo to Danville line will serve the Newton plant and are vital to its existence.

The Debron Corporation ships on the ICG line from Decatur to Mattoon. In 1972 the company generated 123,454 tons of steel angles, trusses and columns. Since trucks cannot handle Debron's product, the company seeks a five year grace period to find alternate modes of transport.

Kaiser Agricultural Chemicals reported that it has three facilities on this line. In Dalton City, Kaiser has dry blend plant which received 49 carloads in 1973. Its facility in Bethany received 10 carloads of fertilizer that year. In Sullivan Kaiser maintains what is described as one of its "largest and most vital" facilities, a phosphatic solution plant and an acid and nitrogen storage and distribution center. This facility received 415 carloads, 23,500 tons, in 1973.

Kennedy's Grain Elevator, Inc. reported that its elevator in Newton shipped 749 carloads in 1973 and "could easily load twice as many cars in 1974 if they were available." Kennedy's Rose Hill elevator generated 57 carloads in 1973 and could use 190 carloads in 1974. Jeffco, a furniture manufacturing firm, reported that it has a one year old plant at Newton that receives almost all of its raw materials and ships all of its finished products by rail. Without rail service, the plant, which expects to ship 200 carloads in 1974, would have to close.

ICG: Effingham to Robinson

The ICG line from Effingham to Robinson was designated potentially excess. The line serves Dietrich, Wheeler, Newton, Willow Hill and Oblong. The segment from Robinson east through Palestine to the Indiana border was not designated potentially excess, however, shippers in Palestine pointed out that they would lose service over the line since the line was designated potentially excess from the Indiana border east. Table 108 contains a traffic profile of the line.

The Effingham Clay Service Company shipped 22,791 tons of potash and fertilizer over that city's two ICG lines in 1973. The city of Newton is served by the Grayville to Decatur ICG line as well as the Effingham to Robinson line. Farming Industries generated 110 carloads from Newton in 1973.

The Central Illinois Public Service Company is constructing a new generating station at Newton which will be completed in 1977 and will eventually receive 16,000 carloads of coal per year. The company is also considering the installation of a wet limestone scrubbing station at the Newton Power Station with a projected 4,750 carload annual requirement. Abandonment of the ICG line would completely isolate the Newton Power Station.

L. S. Heath and Sons, Inc. recently constructed a chocolate manufacturing plant and a warehouse in Robinson. A new siding has been installed at a cost of \$55,000.00. The Crawford Service Company, which utilizes the ICG and PC lines in Robinson, generated 50 carloads of fertilizer in 1973. It stated that use of motor carriers would cost it \$6 per ton more than present rail rates. Dana Corporation, which generated 60 carloads of asbestos in 1973, stated that if it lost rail service it would be forced to shut down its plant.

Table 108: Traffic Profile: Effingham to the Indiana Border

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Dieterich</i>				
Shoemaker Soil Service	Fertilizer		22	30
Niebrugge Lumber Co.	Lumber		7	9
J. M. Schultz Seed Co.	Grain, seed	54	30	56
<i>Wheeler</i>				
Kennedy Grain Elevator Inc.	Grain, fertilizer		20	170
<i>Oblong</i>				
Oblong Grain Company	Grain, fertilizer		65	
Mont Eagle Mills, Inc.	Grain, fertilizer		285	590
E. L. Haines	Limestone	110	98	150
<i>Robinson</i>				
L. S. Heath & Sons, Inc.	Sugar, almonds, candy bars		212	312-416
Briggs Company, Division of Celotex	Water closets, urinals, clay	560	560	560
Bradford Supply Company	Fertilizer		18	
H. L. Musgrave, Inc.	Military equipment			
Marathon Oil Co.	Oil, oil products		3,343	
Graves Industries, Inc.	Building materials		50-60	
Union Carbide Corp.			(2,427 tons)	
Big Buck Building Center	Building materials		50-60	
Rich-Low Service Co.	Fertilizer		(1,600 tons)	
Endsley's, Inc.			20	40
Stanley Grains			60	
Robinson Daily News			12	
<i>Palestine</i>				
Tuttle's Mill & Elevator Service	Grain			150
Crawford Service Co.	Fertilizer		22	
Willow Hill Grain, Inc.	Grain, fertilizer	250 ¹	179 ¹	
Ellis Milling Co.	Beans		80	

¹ Willow Hill Grain reported that it could have generated 546 carloads in 1972 and 525 carloads in 1973 if cars had been available.

ICG through Oconee

This segment is part of the ICG line from Pana in Zone 145 south to Cairo in Zone 146. Only the segment within Zone 145 was designated potentially excess. Oconee Grain Company reportedly shipped 15 carloads of fertilizer in 1973.

ICG: Monticello to Champaign (Zone 140)

For information concerning this line see the discussion of the Caldwells to Champaign segment in Zone 140.

ICG: White Heath to Lodge and Deland to Clinton (Zone 143)

This ICG line extends northwest from White Heath

through Lodge and Deland in Zone 141 and Weldon and Clinton in Zone 143 to Lincoln. The DOT Report, as supplemented and corrected, designated the entire line potentially excess except for the portion between Lodge and Deland. Kaiser Agricultural Chemicals reported that it has a bulk blending facility for dry fertilizer at Deland and that the facility received three carloads in 1973. Deland Farmer's Cooperative Grain Company reported that in 1973 the ICG could only handle 1,442,857 bushels (417 carloads) out of a total of 2,285,000 bushels to be shipped. For a further discussion of the Deland to Clinton segment see Zone 143.

PC: Pana (Zone 145) to Paris

This PC line extends from Pana in Zone 145 east-northeast through Tower Hill, Shelbyville, Windsor, Mattoon and Charleston to Paris. The entire segment was designated potentially excess except for short sections at Shelbyville, Mattoon and Charleston. Table 109 contains a traffic profile of the line.

Massey-Ferguson, Inc., which has a plant in Shelbyville, uses this line because the combines it manufactures are too large to be shipped by truck and because it does not have a siding on the nearby C&EI line. Crest Container Corporation stated that it invested \$34,000 in a new siding for its plant at Shelbyville after being assured by the PC that the line would not be abandoned. Continental Can Company, Inc. has already invested \$4 million in a new \$10 million facility in Shelbyville. CCC chose Shelbyville because of the available rail service between Mattoon and St. Louis. The new plant is expected to generate 2,300 carloads in its first year and the volume is expected to increase substantially in succeeding

Table 109: Traffic Profile: Pana (Zone 145) to Paris

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Shelbyville</i>				
Connally's Building Center	Lumber, pallets		35	
Massey Ferguson, Inc.	Combines			16-21
Crest Container Corp.				2,000
<i>Windsor</i>				
Neal-Cooper Grain Co.	Grain, fertilizer	175	308	
Kaiser Agricultural Chemicals	Fertilizer		6	
<i>Mattoon</i>				
Central Sheet & Metals Co.	Scrap metal		150	
<i>Charleston</i>				
Moore Business Forms, Inc.	Paper products		133	
<i>Kansas</i>				
Charles Kirchner & Sons	Lumber	30	77	200
Ashmore Grain Company				200-250

years. Moore Business Forms, Inc. reported that, if the line were abandoned, its shipping costs would increase by \$118,570 per year. Central Sheet and Metals Company, which will be receiving 500 carloads per year upon completion of planned expansion at its facility at Mattoon, stated that it is impossible to supply a large steel mill by truck. Shelbyville Electric Cooperative stated that it ships poles that average from 60 to 80 feet in length and are too long to be shipped by truck.

Charles Kirchner and Sons, Inc. stated that one grain elevator on the line, with an investment of three quarters of a million dollars, expects to ship 500 to 700 cars per year, if cars are available.

Leonard Q. Wilkinson, President of the Kansas State Bank, explained the financial implications lack of rail service would have on elevator owners. Eighty-six percent of the Bank's loans are to farmers or agri-businesses. Banks in the area customarily extend credit to the elevator owner when the bill of lading is signed by the freight agent. This is not true of truck movements where an elevator owner must wait 8 to 20 days to get a return on grain which he sold and for which he has already paid the farmer.

Shelbyville is served by this potentially excess line and by a C&EI line which was not designated potentially excess. Several firms submitted data without identifying how many of their carloads used which line. Moultrie Grain Company generated 116 carloads of fertilizer and corn over these two lines in 1973. Moultrie Grain reported that a changeover to trucking would cost it \$10,000 in plant conversion costs and \$3 more per ton for fertilizer and 4 cents more per bushel for corn in shipping costs. Barker Brothers Implement Company generated 20 carloads of combines on these lines in 1973. Farm Services, Inc. generated 116 carloads in Shelbyville in 1973 and expects to use 2,200 cars in 1974. The present unemployment figure in Shelbyville is between 8 and 9 percent and the loss of railroad service would cripple the area's farm economy. Concern was expressed that this would affect Crest Container Corporation's interest in building a new plant within the city.

PC: Grayville (Zone 146) to Danville (Zone 139)

This PC line extends from Grayville, on the border of Zones 141 and 146, north through Mt. Carmel, Lawrenceville, Robinson, Marshall, Paris and Chrisman to Danville in Zone 139. The entire line was designated potentially excess except for short segments at Mt. Carmel, Lawrenceville, Robinson, Marshall, Paris and Chrisman. Table 110 contains a traffic profile of the line.

Illinois Cereal Mills, Inc., of Paris, was particularly concerned with the effect that abandonment of this line would have upon the city of Paris. Frank B. Tatara, Traffic Manager for Illinois Cereal Mills, noted that all of the lines leading to and from Paris have been desig-

nated potentially excess except for a line from Paris southeast to Fairington. Mr. Tatara pointed out the ICC had authorized abandonment of this line in Finance Docket No. 26562 on January 21, 1972, and he stated that the line is now torn up in several places. Illinois Cereal Mills, which is a major supplier of raw material for corn flakes of the Kellogg Company, generated a total of 10,196 carloads in 1973. If the DOT Report recommendations were implemented, Illinois Cereal Mills would be put out of business and, as a result, Paris would lose \$53,000 per year in property taxes; the state would lose \$105,000 in sales, use and income taxes; and the company's 260 employees, and 53 brokers would lose payroll and commissions aggregating \$3 million per year.

Table 110: Traffic Profile: Grayville (Zone 146) to Danville (Zone 139)

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Amax Coal Co.	Coal		36,000
Snap on Tools	Steel		(250 tons)
Pacific Press & Shear	Heavy machinery, steel plate		(3,900 tons)
Clark Service Company	Grain, fertilizer		29 155
Tabor & Company	Grain		121 96
Union Carbide			987
Amoco Oil Co.	Fertilizer, acid, potash, clay	107	111

Pacific Press & Shear manufactures heavy machinery at a plant at Mt. Carmel. It ships about 1,200 tons of heavy machinery and receives about 2,700 tons of steel plate per year. Pacific Press & Shear stated that its plant is located within 1,500 feet of the junction of the PC and Southern tracks. Pacific Press & Shear would be willing to support the abandonment of the PC provided the company or the Southern would obtain possession of the land and tracks owned by PC between the plant and the Southern tracks and provided the company would be guaranteed a service agreement with Southern.

Amoco Oil Co. has a liquid mix fertilizer at Mt. Carmel which depends upon rail service for shipments of inbound raw materials. If service to this facility ceased, Amoco would have to relocate, a step which the company estimated would cost it \$500,000. Amoco noted that it owns and operates 40 anhydrous ammonia retail facilities in Illinois, Indiana, Michigan and Ohio which are located on rail lines proposed to be abandoned. The total 1974 volume of shipments to these facilities was estimated to be 139,663 tons.

Tabor & Co. reported that its facility at Harris shipped 121 hopper cars during fiscal year 1972-1973. The company estimated that it would have shipped an additional 250 jumbo hopper cars if PC had furnished them. Almost all of the submissions complained of difficulties in obtaining adequate car supplies.

Clark Service Co. of Marshall would have shipped

100 carloads in 1973 if cars had been available. Clark received 29 carloads of plant food. Clark shipped no grain by rail in 1973 but stated that, had reliable service and needed equipment been available, it would have shipped in excess of 100 carloads. Shipping fertilizer by truck would cost the company \$4.00 more per ton than by rail.

The Illinois Gas Co. reported that it generated 300 carloads per year over this line and the B&O line from Lawrence County. Central Electric Public Service Co.'s plant at Hutsonville receives over 2,600 carloads per year.

PC: Hervey City (Zone 142) to Terre Haute, Indiana (Zone 125)

The DOT Report designated this PC line potentially excess from Hervey City, in Zone 142, east southeast through Lake City, Arcola, Oakland and Paris to Terre Haute, Indiana in Zone 125. Hervey City, which is not shown on the DOT map of Zone 142, is located in the southeast corner of the zone at the junction of the PC line and the ICG Decatur to Grayville line.

Farmers Cooperative Grain Co., which is located on the PC line just east of Hervey City in Zone 142, shipped 113 carloads of corn in 1972 and 157 carloads in 1973. The company expects to ship 180 carloads in 1974. Laplace Cooperative Grain Co. ships 526 carloads of corn and beans per year over this line and over the B&O line from Decatur to Chrisman (not designated potentially excess). The Moultrie Grain Association in Lovington generated 286 carloads in 1973 and expects to ship 450 carloads in 1974.

Illinois Cereal Mills, Inc., reported that it received the equivalent of 604 carloads of corn from stations on this line in 1973.

B&O/C&O: Pana (Zone 145) to Junction (Zone 146)

The DOT Report designated this B&O/C&O line potentially excess from Pana in Zone 145 southeast through Tower Hill, Cowden, Altamont, Edgewood, Flora, Fairfield and Barnhill in Zone 141 to Junction in Zone 146. Table 111 contains a traffic profile of the line. The line is also discussed in Zone 146.

Table 111: Traffic Profile: Pana (Zone 145) to Junction

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Louisville Seed House	Grain	(500,000 bushels)		
Homann Grain & Supply	Grain, feed, fertilizer	370	244	541
Altamont Grain & Supply Company	Farm supplies	150-175		
Brown Produce Company		525		

Ging, Inc., a country grain elevator in Cowden, expects to load out over 1,000,000 bushels of grain in 1974. Ging, which is served by the B&O/C&O and the N&W, stated that corn, its largest volume grain, is shipped to the east coast in 10 car units. Homann Grain and Supply Co. stated that it relies on this line at its Altamont location since it has no access to the PC line serving that community.

Lines Not Designated Potentially Excess

C&EI: Findlay to Altamont

Funk's Fertilizer Co. has a plant at Shelbyville on this line. Funk's estimated that it would increase its cost by \$25,000 to \$30,000 per year if it were forced to ship by truck. Two grain elevators in Findley reportedly generated 291 carloads over this line in 1973 and could have used an additional 390 cars.

PC: Altamont to Fairington

Velsicol Chemical Co., which is located in Marshall, reported that it generated 1,307 carloads of agricultural chemicals over this line in 1973.

ICG: Edgewood through Mattoon to Hayes

Ging, Incorporated, which is located in Edgewood, generated 667 carloads in 1973, and would have shipped 1,000 carloads if enough cars had been available. Milmine Grain Company generated 186 carloads in 1973 and expects to ship 288 carloads in 1974 from Milmine. The company was plagued by car shortages, yet using trucks increases costs by 10¢ per bushel. Bement Grain Company generated 64 cars on this line in 1973.

ZONE 142

Zone 142, Decatur, is one of the smallest Standard Metropolitan Statistical Areas in Illinois. Decatur, one of the largest cities in the state, is located in the center of the zone, and all of the zone's rail lines radiate out from it. The Chamber of Commerce of Decatur noted that, without railroads, Decatur and many other prairie towns would never have developed. Two major processors of corn and soybeans, A. E. Staley Manufacturing Co. and Archer Daniels Midland Co., are located in Decatur. These firms, which employ approximately 3,240 persons, depend upon rail service for shipment of grain. According to the Chamber of Commerce, several million bushels of grain are grown each year within 200 miles of Decatur and are destined for these two processors. A. E. Staley generated 17,000 carloads of grain in 1973.

John E. Harvey, Director of Corporate Transportation for Archer Daniels Midland Co. (ADM), described his company's Decatur operation in detail. ADM's two Decatur processing plants can crush in excess of 140,000 bushels of soybeans daily. The two plants, which operate

around the clock an average of 350 days per year, require approximately 50 million bushels of soybeans per year, which equates to soybeans produced from over 1.4 million acres of land. During 1973 ADM loaded 14,578 carloads and received 3,466 carloads. The total tonnage handled by Decatur railroads for ADM was 1.408 million tons, which equates to 144 100-car trains of 9,800 tons each. Railroads received \$5.8 million in revenues from ADM in 1973. ADM currently requires 700 leased cars to keep its plants in operation; it relies on ICG, N&W, IT, PC and B&O for 40 to 50 percent of its car needs. Mr. Harvey noted that, if the DOT proposals were implemented, only two railroads would serve Decatur and questioned how two railroads could supply the cars that five railroads today cannot supply. He also asked how ADM, which handled in excess of 70,000 trucks in 1973, could be expected to increase its truck shipping.

Nine of the fifteen grain elevators, located within Macon County but outside of Decatur, are located on county or township roads. The submission of the Macon County Board reported that, if these elevators lost rail service, about 25 miles of county or township roads, linking these elevators with state highways or other rail terminals, would have to be upgraded to handle the weight of trucks hauling grain. The estimated cost of the upgrading of these roads is half a million dollars.

The Firestone Tire & Rubber Co. reported that it has a facility in Decatur which generates 5,229 carloads annually over the ICG.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following sections of lines within Zone 142 potentially excess:

- (1) The ICG line from Maroa south to just above Forsyth (Corsyth on the DOT zone map).
- (2) The ICG line from Decatur south to Pana in Zone 145.
- (3) The ICG line from Decatur northwest to Lincoln in Zone 143.
- (4) The ICG line from Decatur northeast through Argenta to the eastern zone border.
- (5) The ICG line from Decatur southeast through Zone 141 to Grayville in Zone 146 (discussed in Zone 141).
- (6) The PC line from Hervey City (not shown on DOT map) in the southeast corner of the zone east northeast through Tower Hill and Paris in Zone 141 to the Indiana border (discussed in Zone 141).
- (7) The B&O/C&O line from Boody west to Roby in Zone 145 (discussed in Zone 145).

ICG: Maroa to Forsyth

This is a segment of the ICG line linking Decatur and Bloomington in Zone 138. In Zone 142 the DOT Report designated the line potentially excess from a point just above Forsyth (Corsyth on the DOT zone map) to Maroa on the northern border of the zone.

Huntington Creek Corporation DBA Lotus Warehouses pointed out that, of the 483 carloads credited to Forsyth by the DOT Report, 314 carloads came from its Weller elevator and 129 carloads from a neighboring elevator in Emery. The company expects to ship 325 carloads in 1974 and 335 in 1975. Another elevator shipped 403 carloads of grain out of Maroa in 1972, but in 1973 its shipments dropped to 119 carloads due to its inability to obtain sufficient cars. It cost this elevator an additional 8 cents for each bushel of grain shipped by truck in 1973.

ICG: Decatur to Pana in Zone 145

The DOT Report designated this line potentially excess from a point just below Decatur south through Elwin and Macon, Mowequa (in the northeast corner of Zone 141) and Radford, Assumption and Dunkel in Zone 145 to Pana. Table 112 contains a traffic profile of the line.

Table 112: Traffic Profile: Decatur to Pana (Zone 145)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Mowequa Farmers Coop. Grain Company	Grain		244	705
Hemer Fertilizer Co.	Nitrogen, phosphate		29	42
Tabor and Co. Assumption Grain Co-op.	Grain	172	530	600
	Corn, soybeans		236	1,400

ICG: Decatur to Lincoln (Zone 143)

This ICG line connects Decatur with Lincoln in Zone 143. From Lincoln the line proceeds north to Peoria in Zone 137. Caterpillar Tractor Co. uses the line for some of the 3,973 carloads per year generated by its Decatur plant. Caterpillar recommended that service be continued over this route and stated that 1,381 carloads of road machinery were moved over the line from Caterpillar's Joliet plant to Decatur for assembly.

ICG: Decatur to Eastern Zone Border

This is a segment of the ICG line which extends from Decatur northeast through Argenta in Zone 142 and Cisco in Zone 141 to Monticello in that zone. The DOT Report, as corrected, designated the line potentially excess from a point northeast of Decatur, northeast through Argenta to the eastern zone border.

Because the DOT Report originally designated potentially excess the segment from Cisco to Monticello in Zone 141, some evidence was received from firms in those two locations. Cisco Cooperative Grain Co. generated 218 carloads in 1973 from its grain elevators at Cisco and Argenta and projects shipment of 1,022 carloads in 1974, if enough cars are available. Cisco shipped 2,084,567 bushels of grain by truck in 1974. These bushels, which would have required 611 hopper cars or 945 box cars, would have been shipped by rail had cars been available.

General Cable, which is located in Monticello, is served by the N&W and the ICG. Although the majority of General Cable's shipments move over the N&W, the company objected to the abandonment of the ICG on the grounds that it would eliminate rail competition and leave it no alternative when the N&W is unable to meet its equipment needs. In 1973, General Cable shipped 87 carloads over the ICG and generated 95 truckloads for piggy-back service.

The Ronald D. Fisher Trucking Co. generated 238 carloads of corn cobs on this line in 1973 and expects to ship 250 carloads in 1974. The company stated that it is not economically feasible to ship corn cobs by truck.

ZONE 143

Potentially Excess Lines

The DOT Report designated the following sections of line within Zone 143 potentially excess:

- (1) The ICG line from Pekin in Zone 137 southeast through Emden to Lincoln (discussed in Zone 137).
- (2) The IT line from Morton south through Mackinaw in Zone 137 and through Union to Lincoln (shown as an ICG line on the DOT zone map) (discussed in Zone 137).
- (3) The PC line from Peoria in Zone 137 southeast through Mt. Joy and Midland City to Maroa in Zone 142.
- (4) The PC line from Bloomington in Zone 138 southeast through Farmer City in the northeast corner of Zone 143 to Champaign in Zone 140.
- (5) The ICG line from Bloomington in Zone 138 south through Clinton and Osprey in Zone 143 to Forsyth in Zone 142.
- (6) The ICG line from Havana to Lincoln and from Clinton to Weldon.
- (7) The ICG line from Lincoln southeast through Mt. Pulaski to Decatur in Zone 142.
- (8) The ICG line from Pekin south through New

Holland in Zone 143 to the Zone 144 border (discussed in Zone 137).

- (9) The ICG line from Bloomington in Zone 138 southwest through Mason City and Tallula to the southwest corner of the zone.
- (10) The C&IM line from Peoria in Zone 137 southwest through Manito to Havana.

PC: Peoria (Zone 137) to Maroa (Zone 142)

This PC line extends from Peoria southeast through Mackinaw and Armington in Zone 137 and through Atlanta, Waynesville, Midland City, Kenney and Rowell in Zone 143 to Maroa in Zone 142.

The leading shipper in Zone 142, that would suffer most from abandonment of this line, is Dewitt County Cooperative Grain Co. which generates 1,165 carloads annually from Waynesville and Tabor. Atlanta Ag Center generated 17 carloads of fertilizer in 1973 and expects to generate 32 carloads in 1974.

PC: Bloomington (Zone 138) to Champaign (Zone 140)

This PC line from Bloomington in Zone 138 to Champaign in Zone 140 passes through Farmer City in the extreme northeast corner of Zone 143. Farmer City is also served by the ICG. Information concerning three Farmer City firms which use the PC was received by the RSPO. Wickes Lumber Company shipped 33 carloads of lumber over the PC in 1973. Pacific Grain Co. shipped 1,000 carloads of soybeans and corn in that year. Harris Fertilizer Co. shipped 25 carloads of plant food in 1973.

ICG: Bloomington (Zone 138) to Forsyth (Zone 142)

This ICG line extends south from Bloomington in Zone 138 through Wapella, Clinton and Osprey in Zone 143 to Decatur in Zone 142. The line was designated potentially excess from Bloomington to Forsyth in Zone 142. No evidence specifically relating to the segment of the line within Zone 143 was received by the RSPO; the segment within Zone 142 is discussed in that zone.

ICG: Havana to Weldon

This ICG line extends across Zone 143 from Havana in the west through Mason City, Lincoln, Midland City and Clinton to Weldon in the east. From Weldon the line extends east in Zone 141 through Deland, and Lodge to White Heath (see discussion in Zone 141). The DOT Report designated two segments of this line potentially excess; within Zone 143 from Havana to Lincoln and from Clinton to Weldon.

Mason County Service Co., in Easton, shipped 91

carloads of fertilizer in 1973. The company estimated that, if service were curtailed and it were forced to ship by truck, its transportation costs would increase \$41,000 per year. Kruse Fertilizer Service, Havana, stated that it generates from 10 to 40 carloads per year over the line.

Beason Farm Center, which is located on the segment between Lincoln and Clinton which was not designated potentially excess, generated 32 carloads in 1973.

The Weldon Cooperative Grain Co. reported that it shipped 125 carloads of corn and soybeans in 1973 and received 109 carloads. The company has recently constructed additional storage space with a capacity of 539,000 bushels which is intended to expand its trading area and to enable it to ship 100 car trains. The company noted that it is located in an excess grain area and that its best markets are the export and the south and southeast broiler markets. It also noted that the cars supplied it in 1973 carried only 385,865 bushels out of a total of 2,138,557 shipped.

Burtonview Grain, Coal & Lumber Co. reported that it ordered 300 cars in 1973 but only received 147. The company contended that instead of abandoning lines, roadbeds should be repaired and railroads modernized to provide more and better service. The company estimated that loss of rail service to Burtonview would reduce the community's standard of living by 15 percent.

ICG: Lincoln to Decatur (Zone 142)

This ICG line extends southeast from Lincoln through Chesterval, Mt. Pulaski, and Latham to Decatur in Zone 142. Farmers Grain Co. of Latham reported that it expects to ship 850 carloads of grain over the line in 1974 if sufficient cars are available. Chesterval Elevator Co. shipped 127 carloads in 1973. For a further discussion of the line see Zone 142.

ICG: Bloomington to Tallula (Zone 138)

The DOT Report designated this ICG line potentially excess from Bloomington in Zone 138 southwest through Hopedale, Brownwood, and Delevan in Zone 137 and through Mason City, Petersburg and Tallula in Zone 143 to the southwestern zone border.

National By-Products, of Mason City, stated that, if the line were abandoned, trucks could not handle the firm's shipments. In 1973, National By-Products shipped 1,895 carloads of meat, bone meal and vegetable oil; it expects to ship 2,305 carloads in 1974. Loss of service could result in the layoff of 75 of the company's employees. Menard Service Co. of Petersburg stated that loss of rail service would cost it \$30,000 in 1974. Faber and Co. of Tallula shipped 20 carloads over the line in 1973, but Faber did not expect to ship any carloads in 1974. Faber reported that it finds barge transportation superior due to the car shortages encountered when ship-

ping by rail. For a further discussion of this line, see Zone 137.

C&IM: Powerton (Zone 137) to Havana

This C&IM line, which has been previously discussed in Zone 137, runs from Powerton in Zone 137 southwest through Manito, Forest City, Topeka and Eckard to Havana in Zone 143. The Burlington Northern Railroad opposes the abandonment of the Havana to Manito segment of the line because it is used for high frequency shipments of low sulphur coal bound for Chicago via the BN.

ZONE 145

Potentially Excess Lines

Zone 145, Mt. Vernon, had a relatively low percentage of its trackage designated potentially excess by the DOT Report. A list of those lines which were designated potentially excess follows:

- (1) The MI line from Salem southwest to Branch Junction and from Nashville southwest to Sparta in Zone 146.
- (2) The PC line from Walshville northeast to Pana and from Pana to Paris in Zone 141.
- (3) The B&O/C&O line across the top of the zone from Roby east through Bernville to Boody in Zone 142.
- (4) The B&O/C&O line from Pana northwest through Taylorville and Edinburg to the Zone 144 border.
- (5) The C&EI from Taylorville west through Sicily to the zone border.
- (6) The IT line from a point south of Girard through Carlinville to Loveless.
- (7) The BN line along the western edge of the zone from Mendora south to Brighton.
- (8) The ICG line from Pana north to Decatur in Zone 142 (discussed in Zone 142).

MI: Salem to Branch Junction and Nashville to Sparta (Zone 146)

These are two segments of a Missouri-Illinois line which extends from Salem, Illinois southwest into Missouri. No evidence specifically relating to the Salem to Branch Junction segment was received by the RSPO, however several firms supplied data concerning the Nashville to Sparta segment.

Washington County Farm Service elevators generated 47 carloads at Nashville and 138 at Oakdale in 1973. A grain elevator operator in Hoyleston, on a segment of

the line not designated potentially excess, objected to the abandonment of the Nashville to Sparta segment. That operator generates 600 carloads per year.

Lucille Coulter, of the Oakdale Home Extension, reported that the MI has recently rebuilt this line and that the line is in the best condition that it has been in in the last 70 years. The line is, according to Ms. Coulter, ideal for moving grain to river barges for shipment south and for moving stoker coal from local mines to the industrial north.

Considerable coal traffic moves over this segment of line. Ziegler Coal Company stated that it expects its Sparta mines to produce 1 million tons of coal per year for at least the next 20 years. Ziegler has plans to open a new mine nearby which will produce 1.5 million tons of coal per year for 25 years.

Valley Steel Products in Sparta reported that it shipped 404 carloads of manufactured goods over the line in 1973.

PC: Walshville to Pana and Pana to Paris (Zone 141)

The Pana to Paris segment of this PC line has already been discussed in Zone 141. The Walshville to Pana segment serves Hillsboro, Irving, Witt, Nokomis and Ohlman. Rosamond Cooperative Association shipped 310 carloads of corn and fertilizer in 1973 over this line and the ICG north-south line through Pana. The cooperative stated that shipping by truck would cost it from 10 to 20 cents more per bushel than by rail. Nokomis Equity Elevator Co. generated 159 carloads of farm supplies and produce over the PC in 1973. Nokomis Equity expects to generate 291 carloads in 1974. Kaiser Agricultural Chemicals reported that it has a dry blending plant at Nokomis which received 16 carloads in 1973. Hillsboro, the largest city on this segment, has several smelting plants, a feed and supply outlet and a glass company, all of which use rail service. Fifty percent of Hillsboro's manufactured goods are shipped by rail.

B&O/C&O: Roby to Boody (Zone 142)

This Chessie System line extends across the northernmost portion of the zone from Roby east through Mt. Auburn, Osbornville and South Bernville to Boody in Zone 142. Some submissions reported that trucks cannot be used in some parts of this region because of poor road conditions. Tabor and Company reported that it generated 538 cars from its facility at Mt. Auburn. The facility expects to generate 567 carloads in 1974.

B&O/C&O: Pana to Edinburg

This line extends northwest from Pana through Millersville, Owaneco, Taylorville, Sharpsburg and Edinburg to the Zone 144 border. The Mid-Illinois Farmers Cooperative reported that it will ship 499 carloads of grain in

1974 from Millersville and Pana if cars are available. In 1973, the cooperative shipped 256 carloads from Owaneco, Millersville and Pana via the B&O/C&O, C&EI and ICG.

C&EI: Taylorville to Sicily

This C&EI line extends west from Taylorville through Kincaid, Sicily and Ellis to Cimic in Zone 144. It was reported that there is a new generating plant at Kincaid, the shipping statistics for which were not included in the DOT analysis. Kaiser Agricultural Chemicals reported that it has a dry blend plant on this line at Tovey which received 19 carloads in 1973.

IT: Girard to Loveless

This IT line was designated potentially excess from a point south of Girard to Carlinville and from a point south of Carlinville to Loveless. No data specifically concerning this line was received by the RSPO.

BN: Mendora to Brighton

This BN line parallels the western edge of the zone from Mendora south through Piasa and Brighton to the zone border. No data specifically relating to this line was received by the RSPO.

Lines Not Designated Potentially Excess

PC: Dierron to St. Elmo

The RSPO received several submissions from communities and firms along this line. Greenville, a town of about 5,000 residents, has a Pet, Inc. plant and a Coates Steel plant. Pet stated that its plant produces liquid diet food and also serves as a distribution warehouse. In 1973 the plant generated 201 carloads. Pet reported that Coates Steel generated 585 carloads in that year. Pet questioned the fact that DOT had not recommended Greenville for local service. It was estimated that the loss of PC service in Greenville would produce unemployment of 9 percent. William York, in Mulberry Grove, shipped 60 carloads of lumber over the PC in 1973.

ICG: Bois to Pana

The Mayor of Vandalia, a community served by both the PC and the ICG, stated that he would like to see continued service over the ICG Pana to Decatur line (discussed in Zone 142). Grains from several farms in the Vandalia area are shipped northbound to the Great Lakes region. Fayette Service Co., in Vandalia, stated that it receives 200 carloads of fertilizer per year from northern points of origin. If service over the ICG Pana to Decatur segment were abandoned, these shippers would have to reroute their shipments.

Irvington Elevator reported that it generated 533 carloads in 1972 and 241 carloads in 1973. The 1973 figure would have increased 35 percent had sufficient cars been available. Assuming it can get enough cars in the future, the company expects to generate 435 carloads in 1974, 465 in 1975 and 550 in 1980. It was reported that 1,030 carloads of steel products were generated by another concern in Irvington.

N&W: Staunton to Stonington

Owens-Illinois, Inc. reported its concern that Mt. Olive, on the southern section of this line, was not recommended for local service. Owens-Illinois is building a box plant in Mt. Olive which it expects to generate 525 carloads per year.

ZONE 146

Zone 146, Carbondale, has the second heaviest rail traffic in Illinois. The major rail users are coal mines and grain elevators. For additional information concerning the zone, see the introduction in Zone 141.

Potentially Excess Lines

The DOT Report, as supplemented and corrected, designated the following sections of line within Zone 146 potentially excess:

- (1) The PC from Cairo northeast to Stone Fort and from Eldorado to Grayville.
- (2) The ICG line from Carbondale west to Cipsco Park and then south to Wolf Lake.
- (3) The ICG line from Johnston City to a point southeast of Seely.
- (4) The B&O/C&O line from Junction north to Pana in Zone 145.
- (5) The L&N line from Shawneetown to a point northwest of Equality and from Eldorado to McLeansboro.
- (6) The ICG line from Rosiclare ("Rosillage" on the DOT zone map) to Reevesville.
- (7) The MI line from Nashville in Zone 145 southwest to Sparta. (Discussed in Zone 145.)
- (8) The ICG spur to Vergennes.
- (9) The ICG spur northwest of Christopher.

PC: Cairo to Grayville

The DOT Report designated the PC Cairo to Grayville potentially excess from Cairo through Mound City, America and Olmstead to Grand Chain; through Belknap; from Forman through Vienna, Tunnel Hill, Parker and New Burnside to Stonefort; and from Eldorado through Texas City, Norris City, Brownsville, Carmi,

Simpson and Crossville to Grayville. From Grayville the line extends north through Mt. Carmel, Robinson and Paris in Zone 141 to Danville in Zone 139.

George A. Rice, Jr., president of Electric Energy, Inc. (EEI), stated strong opposition to the abandonment of the PC from Stonefort to Karnak. EEI owns and operates a steam electric generating station on the C&EI at Joppa. The plant was constructed pursuant to a contract with the Atomic Energy Commission whereby the AEC has first call on the entire EEI plant production of electric energy for use at the AEC gaseous diffusion plant at Paducah, Kentucky. In recent months EEI has been supplying approximately 50 percent of the AEC plant's needs. Coal, which is essential to the operation of the EEI plant, is shipped via the PC line from Amax Coal Co.'s Delta Mine (100,000 tons per year) and from Sahara Coal Co.'s West Harrisburg Mine (300,000 tons per year). The coal moves via the PC to Karnak and from Karnak to Joppa via the C&EI. Mr. Rice stated that any interruption of coal deliveries would seriously jeopardize EEI's continued production.

Harry Eggert, Sales Manager of Sahara Coal Co. stated that Sahara Coal has three bituminous coal mines at Harrisburg. The company is located on a 21 mile segment of the PC line between Stonefort and Eldorado which was not designated potentially excess, however, Mr. Eggert said that the 21 mile segment would be of no use to the company because the coal it ships over the PC—1,415,009 tons in 1973—is destined for points south of Stonefort and north of Eldorado on the PC. Mr. Eggert noted that, if the segments were abandoned, Sahara Coal would still be served by the ICG, but he pointed out that Sahara Coal needs open top coal cars and PC has over 55,000 of them while ICG owns only 12,500. In 1973 the ICG was only able to furnish Sahara Coal with 7,910 empty cars; the company had ordered 14,105. If the segments were abandoned, Sahara Coal would have to cut back production, shut down two of its mines and lay off 375 employees. The results also might include a curtailment in the generation of electric energy by the 26 electric utility plants served by Sahara Coal.

Peabody Coal Co. shipped 570,684 tons of coal over the PC segment north of Eldorado. If the line were abandoned, Peabody would not be able to supply the Central Illinois Public Service Co. facility at Hutsonville in Zone 141.

Gene Gutgesell, Traffic Manager of Burkart, a Textron company, stated that his firm manufactures polyurethane and ships between 200 and 300 carloads per month. Burkart also receives 20 tank cars monthly. Burkart is located in Cairo and is served by the PC, but the PC line into Cairo was washed out by a flood in 1973 and has not been replaced. Burkart's cars have been moving out of Cairo via the ICG and the MP.

The Bunge Corporation has a grain elevator at Cairo

which shipped 221 carloads of grain over the PC during the first half of 1973. Sugar Creek Produce in Harrisburg reported that it shipped 40 carloads over the PC in 1973. Lamont Fertilizer Co. shipped 850 carloads of grain from Crossville.

ICG: Carbondale to Wolf Lake

This ICG line extends west from Carbondale to Cisco Park and then south through Grand Tower to Wolf Lake. Bunge Corporation stated that it has a grain elevator at Grand Tower which shipped 29 carloads over the line in 1973. The Greater Egypt Regional Planning Development Commission stated that the DOT must have erred in designating the Grand Tower to Carbondale portion of this line potentially excess.

The Commission estimated that if that segment of the line were abandoned, 700 people might lose their jobs. Central Illinois Public Service Co. received in excess of 5,700 carloads of coal per year over this line at Grand Tower.

ICG: Johnston City to Seely

This ICG spur connects Johnston City, in the center of the zone, with the ICG north-south main line at Carbondale. The DOT Report designated the line potentially excess from Johnston City through Marion and Carterville to a point east of Seely. Funk Seeds International, Inc. reported that it shipped 34 carloads from its Marion warehouse between January 1 and March 6, 1974. The firm stated that it needed 26 additional cars but could not obtain them. It projected that it would ship 98 additional carloads during the balance of 1974 and the first half of 1975.

B&O/C&O: Junction to Pana (Zone 145)

This Chessie System line extends from Junction north through Norris City and Enfield in Zone 146 and through Barnhill, Edgewood and Tower Hill in Zone 141 to Pana in Zone 145. The line has been discussed previously in Zone 141. Several companies supplied 1973 traffic data concerning their shipments over the segment of the line within Zone 146. Omaha Lumber Co. shipped 10 carloads of lumber. Hayden's Mill, also in Omaha, shipped 15 carloads of anhydrous ammonia. Wabash Valley Service, Inc., in Ridgeway, generated 75 carloads. Agrico Chemical Co., also in Ridgeway, shipped 15 carloads. Bunge Corporation reported that its grain elevator at Shawneetown shipped 266 carloads via the B&O. C. A. French & Son of Enfield operates three grain elevators on the line at Enfield, Mill Shoals and Springerton which shipped 18,051 tons of soybeans, 4,471 tons of wheat and 1,012 tons of yellow corn in 1973. If the company can get enough cars, it expects these tonnages to double in 1974. W. R. Grace Co. of Peoria has fertilizer distribution outlets at Mill Shoals and Norris City

which depend upon rail service for inbound shipments of phosphate and potash.

L&N: Shawneetown to McLeansboro

The line northwest from Shawneetown to the junction with the L&N main line at McLeansboro was designated potentially excess by DOT with the exception of a segment from a point northwest of Equality to Eldorado. Table 113 contains a traffic profile of this line. It was reported that a coal transfer facility at Shawneetown is under construction on the Ohio River. This public port facility would be a ghost port if it were denied service by the B&O and the L&N. In a few years up to 6,000,000 tons of coal are expected to move over both this L&N line and the potentially excess B&O Junction to Pana line. Limestone, fluorspar, manganese and other minerals are extracted from the region. The Minerva Company shipped 25,563 tons of lead and zinc out of Eldorado via both the L&N and B&O in 1973.

Hamilton Grain Corporation noted that it has recently purchased a small grain elevator on the line based on that company's expectation that the volume of grain grown in Hamilton County will double within the next five to ten years.

Table 113: Traffic Profile: Shawneetown to McLeansboro

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Broughton Agricultural Service, Inc.	Fertilizer		20	
Harpers Grain Co.	Grain		200	
W. J. Meyer Grain Co.			700	
Tri-County Chemical Co.	Fertilizer		200	
Bunge Corporation	Grain		62	

Jerry Launius, manager of Broughton Ag Service, Inc. stated that his firm received 1,364 tons of potash by rail in 1973. The firm has had to rent an additional potash storage facility in Harrisburg to receive large carload shipments because there is a load limit in effect over the L&N. Broughton Ag also received 90 tons of clay and 587 tons of acid by rail in 1973 and could have received an additional 1,680 tons of liquid fertilizer ingredients if more cars had been available and if the L&N track were in better condition.

Florence Baldwin, Vice-President of Joseph G. Baldwin Co. reported that her firm might be forced to shut down if service over the L&N were stopped. The company is presently embarked on an expansion program dependent entirely upon access to rail service. Truck service would not seem to offer an alternative since the company presently has difficulty in obtaining trucks to carry the three to four truckloads it ships per week.

Frank H. Brewster, of BLH Lumber Co., voiced the concern of many when he pointed out that rural com-

munities have suffered greatly in the past thirty years because their young people have moved to large cities to look for employment. Now, just when the trend shows signs of reversing itself, many communities face a devastating blow from loss of rail service.

ICG: Rosiclare to Reevesville

This ICG branch extends from Rosiclare (Rosillage on the DOT zone map) west to a north-south ICG main line at Reevesville. Ozark Mahoning Company shipped 72,759 tons of fluorspar, lead and zinc over the line in 1972 and 91,014 tons in 1973. The company expects to ship 93,500 tons in 1974. Ozark Mahoning stated that shipping by truck would cost it an additional \$4 to \$5 per ton. It cannot ship fluorspar by barge because of its moisture absorbing characteristics. Miley Mining Co. and Tamora Mining Co. at Rosiclare shipped 300 to 400 tons of fluorspar over the line in 1973. American Minerals, Inc., also at Rosiclare, shipped 12,000 tons of manganese over the line in that year.

Table 114: Traffic Profile: Dahlgren to Maunie

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Dahlgren</i>				
Aydt Elevator	Grain		138	
Frank Zackman Co.	Fertilizer		30	
Richardson Lumber & Hardware Co.	Lumber		1	
<i>Delafield</i>				
Reyling Brothers	Fertilizer		15	
<i>McLeansboro</i>				
Joseph G. Baldwin Co.	Lumber		20	
BHL Lumber & Hardware Supply	Lumber		15	
Hamilton County Lumber Co.	Lumber		6	
Pillsbury	Grain		672	
<i>Enfield</i>				
C. A. French & Son	Soybeans, grain		(23,500 tons)	
<i>Carmi</i>				
White County Lumber Co.	Lumber		75	
Renshaw Implement Co.	Combines		(250 tons)	
Midland Agricultural Center	Fertilizer		15-20	
Brown Feed & Chemicals	Fertilizer		1	
Carmi Lumber Co.	Lumber			
Continental Grain Co.	Yellow corn and yellow beans			
Farny Farm Center	Beans and wheat			
Lee McKnight Business and Equipment Co.	Agricultural equipment		(40 tons)	

¹ Brown Feed & Chemicals is just starting to ship by rail.

Lines Not Designated Potentially Excess

L&N: Dahlgren to Maunie

This L&N main line, which extends across the north-east corner of the zone through McLeansboro, Enfield and Carmi, was originally designated potentially excess by the DOT Report, but the designation was changed by the March 1 additions and corrections supplement. The supplement also noted that density on the zone map should be shown as 4 instead of 2. Table 114 contains data received from users of the line.

ZONES NOT ANALYZED BY THE DOT REPORT

The DOT Report did not perform an analysis of potentially excess lines in 7 of the 18 zones in Illinois. Such analysis was not performed upon two zones, 131 (Chicago) and 323 (St. Louis), because of the complex nature of the zones. Analysis of the other five zones, 132 (Rockford), 133 (Sterling), 136 (Galesburg), 144 (Springfield), and 148 (Quincy), was not performed because bankrupt railroads do not operate in those zones.

Zone 131

Zone 131 contains the Chicago metropolitan area. The Chicago Association of Commerce and Industry reported that Chicago's Gross Metropolitan Product in 1973 was \$65.6 billion, or 5.1 percent of the gross national product. The area has 28,500 retailers whose sales amount to \$20.5 billion a year and 11,300 wholesalers who sell \$53.6 billion a year. There are 13,200 manufacturers in the area who produce \$48.3 billion worth of goods annually. The Board of Trade of the City of Chicago (CBT), which is made up of 1,402 members representing all segments of the grain and grain products industries, reported that yearly grain receipts at Chicago total in excess of 175 million bushels. CBT pointed out that the grain trade has always been rail oriented and that the grain trade grew simultaneously with the growth of the railroads in the Midwest. CBT emphasized that the grain freight rate structure must be taken into account in the rail restructuring process.

Mayor Richard J. Daley of Chicago stated: "Railroad service and the railroad industry is a vital part of Chicago's economy." Chicago was designated a major gateway by the DOT Report. The metropolitan area led the DOT Report's list of regions recommended for continued competitive service. Chicago was the leading user of rail cars in 1972 when it handled 8.3 percent of the traffic in the 184 zones within the region covered by the Regional Rail Reorganization Act. An average of 175 trains a day were hauled through Chicago.

Interlake, Inc. reported that it has four plants and one subsidiary company within Zone 131, all of which use rail service. Interlake was particularly concerned about the future of the rail lines which it uses in connection

with the transportation of hot metal from its South Chicago furnace plant to its steel plant at Riverdale. There is no alternative way of transporting this raw material.

The Great Lakes Naval Training Center used 128 carloads in 1973 but will require additional service upon the completion of the construction of a coal burning plant. The Department of Defense complained that the rail volume for the Joliet Army Ammunition Plant was erroneously grouped with that of the city of Joliet, and, as a result, the installation itself was not recommended for direct local service.

It was pointed out that passenger service from Chicago and Aurora west on Rock Island's *Illinois Zephyr* serves colleges in Macomb (Zone 136) and Quincy (Zone 148); the service is subsidized in part by the state.

Table 115 contains traffic data submitted by firms within Zone 131.

Table 115: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Griffith Labs	Alsip			15,000
Alexander Lumber Co.	Aurora		371	
Certain-Teed Products	Bensenville		228	
Howell Company	Chicago		424	
National Bottle Company	Chicago		7	
Certain-Teed Products	Chicago Heights		1,945	
Caterpillar Tractor	Joliet		2,726	
National Bottle Company	Joliet		13	
Caterpillar Tractor	Montgomery		4,981	
Inland Container	North Lake		860	
Ekco Products	Wheeling	77	48	
Drackett Products Co.	Chicago		618	1

¹ Drackett stated its traffic would increase 10 percent per year for the next 5 years.

Zone 323

Zone 323, which encompasses the St. Louis, Missouri and East St. Louis, Illinois metropolitan area, generates 805,000 cars per year. The DOT Report recommended that St. Louis retain competitive service to the east, south and west.

Many businesses in Zone 323 expressed concern about the proposed abandonment of the PC line from St. Louis north to Pana in Zone 145. National Steel, which was particularly concerned about that line, noted that it currently ships a large volume of hot rolled coil steel from its Granite City plant to its Midwest Steel Division at Portage, Indiana. PC carries loaded cars east over its mainline through Effingham and Terre Haute and returns empty cars over the potentially excess line through Pana and Mattoon. National Steel questioned whether the Effingham-Terre Haute line would be capable of handling all of this traffic, if the Pana-Mattoon line were abandoned.

A large number of business and civic organizations submitted comprehensive data concerning Highland, which is located on the PC mainline between St. Louis and Terre Haute. The volume of evidence generated from Highland sources is evidence of the great concern engendered by the DOT Report. Highland was not recommended for local service in the DOT Report.

The Highland Chamber of Commerce noted that several local industries, including Alton Box Board Co., B-Line Systems, Inc., and Ultra-Life Laboratories, Inc., depend upon Highland's rail service. If Highland lost rail service, 660 employees with an annual payroll of \$4,506,010 would be directly affected. Their employers have total annual sales of \$29,102,304. Alton Box Board Co. estimates that its annual freight bill on cars coming to Highland amounted to \$414,900 in 1973. Alton Box received 674 coalloads in that year and shipped 178.

Table 116 contains traffic data concerning lines within Zone 323.

Table 116: Traffic Profile: Viable Lines

Rail user	City & Line	Estimated carloads		
		1972	1973	Projected
Peavy Company	Alton (IT)		268	
Certain-Teed Products	East St. Louis (SO)		1,077	
ACF Industries	East St. Louis (IT)		2,000	
Alton Box Board Co.	Godfrey (ICG)		276	
Hamel Coop Grain Co.	Hamel (IT)		85	
Livingston Service Co.	Livingston (ICG)		56	

Zone 132

Zone 132 contains Rockford, the second largest city in the state and an industrial center. However, almost all of the testimony at the RSPO hearings regarding Zone 132 came from agricultural concerns which stressed their need for continued local service.

The Burlington Northern stated that the trackage extending from the bottom of the Zone map to Rockford and identified as a CMSP&P line is owned by BN. The line extends north from Flag Center in Zone 133.

Zone 133

Zone 133 is located in the northwest corner of the state. The zone is rich in agriculture and heavy industries such as steel, chemicals and concrete. However, as in Zone 132, the public response was mostly from the agricultural segment.

Several respondents inferred that specific lines within Zone 133 would have been designated potentially excess. The Burlington Northern segments from Earlville in Zone 134 northwest to Sterling and from Mendota in Zone 134 to Savanna were designated potentially excess up to the Zone 133 border. Most protests of the abandonment of these lines concentrated on the expense of trucking farm supplies and produce. H. D. Lear, who testified

for the Burlington Northern at the Chicago hearings, stated that the Earlville-Sterling BN segment provides a connection with BN's Savanna to Galesburg mainline and is an alternate route for through trains to either Minneapolis or Omaha-Kansas City.

Another line which respondents adjudged to be potentially excess was the C&NW line from DeKalb to Troy Grove (Zone 134); it was designated potentially excess within Zone 134 up to the Zone 133 border. A plant is under construction at Elva which will require three to four carloads of sheet steel per day. The A. O. Smith Co. at Elva reported that it uses this C&NW line.

Other lines for which concern was expressed were the ICG line through Dixon and Freeport; the CMSP&P from Mendota in Zone 134 north through Roxbury to Rochelle; the CMSP&P from Savanna to South Beloit in Zone 132; and the CMSP&P from Savanna east to Chicago.

Table 117 contains data submitted by users of lines within Zone 133.

Table 117: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
First Mississippi, Inc.	Deep Grove			
	Hahnaman		55	
Tampico Farmers Elevator Company	Tampico		151	
	Rock River Grain Company	Prophetstown	252	
Brinkman & Pressmen Lumber Company	Lass		320	
	Lee Farm Services, Inc.	Amboy	240	
Lyndon Lumber & Grain Co.	London		105	
	Erie Lumber & Grain Co.	Eric	126	212

Zone 136

Traffic volume in Zone 136 (Galesburg) was 112,000 carloads in 1972. The line which generated most of the response within this zone was the TP&W (see Table 118). Since segments of the TP&W were designed potentially excess in other zones, respondents presumed that the TP&W segment within Zone 136 was also threatened.

Table 118: Traffic Profile: TP&W in Zone 136

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
McDonough Farm Services	Grain		58	
McDonough Farm Services	Seed, corn, oil		125	
Midwest Carbide Corp.			2,900	
Spoon River Farm Service			346	
International Harvester			289	

Another line that users presumed would be potentially

excess was the BN line from Joy to Woodhull (Zone 135) (see discussion in Zone 135). If the segment in Zone 135 between the western zone border and the BN north-south line were abandoned, the segment within Zone 136 would be completely isolated. Complaints were registered about 4-mile-per-hour speed limits, poorly maintained roadbeds, and poor service over this line. Slow trains and a lack of covered hopper cars on the N&W line serving Carthage were also noted. More grain cars and local switching are needed for consignees of the Burlington Northern carriers at Colchester, between Macomb and Quincy (Zone 148).

Zone 144

Springfield, the state capital, is the foremost shipping station in Zone 144; 97 carloads per day are dispatched from the Springfield area. Respondents were particularly concerned with the future of two lines within Zone 144. One, a B&O line was designated potentially excess from southern Illinois to the Zone 144 border. Kaiser Agricultural Chemicals ships 35 cars per year over this line from Springfield south to a station at Rochester. The other line, the east-west B&O Springfield to Boody (Zone 142) line was designated potentially excess through Zone 145. The Springfield Chamber of Commerce is worried about this and other east and west connections, regardless of the final status of Zone 144. The industries in the city need reliable through lines and would suffer from the circuitous rerouting which would result from abandonments.

Congressman Paul Findley pointed out that coal mines and a facility in the southern part of Sangamon County should not be cut off from an electric generating station in Chicago.

A proposed 10-year relocation program for Springfield's railroads has been submitted to the ICC.

Zone 148

Zone 148, Quincy, is sparsely populated but rich in agriculture. Quincy generates 40,000 carloads a year (10,000 alone from the Quincy Soybean Co.). Only two lines in adjacent zones were designated potentially excess to the Zone 148 border. One, an ICG line, enters the zone from Bloomington (Zone 138) at Ashland. Continuing south through Jacksonville, Roodhouse, and White Hall, the line exits the zone north of Alton (Zone 323). Table 119 contains data submitted by users of lines within Zone 148.

International Harvester, Moorman Manufacturing Company, and the Calcium Carbonate Company expressed concern about the future of their operations at Quincy, if Quincy's two main rail connections were eliminated. Calcium Carbonate noted that, if the DOT Report's proposals were effectuated, 34 destination points for its shipments would be eliminated, 8 in Illinois, 4 in Indiana, 14 in Michigan and 8 in Ohio.

Table 119: Traffic Profile: Viable Lines

Rail user	City	Estimated carloads		
		1972	1973	Projected
Pisgah Coop. Grain Co.	Jacksonville		1	
Municipal Power Plant	Roodhouse		6	
Roodhouse Envelope Co.	Roodhouse		225	
Amoco Oil Company	White Hall	191	181	
Carrollton Farmers Elevator Company	Carrollton		750	
Mississippi Valley Farm Equipment Dealers	Jerseyville		10	
Jersey Co. Farm Supply	Jerseyville		50	

¹ Pisgah Coop. shipped 1,000,000 bushels of grain in 1973.

The City of Jacksonville, represented by its city attorney, opposed the abandonment of two lines: the BN from Concord southeast through Jacksonville to Virden on the Zone 144-Zone 145 border and the ICG line from Ashland southwest through Jacksonville to Murrayville. Several rural businesses voiced concern over the future of the N&W east-west line across the middle of the zone. The Mayor of Griggsville predicted that costly circuitous rerouting would result from abandonment of the line. It was also reported that coal, destined for Meredosia, is shipped over this line. The Central Illinois Public Service Co. has an electric and gas utility plant on the Illinois River. Several firms located in Pittsfield, on the N&W Pittsfield branch, protested abandonment of that line. Kamar Construction Co. reported that it received 32 carloads at its Pittsfield facility in 1973. Pike County Lumber Co. and Atlas Construction Co. stated that they generated 13 carloads in 1973 and have an estimated potential of 25 to 30 carloads per year if service warrants it.

The Chamber of Commerce of Roodhouse and White Hall submitted a report on the impact which abandonment of rail service would have upon these two communities.

CRITICISM OF THE DOT REPORT

Public hearings on the DOT Report were held by the RSPO in Chicago, Effingham, Peoria, Rock Island and St. Louis, Missouri. An enormous amount of evidence was received at these hearings and in the large number of submissions filed directly with the Office. This section of the Illinois report contains a distillation of comments and criticisms not specifically related to individual lines.

Langhorne Bond, Illinois Transportation Secretary, Robert J. Williams, Illinois Director of Agriculture, and Howard R. Fricke, Director of Business and Economic Development, noted that the DOT Report designated potentially excess 2,600 miles, or 24 percent, of Illinois trackage. They stated that any reduction in trackage in the state seems incredible due to the fact that Illinois

farmers are even now experiencing difficulty in getting adequate service to move their crops.

The three state officials found serious shortcomings in the methodology and data used by the DOT and in its failure to consider socio-economic, environmental, and community impacts. They questioned the designation of only Chicago and East St. Louis as gateways in Illinois and suggested that Interstate routes be established in such a manner that through traffic would be routed completely around congested areas such as Chicago. They believe that some of the freight corridors in Illinois, though not viable presently according to the DOT criteria, have a strong potential for growth, and they cited Chicago to St. Louis via Joliet, Bloomington, Springfield and Decatur as an example.

The officials stressed that the final system plan must address operating policies of privately owned, solvent carriers in the region with regard to the reorganization, the present set of labor agreements, and the competitive factors of a multi-modal transportation system. More recent and relevant data must be used and this data should include:

- (1) A detailed quantitative and qualitative description of the distribution of freight within Illinois and the region.
- (2) An accurate description of the physical characteristics of the line segments and terminal facilities.
- (3) An assessment of the capacity and ability of alternate modes to carry additional freight.

The submission also stressed that a strong rail network is necessary for a healthy agriculture industry in the state. It stated that, although virtually all of the trackage analyzed in the state was rural, the DOT did not analyze the impact that the proposed abandonments would have upon agricultural production. Such an approach is at odds with the federal government ruling that all previously set aside and unproductive acreage must be returned to production. The officials projected an 11 percent increase in corn acreage in 1974 and a 30 percent increase in wheat acreage.

The impact that the DOT's proposed abandonments would have was deplored by shippers, growers, grain elevator operators, manufacturers, and retailers whose commercial or industrial operations were affected by the recommendations. Several witnesses pointed out that 1,300 of Illinois' 1,500 grain elevators would lose rail service if the proposed abandonments were carried out. For the most part, the matters raised were typically those which related to the issue of "... public convenience and necessity of railroad service." Thus testimony was directed toward the economic damage which abandonment would cause to particular business entities or local com-

munities. It was estimated that over 170 manufacturing concerns and grain elevators in Illinois would be forced to severely curtail or shut down their operations if the DOT proposals were implemented. Many businesses indicated that the loss of rail service would compel them to relocate at a cost running into the millions of dollars. Other witnesses pointed out that their companies would require changes in the physical plant to accommodate the shift from rail service to an alternative mode. Most of these changes would be in the area of constructing docks, platforms, etc. to facilitate the loading and unloading of trucks. A few of the industrial concerns would have to change their manufacturing process entirely in order to continue shipment of their products.

The most scathing indictment of the DOT Report, in the view of many witnesses, was its lack of concern for those communities that would lose rail service. Numerous witnesses stated that the DOT Report conflicted with federal programs which have been designed to encourage the relocation of businesses in economically depressed areas, small communities, and rural areas. For example, Shelbyville, Illinois has recently been successful in attracting new industry, with rail service being one of the most important considerations. Without adequate rail service, further development is viewed as impossible. Because of the decline of coal as one of this nation's primary energy sources, southern Illinois (especially zones 141, 146, and 323), has had a much higher unemployment rate than the rest of the country for years. Some counties have averaged close to a 10 percent unemployment rate. With the energy crisis this area's plentiful coal reserves have renewed importance and testimony and submissions indicated the necessity of rail service for the economical shipment of coal. Harry Eggert of the Sahara Coal Co. testified that his company plans to open new mines in the near future to meet growing demand, but the plans are dependent on continued rail service. Other witnesses from coal concerns stated that the proposed abandonments in southern Illinois do not mesh with the Act's concern for protecting fossil fuel sources.

Particular concern about the potential effects of the DOT Report's recommendations was voiced by individual farmers, grain elevator operators, fertilizer service owners, and farm machinery suppliers. Most of the complaints were based on the following grounds:

- (1) The price for corn, wheat, and soybeans is set by the major markets such as Champaign or Chicago—an elevator will purchase from the farmer based on a track bid discounting the transportation costs. If shipping must be done by truck, the elevators' transportation cost will increase with the result that the farmer will receive from 1¢ to 15¢ less per bushel in most areas of the state.

- (2) The lack of available boxcars, both jumbo hopper and regular grain cars, has substantially reduced the number of cars shipped. Also, if more cars had been available, shipments would have increased, in some instances more than double.
- (3) The lifting of acreage limitations and the world food shortage will result in increased rail service needs, especially for the shipping of grain and the receiving of fertilizer.
- (4) Since many of the Illinois grain elevators are cooperative enterprises with low profit margins, they could not afford to ship by truck and could not provide their own fleets.
- (5) The county roads could not withstand the strain of heavy grain trucks.
- (6) The proposed abandonments would create agricultural corridors since elevators and fertilizer services which retain rail service will have a distinct competitive advantage over those that lose rail service.
- (7) Although the shipment of grain will remain somewhat seasonal, more farmers are storing their grain longer in order to receive higher prices, therefore continuous shipping during all months of the year will increase.
- (8) Affected elevators, implement stores, and fertilizer co-ops are important economic entities in the community as employers and revenue generators.

Non-railroad union representatives were unanimous in their condemnation of the DOT Report. Some stated that it failed to consider the improvements which might be realized by improved technology and enlightened management practices; others noted that although labor costs amount to nearly half the cost of rail service, the impact of work rules was not considered.

The complaints most often mentioned by shippers included the following:

- (1) Shipping costs will increase and the cost of goods will go up.
- (2) Certain commodities can not be shipped by truck because of their bulk or weight.
- (3) Plans for future expansion will be delayed until the rail service issue is finalized.
- (4) If rail service is ended, companies will be forced to cut back on production and reduce the number of their employees.
- (5) There are not enough trucks to handle the demand if rail service is terminated.

Shippers also stated that east-west service across Illinois by-passing Chicago and St. Louis is essential; most favored retention of the TP&W and the Peoria gateway.

Environmentalists pointed out the relative fuel economies to be achieved by use of rail service in comparison with motor freight. Many witnesses stated that the switch to motor freight would be antithetical to our national policy of fuel conservation. Closely associated with the energy issue was the environment. Witnesses were concerned with the increased air pollution which would result from a switch to motor freight. Others testified to the traffic and noise problems that would result from such a vast abandonment. Some said the proposed abandonments would conflict with any meaningful land use policy. They stated that, if the abandonments were finalized, thousands of acres of land would have to be removed from agricultural production in order to build the additional roads which would be needed.

Many witnesses voiced concern about the issues of potential unemployment, personal income loss, and welfare cost. Many others complained about the lack of decent roads, especially in the southern part of the State. The "Frost Law", which prohibits use of certain county roads by trucks in excess of five tons during certain months of the year, was cited often as a reason why trucks cannot provide an adequate alternative to rail service. Other general highway complaints included: insufficient bridge load-bearing capacities to handle heavy trucks; the costs of more road equipment and police personnel; and the tremendous increase in road maintenance costs.

Although a few witnesses were complimentary of rail service to their firms, the vast majority decried the poor quality and unreliability of service. Some witnesses accused the railroads of siphoning off assets of their railroads to invest in other operations to the detriment of the public interest. Others complained that the quality of service was so poor that they have sharply curtailed or stopped their usage of rail transportation. By far the predominant complaint concerned the car shortage, especially in hopper and tank cars. Delays in receiving cars have forced many grain elevators to ship by truck. Some elevators have attempted to compensate for this problem by expanding their storage facilities and attempting to obtain 10 and 100-car unit trains from the railroads. It was impossible to discover to what degree the car shortage was a seasonal problem, but most complaints came from the grain elevator operators and the fertilizer service owners, both predominately seasonal users.

There were also some complaints with regard to car condition. Some shippers stated that they were inclined to accept what they received for fear that they would not obtain replacements should they reject any cars. Other shippers complained of having to clean the cars before they were suitable for use. Many shippers stated the

DOT criteria should not have been based on actual car usage for the given year, but on the total number of cars that would have been used had the railroads provided all that were ordered.

Another major complaint of the railroad users was the deteriorated condition of the track in their areas. The most frequent comments centered around rotting ties and soft road beds, which have led to weight limits and speed reductions. The railroad users also evidenced concern over road congestion. This concern was mainly directed at the necessity of maintaining the Peoria gateway. Numerous witnesses mentioned the delays in transit time which would result if their companies were forced to ship through St. Louis and Chicago. Delays of anywhere from two to five days would be disastrous for shippers of perishable goods.

Some other public criticisms were:

- (1) Rate structures are inequitable and must be revised, especially long-haul rates.
- (2) The DOT Report seriously conflicted with the Rural Development Act and with the policy of conserving fossil fuels.
- (3) There is over regulation by the ICC that does not allow the railroads to operate freely and promotes inefficiency.
- (4) Union activities, especially featherbedding, have hampered railroad efficiency.
- (5) The railroads intentionally lower the quality and reliability of service and then cite the resultant lack of usage as an excuse to demand abandonment of a particular line. The general consensus was that the railroads were not re-investing sufficient amounts of their capital in equipment and trackage so that service might improve.

The primary complaint of many businesses was that if they lost the line they are presently using they would have no alternative rail service. In many cases this would mean either the closing of the business or the curtailment of the firm's market area. Many of the smaller Illinois communities consider the railroad their life line. In other cases, firms have alternative routes available, but, for various reasons, this alternative is not practical. In some cases, the track condition of the alternative line is poor; in others the alternative line is very circuitous and the transit delays would make the line's use uneconomical. Some of these firms are locked into railroad usage because of the poor condition of local roads which only permit the use of trucks under a certain tonnage.

A number of witnesses stated that the report did not take into account the considerable freight that bridges the Midwest and Northeastern Regions. Shippers complained that their east-west and north-south patterns of

freight movement would be severely disrupted by the proposed abandonments. Eugene T. Liipfert, attorney for National Steel Co., stated that ". . . all of the traffic flows involved cannot be rearranged around a new linehaul rail network, comprised indiscriminately of parts of solvent railroads and parts of bankrupt railroads." National Steel and many other rail users questioned the ability of the remaining lines to handle the increased volume, should the proposed abandonments be carried out.

Many Illinois citizens could not understand why the lines of profitable railroads were deemed "potentially excess". Their thinking was based on the belief that the Rail Reorganization Act was passed to improve the present rail system and not to diminish it in any fashion. Some witnesses argued that the Penn Central's midwest lines were for the most part profitable and that the company's northeastern lines were mainly responsible for its bankruptcy. Many witnesses also stated that profitable railroads should have to follow regular ICC abandonment procedure and should not be allowed to abandon lines under the Regional Rail Reorganization Act.

A few statements pointed out that the identification of stations recommended for continued rail service is misleading, as they are identified by the billing or servicing station and not by the actual community from which the car was shipped or to which it was delivered. Many shippers mentioned that the carloads per mile criteria should not be used as the sole basis for abandonment decisions. Many large box, hopper and tank cars are loaded with more revenue freight than other cars and produce relatively more revenue at less operating cost. The carloads per mile criteria does not adequately consider weight and volume.

A large percentage of the Illinois public expressed the belief that the answer to unprofitability is not wholesale abandonment. Some persons pointed to the example of Penn Central's earlier merger as proof that merger and line reduction do not necessarily lead to profitability. There was a strong opinion evidenced by the public that rail service should be based on socio-economic needs and not on the DOT's theories of efficiency and economy. The railroads should be viewed as a public utility which is vital to this country's economy and future welfare. A few witnesses accused the DOT of designing a system solely to bail out the Penn Central from its precarious position.

Another major complaint was that DOT seemed to assume that alternative modes were available and could handle the volume, should the proposed abandonments go into effect. Most of the shippers and receivers on lines deemed "potentially excess" stated that trucks just could not handle the increased volume. Very few users would be able to meet their transportation needs by switching to barge transportation.

Suggestions on how to alleviate the situation of un-

profitable lines were numerous and diverse. The solution mentioned most often was for the government to subsidize the railroads. Some witnesses expressed the opinion that the trucking industry has long been subsidized through the highway trust fund and the millions spent on interstate highways. Realizing the importance of the railroads, these witnesses desired some sort of parity. A large minority of those offering solutions opposed the concept of subsidy. Some feared it would be the first step toward nationalization while others claimed that the government was always bailing the "big guys" out after poor management had led them to the brink of ruin. Other suggestions centered around the use of tax exemptions and/or incentives to enable the railroads to improve equipment, track condition and service. Many of these witnesses thought the railroads were being forced to pay exorbitant taxes on their rights-of-way.

The majority of Illinois participants who mentioned the criteria used by DOT for determining whether a station should be recommended for continued service were of the opinion that the criteria were too narrowly conceived. The major criticisms were that the report did not give sufficient consideration to the total revenue generated or to the tonnage that each particular car carried. Other witnesses thought that some consideration should be given to the value of a particular commodity to the economy—in particular the value of relatively cheap transportation of grain.

There were many complaints from the Illinois participants regarding DOT's use of 1972 data. The following problems were mentioned:

- (1) The shipping statistics are now two years old and in most cases rail usage has increased. Thus, some lines meet DOT's carload per mile formula now, or will in the near future.
- (2) DOT did not try to estimate the future traffic on any lines. Some firms have just completed new plants or expansions and thus their figures are not accurately represented in the DOT Report's analysis.
- (3) DOT made no estimation of how much shipping would have been done had sufficient cars been available.
- (4) The energy crisis and its impact on the railroad industry was not considered by DOT.

Several witnesses suggested that the study be redone, taking into consideration broader criteria, especially the socio-economic impact that any proposed abandonment might have.

Much of western Illinois was hurt by heavy flooding in the Mississippi Valley in 1972. Farmers were especially hard-hit since much of their acreage was under water till after the planting season was over. A few business

representatives stated that it is essential to have access to more than one line to provide an alternative in case of a major derailment or a natural disaster.

Many Illinois witnesses testified that the amount of time that they were allowed to analyze the DOT Report was much too short. They pointed out that, in view of the complexity and importance of the Report, more analysis time should have been allotted. The result of this situation was that many companies were not able to sufficiently detail the impact that the Report would have on their railroad usage.

Another common complaint of Illinois citizens was that the DOT Report did not consider the tremendous impact that abandonments would have on food production. As Robert L. Graves of the Illinois Grain Corporation stated: "It would be a large penalty to pay and would no doubt greatly raise the cost of grain to the consumer if it didn't altogether price the grain out of the market." Several shippers mentioned that they might lose their ability to export grain to Russia and Europe. They pointed out the world-wide food shortage and the vital role that the American farmer must play in alleviating this problem.

The proposed abandonments would seriously affect the Illinois farmer's ability to purchase fertilizer, especially potash and nitrogen. Without these fertilizers, grain yields would be reduced substantially and farmers would cut back on the acreage which they farm, further decreasing production. Some farmers also feared that, with fewer elevators, their crops might rot in the fields for lack of storage. Many of these witnesses contended that the policy of abandoning lines was short sighted. Mr. Graves' credo, "Fix up, not tear up", adequately summarized the thoughts of most Illinois food producers.

Illinois citizens were also concerned that the DOT Report did not adequately consider the effects that its proposed abandonments would have on the transportation industry. The complaints were about equally divided between those demanding intermodal competition and those stressing the necessity of intramodal competition. Many witnesses feared that the proposed abandonments would lead to the domination of the transportation industry by the truckers. They testified that truckers, with their powerful union, would use their advantage to raise rates. Several witnesses stressed the necessity of maintaining rail service, citing the economic impact of the recent truckers' strike. Other witnesses asserted the need for intramodal competition. They stated that there must be at least two privately operated railroads which would provide competition between major market cities. The witnesses were concerned that, if only one railroad operated in their area, service would deteriorate. They were especially concerned that they would have more difficulty obtaining cars if only one railroad serviced their area.

The public criticized the DOT Report's stress of rail-

road profitability as a failure to realize the true import of the Rail Reorganization Act. The citizens of Illinois thought that the social and economic aspects of the Act were slighted to facilitate the DOT's statistical study. Several witnesses testified that the Report completely ignored the necessity of conserving fossil fuel and preserving access to fossil fuel deposits. The general consensus was that DOT should have performed a broader study, surveying both the present and future rail needs of Illinois.

Mayor Elvin "Slim" Washburn of Vandalia expressed what abandonment of rail service would mean to a rural Illinois town. With the mechanization of farming operations during and after World War II, rural areas found their populations dwindling. Where industry was not brought in, entire communities collapsed. Those rural communities that survived and prospered did so by determined efforts to promote the development of local industries and to create an economic environment which would attract new industry. Crucial to these efforts was the presence of rail service. Mayor Washburn stated that rail service has been such an integral part of Vandalia's economy, that he cannot conceive of its being able to survive a diminution of rail service.

COMMENTS OF VIABLE RAILROADS

William J. Dixon, President of the Rock Island, estimated that, if the DOT Report's abandonment proposals were implemented, it would lose at least \$2.2 million gross revenue annually as a result of diversions, short-hauls and disappearance of traffic which it presently carries. The RI stated that, according to its figures, there were 6,314 cars on which it enjoyed a haul during 1973 which either terminated or originated at stations on lines designated potentially excess. The Rock Island also reported that its interchange traffic with the Erie Lackawanna in 1973 produced revenues in excess of \$6 million, and RI expressed concern about the effect restructuring might have upon this and other interchange traffic and revenues.

The Burlington Northern emphasized the need for the restructuring planning to provide for and to improve direct interchange between the major eastern traffic routes and the BN and other western lines.

The Elgin, Joliet and Eastern Railway reported that it has only one line, its 9 mile Aurora branch, which it considers excess to its system. The EJ&E reported that it conforms to the DOT's criteria for local rail service. EJ&E operates in Zones 130, 131 and 134.

Alan S. Boyd, President of the ICG, noted that the DOT Report designated approximately 1,000 miles of ICG track potentially excess in Indiana and Illinois. According to Mr. Boyd, the ICG's assessment of these lines found that, under current operating conditions, the ICG lines DOT found to be potentially excess are contributing

a positive cash flow, with minor exceptions, such as the Dwight Branch from Dwight in Zone 139 to Lacon in Zone 134. The ICG agreed with the DOT that railroads need the ability to change rates quickly to meet increasing costs and changing market conditions and that one of the greatest ways to increase productivity would be to change inflexible labor work rules to permit better utilization of labor and capital.

The Illinois Terminal Railroad Co. was concerned that implementation of the DOT Report's recommendations would preclude it from operating north of Springfield and east of Decatur and would, thus, lead the IT into bankruptcy. In 1972, 37 percent of IT's gross freight revenues was derived from traffic moving in whole or in part over the lines designated excess east of Decatur and north of Springfield. All four of IT's interchanges with the PC would be eliminated. IT would also lose connections with the BN, C&NW, RI, N&W, ICG, and TP&W at Peoria; with the Santa Fe at Morton; with the ICG at Champaign and with the C&EL at Glover. Such a result, according to Harvey D. Johnson, Secretary-Treasurer and General Solicitor of the IT, would violate due process of law and amount to an unlawful confiscation of property without just compensation.

C. L. Pattison, president of the Toledo, Peoria and Western, stated that, if the DOT Report's recommendation to abandon the Peoria gateway was adopted, it would be physically and economically impossible for the TP&W to continue any type of profitable service.

RECOMMENDATIONS

Illinois citizens proposed numerous alternatives to the DOT Report and suggested solutions to railroad problems. Nearly all participants recommended that the rail system should be improved, not abandoned. Recommendations for improvement in rail service with regard to the agriculture industry included the following:

- (1) Ten-car units should be considered as important as 100 car units, since the 100-car unit often creates a distortion in the distribution of rail cars.
- (2) If the proposed abandonments go into effect, the government should subsidize grain elevators or pay relocation expenses.
- (3) The government should eliminate the black market in railroad cars so that some grain elevators do not illegally obtain an advantage over their competitors.
- (4) Since much grain shipment is seasonal, railroads should be encouraged to make extra runs to grain elevators during the harvest season.
- (5) The government should encourage the railroads to purchase more hopper and tank cars.

- (6) Provisions should be made for grain elevator operators who have to borrow money to buy grain and who will be forced to hold their grain longer after the abandonments.
- (7) Smaller elevators should improve their facilities so that they can load a minimum of five cars at a time.

Shippers and receivers made the following suggestions for improving rail service in Illinois:

- (1) Competition should be required where the length of haul is less than 200 miles in order to assure availability of rail equipment.
- (2) Shippers might acquire their own equipment and locomotives.
- (3) The government should institute a national system for the allocation of cars.
- (4) The government must assure that traffic is routed around densely populated areas.
- (5) The Final System Plan should provide for and improve direct interchange, including run-through operations.
- (6) A time frame for future rail traffic projections beyond 1980 should be considered.
- (7) The ICC should increase mileage allowances for shipper-furnished rail equipment in order to alleviate the shortage of certain types of rail cars.
- (8) On interline shipments, the originating carrier often suffers a loss of control over the quality of service the shipment receives. To alleviate this problem, the railroad industry should develop a system for the effective deployment of its fleet of freight cars.
- (9) There should be a level of proportional rates which would compensate shippers for bringing trailers to key rail TOFC "piggy back" terminals.
- (10) The government should promote liberal interchange agreements between rail carriers and local motor carriers, and adequate and proper divisions of revenue on all TOFC traffic must be assured.
- (11) Since the proposed trackage to be abandoned in Illinois has very little relationship to the network of highways established or planned in the state, DOT should revise its plan taking the location and condition of highways into consideration.
- (12) DOT must assure that a shipper has both north-south and east-west access.

- (13) The new freight routes that will be created in the Northeast and Midwest should be supported throughout their entire length by yard capacity fully adequate to handle the increased traffic volume.
- (14) Since the DOT Plan would funnel traffic onto high volume mainlines, provision must be made to deal with the increased traffic at terminal facilities.

The necessity of preserving intramodal competition was recognized by most observers, but there were disagreements on how this could best be achieved. One suggestion was that, where only one line is needed, two or more railroads should share the right-of-way. This idea would preserve two or more privately operated, economically viable and competing systems with the possible consolidation of terminal and other facilities. Although several submissions stated that parallel consolidation would best preserve competition, others voiced strong opposition. It was pointed out that parallel consolidation tends merely to combine troubled railroads with troubled railroads. End-to-end mergers tend to link up railroads serving regions of slower freight growth with lines serving more rapidly growing territories. The resulting systems enjoy approximately equal market opportunities. C. W. Bath, Director of Traffic for Farmland Industries, Inc., submitted a detailed statement which described the benefits of end-to-end mergers and the need for inter- and intramodal competition.

Burlington Northern was especially concerned that, before any one route is created involving the present lines of more than one carrier, it must be demonstrated that it is physically practical to enter a terminal on the tracks of the new company(s) and to depart from any other route without reversing direction, or experiencing delay or unnecessary interference. This ability is vital to through train performance. The same principle would apply to local service where new companies may be using switching tracks and sidings.

With regard to terminal facilities, one submission stated that in its preoccupation with formulation of a high density long haul rail network, the DOT Report passed over the problem of new or rearranged terminal facilities and the enormous capital expenditures which would likely result from its proposed wholesale reorientation of traffic flows. Thus, it was recommended that the DOT eliminate some of the proposed gateway and terminal facility abandonments contained in the preliminary report. Another suggestion was that the per diem charges for terminal railroads should be broken down into quarter-of-day or hourly charges. Another witness thought that since terminal and switching costs are highest, the owner of such facilities should get a higher proportion of the interline division rate than is presently given.

Another submission stated that the planning process should take into account the location of car repair, car distribution, and car cleaning points and whether their location, with respect to new principal routes and terminals, will improve car service within the region. It was noted that there is a possibility that, with the loss of present routes, rail cars would have to be shipped in and out via local rates, causing heavy freight rate penalties. Such a result must be avoided by the planners.

There were many concerned citizens in Illinois who, while they did not use the railroads directly, were very much interested in the indirect benefits which accrue to them from having rail service in their communities. Often these citizens were most critical of the railroads, especially railroad management. Many citizens were of the opinion that the government should not bail out the railroads' creditors. Others complained that the railroads should not be immune to anti-trust regulation. Some witnesses charged that the people staffing the USRA will be interested in railroad profitability at the expense of public good. These witnesses thought that the USRA would contain too many of the people (railroad personnel) who caused the problems in the first place.

Several submissions stated that the DOT Report should have provided guidelines for maintaining economical rail service—in other words it should have spelled out what the railroads themselves must do to maintain their financial viability. Respondents thought that abandonment of railroads is not the answer. Railroads would still be faced with the problems of deferred maintenance and high labor costs.

The Illinois public evidenced a strong interest in what would be done with the rights-of-way of any abandoned lines. The Council on Environmental Quality urged that the rights-of-way remain open to the public to the maximum extent possible. It was urged that they be used for mass transit, energy transmission, hiking trails, and bike paths. The Council stressed that the ability of state, local, and regional authorities to respond to this opportunity to acquire land will depend upon their ability to plan the costs that they would be required to assume. Several witnesses stressed that maintenance of linearity must be given high priority with respect to all rights-of-way with public use potential.

One Illinois citizen suggested that the overall solution to the railroad problem would be for the Federal government to take over the rights-of-way. This would consist of transfer of rail lines from the private sector to the Federal sector and would include rail lines only. The railroad, when using this rail line, would pay a weight-distance tax, a predetermined tax based upon the weight of the commodity being shipped with no tax on an empty car. Maintenance work would be performed under the direction of the Federal government; maintenance, labor and material actual costs would be reimbursable to the

railroad on a semi-annual basis. The railroad estimate or inventory of needed material and labor would be open for review by a Federal inspector.

Miscellaneous concerns and recommendations of the Illinois public included the following:

- (1) Railroads must improve their safety standards both for their trains and their road beds so that the threat of derailments is diminished.
- (2) Congress should approve a rail car and locomotive financing program with loan guarantees or with creation of a Federal equipment trust.
- (3) The Penn Central should be divided into two autonomous railroads, lines east and lines west, with the eastern portion being restructured into not less than two viable competitive systems. PC lines East and West, would result in the creation of a private western operation and a federally assisted eastern operation, substantially eliminating the problem of competition between healthy rail carriers in the Midwest and companies supported by government subsidy.
- (4) The government should maintain necessary interline junctions and border crossings to protect existing flows of traffic.
- (5) A more thorough study should be made of the environmental impact which the proposed abandonments would have.
- (6) Restructuring planning should be coordinated with plans of local and regional authorities to insure an appropriate relationship between public land use policies and rail transportation policies.
- (7) When an abandonment recommendation is changed, and assurances can be given, the affected areas should be notified as soon as possible so that economic and social development planning will not be unduly delayed.

MICHIGAN

Michigan is divided into two land areas by the Straits of Mackinac. The Upper Peninsula is noted for copper and iron ore mines and forest products; the Lower Peninsula contains 90 percent of the state's 8,875,083 residents and is the center of most of the state's economic activity. The 1970 census showed Michigan's population distribution as being 73.8 percent urban and 26.2 percent rural. The two largest population centers in Michigan are Detroit and Grand Rapids.

Michigan's economic activity is primarily industrial. More automobiles are produced in the State than in any other place in the world. Michigan also ranks among the leading states in the production of fruits, grains, Christmas trees, and vegetables. Rail service is vital for the transportation of Michigan's products to markets.¹ There are 6,159 miles of railroad track in Michigan, 1,641 miles in the Upper Peninsula and 4,518 miles in the Lower Peninsula.

The DOT Report divided the state of Michigan into 19 zones: Toledo, Ohio (Zone 113); Benton Harbor (Zone 149); Battle Creek (Zone 150); Kalamazoo (Zone 151); Jackson (Zone 152); Ann Arbor (Zone 153); Detroit (Zone 155); Flint (Zone 156); Port Huron (Zone 157); Bay City (Zone 158); Saginaw (Zone 159); Owosso (Zone 160); Lansing (Zone 161); Midland (Zone 162); Grand Rapids (Zone 163); Muskegon (Zone 164); Traverse City (Zone 165); Escanaba (Zone 166); and Marquette (Zone 167).

The DOT Report designated 37 percent of the state's total rail mileage potentially excess. However, since Zones 166 and 167 in the Upper Peninsula were not

analyzed by the DOT for potentially excess rail lines, the DOT recommendations result in the classification of 51 percent of the rail lines in the Lower Peninsula as potentially excess (Figure 6).

U.S. Senator Robert Griffin pointed out that the Upper Great Lakes Regional Commission's 1973 Annual Report cites the area's need for improved transportation as a basic development tool, and that unemployment in the Upper Peninsula and the northern part of the Lower Peninsula have remained consistently at over 10 percent.

A representative of the Governor's office expressed grave concern that the DOT Report's recommendations were being taken by the public, not as a starting point in the planning process, but as final determinations, thus causing private industry to cancel plans to increase business and add jobs. The Governor's representative announced the formulation of a State Railroad Task Force which will compile a State Rail Needs Study. The study which is designed to collect and interpret a variety of data on how the state's rail system operates—how it does or does not serve the state's transportation needs and the degree to which the state's economy is dependent on such service—will give the state a basis on which to participate effectively in rail restructuring.

Michigan rail users testified that implementation of DOT's proposals would result in: potential business curtailments, relocations or shutdowns; increased unemployment; income and tax revenue losses; the loss of competitive positions; increased storage and transportation costs; slowdowns in community growth; forced reliance on one mode of transportation; increased energy consumption; use of more land for highways; the loss of capital investments; the cost of altering dock facilities; the worsening of inflationary trends; and environmental degradation—land use, air quality, noise levels and traffic congestion.

ZONE 149

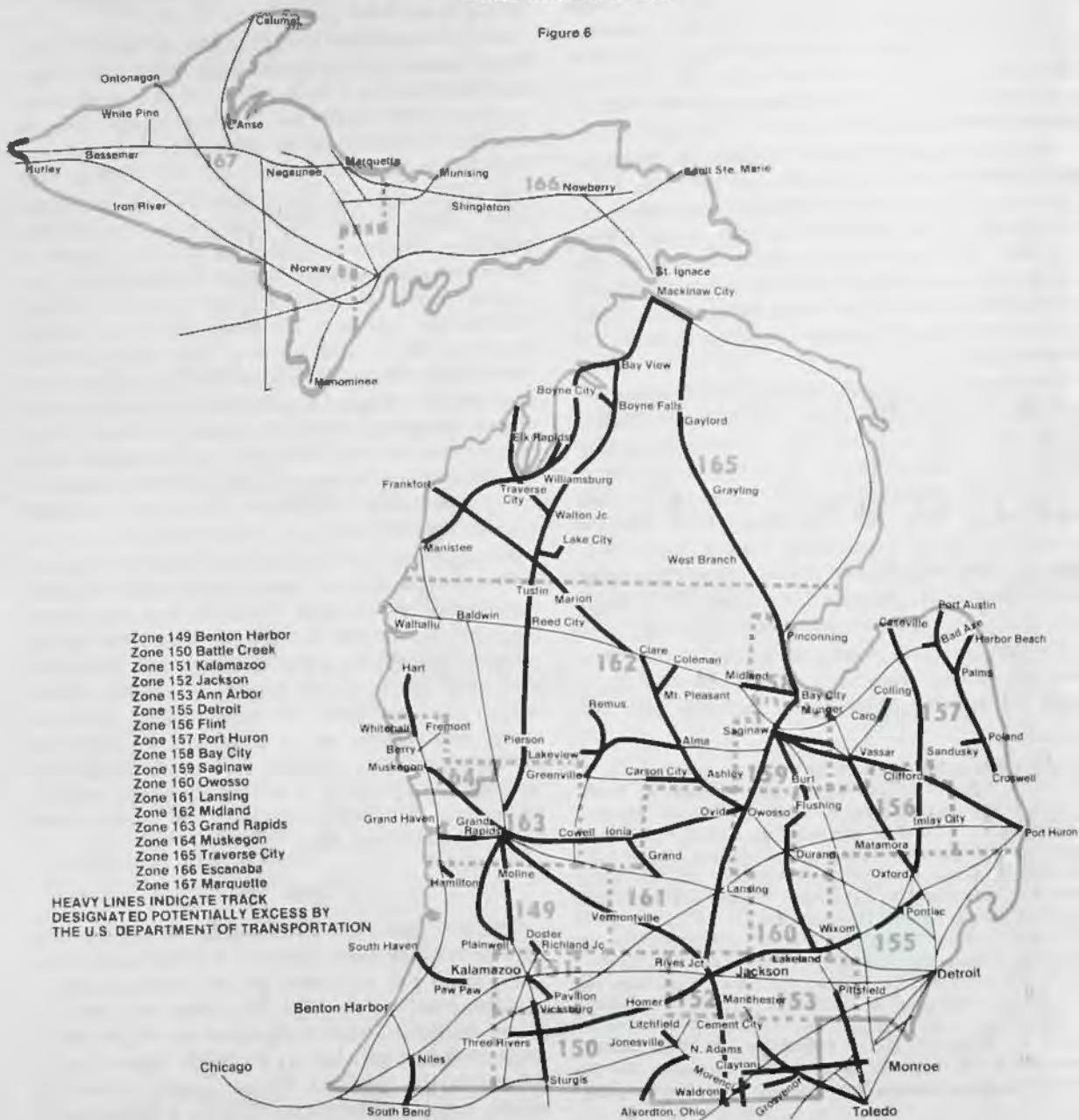
Witnesses from Gobles testified that service over the PC line between South Haven and Kalamazoo (Zone 151), which was not shown on the DOT zone maps, was abandoned in July 1973. The closest operating line is now the South Haven to Paw-Paw line of the C&O/B&O (discussed infra under "potentially excess lines"). Brink Fuel and Fertilizers, the sole supplier of fertilizer to area farmers, described the difficulty it encounters in

¹The following railroads operate in the state: Ann Arbor R.R. Co. (AA), Chessie System (C&O/B&O), Chicago & North Western Transportation Company (C&NW), Chicago, Milwaukee, St. Paul & Pacific R.R. (Milwaukee), Detroit and Toledo Shore Line R.R. Co. (D&TSL), Detroit, Toledo & Ironton R.R. Co. (DT&I), Grand Trunk Western R.R. Co. (GTW), Lake Superior & Ishpeming R.R. Co. (LS&I), Norfolk & Western Ry. Co. (N&W), Penn Central Transportation Co. (PC), Soo Line Railroad Co. (Soo), Boyne City R.R. Co. (BC), Cadillac & Lake City Railway Co. (C&LC), Copper Range R.R. (CR), Detroit & Mackinac Ry. Co. (D&M), Escanaba & Lake Superior R.R. (E&LS), Ludington & Northern Ry. (L&N), Marquette & Huron Mountain Railroad Co., Inc. (M&HM), Port Huron & Detroit R.R. (PH&D), Delray Connecting R.R. Co., Detroit Terminal R.R. Co., Sault Ste. Marie Bridge Co., Union Belt of Detroit, Wyandotte Southern R.R. Co., and Wyandotte Terminal R.R. Co.

MICHIGAN

ZONE LOCATOR MAP

Figure 6



- Zone 149 Benton Harbor
- Zone 150 Battle Creek
- Zone 151 Kalamazoo
- Zone 152 Jackson
- Zone 153 Ann Arbor
- Zone 155 Detroit
- Zone 156 Flint
- Zone 157 Port Huron
- Zone 158 Bay City
- Zone 159 Saginaw
- Zone 160 Owosso
- Zone 161 Lansing
- Zone 162 Midland
- Zone 163 Grand Rapids
- Zone 164 Muskegon
- Zone 165 Traverse City
- Zone 166 Escanaba
- Zone 167 Marquette

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

getting shipments of raw materials from Florida and Saskatchewan. Chester Ray, a Gobles farmer, testified that he cannot get delivery of fertilizer because of road restrictions and lack of rail service. Mr. Ray cited the soaring growth in agricultural production that has occurred in the last six years. He expressed dismay that he will be in a 40 mile by 60 mile area which will have no rail service.

George B. Fritz, County Commissioner from the 4th District of Van Buren County recommended that the C&O/B&O take over the PC track from Grand Junction to Gobles.

Others also expressed interest in retaining service on lines in the zone not designated potentially excess. Michigan Consolidated Gas Co. reported that it received 241 carloads of 42 inch steel pipe at New Buffalo and will receive 240 carloads of 42 inch steel pipe at St. Joseph this year. Consumers Power Co. reported that it uses rail service at its Palisades nuclear plant at Covert.² According to Consumers Power, in generating electricity by nuclear power, spent fuels must be reprocessed. Presently the spent fuel is shipped via rail to a contractor in New York. The spent fuel is shipped in specially designed lead shielded casks mounted on railroad flatcars. When loaded these cars carry ten spent nuclear fuel assemblies weighing approximately 120,000 pounds each. Motor transportation is not considered a practical alternative mode because of the weight of the individual shipment, the necessity of acquiring special highway permits, and the highly dangerous nature of material.

Potentially Excess Lines

Five sections of rail lines located primarily within Zone 149 were shown as potentially excess. These lines are as follows (see Figure 4):

- (1) The C&O/B&O line from South Haven to Paw-Paw.
- (2) The C&O/B&O line from Hamilton to Holland (Zone 163).
- (3) The PC line from Doster to Kalamazoo (Zone 151).
- (4) The PC line from Niles to South Bend, Indiana (Zone 129).
- (5) The PC lines (a) from Middleville to Nashville, (b) from Moline to Plainwell, and (c) from Dorr to Plainwell (see discussion in Zone 165).

C&O/B&O: South Haven to Paw-Paw

The South Haven to Paw-Paw line is operated by the C&O/B&O and serves the communities of South Haven,

² Consumers Power also operates a nuclear power plant, the Big Rock Point, at Charlevoix, Michigan (Zone 165).

Cableton, Covert, Hartford, Lawrence, Millers and Paw-Paw. A number of fruit processing plants, packing houses, fruit exchanges and wineries operate in this area. According to the Van Buren County Board of Commissioners, farmers in this county use more fertilizer than anywhere else in the state. In supplying fertilizer to local farmers, dealers depend heavily upon rail service because of its lower transport cost.

Strong opposition to the abandonment of this line was advanced by the South Haven Chamber of Commerce and others who believe the line is profitable and essential for community growth and who questioned the ability of trucks to handle the additional tonnage because of highway weight restrictions, inadequate supply, and fuel shortages.

Traffic data from users of this line is contained in Table 120.

C&O/B&O: Hamilton to Holland

The 9 mile Hamilton to Holland line is operated by the C&O/B&O and serves the communities of Hamilton, Fillmore, and Holland (Zone 163). Only the segment within Zone 149 has been declared potentially excess by the DOT.

Rail users located on this line who offered information to the RSPO were: Dog Life Corporation, which generated 360 carloads of pet food in 1973; Hamilton Farm Bureau Co-op, which generated 341 carloads of freight in 1973; and Agrico Chemical Co., which generated 15 carloads of freight in 1973. The Hamilton Farm Bureau Co-op. expressed concern that the abandonment of this line would endanger the livelihood of its 127 employees. Dog Life Corporation, located in Hamilton, stated that it would have used an additional 120 rail cars had they been available. In the event this line is abandoned, Dog Life expects to terminate the employment of 50 employees.

PC: Doster to Kalamazoo

The Doster to Kalamazoo line is operated by the PC and serves the communities of Doster, Richland Junction, Richland (via a spur), and Kalamazoo (Zone 151). The Richland Farm Service Company generated 66 and 62 carloads of freight in 1972 and 1973, respectively, and the Doster Lumber Company received 54 carloads of lumber from the West Coast in 1973. According to the Doster Lumber Company both the Richland Lumber Company and Lux Harbor Farm in Doster have used rail service.

The Richland Farm Service Company complained of poor rail service and rail car shortages. The firm stated that inability to obtain rail cars caused it to ship 25,830 bushels of grain by truck which cost area farmers

Table 120: Traffic Profile: South Haven to Paw-Paw

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Bohn Aluminum and Brass Corp.	Aluminum scrap		199	
Lappo Lumber Co.	Lumber			200-300 ¹
Duffy-Mott Co.	Fruits, vegetables	573	615	
Inland Container Corp.			7	38
Burnett Farms Packing Co.	Fertilizer, canned goods, tin cans	206	111	
Borkholder Bldg.	Lumber			32-44
Bangor Lumber Co.	Lumber		30	
Musselman Fruit Products, Div. of Pet Inc.	Fruits	57	71	
Ellingsworth Mfg. Co.	Paper		100	
A. F. Merch Co.			23	69
Warner Vineyards			74	148
Paw-Paw Grape Juice Co.				
Honeybear Canning Co.				
Michigan Quality Frozen Foods, Inc.				
Sohigro Service Co.	Fertilizer			
National Motor Castings Co.			132 ²	
Dagget Concrete Co.	Bricks	10-12	10-12 ³	
Custom Farmer Service	Fertilizer	29	29	
Everette Piano Engine and Leasing Co., Div. of Canonic Construction		31	10-15	
Blueberry Equipment Co.		32	32	
Reynolds Co.				

¹The Lappo Lumber Company expects to commence operations in 1974. The firm is presently erecting a \$250,000 retail lumber facility on 41 acres of land. In addition, it has also spent \$20,000 for a rail spur to connect its facilities to the C&O/B&O.

²National Motor Castings Company wants to receive all of its coke and pig iron shipments by rail. This would increase its rail usage to 600 carloads.

³Within the last five years usage has been as high as 100 carloads per year.

\$3,874.50 in higher shipping costs. Richland also noted that hazardous turns on State Route 42 cause severe navigational difficulties for large semi-trailer units. Doster Lumber stated that the transcontinental movement of lumber by truck is not economically feasible.

PC: Niles to South Bend (Zone 129)

No evidence was received specifically concerning the Michigan portion of this PC line.

ZONE 150

Zone 150 contains a large number of diversified businesses. Many of these businesses supplied evidence concerning two lines not designated potentially excess (see Table 121).

Table 121: Traffic Profile of Viable Railroad Lines in Zone 150

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>PC Line from Jonesville to White Pigeon:</i>				
Associated Truck Lines				
Borg-Warner Bundy Tubing				
Coldwater Public Utilities	Coal			582
Essex International Gamble Skogmo Home Builders, Inc.				
Lake Erie Door Midwest Foundry	Coke, pig iron, clay			273
Southern Michigan Grocers				
Wilk Building Systems				
Eckrich and Sons, Inc.				
Lake Building System				
High Voltage Engineering				
Gambiscola				
<i>N&W Line from Britton to Alvordton, Ohio (Zone 114):</i>				
J. J. Walper and Son, Inc. ¹	Grain, fertilizer		162-167	202
Cone Elevator	Grain			108-145
Martin Marietta Aluminum, Inc.	Aluminum			225
Ruminant Nitrogen Products Co.	Feed, grain additives, animal feeds			135
Simplex Industries	Building and insulating products			797
Bohn Aluminum & Brass Company	Aluminum billets			250

¹The J. J. Walper and Son, Inc. is located in Britton, a city not recommended to receive local rail service. Walper stated that if it had to convert to truck transportation its costs would increase by \$100,000 a year.

The City Manager of Coldwater stressed that the line going through Sturgis, Hillsdale, Bronson and Quincy has sufficient tonnage to justify service. The line serves the Chicago-Detroit corridor, an area cited for future population growth. Coldwater Industrial Growth, Inc.

and the Coldwater Chamber of Commerce reported that the area is the fastest growing industrial area in south central Michigan and that, in 1973, nine new industries bought land in the 500 acre industrial park.

Potentially Excess Lines

The following eight sections of rail located primarily within Zone 150 were designated potentially excess by the DOT Report:

- (1) The PC line from Litchfield to Jonesville.
- (2) The PC line from North Adams to Angola, Indiana (Zone 116).
- (3) The PC line from Morenci to Grosvenor.
- (4) The PC line from Clayton to Ida (Zone 113).
- (5) The PC line from Manchester (Zone 153) through Tecumseh to Toledo, Ohio (Zone 113).
- (6) The DT&I line from Adrian to Malinta, Ohio (Zone 114).
- (7) The PC line from Homer to Three Rivers (see discussion in Zone 152).
- (8) The PC line from Mendon to Sturgis and from Cement City to Waldron (see discussion in Zone 165).

PC: Litchfield to Jonesville

The 6.9 mile Litchfield to Jonesville line is operated by the PC and serves only those two cities. Great concern was expressed over the abandonment of this line by the Plymouth Flush Door Company, the Hillsdale Foundry, the Litchfield State Savings Bank, the Litchfield Industrial Corp. and the City of Litchfield, all of which have made plans and investments which depend on continued rail service. The total investment in the Litchfield Industrial Park is \$3.4 million.

The Plymouth Flush Door Company reported that it has recently received a \$585,000 loan from the Small Business Administration. The Hillsdale Foundry has received loans totalling almost \$1.4 million from the Economic Development Administration and the Small Business Administration to build a new pollution free facility. Many respondents believed that the loss of rail service would hinder severely the ability of area businesses to meet their respective debt obligations.

The Acting District Director for the Detroit Office of the Small Business Administration testified in favor of retention of the line because of the substantial number of recent loans made to firms in Litchfield. He also mentioned that Michigan generally is depressed economically and that the SBA's programs for stimulating business development in rural areas will be hurt if one of the important considerations—rail accessibility—is taken away.

The city of Litchfield has received \$342,070 in government loans and grants for the building of a new

sewer system and the expansion of the city's present water system. Since the city of Litchfield depends heavily on business firms for tax revenues, any local business curtailments endanger the financial ability of the city to pay off its contracted loans.

Table 122 contains traffic data received by the RSPO from users of the line:

Table 122: Traffic Profile: Litchfield to Jonesville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Plymouth Flush Door Co.	Panel doors	166	135	
Litchfield Grain Co.	Grain	75	70	
Wells Equipment Sales			10	15-20
Dibar Industries	Wood products		15	
General Foods Corp.				
Lumber Village, Inc.	Lumber			
Harvard of Hillsdale	Insulated underwear			24
Hillsdale Foundry				

Simpson Industries stated that its future traffic should increase since it has been awarded a 1975 model contract to provide American Motors 35,000 pounds of castings per month. In 1976 this requirement will be increased to 700,000 pounds per month. Simpson also reported that it will be drawing 75 percent of its material from foundries located in Georgia and Tennessee. It is Simpson's intention to bring as much of this material into its plant by rail as possible.

According to the Mayor of the City of Litchfield, Litchfield has had a 25 percent increase in population since 1960, and 50 percent of the city's labor force of 1,200 is employed by industries which are dependent on rail service.

Michael Seward, Executive Director of Hillsdale County Industrial Development Commission, reported that rail use would have been higher had rail cars been available, and he noted that a local grain company's recent request for an additional 25 rail cars was turned down.

The Plymouth Flush Door Company stated that it would be placed in an unfavorable economic position vis-a-vis its 12 major competitors if the line were abandoned since its competitors would continue to have rail service.

PC: North Adams to Angola, Indiana

The North Adams to Angola line is operated by the PC and serves the communities of North Adams, Hillsdale, Bankers, Reading, Montgomery, and Angola, Indiana (Zone 116). Only that portion of the line between Hillsdale and Angola was declared potentially excess by the DOT.

Predicted results of the proposed abandonment included: plant closings; tax revenue losses; community

growth retardation; loss of competitive positions; and increased transportation costs. The lack of primary highways in the areas makes it impossible for trucks to carry full loads during certain seasons of the year. Table 123 contains data supplied by businesses using this line.

Table 123: Traffic Profile: North Adams to Angola

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Abrasive Materials, Inc.	Aluminum hydroxide		12-15	
DCA Food Industries, Inc.	Flour, wheat		4,500	
Jonesville Lumber Co.	Lumber		22	
Camden Basket Co., Inc.			60	
Reading Elevator	Grain, fertilizer		301	
Reading Feed and Grain Co.	Grain		269	
Reading Lumber and Fuel Co.	Grain, fertilizer		162-167	312
Watson Trading Co.	Straw	185	195	140
Angola Lumber Co., Inc.	Lumber		36-40	
Newton's Feed Mill	Grain, feed			
Sierra Permaneer Furniture Co.			471	1,672
Dana Corporation	Valves		24	
Moore Business Forms, Inc.			48	

A number of shippers indicated that they would use rail more if service and car supply improved. Essex Wire International claimed that its usage of rail cars declined from 8,000 to zero because of poor PC service. Mayor Robert Benjamin of Reading reported that 200 additional carloads could have been generated along this line had cars been available from the PC. According to the Mayor, traffic can only move eight miles an hour over the line from Hillsdale to Angola, a distance of about 35 miles. The crew that brings the cars down comes back to Hillsdale by taxi and another crew goes back the next day and brings the cars back.

William D. Carr, City Manager of Hillsdale, recommended that rail passenger service be established from Hillsdale to Jackson.

PC: Morenci to Grosvenor

The 18 mile Morenci to Grosvenor line is operated by the PC and serves the communities of Morenci, Weston, Jasper, Ogden and Grosvenor. The line intersects at Grosvenor with the PC line running between Manchester, Michigan (Zone 153) and Toledo, Ohio (Zone 113).

Table 124 contains traffic data submitted by businesses served by this PC line.

Table 124: Traffic Profile: Morenci to Grosvenor

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Cousins Iron & Metal Co.	Scrap metal	19	21	
Jasper Lumber	Lumber		7	
Smith Douglas Div. of Borden, Inc.	Fertilizer		400-450	
Stauffer Chemical Co.	Chemicals		146	
Agrico (Jasper)	Fertilizer			5
(Ogden)				2
Parker Co.	Chemicals		138	

Borden, Inc., one of the largest fertilizer manufacturers in southeastern Michigan, stated that rail service is essential because of the tonnage and length of haul of the raw materials it receives. Its phosphate originates in southern Florida, and its potash in western Canada.

Parker Company at Morenci complained about poor service by the PC and alleged that such service has resulted in a reduction in its use of rail transportation. Parker received 368 carloads of freight in 1968 but only 129 carloads in 1973.

Stauffer Chemical Company stated that it presently receives hazardous materials via rail. If rail service were abandoned, the company would be forced to employ trucks that would have to travel over very narrow two-lane highways and residential type roads.

Cousins Iron & Metal Co. ships scrap to steel mills from its plants in Morenci and Hudson. Both sites are on lines marked potentially excess. Loss of service at the two plants would cause serious problems for Cousins since receivers do not accept trailer load shipments and sufficient dump truck service is not available.

PC: Clayton to Ida

The Clayton to Ida line is operated by the PC and serves the communities of Clayton, Adrian, Lenawee Junction, and Ida (Zone 113).

Opponents of the abandonment of this line pointed out that the area has a high unemployment rate and lacks an interstate highway system. Table 125 contains data concerning the line. Stauffer Chemical Co. and Drug Research, Inc. were concerned that if they lost rail service they would have to ship chemicals over narrow roads in residential areas. Should the line be abandoned, the Stauffer Chemical Company stated that it would have to build a two-mile connecting track from its plant to the N&W line in order to continue its rail usage.

PC: Manchester to Toledo

The Manchester to Toledo line is operated by the PC and serves the communities of Manchester, Clissfield, Ottawa Lake, Clinton, Tecumseh, Lenawee Junction,

Grosvenor, Vulcan and Toledo, Ohio (Zone 113). Only that portion of the line between Tecumseh and Vulcan (Zone 113) was declared potentially excess.

Table 125: Traffic Profile: Clayton to Ida

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Stevenson Lumber Co.	Building supplies		41
Brazeway, Inc.	Aluminum fabricator		64
Stubnitz Spring Division	Automobile seat frame assemblies	1,634	
Bud Arbuskle Equip.	Farm equipment	6	
Merillat Industries, Inc.	Lumber, cabinets	176	
American Chain and Cable Co., Inc.			12
Jackson Iron & Metal Co.	Steel	131	270 ¹
Stauffer Chemical Co.	Chemicals		61
Drug Research Inc.	Chemicals		64
Anderson Development Co.			4
Agrico Chemical Co.	Fertilizer		137
Agro Chemical Co. ²	Fertilizer		175
Tri-State Engineering			200

¹ Shipped over PC and DT&I.

² Agro's raw materials came from Florida and Saskatchewan, Canada. Almost all persons interested in preserving rail service to receive fertilizer mention that rail transportation is required because of the length of haul. Agro also stressed the inability of roads to handle this heavy traffic and the higher cost and energy consumption that would result if fertilizer were moved by truck.

A traffic profile of the line is contained in Table 126.

The strongest opposition to the abandonment of this line came from the Budd Company at Clinton. In describing its need for continued rail service, the Budd Company reported that the physical structure of its plant is such that its dock facilities cannot accommodate a large number of trucks. Even if it could accommodate additional trucks, Budd reported that added transportation costs of trucking would make Budd non-competitive with other companies. Moreover, many of Budd's customers require delivery via rail. The Budd Company predicted that if rail service were eliminated it would be forced to shut down and to terminate the employment of 323 people.

DT&I: Adrian to Malinta

The 55.7 mile Tecumseh to Malinta line is operated by the DT&I and serves the communities of Tecumseh, Birdsall, Adrian, South Adrian, and Malinta, Ohio (Zone 114). Only portions of the line south of Adrian were declared potentially excess by the DOT.

Users who offered information to the RSPO were:

Cutler-Dickerson Company, which received 93 carloads of grain, feed, and farm supplies in 1973; Alectra Metals Inc. which used 376 cars; Citizens Gas Fuel Company, which received 20 carloads of plastic and steel pipe in 1973; and the Tri-State Engineering Company which used 175 carloads in 1973 and would have used more if cars had been available. In the event of abandonment, Cutler-Dickerson estimates that a shift to trucking will increase its freight cost by \$300.00 per shipment.

Table 126: Traffic Profile: Manchester to Toledo

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Simplex Industries, Inc.	Building and insulating products		43
Home Canning Co.	Tin can, boxes		30
Blissfield Coop.	Fertilizer		13
Kohlman's International	Heavy equipment		16
Vistron Corp.	Fertilizer		15
Budd Co.	Automotive parts	1,040	852
Townsend Bros.	Lumber		137
Blissfield Mfg. Co.	Boxes		2
Smith-Douglas, Div. of Borden Inc., Riga and Tecumseh			550
Agrico Chemical Co. (Blissfield)	Fertilizer		205
Haviland Chemical Co.	Chemicals		3
Blissfield Canning Co.	Canned goods		23
Consolidated Mills			130
Tecumseh Prods.			82
Michigan Elevator Exchange			3,269 ¹
Michigan Consolidated Gas	Steel pipe		239

¹ The DOT Report incorrectly attributed this total to the Toledo station. Bud Seeley of Michigan Elevator Exchange testified that the matter had been brought to the attention of the DOT and that his firm had received assurance that the elevator at Ottawa Lake would continue to receive rail service.

ZONE 151

Paul Treska of the United Transportation Union stated that the zone map fails to show PC's second track from Plainwell to Kalamazoo and the PC Richland-Douster branch north from Kalamazoo.

Potentially Excess Lines

The DOT Report designated the following lines in Zone 151 potentially excess:

- (1) The PC line from Kalamazoo to Vicksburg (see discussion of the Mackinaw City to Fort Wayne, Indiana via Grand Rapids line in Zone 165).
- (2) The GTW line from Kalamazoo to Pavillion.

GTW: Kalamazoo to Pavillion

The 11.3 mile Kalamazoo to Pavillion line is operated by the GTW and serves only those two cities. The Kalamazoo County Chamber of Commerce reported that approximately 8,500 employees or 10 percent of Kalamazoo County's labor force are in large measure dependent on direct rail service from this line and the PC line south out of Kalamazoo (discussed in Zone 165). Traffic data from businesses served by this GTW line is contained in Table 127.

The Director of Research for the City of Kalamazoo claimed that the DOT Report did not consider shipments from the Fisher Body plant.

Table 127: Traffic Profile: Kalamazoo to Pavillion

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Westab Inc.	School supplies, stationery		600	
Wolohan Lumber Co.	Lumber		100	
General Motors Corp., Fisher Body Div.	Automobile parts			
Brown Co.	Paper, woodpulp	1,745	1,745	
Precast-Schokbeton Inc.	Concrete products			

The strongest opposition to the abandonment of this line came from the Brown Company, which employs 3,061 people on a payroll that amounted to \$35 million in 1973. Brown Company considers GTW service vital because: (1) the PC, the only available rail alternative, allegedly does not have either enough rail cars or the capacity to handle additional tonnage; (2) the freight cost associated with using motor carriers is prohibitive; (3) the physical characteristics of certain inbound raw materials such as Georgia clay are not handled feasibly by motor carriers; and (4) the firm's dock facilities were built to accommodate rail cars rather than trucks. The Brown Company has begun to modernize the machinery in its plant so as to increase the plant's productivity by one-third, thereby intensifying its need for rail service.

ZONE 152

Potentially Excess Lines

The DOT Report designated the following lines potentially excess:

- (1) The PC line from Jackson to Elkhart, Indiana (Zone 115).
- (2) The PC line from Rives Junction through Jackson to Alvordton (Zone 114) (see discussion in Zone 165).
- (3) The GTW line from Jackson to Port Huron (Zone 157) (see discussion in Zone 155).

PC: Jackson to Elkhart

The Jackson to Elkhart line is operated by the PC and serves the communities of Jackson, Spring Arbor and Concord in Zone 152; Homer, Tekonsha, Union City, Colon, Wasepi, Three Rivers Junction and White Pigeon in Zone 150; and Bristol and Elkhart, Indiana in Zone 115. The line intersects at Wasepi with the PC line between Mackinaw City and Fort Wayne, Indiana. Only that portion of the line between Jackson and Three Rivers Junction was declared potentially excess by the DOT.

The major potential impacts resulting from the proposed abandonment, according to the evidence submitted, were: increased transportation costs; the loss of capital investments; unemployment and community growth retardation. A traffic profile of the line is contained in Table 128.

The Homer Fertilizer and Feed Company, which has a \$250,000 capital investment, was concerned about what it considered to be the prohibitive cost of moving fertilizer by truck. The Calhoun County Metropolitan Planning Commission feared that abandonment of the line would lead to job losses and a decline in community growth. The Commission pointed out that the proposed restructuring would undermine federal programs designed to stimulate economic growth and development such as: the Department of Labor's programs for reducing unemployment, the Department of Housing and Urban Development's programs designed to encourage community development, and the Department of Agriculture's programs to stimulate rural development. Calhoun County has been classified as an economically depressed area by the Economic Development Administration. In January 1974, the county's unemployment rate was 7.1 percent.

Paul Treska, of the United Transportation Union, believes it is ridiculous to consider abandoning this line

Table 128: Traffic Profile: Jackson to Elkhart

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Spring Arbor Lumber Co.	Lumber		22	
General Foods Corp.				
Lakeshore Elevator	Grain		35-40	
Homer Fertilizer and Feed Co.	Grain, feed		152	
Lumber Village, Inc.	Lumber, coal		25-30	
Farm Bureau Service	Anhydrous ammonia			
Joers Farm Center	Fertilizer, grain 64		92	
Agrico Chemical Co. Concord Building Center	Fertilizer			100
Lewis Lumber Co.	Lumber			
Rencco, Inc.				

since hundreds of thousands of dollars have been spent rebuilding this track over the last 10 years.³ Even though track conditions are considered fairly good, shippers still expressed dissatisfaction with respect to service.

Homer Fertilizer reported that it would have used an additional 58 rail cars in 1973 had they been available. The inability to obtain rail cars forced the firm to ship 200,000 bushels of corn by truck even though trucking is more expensive. Joers Farm Center, which is located in Concord, also reported that it had been unable to secure needed rail cars. It had a particularly difficult time securing cars suitable for carrying wheat. The company alleged that it was unable to obtain 15 cars in 1972 and 5 cars in 1973. The firm also stated that cars ordered in November 1972 were not received until May 1973.

ZONE 153

Although the Department of Transportation's March 1, 1974 additions and corrections supplement indicated that the PC line from Ypsilanti to Pittsfield should be shown as potentially excess, evidence submitted to the RSPO indicated that this line was abandoned several years ago under ICC Finance Docket No. 25687.

Despite the fact that Ypsilanti was a point recommended for local rail service by the DOT, the General Motors Corporation submitted a statement to RSPO stressing the importance to it of the PC line from Detroit through Ypsilanti to Chicago. According to General Motors, its Ypsilanti facility is one of three plants that supply component parts to virtually all its Midwestern and Northeastern assembly plants. The Motor Wheel Corporation, which has a plant at Ypsilanti which employs 300 people, uses this PC line to ship brake drums and discs.

Potentially Excess Line

(1) The AA between Pittsfield and Milan (see discussion in Zone 165).

ZONE 155

Even though no rail lines in the immediate area of Detroit were declared potentially excess by the DOT Report, expressions of concern, interest and recommendations were nevertheless supplied by a number of individuals and firms.

Jack Pryor, Deputy Director of the Community Development Commission, stated that Detroit needs im-

³ Mr. Treska stated that the PC line between Hares and Horton, not shown as potentially excess, was abandoned, as authorized by the ICC in Finance Docket No. AB-29, and that the rest of the line to the Indiana state line is the subject of an abandonment application before the ICC in Docket AB-193.

proved rail passenger service. Presently all the Amtrak passenger trains that serve Detroit are routed through Chicago. Mr. Pryor recommends that direct rail passenger service be provided to the east coast.⁴ Mr. Pryor also recommended that the federal government finance the maintenance of Detroit's 700 railroad grade crossings.

The City of Dearborn recommended the abandonment of the PC's .7 mile Oakman spur line for the following reasons: the maintenance of the line is too costly; the line traverses a residential area; it is infrequently used; and an individual contractor is amenable to removing the track at no cost because of its scrap value.

The following rail users, concerned that the final reorganization might possibly impair their rail service, submitted traffic data: the Budd Company, whose carloadings went from 6,449 in 1971 to 9,521 in 1973; Grief Bros., which received 34 carloads of Kraft paper in 1973; Pfaff Sash and Door which receives 110 cars a year, and Church's Lumber Yard, which used 66 carloads at its plant in Allen Park in 1973.

The Budd Company reported that its 1973 rail car usage would have been higher had not the Detroit Terminal Railroad experienced severe rail yard congestion problems which hindered service to the firm's plant. The Budd Company also operates another plant in Detroit, Duralastic Products, which received 88 carloads of limestone and clay in 1973 over the PC.

Peerless Cement Company of Dearborn shipped 1,098 carloads in 1973 over the PC. Peerless is particularly concerned with movements from Detroit to its terminal in Fort Wayne, Indiana. It favors the preservation of rail competition and wonders how a shipper or receiver located on PC would get its cars to and from another carrier if it is no longer served by PC.

Grief Bros., which operates a fibre drum plant, was concerned that local rail service had not been recommended for Taylor, Michigan. Piggybacking or trucking is not viewed as a feasible or economical alternative. Truck transportation will increase the firm's freight costs by \$33.00 a ton. Grief Bros. projects a closing of its plant if it loses rail service, thereby resulting in job losses for 57 persons and a local tax loss of \$75,872.

Potentially Excess Lines

The DOT Report characterized three sections of rail line within Zone 155 as potentially excess. These lines are as follows:

- (1) The PC line from Detroit, through Lapeer (Zone 156) and Vassar (Zone 157) to Saginaw (Zone 159).
- (2) The GTW line from Port Huron (Zone 157)

⁴ On October 29, Amtrak initiated service between Detroit and New York by way of Buffalo.

through Pontiac (Zone 155) to Jackson (Zone 152).⁵

- (3) The GTW line from Pontiac (Zone 155) through Imlay City (Zone 156) to Caseville (Zone 157).

PC: Detroit to Saginaw

The Detroit to Saginaw line is operated by the PC and serves Detroit and Oxford in Zone 155; Metamora, Lapeer and Otter Lake in Zone 156; Vassar and Denmark Junction in Zone 157; and Saginaw in Zone 159. Only two sections of the line—from Oxford (Zone 155) to Vassar (Zone 157) and from a point near Richville (Zone 157) to Saginaw (Zone 159)—were declared potentially excess by the DOT.

Evidence submitted to the RSPO concerning this line centered around PC's service to and from firms located in and around Lapeer in Zone 156. See Table 129 for a traffic profile of the line.

Table 129: Traffic Profile: Detroit to Saginaw

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Lapeer County Co-operatives	Grain		190
Bostick Foundry Co.	Coke		59
Church's Lumber ¹ (Oxford)	Lumber		44
(Lapeer)			80
Metamora Elevator Co.	Lumber		
Metamora Products Co.	Plastic pellets		12
Union Camp Corp.		56	146
Fillmore Thomas, Inc.	Window units		
Vesely Co.	Camping trailers		

¹ Church's also has a plant at Utica which generated 238 carloads in 1973. Utica is on that portion of line not marked potentially excess.

The Metamora Products Company reported that it invested approximately \$50,000 in a material handling system for plastic pellets that can only be serviced by the present rail siding. As an example of poor service that discourages rail usage, the company cited the 10-12 days it takes to ship from Metamora to Chicago. Lapeer County Cooperative stated that if it had been forced to use motor carriers in 1973, its transportation cost would have been \$51,775 higher for seed and grain and between \$78,500 and \$98,188 more for its fertilizer ship-

⁵ The DOT's March 1, 1974 additions and correction supplement extended the potentially excess GTW line from South Lyon west to the zone boundary. It is conceivable that the 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.

ments. Church's Lumber Company receives 95 percent of its shipments from British Columbia. It claimed its transportation costs would increase between 15 and 20 percent if abandonments were approved. The elimination of rail service would force the closure of the Church's Oxford lumber yard.

GTW: Port Huron to Jackson

The Port Huron to Jackson line is operated by the GTW and serves Port Huron and Smiths Creek in Zone 157; Richmond, Romeo, Rochester, Auburn Heights, and Pontiac in Zone 155; Lakeland and Gregory in Zone 160; Stockbridge in Zone 161; and Jackson in Zone 152. Only those portions of the line between Rochester (Zone 155) and Walled Lake (Zone 155), and between Wixom (Zone 155) and Jackson (Zone 152) were declared potentially excess by the DOT Report.

The major impacts expected from the proposed abandonment are: plant closings; community growth retardation; and increased transportation costs. Table 130 contains traffic data submitted to the RSPO by users of the line.

Table 130: Traffic Profile: Port Huron to Jackson

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Beatty Lumber Co.	Lumber		300-400
Rochester Paper Co.	Paper		168-324
Church's Lumber Yard ¹	Lumber		202
ASA Builders Supply	Lumber		
Michigan Building Components	Lumber		
Haggerty Lumber Co.	Lumber		
Markey Brothers	Roof & Floor trusses		
Ford Motor Co.	Automobiles		
Aerolite, Inc.	Plastic injection molding		
API	Plastic items		
Fireplace Corp. of America	Fireplaces		
Gay Toy, Inc.	Plastic toys		
Jebbc Co.	Plastic injection molding		
John R. Lumber	Lumber		
Rex Roto	Combustion chambers		
PMO Inc.			
Wickes Lumber & Building Supplies	Lumber		

¹ Church's also has a plant at Romeo, on that portion of the line not marked potentially excess, which used 46 carloads in 1973.

Beatty Lumber Company, located in Walled Lake, reported that between 1974 and 1980 its business could double. If rail service were lost, Beatty Lumber would be forced to relocate. According to Beatty Lumber, it and 12 other rail users in Walled Lake receive 2,000 carloads annually.

GTW: Pontiac to Caseville

The 100 mile Pontiac to Caseville line is operated by the GTW and serves Pontiac and Oxford in Zone 155; Dryden, Imlay City and Clifford in Zone 156; and Cass City, Gagetown, Pigeon and Caseville in Zone 157. Only that portion of the line between Oxford (Zone 155) and Caseville (Zone 159) was designated potentially excess by the DOT Report.

Most of the evidence supplied to the RSPO originated from the Cass City area (Zone 157). Opponents of the DOT proposal stated that it would result in plant closings, a slowdown in community growth, and increased transportation costs. The latter concern generated the greatest response. Michigan Bean Company, Claraclough Lumber Company, the Farm Bureau and Rabideau Motors reported that their freight bills would increase by 40 to 45 percent if they shifted to motor transport. If rail service were eliminated, J. P. Burroughs and Son,

Inc. estimates that 810 and 670 of its farm customers served at Gagetown and North Branch, respectively, would be adversely affected. Burroughs estimates that local growers would lose 31 cents in revenue for every bushel of beans or grain that would have to move via motor carrier. Over-sized shipments, highway system inadequacies and restrictions (frost laws), fuel shortages, and truck availability were additional concerns voiced by firms facing the prospect of having to use motor carriers. Cass City Development Corp. owns 37 acres parallel to the railroad track and considers continued rail service important to the development of this real estate. Table 131 contains data submitted to the RSPO by users of the line.

A number of firms indicated that they would have used the railroad more had it given them better service and provided more rail cars. The Michigan Bean Company claimed it would have increased its rail usage by 125 cars had sufficient cars been available. Had more rail cars been available to J. P. Burroughs it would have shipped an additional 30 million pounds from its Gagetown facility and 21 million pounds from its North Branch facility. Burroughs had expected its rail needs to increase at Gagetown because of an approved capital expenditure of \$100,000, however, the DOT recommendation makes the outlay doubtful.

The Village of Owendale believes that the line is vital to the continued industrial growth of the area.

Table 131: Traffic Profile: Pontiac to Caseville

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Daniel Orr Sons	Hardware, lumber			
Cooperative Elevator	Grain, fertilizer	319	338	
Evans Products	Building materials		5 ¹	
General Cable Corp. ²	Resin, plastic granules		54	
Croft-Clara Lumber, Inc.	Lumber		28	45
Michigan Bean Co.	Grain, coal		95	
Claraclough Lumber Co.	Lumber		28	
Klein Fertilizer Co.	Fertilizer		70	
Rabideau Motors, Inc.	Farm equipment		4	
Farm Bureau	Fertilizer		100	
Acro Fertilizer	Fertilizer, grain			40-50
Schneeberger T.V. Sales and Service		2	4	
Tri-County Farmers Exchange		9		
Cass City Crop Service	Fertilizer		11	
J. P. Burroughs and Son, Inc. (Gagetown) (North Branch)	Grain, beans	8	8	8
Agrico Chemical Co. (Cass City)	Fertilizer			4

¹ Evans ships and receives up to 600 carloads annually when rail car supply is adequate.

² The General Cable Corporation is the largest employer in Cass City with 482 employees.

³ J. P. Burroughs generated 19.8 and 20.2 million pounds in 1972 and 1973, respectively, at its Gagetown plant and 6.8 and 11.6 million pounds in 1972 and 1973, respectively, at its North Branch plant. Burroughs expects to ship 40 million pounds from Gagetown and 23 million pounds from its North Branch plant in 1974.

ZONE 156

Potentially Excess Lines

There are four line segments in Zone 156 marked potentially excess. They are treated as follows:

- (1) The GTW line through Montrose and Flushing (see discussion of the Bay City to Durand line in Zone 158).
- (2) The PC line from Otter Lake to Metamora (see discussion of the Detroit to Saginaw line in Zone 155).
- (3) The GTW line from Clifford to Dryden (see discussion of the Pontiac to Caseville line in Zone 155).
- (4) The C&O/B&O line through Clifford (see discussion of the Port Huron to Saginaw line in Zone 157).

ZONE 157

Zone 157, which includes the counties of Huron, Tuscola, Sanilac, St. Clair, and Lapeer (western part of Zone 156) is known as the "thumb." This area is predominantly an agricultural region with some light manufacturing plants. Huron County leads Michigan in income generated from the sale of livestock and agricul-

tural products. Moreover, Huron County ranks second in the state in terms of corn production, second in navy bean production, and third in wheat production. The Saginaw Valley region,⁹ which includes Huron County, produces 88 percent of Michigan's dry beans, 30 percent of Michigan's corn, 42 percent of Michigan's wheat, and 27 percent of Michigan's soybeans.

"Thumb" area farmers depend upon the rail system to ship their produce to markets and to bring in farm supplies. The principal reason for this area's heavy rail dependency is its lack of available alternative transportation. Huron, Sanilac, and Tuscola Counties, for example, do not have any three- or four-lane highways. Furthermore, of Huron County's 1,175 miles of public roads, only 152 are up to all-weather Class A standards. Likewise, only 123 miles of Sanilac County's 2,000 miles of public roads rate as all-weather roads, and only 110 miles of Tuscola County's 1,754 miles of public roads are all-weather roads. Only 50 percent of Tuscola's roads were reported to be hard surfaced.

A spokesman for District 6 of the Michigan Retail Lumber Association reported that lumber for all yards and retail establishments in Zone 157 is shipped in by train from the western states of Washington, Idaho and California. He also cited a study entitled *The Emergence and Growth of an Urban Area* published by the Detroit Edison Co. which projects substantial future growth for the "thumb" area and a continually increasing need for rail service.

Not only are most of the roads in the "thumb" region rated Class B or below, but local governments impose severe weight restrictions upon these roads during certain seasons of the year. The testimony indicated that, without rail service, many businesses would be forced to either close down or cut back on their operations. This would raise the "thumb" area's already high unemployment rate. The Cass City Chamber of Commerce reported unemployment figures for March 1974 of 20 percent for Huron County, 14.9 percent for Sanilac County and 20.6 percent for Tuscola County.

Even though Marysville, which is located near Port Huron, is not on a line marked potentially excess, Grief Bros. submitted a statement in opposition to any rail discontinuance. The Grief Bros. plant at Marysville is served by the 19 mile long Port Huron and Detroit Railroad Company. Since Grief Bros. receives its plywood from the West Coast and Alabama, rail service is considered critical to its continued operation. Grief Bros. indicated that the PH&D also serves the plants of Chrysler Corp. and Morton Salt Company. Church's Lumber Yards testified it received 29 carloads at its St.

Clair plant on the DT&I. It appears, however, that St. Clair is located on the PH&D.

Potentially Excess Lines

The DOT Report characterized the following nine sections of line located within Zone 157 as potentially excess:

- (1) The C&O/B&O line from Port Huron through Zone 156 to Saginaw (Zone 159).
- (2) The PC line from Vassar to Bach.
- (3) The C&O/B&O line from Saginaw (Zone 159) to Crosswell.
- (4) The C&O/B&O line from Port Austin to Bad Axe.
- (5) The C&O/B&O line from Harbor Beach to Palms.
- (6) The C&O/B&O line from Sandusky to Poland.
- (7) The PC line from Vassar to Munger (Zone 158).
- (8) The GTW line from Kingston to Caseville (see discussion in Zone 155).
- (9) The PC line from Vassar to Millington (see discussion in Zone 155).

C&O/B&O: Port Huron to Saginaw

The 85 mile Port Huron to Saginaw line is operated by the C&O/B&O and serves Port Huron, Avoca, Yale and Marlette in Zone 157; Clifford in Zone 156; Vassar in Zone 157; and Gera and Saginaw in Zone 159.

Witnesses testified that abandonment of the line would have the following results: business curtailments, relocations and shutdowns; exacerbation of existing unemployment problems; income and tax revenue losses; community growth retardation; increased transportation costs; and highway overcrowding. Table 132 contains data submitted to the RSPO.

Detroit Edison is constructing a new atomic power facility in the vicinity of Port Huron. The facility will consist of two nuclear power plants and one fossil fuel plant. The site was selected partially because of its access to rail service. Abandonment of this line would make construction difficult, if not impossible, since material and heavy equipment would not be able to get to the site. Furthermore, future operation of the facility would be more costly if freight moved inbound via trucks.

City Manager R. L. Variseo reported that Brown City's hopes for attracting new firms depend heavily upon rail availability since Brown City does not have divided highways or an interstate highway system nearby.

A substantial amount of testimony concerning this line centered upon the need of two firms at Marlette for continued rail service: Marlette Homes, Inc., a maker of mobile homes; and Marlette Farmers Co-op Elevator,

⁹The Saginaw Valley region includes Bay, Genesee, Gratiot, Huron, Isabella, Midland, Montcalm, Saginaw, St. Clair, Sanilac, Shiawassee, and Tuscola Counties.

Table 132: Traffic Profile: Port Huron to Saginaw

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Agrico Chemical Co.	Fertilizer			10
Avoca Elevator Co.	Grain, fertilizer, animal feed		1	41-50
Active Homes Corp.	Lumber	45	37	430 ²
Tesluck Brothers	Wheat, corn fertilizer		15	15
Kerr Grain and Hay Co.	Grain, coal, fertilizer			
Marlette Farmers Co-op Elevator	Grain, fertilizer		174	
Marlette Homes, Inc.	Plywood, steel		391	
Great Lakes Foundry Sand Corp.	Sand		1,000	
Michigan Bean Co.	Grain, beans			
Carling Brewing Co.	Malt beverages	469	520	550
Moorman Manufactur- ing Co. ³	Feed			150
Wayne Feed	Feed			
Detroit Edison				
Star of the West Milling Co.	Grain	141	153	
Geyer Brothers Brewing Co.	Grain			40-50
Church's Lumber Yards	Lumber			

¹ The Avoca Elevator Company generated 9,173 tons of grain, animal feeds, fertilizer, and coal during the period from January 1969 through December 1973.

² Figures are for fiscal year.

³ Moorman Mfg. Co. manufactures feeds and related products. It recently entered into a ten year, non-cancellable lease for a distribution warehouse at Mayville in order to better serve customers in the "thumb" area of Michigan. It will be absolutely impossible to keep this facility adequately supplied from the main plant at Quincy, Illinois using existing common carrier truck service. In addition, truck rates to its warehouses average 14 percent higher than rail rates.

a grain shipper. In 1970, Marlette Homes, Inc. built a new facility at a cost in excess of \$3 million. A rail siding was installed at a cost of \$32,000. Marlette Homes depends on rail service for the delivery of steel beams which due to their size can only be transported by rail. Marlette Homes, which employs 425 people, would cease operations in Marlette if it lost rail service. According to the Marlette Village Council, if Marlette Homes and Marlette Farmers Co-op close, the village will lose \$35,000 in property taxes. Evidence was also submitted to the RSPO which indicated that the Army Corps of Engineers is contemplating the construction of a sewage treatment plant in the area.

Kerr Grain and Feed is the only business in the town of Melvin. It is one of the few coal dealers left in the area. Loss of rail service would cause it to go out of business. There is no main highway into Melvin and laws restricting tonnages are in effect during two of the

busiest months of the year. The company prefers rail to truck and would use rail more if cars were available.

The need for continued rail service at Mayville was also expressed. The Area Development Corporation reported that it has recently completed construction of a \$90,000 facility to be used by Moorman Manufacturing Company, a local feed manufacturer. Moorman's decision to locate in Mayville was predicated on continued rail service.

The Carling Brewing Company, which operates a brewery in Frankenmuth, estimates that its freight cost will more than double if it is forced to use motor transportation. Mayor Simon of Frankenmuth reported that three additional firms would be forced to close if rail service were eliminated to that community.

The Sanilac County Farm Bureau which represents 2,800 farm families expressed concern for the potential economic impacts that would result from rail abandonments. The Bureau testified that a shift by farmers from rail transportation to motor carrier would increase their transportation costs and decrease farm income. Since the average household income for families located in Sanilac County is already significantly lower than the state average (\$8,583 vs. \$11,029) any rail abandonment is expected to further increase the income difference. Unemployment in the county, which is presently 8.1 percent, would increase if the DOT proposal were adopted.

A number of firms indicated that they would have used the railroad more had it given them better service and provided more rail cars. Avoca Elevator Company, reported that it is using trucks to haul animal feed in-bound because of the average two to five weeks delivery delay on rail shipments. The firm claimed that it lost \$20,000 in 1973 because of its inability to move grain due to the rail car shortage. City Manager Varisco, of Brown City, testified that the 300 farms which are operating in the area generated 70 carloads of fertilizer and grain in 1973. Another 15 to 20 carloads could have been generated with dependable car scheduling. The Wayne Feed Company claimed that it would have tripled its rail usage had an adequate supply of rail cars been available. Marlette Farmers Co-op Elevator stated it could have used an additional 95 jumbo hopper cars. Star of the West Milling Co. at Gera said it was forced to truck 51 carloads of flour and 150,000 bushels of grain due to the scarcity of rail equipment. It has \$800,000 invested in its site and estimates that losing rail service would cost it over \$50,000 per year.

PC: Vassar to Bach

The Vassar to Bach line is operated by the PC and serves the communities of Vassar, Caro, Colling and Bach. Only that portion of the line between Caro and Colling was declared potentially excess by the DOT.

J. P. Burroughs & Sons, Inc., which is located in Colling, reported shipping 13.7 and 13.5 million pounds of farm products in 1972 and 1973, respectively. Had rail cars been available when needed, Burroughs claimed that it would have increased its 1973 shipments by an additional 5.5 million pounds. Burroughs has approved capital expenditures of \$150,000 for 1974 which should increase its business and rail use at this location by 30 percent. Should rail service be eliminated, Burroughs estimated that 351 farm customers would be adversely affected. Specifically, Burroughs estimates that local growers would lose approximately 31 cents in revenue for every bushel of farm products that move via motor carrier.

C&O/B&O: Saginaw to Crosswell

The Saginaw to Crosswell line is operated by the C&O/B&O and serves the communities of Saginaw (Zone 159), Reese, Gilford, Akron, Sebawaing, Pigeon, Elkton, Grassmere, Bad Axe, Palms, Poland, Carsonville, Applegate and Crosswell.⁷ That portion of the line between Elkton and Crosswell was declared potentially excess. According to State Senator Alvin DeGrow, the line from Elkton to Crosswell serves farmers, manufacturers, and stone quarries, and the present low level of car usage was due to the inability of the carrier to furnish cars. Three branch lines which radiate from this line were also declared potentially excess. These are: Port Austin to Bad Axe; Port Hope to Palms; and Sandusky to Poland. Table 133 provides a traffic profile of these lines.

In Elkton, concern centered around the possible decrease in food production and possible unemployment. Active Industries, Inc., a supplier of metal stampings and assemblies, is the largest employer in Huron County. Since 1950 the firm has increased its employment level by 36 people per year to its current level of 910 employees. A shutdown or relocation of this firm, which could happen if it loses rail service, would be disastrous to the future growth and development of Huron County.

Active Industries reported that it could have used an additional 144 rail cars had they been available and that it expects to need rail more if the petroleum shortage continues. Many of Active's shipments are so large and heavy that they cannot be moved by truck. In reliance

⁷ Evidence submitted to the RSPO indicated that Sebawaing should have been credited with 2,653 annual carloads rather than 1,450 carloads, and Elkton should have been credited with 3,123 annual carloads rather than 2,734 carloads. Furthermore, since Gilford, which generates 125 carloads per year, is recommended to receive local rail service, the rationale for not recommending local rail service to the towns of Bad Axe, which generates 2,471 carloads per year, Carsonville, which generates 240 carloads per year, Sandusky, which generates 359 carloads per year, and Crosswell, which generates 1,692 carloads per year, was seriously questioned.

on rail service Active invested \$200,000 in 1972 to be able to handle new 86 foot hi-cube rail cars.

Table 133: Traffic Profile: Saginaw to Crosswell

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Thumb Farm Service, Inc.			38 ¹	
Occidental Chemical Co.			200	
Borden Inc. (Chemical Div.)	Fertilizer		28	
Moore and Carter Lumber Co.	Lumber		78	
Deckerville Crop Service	Fertilizer			
Michigan Sugar Co.	Sugar beet, coal	1,095	1,155	1,327
Comstock Food	Food products	184	218	
J. P. Burroughs and Son, Inc. (Bad Axe) (Carsonville) (Applegate)	Grain, beans	2	2	2
Active Industries, Inc.	Metal stampings		2,509 ³	
Michigan Bean Co.	Grain, beans			
Agrico Chemical Co. (Pigeon) (Bad Axe)	Fertilizer			23 126
Stokely-Van Camp, Inc.				
Palmer's Feed			130	280

¹ Includes elevators at Ulby and at Ruth, which is on the Port Hope to Palms line, for November 1972 to November 1973.

² J. P. Burroughs and Son Corporation generated 7.6 and 9.8 million pounds of freight in 1972 and 1973, respectively, at its Bad Axe plant; 8 million pounds of freight in both 1972 and 1973 at its Carsonville plant; and 5 million pounds of freight in both 1972 and 1973 at its Applegate plant. The firm stated that, had rail cars been available during 1973, it would have shipped 13.4 million pounds of freight from Bad Axe, 10 million pounds of freight from Carsonville and 7 million pounds of freight from Applegate. Burroughs expects to generate 14 million pounds of freight at both its Applegate and Bad Axe plants, and 12 million pounds of freight at its Carsonville plant in 1974.

³ Figure is for the company's last fiscal year.

In 1972 the Village of Carsonville purchased and annexed 120 acres adjacent to the C&O track for an industrial park. The availability of railroad service was a primary consideration in the decision to acquire this property. J. P. Burroughs and Sons, Inc. estimated that if it lost rail service to its bean and grain elevators at Bad Axe, Carsonville, and Applegate, over 1,800 of its farm customers would be adversely affected. Burroughs estimates that these local farmers will lose 32 or 33 cents in revenue for every bushel of beans or grain that would have to move via motor carrier.

The Michigan Sugar Company, which is located at Crosswell, reported that without the inbound delivery of

coal via the railroads it would be forced to either substantially curtail its operation or shut down completely. In 1973, 438 of the 1,155 carloads generated by the firm were inbound shipments of coal. The continued operation of the Michigan Sugar Company plant is critical to area sugar beet growers who received between \$2 and \$4 million for their crop in 1973. In view of the state's "frost laws" and the potential rail abandonments, the Michigan Sugar Company questioned the future ability of farmers to receive the necessary required quantities of fertilizer, machinery and seed. The company does not consider substituted service a viable alternative because the cost is prohibitive.

The Moore and Carter Lumber Company at Crosswell recently opened a new plant at a cost of \$250,000. It paid more in order to acquire land next to the railroad. It receives lumber shipments from Oregon, California, Vancouver, Washington, Alabama, Mississippi and Georgia.

A spokesman for the Wolverine State Bank in Sanilac County cited 1972 Michigan Agricultural Statistics to demonstrate the importance of agricultural and dairy production in the "thumb" area counties. The cost of alternative motor service would cost one feed shipper \$15 more per ton or \$135,000 more per year. Loss of rail service would be a severe loss for commerce, small and medium size industries, banks and the entire "thumb" area.

The Sanilac County Farm Bureau expressed concern over the higher prices farmers may have to pay for future transportation. For instance, one equipment dealer reported to the Farm Bureau that the cost of shipping a tractor by rail is \$115.55 as compared to \$162.69 via motor carrier. The farmers are very upset about the possible loss of the sugar beet processing plant at Crosswell.

C&O/B&O: Port Austin to Bad Axe

The Port Austin to Bad Axe line is operated by the C&O/B&O and serves Port Austin, Kinde and Bad Axe. Paper Roll Products, located in Port Austin, reported that the C&O/B&O had petitioned the ICC for abandonment of the 7.24 mile line between Port Austin and Kinde and that the request was denied in Finance Docket No. AB-18 on June 7, 1973.

The major potential impacts feared from the proposed abandonment are community growth retardation and increased storage and transportation costs. Table 134 contains traffic data submitted to the RSPO by users of the line.

The Farmer's Cooperative Grain Company said it was forced to shut down for two weeks in the fall of 1973 because of a shortage of rail cars and the lack of any alternative mode of transportation. Use of trucks would increase its transportation costs by approximately 25 to

Table 134: Traffic Profile: Port Austin to Bad Axe

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Farmer's Coop. Grain Co.	Grain	241	268	300
Bistrom Corp.	Fertilizer		58	44
Paper Roll Products Co.	Paper	150	200	225-250
Port Austin Tool and Level Co.	Lumber	4	6	
J. P. Burroughs and Son, Inc.	Grain, beans	1	1	1
Sohydro Fertilizer Co.	Fertilizer		70-90	

¹ J. P. Burroughs and Son generated 5.6 and 8.0 million pounds of freight in 1972 and 1973, respectively, at its Kinde plant. The firm stated that, had rail cars been available in 1973, it would have shipped 10.2 million pounds of freight. Burroughs expects to ship 10.5 million pounds in 1974.

40 percent and would place it in a disadvantageous position vis-a-vis its competitors who continue to have rail service. It expects an increase in volume due to a 10 percent increase in farm land use.

The Village Council of Port Austin reported that present industrial zoning is centered around the C&O/B&O right-of-way in Port Austin. In order to attract new industries to the area the Council feels that rail service must be continued.

The Paper Roll Products Company estimates that its transportation costs will increase by \$8,111 per year using motor carriers. The Farmer's Cooperative Grain Company stated that its transportation costs rose 10 cents for every bushel of grain that moved by motor carrier. The Co-op also reported that State Route 10 has a 90 degree turn in Bad Axe which creates an extremely hazardous driving condition. J. P. Burroughs and Son estimated that local farmers would lose 35 cents in revenue for every bushel shipped because of increased storage and motor transportation costs. The transportation costs for Port Austin Tool and Level Company are also expected to increase substantially if it is forced to use motor transportation.

C&O/B&O: Harbor Beach to Palms

The Port Hope to Palms line is operated by the C&O/B&O and serves the communities of Port Hope, Harbor Beach, Ruth, Minden City and Palms. According to the testimony 7.4 miles of this line, from Port Hope to Harbor Beach, have been abandoned.

The major potential impacts resulting from the proposed abandonment according to the evidence submitted were: community growth retardation, unemployment, and increased transportation costs. Table 135 contains data received from users of the Port Hope to Palms line.

The Detroit Edison Company, which operates a power

plant at Harbor Beach, submitted a statement opposing the abandonment of this line. Detroit Edison believes that railroads provide the most efficient, economical, and practical source of transportation for fossil and nuclear fuels and the only practical and economical source of transportation for the bulk supplies and heavy equipment used to construct and maintain fossil and nuclear powered plants, stations, substations, and transmission lines.

Table 135: Traffic Profile: Harbor Beach to Palms

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Michigan Peat Co.	Peat		1,457 ¹	
Clarence Wruble Elevator	Beans		300 ²	
Ruth Farmers Elevator Co.	Grain, fertilizer		354 ³	
Hercules, Inc.	Corn starch, wood flour, oil meal		563	
Thumb Farm Service Inc.			38 ⁴	

¹ This figure covers a three year total from plants located in Minden City and Sandusky.

² This figure covers the past three years.

³ This figure covers 1972 and 1973.

⁴ The carload figures supplied by the Thumb Farm Service Corporation represent the totals generated by the firm's plants in Ruth and Ubyly from November 1, 1972 to November 1, 1973. The latter city is located on the C&O/B&O Saginaw-Croswell line.

Statements from both the Harbor Beach Development Corporation and the Minden Township Board reported a need for rail service in order to attract and help new industries.

Abandonment of the Port Hope to Harbor Beach segment has increased Thumb Farm Service's transportation costs by 35 percent and reduced employment from 11 to 6. Thumb Farm Service is concerned that it will experience similar impacts at its elevators at Ruth and Ubyly if rail service is eliminated there. The firm was forced to close down its elevator at Ruth for one week during the peak harvest because storage facilities were filled and there were no rail cars available for shipping.

Ruth Farmers Elevator, a farmer owned cooperative, reported that it would be impractical to truck beans to California, corn to Maine or wheat to Baltimore for export. In each of the last two years the cooperative has had to truck grain out because it could not get rail cars when it needed them.

C&O/B&O: Sandusky to Poland

The Sandusky to Poland line is operated by the C&O/B&O and serves only those two communities. Table 136

contains traffic data submitted to the RSPO by businesses served by the line.

Table 136: Traffic Profile: Sandusky to Poland

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Titan Lumber Co.			10-12	24
Michigan Bean Co.	Grain, beans		20	
Yale Rubber Manufacturing	Carbon black, flour, synthetic rubber		61	
Muehl Implement Co.	Farm machinery			
Moore and Carter Lumber Co.	Lumber			
Bader Implement	Farm machinery		30	
Brighton Lumber Co.			24	
Snover Co-op			10	
Michigan Peat			1,457 ¹	

¹ Covers 1971-73 from plants in Sandusky and Minden City.

Yale Rubber receives raw materials from Oklahoma and Texas. It does not use rail on outbound shipments because service is not sufficiently frequent or reliable. Yale stated that future expansion of its plant is contingent upon continued rail service and loss of service would cut business by 30 percent.

Both the Moore and Carter Lumber Company and Bader Implement reported that their transportation costs would increase substantially if they lost rail service.

The branch is considered by local officials to be vital. They believe the area's future development hinges on the existence of adequate transportation. The branch serves at least one recently developed industrial park.

Four implement dealers in Sandusky and Croswell say they need rail service to bring in pieces of large equipment. The cost of moving their 1973 shipments (80 carloads) by truck would be an additional \$80,000, a sum they would have to pass on to their farm customers.

PC: Vassar to Munger

The Vassar to Munger line is operated by the PC and serves the communities of Vassar, Denmark Junction, Reese in Zone 157 and Munger in Zone 158. Only the 6 mile portion from Reese to Munger was designated potentially excess.

Two companies located in Munger, Gollin Block and Supply Company and J. P. Burroughs and Son, Inc., submitted testimony protesting the abandonment of this line. In 1973 the Gollin Block and Supply Company received over 80 carloads of brick and other building materials from origins in Michigan, Ohio, Pennsylvania, and Texas. Due to the size and weight of its incoming shipments, Gollin reported that for all practical purposes it is impossible to receive such materials by any other transport mode. Even if they could use non-rail transportation, Gollin stated that the cost differential would be such as to destroy its competitive position with

suppliers in the Saginaw-Bay City area who would still be serviced by railroads. Therefore, Gollins predicted that, if Munger lost rail service, it would be forced to shut down.

J. P. Burroughs and Son, Inc. shipped 6.7 million and 5.0 million pounds of beans and grain in 1972 and 1973, respectively. The company stated that, had it been able to secure an adequate number of rail cars during 1973, it would have shipped 9 million pounds of freight. The firm expects to ship 9 million pounds of freight in 1974. In the event Munger is cut off from rail service, Burroughs estimates that 420 farm customers would be adversely affected. According to Burroughs, local farmers will lose 28 cents in revenue on every bushel of beans or grain moved via motor carrier.

ZONE 158

The Bay County Agricultural Stabilization and Conservation Service reported that the loss of rail service in Bay County would create a serious problem of transporting the produce and supplies of its 2,450 farmers. Furthermore, the organization reported that local elevators could be forced to close, since the differential on grain prices could vary from five to eight cents and freight rate on beans could vary from fifty cents to one dollar.

Potentially Excess Lines

There were four sections of rail line located primarily within Zone 158 which DOT found potentially excess. These lines are as follows:

- (1) The PC line from Bay City to Midland (Zone 162).
- (2) The GTW line from Bay City through Saginaw (Zone 159) and Flushing (Zone 156) to Durand (Zone 160).⁸
- (3) The north-south PC line through Bay City (see discussion in Zone 165).
- (4) The PC line from Munger to the zone boundary (see discussion in Zone 157).

PC: Bay City to Midland

The 19 mile Bay City to Midland line is operated by the PC and serves the communities of Bay City, Monitor, Auburn, and Midland (Zone 162). The PC line connects with the C&O/B&O Toledo (Zone 113) to Ludington (Zone 162) line via a two mile spur in Midland.⁹ Only that portion of the line within Zone 158

⁸William Wright of the Bay Regional Planning Commission noted that the DOT Zone 158 and 159 maps did not include the GTW line running between Bay City and Saginaw.

⁹According to the evidence submitted by the Midland Area Chamber of Commerce, ten firms use this spur line and generate well over 1,000 carloads per year.

was originally declared potentially excess by the DOT, however the DOT's March 1, 1974 additions and corrections supplement extended the excess portion through Zone 162 to Midland.

According to the evidence submitted, the major potential impacts which could result from the proposed abandonment are: increased storage and transportation costs; plant closings; loss of investments; and community growth retardation. Highway system inadequacies, preservation of rail competition, ecology and energy considerations, and the danger of trucking hazardous chemicals were also of concern.

A traffic profile of the line is contained in Table 137.

Table 137: Traffic Profile: Bay City to Midland

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Auburn Bean & Grain Co.	Grain, beans		180	375
Ittner Bean & Grain Co.	Grain		30	430 ¹
Deshano Development Corp.	Prefabricated homes		17	70
Nehil Lumber Co.	Unfinished furniture lumber		60	80-100
Baily Lumber	Lumber		85-100 ²	
Lewis Haddix Lumber and Supply Co.	Lumber			
Haddock's Lumber Co.	Lumber			
Fisher Sand & Gravel	Sand			
Surath			180	
4-D Building Supply	Brick, sand		117	
Wickes Lumber & Building Supplies	Lumber		104	
Dow Corning Corp.	Silicones		141 ³	
Dow Chemical Co.	Chemicals		30,700	
The Augus Press	Paper		30	
Agrico Chemical Co.	Fertilizer			4

¹ The company has installed a bulk loading facility for grain and increased its storage capacity for fertilizer.

² The carload figures reported by Baily Lumber Company included the shipments generated by Haddock's Lumber Company and Fisher Sand and Gravel.

³ Dow Corning's plant is served by PC and C&O/B&O; the public warehouse it uses is served exclusively by PC. Dow Corning, the world's largest manufacturer of silicone chemicals, employs over 3,000 people. If Dow should be forced to convert back to coal, it would want service by PC which delivered coal prior to 1968.

The Auburn Bean and Grain Company claims it continually has difficulty in obtaining adequate rail cars. The firm reported that in 1972 it was forced to transport approximately 6.6 million pounds of navy beans by motor transport to another plant for processing and loading on another railroad. Delays in shipments and trucking costs came to \$9,869. Also in 1972, because of rail car shortages, the company was forced to delay corn

shipments for as long as five months. Auburn Bean estimates that its business would drop by approximately \$5 million each year if rail service were abandoned in Auburn.

Also located at Auburn is the Deshano Development Corporation, a builder of prefabricated homes. In order to facilitate the handling of inbound shipments of West Coast lumber the firm recently built a 200 foot rail spur. The firm is concerned about protecting its investment because 75 percent of its inbound building materials move via rail.

In its submission to the RSPO, the Greater Midland Area Chamber of Commerce reported that Midland, which is already known as a major center for the production of chemicals and silicones, is in the midst of an industrial expansion. Specifically, Lewis Haddix Lumber and Supply Company is expanding its present facilities; a nuclear power plant is under construction near Midland; and a 42 acre industrial park is being developed by the Midland Economic Development Corporation. The latter two undertakings are expected to aid in attracting new industries to the area.

Dow Chemical believes the DOT Report is weak in the area of encouraging competition between railroads. Dow claims its 1973 traffic of over 30,700 carloads plus 6,000 piggyback trailers justifies service to it at Midland by two carriers, PC and C&O/B&O. The jobs of 8,000 Dow employees plus a significant number of associated industry employees in a seven county area depend on Dow being economically competitive. Because of the hazardous nature of Dow's traffic, it should avoid metropolitan areas during transit. This would necessitate keeping more trackage in service than DOT recommended but would speed up service, result in better equipment turnaround time and lessen yard congestion in the cities. Dow suggests retention of the most efficient north-south service between Jackson, Ohio and Midland, Michigan which is DT&I, AA, and PC. This route by-passes the Toledo and Detroit terminal areas and does not overlap the service presently offered by the C&O/B&O.

The Nehil Lumber Co., also located at Midland, reported its need for continued rail service over the PC line. Without rail service, Nehil estimated that its costs would increase by 3 percent. The increased fuel consumption, highway congestion, and air pollution which would result from rail abandonment and the consequent increase in trucking were other reasons noted by Nehil for maintaining rail service. The Fisher Sand and Gravel Company, located in Midland, operates facilities designed to receive freight only by rail. Thus, any disruption of rail service would force Fisher to shut down or extensively alter the physical structure of its plant.

GTW: Bay City to Durand (Saginaw Subdivision)

The Bay City to Durand line is operated by GTW

and serves the communities of Bay City in Zone 158; Saginaw and Burt in Zone 159; Montrose, Brent Creek, and Flushing in Zone 156; and Durand in Zone 160. The line intersects at Durand with the GTW main lines between Port Huron (Zone 157) and Chicago (Zone 131) and between Detroit (Zone 155) and Grand Haven (Zone 163).

Rail users located on this line who offered information to the RSPO were: S&M Lumber Company, which generated 220 and 290 carloads of lumber in 1972 and 1973, respectively; Furstenberg Brothers, Inc., which generated 50 carloads of coal and lumber in 1973 and Flushing Building Supply Co. which expects to receive eight to ten carloads in 1974 and 20-25 thereafter.

The S&M Lumber Company is the largest single employer in the city of Flushing with 23 full time employees and an annual payroll of \$444,000. In the event this line is abandoned S&M predicts that it will be forced out of business because it is not possible to transport lumber economically over substantial distances. The Mayor of Flushing and the President of the Flushing Chamber of Commerce reported that, without rail service, jobs would be lost, the city's tax base would decrease, and industrial development and expansion would slow down.

Furstenberg Brothers, Inc., located in Montrose, predicted that, if the line were abandoned, it would have to close out its coal business entirely, and curtail its lumber operations. The firm estimated that rail abandonment would result in termination of the employment of three employees and in the loss of \$70,000 in taxes for the city of Montrose.

ZONE 159

Zone 159 includes the heavily industrialized city of Saginaw. Agricultural concern for continued rail service in Zone 159 was embodied in statements received by the RSPO from the Michigan Bean Company and the Michigan Bean Shippers Association. The Michigan Bean Company reported that 14 of its elevators, all of which use 100 ton jumbo covered hopper cars, would be without rail service if the DOT's recommendations were implemented.

The Michigan Bean Shippers Association, which represents 111 Michigan elevators that process dry edible beans and 70 associate members that can or package beans, reported that if rail abandonments were allowed, 52 elevators in the Saginaw-"thumb" area of the state would lose rail service. This loss, according to the Association, would be disastrous for local economies and detrimental to companies which depend upon beans from the area. The Association further stated that many of the highways in Zone 159 are not all-weather roads, making it impossible for elevators to ship or receive heavy loads by truck during certain portions of the year.

Benjamin Schrader, representing the Saginaw Board of County Commissioners, noted two errors in the Zone 159 map. The GTW line between Saginaw and Bay City on the west side of the Saginaw River is not shown on the map. In addition, Carrollton Township, which is shown on the C&O/B&O on the east side of the Saginaw River, is actually located on the west side of the river and is served primarily by PC and GTW.

Potentially Excess Lines

Lines designated as potentially excess in Zone 159 are as follows:

- (1) The C&O/B&O line from Saginaw to Vassar (see discussion in Zone 157 of the line between Port Huron and Saginaw).
- (2) The C&O/B&O line between Saginaw and Greenville.
- (3) The GTW line from Burt north to Saginaw (see discussion in Zone 155).
- (4) The PC line from Zilwaukee south to Oakley (see discussion in Zone 165).
- (5) The PC line from Saginaw east to the zone boundary (see discussion in Zone 155).

C&O/B&O: Saginaw to Elmdale

The Saginaw to Elmdale line is operated by the C&O/B&O and serves the communities of Saginaw, Paines and Hemlock in Zone 159; Wheeler, Breckenridge, Alma, Elwell, Cedar Lake, Edmore, Greenville and Belding in Zone 162; and Elmdale in Zone 163. Two spurs at Edmore (Zone 162) serve the communities of Remus and Lakeview.¹⁰ Initially, the DOT Report designated that portion of the line from west of Saginaw to the Zone 159 boundary as potentially excess. This was modified by the Department of Transportation's March 1, 1974 additions and corrections supplement so that only that portion of the line in Zone 162 from Alma to Greenville, including the Remus and Lakeview branches, is considered potentially excess. Table 19 contains a traffic profile of the line. A representative of the Breckenridge-Wheeler Coop., one of the largest co-ops in the state with storage capacity of three billion bushels, spoke of the actions taken by the co-op to improve rail service. In the past three years \$35,000 has been spent for sidings and to purchase a switch engine. Fifteen jumbo hoppers have been leased and negotiations are under way with the C&O/B&O for installation, at a cost to the co-op of \$50,000, of a siding to allow loading of 100 car unit trains.

¹⁰ Paul Treska stated that the ICC ruled in June 1973 in Docket No. AB-18 (Sub No. 1) that the branch from Edmore to Remus must be continued in operation for a year and that the ICC allowed abandonment of the Edmore to Lakeview branch in Finance Docket No. 26885.

Table 138: Traffic Profile: Saginaw to Elmdale

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Chief Wabasis				
Alma Iron & Metal Co.	Scrap processor	150	155	
Quality Door Lumber Co.	Lumber	202	201	
Breckenridge-Wheeler Coop.	Grain	465 ¹	747 ¹	
Michigan Chemical Corp.			2,500	
Belding Truss Works	Lumber		20	
Cedar Lake Mill	Furniture		47-50	
Dakota Bake "N" Serve	Flour	84	121	170
Hitachi Magnetics Corp.	Core sand	42	58	
Indiana Summer, Inc.			83-93	
Extruded Metals	Aluminum ingots		48-72	
Bricker Lumber Co.	Lumber		12	
Stahlin Brothers Fibre Works, Inc.	Plastic fiber		12	
Lu Van, Inc.	Furniture		259	360
Edmore Grain and Lumber Co.	Grain, lumber			150-200
Hitachi Corp.	Steel bars			
Brasington Farms	Potatoes			
Crooks Farm Power				
Bird Fertilizer	Fertilizer			
General Bag				
Grasham Metals Co.	Nonferrous metals, steel, scrap iron			
Michigan Bean Co.	Grain, beans			
J. P. Burroughs and Son, Inc. (Elwell and Six Lakes)	Grain, beans	2	2	2
Tackle Metals of America				
Agrico Chemical Co.	Fertilizer			3
Total Leonard, Inc.	Pipe, petroleum products		528	500-600
Lobdell-Emery ³	Auto parts		1,500	
Alma Plastics Co. ³	Plastics		120	
Crippen Manufacturing Co. ³	Seed cleaning equipment		12	
Cedar Lakes Stone Co.				
Gibson Products Corp.				

¹ Covers fiscal year June-July.

² J. P. Burroughs and Son generated 6.8 and 12.0 million pounds of freight in 1972 and 1973, respectively, at its Elwell plant. The firm stated that, had rail cars been available in 1973, it would have shipped 19 million pounds of freight. Due to a recent plant investment of \$100,000, Burroughs expects to ship 26 million pounds of beans and grains in 1974.

³ The carload figures of these three firms, all located in Alma, were supplied by the Alma Chamber of Commerce. However, the Chamber did not specify whether these companies used the C&O/B&O, the AA or both.

The major potential impacts which would result from the proposed abandonment, according to the evidence

submitted to the RSPO, are: increased transportation costs and unemployment.

Traffic data from businesses served by the C&O/B&O line which submitted data to the RSPO are listed in Table 138.

Breckenridge-Wheeler Cooperative, Inc. reported that its primary market is the New England area. According to the Michigan Agricultural Commission, 70 percent of Michigan's corn crop is shipped by rail to the New England states. Due to the distance involved it would be economically impossible to move tremendous amounts of grain into this area if rail service were not available.

Alma is located in Gratiot County which is primarily an agricultural county with some manufacturing activity. Fifty million dollars worth of agricultural products was produced in Gratiot County in 1973. Of the 6,700,000 bushels of corn shipped from the county in 1973, 90 percent moved via rail. Had the corn moved entirely by motor carrier, transportation costs would have been increased by 15 cents per bushel. In 1973, Gratiot County, the third largest bean growing county in Michigan, produced 90 million pounds of beans, of which 75 percent moved via rail. Had this freight moved entirely by motor carrier, transportation costs would have been increased by 50 cents per 100 pound bag. According to the Alma Chamber of Commerce, over 5,000 rail cars travel through the Alma area yearly.

The Dakota Bake "N" Serve Company estimated that if it were forced to receive its materials by truck, its transportation costs would increase by \$20,000 annually. The firm also indicated that, as a result of a recent expansion program, it expects to increase its production by 50 percent. The Hitachi Magnetics Corporation estimated that its transportation cost would have been \$60,000 higher had it been forced to move its freight via motor carrier. The Bird Fertilizer Company, which operates plants in Edmore and Greenville, reported that, if forced to rely exclusively on motor transportation, area farmers' freight costs for fertilizer would rise by \$100,000 a year. The Lu Van Company, located at Belding, stated that lumber cannot be transported economically by motor carriers over substantial distances.

If this line were abandoned Cedar Lake Mill expects to have to terminate the employment of between 30 and 40 employees.

C&O/B&O was criticized for inadequate car supply, deteriorating service, dirty and "bad order" equipment, and careless car handling. Alma Iron & Metal Company stated that it has had difficulty in obtaining rail cars for several years. For example, during February 1974, the company received only one rail car out of a 33 rail car order. The shortage of gondola equipment is particularly difficult for Alma Iron and Metal because many steel mills and foundries will not accept truck

load shipments of scrap. The company also claimed that 25 percent of the rail cars furnished are turned down by the local car inspector as being either too dirty to load or in bad order.

Cedar Lake Stone Sales Company reported that it has been forced to cut back on its rail usage due to careless handling.

Edmore Grain and Lumber Company claimed that it took three months to get all of the 24 rail cars it ordered on January 7, 1974. The firm predicted that it would be forced to cease operations if it lost rail service completely.

Remus Farm Bureau Services, which uses the 16 mile Edmore to Remus branch, generated between 65 and 75 carloads in 1973.

J. P. Burroughs and Son, Inc. reported that it would be adversely affected by the proposed Edmore to Lakeview line abandonment. Burroughs generated 3 and 4.2 million pounds of freight in 1972 and 1973, respectively. The firm stated that, had rail cars been available in 1973, it would have shipped 7.4 million pounds. Burroughs expects to ship 8.4 million pounds of beans and grain in 1974. Burroughs estimated that, if rail service were eliminated, 755 of its farm customers would be adversely affected.

ZONE 160

Zone 160 is predominately an agriculturally oriented zone with some light to medium manufacturing activity around the city of Owosso. A representative of Michigan Brick Co., at Owosso, the only brick manufacturer in Michigan, testified that it ships 250 carloads on the line of the GTW from Durand to Owosso. This line was not marked potentially excess by DOT. Klein Fertilizer Co. stated that it received approximately 120 carloads at its Fowlerville plant on the main line of the C&O/B&O between Detroit and Lansing.

Potentially Excess Lines

The following rail lines were designated potentially excess in Zone 160:

- (1) The GTW line between Owosso and Grand Haven (Zone 163).
- (2) The PC line from Henderson through Owosso to Laingsburg (see discussion in Zone 165).
- (3) The GTW line from Durand north (see discussion in Zone 158).
- (4) Portions of the AA line between Carland, Owosso, Lakeland, and Hamburg (see discussion in Zone 165).
- (5) The GTW line from Gregory through Lakeland to the zone boundary (see discussion in Zone 155).

GTW: Owosso to Grand Haven

The Owosso to Grand Haven line is operated by the GTW and serves the communities of Owosso and Olin Siding in Zone 160; Ovid, St. Johns and Fowler in Zone 161; Pewamo and Ionia in Zone 162; and Ada, Grand Rapids, Marne, Coopersville, Nunica, Ferryburg and Grand Haven in Zone 163.

The major potential impacts which would result from the proposed abandonment, according to the evidence submitted to the RSPO, were: agricultural, industrial and retail business curtailments, relocations or shut-downs; unemployment; environmental degradation; increased plant alteration costs; the loss of competitive positions; increased transportation costs; loss of capital investments; delays in transit times; increased energy consumption; and income and tax revenue losses. Traffic data from businesses served by the GTW line is contained in Table 139.

Revenues to the GTW from the traffic of Olin Corporation at Olin Siding amount to half a million dollars annually. Olin cited the DOT Report for "ridiculous planning" in indicating continued rail service to Owosso but not to Olin Siding only 3 miles distant. Alternate transportation for Olin's bulk tonnage is not available except at very high cost. For example, if cars were halted at Owosso and products drayed the remaining distance, the cost would be approximately \$100,000. There is no practical alternative for moving wax coating which Olin ships in tank cars. Without viable rail service, Olin would have to consider relocating its facility which employs 125 people.

Randy L. Humphrey, representing the city of St. Johns, testified that if rail service were eliminated, many

Table 139: Traffic Profile: Owosso to Grand Haven

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Wickes Co. (Grand Rapids) (St. Johns)	Lumber		74 52	
Bergoma Brothers, Inc.	Lumber, furniture	186	166	
Amway Corp.	Soda ash, manufactured goods	295	394	1,101
King Doyle Co.	Flour, wheat	505	452	
Michigan Brick Co.	Bricks		250	
Vaughn's Seed Co.	Vegetable seed		28	
Ovid Farmer's Elevator	Grain, coal, fertilizer	15	38	
Ovid Roller Mills, Inc.	Grain, coal, fertilizer		122	
St. Johns Furniture	Furniture		57	
St. Johns Waste Material Co.	Scrap iron		96	
St. Johns Cooperative	Grain, fertilizer		96 ¹	
Federal Mobile Corp.	Machinery		110	

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Moriarty Farm Building Construction Firm	Fertilizer, farm equipment		52	
Zeebs Fertilizer	Fertilizer		48	85-87
Smith Douglas Co.	Anhydrous ammonia		5	
Borden, Inc.	Fertilizer		9	
Farmers Cooperative	Grain		16	
Lee L. Woodard & Sons				
Olinkraft Corp.	Paper, wax, starch			1,032-1,056
Matthews Elevator	Grain		5	
Patterson & Sons Farm Equipment Co.	Farm equipment			
Clinton Tractor Sales	Farm equipment			
S&H Farms	Farm equipment			
Peerless Cement Co.	Cement	1,043		
Werner Lehara, Inc	Ovens			
Meijer, Inc.	Food, general merchandise		3,153 ¹	5,317 ¹
Klein Fertilizer Co.	Fertilizer		50	
Blink Lumber Co.	Lumber		195	
Coopersville Cooperative Elevator	Grain	8	15	43
Heath Manufacturing Co.	Lumber	2	2	
JER Manufacturing	Lumber, wood products		6	12-15
Borkholder Building Co.	Lumber			32-34
White Lumber Co.	Lumber		195	
Forsyth Manufacturing Co.				
Standall Lumber Co.	Lumber			
Brown Brothers	Grain		12-13	
Johnson Brothers, Inc.	Steel plate			
Rapistan, Inc.	Crates, wheels	10	6	
Clarksville Elevator, Inc.	Grain		116 ³	156 ³
Bergy Bros., Inc.	Feed, soybean meal		77	81
Central Michigan Lumber			100	
Agrico Chemical Co. (St. John's) (Owosso)	Fertilizer			8 23 ⁴
Zebert Fertilizer				85-87
Bird Fertilizer Co.	Fertilizer		11	
Darvan Equipment Sales	Farm machinery		7	7
Vroman's Mobile Feed Service	Dairy feeds		20	20
General Tire	Auto/rail car parts		47	
W. C. Page Co.	Coal		2	
Lower Brothers	Farm implements		2	
Ionia State Hospital	Coal		56	106

¹ Figure is for GTW and PC.

² Heath Manufacturing Company generated 1,503 and 1,852 tons of lumber in 1972 and 1973, respectively.

³ Cars used at its Clarksville (Zone 149) and Lowell plants.

⁴ Figure is for both GTW and PC.

of the local fertilizer, grain, lumber and manufacturing firms would close. The loss of rail service would adversely affect the 640 commercial farms located in Clinton County. Mr. Humphrey anticipates increased rail usage because an industrial park is being developed within St. Johns and St. Johns Cooperative is constructing a new \$350,000 facility.

The St. Johns Cooperative operates a fertilizer blending plant and claims it would be impractical to truck in phosphate from Florida and potash from Saskatchewan. With more land going back into production, fertilizer sales will increase. Trucking grain and feed from Chicago would increase the cost by about \$11 per ton. The co-op shipped out 40 jumbo hopper cars in 1973 and could have used 40 more if they had been available.

Testimony of Loren Dunham, Executive Vice-President of the Ionia Area Chamber of Commerce, indicated that the city of Ionia is experiencing economic growth. Within the past few years the following commercial enterprises have been built: a 100,000 square foot shopping plaza; a 36-unit apartment complex; a 73,000 square foot shopping center; and a 3,000 acre state park. The city has plans to annex 180 acres of land to be used as an industrial park. The elimination of rail service will result in the loss of between 500 and 1,000 jobs. Unemployment in July was 9.1 percent and the U.S. Department of Labor designated the area as one of persistent unemployment.

Amway Corporation has a 1.2 million square foot plant in Ada, which produces 90 percent of the company's home and personal care products sold by over 150,000 independent distributors. Amway employs 1,450 people. Amway is heavily committed to rail service. It chose this site for its accessibility to first class rail service and has made capital expenditures in excess of \$500,000 to accommodate rail cars. Amway has four distribution centers with three more to open in 1974. All have rail service. If Amway lost rail service the first year of operations would cost it an additional \$1,301,653. Amway would also have to find alternative supply sources of raw materials which can only be moved practically by rail. For example, soda ash from Wyoming comes in 200,000 pound hopper cars. The energy consumption and environmental problems that would be created by a possible shift to motor transportation also concern Amway.

In Grand Rapids, Bergoma Brothers, Inc. reported that its transportation cost would increase substantially if rail service were terminated. For example, Bergoma stated that the cost of shipping one of its cabinets to Greer, South Carolina by rail is \$3.20 as compared to \$8.30 via motor carrier.

Werner Lehara, Inc., of Grand Rapids, opposed abandonment because of the physical characteristics of

its freight shipments. Werner Lehara produces baking ovens which it distributes both nationally and internationally. In 1973, Werner Lehara exported ovens, in containers, to Colombia, Japan, Mexico, West Germany and Venezuela. Ovens produced by Werner Lehara range in weight from 8,000 to 10,000 pounds and average 104 feet in length. The firm reported that the recent trend is toward larger ovens.

Meijer Inc. services its 26 retail stores from a warehouse just west of the Grand Rapids city limits. The facility covers 900,000 square feet, employs 500 people and was built to receive carload traffic. Lack of rail service would impair Meijer's competitive position vis-a-vis the national chain stores.

Rapistan, Inc. maintains four manufacturing plants in Grand Rapids that are served by the GTW. It is concerned that service over 70 percent or 7 of the 10 rail lines serving Grand Rapids would be terminated by the DOT Report. Rapistan's inbound traffic consists of wire bound crates, gravity conveyor wheels and semi-finished lumber. Outbound shipments consist of material handling equipment. In 1972 Rapistan used 10 carloads and 27 piggyback trailers and in 1973 it had 6 carloads and 29 piggyback trailers. Ninety-five percent of Rapistan's traffic moves by motor common carrier but because of recent labor protests in the trucking industry Rapistan believes there is a need for service by more than one mode.

If the line were abandoned, White Lumber Company, located at Marne, would be forced to relocate in order to remain competitive.

Heath Manufacturing Company, located at Coopersville, estimates that its transportation cost would increase by \$35,000 a year if it were forced by a rail abandonment to truck its lumber shipments from the team tracks at Grand Rapids. Heath Manufacturing also expressed concern over the impact rail abandonments would have on the nation's energy supply.

The Coopersville Cooperative Elevator Company stated that abandonment of the line would result in the loss of its markets in Maine because of the prohibitive costs of shipping grain long distances by motor transportation.

The Borkholder Building Company, at Nunica, estimated that its transportation costs would rise between \$10 and \$30 per thousand board feet of lumber if it were forced to switch to motor carriage because of rail abandonment. Borkholder believes that the loss of this line would cause it to lose its competitive position and would reduce its profits.

In presenting its need for continued rail service Johnston Brothers Corporation, which is located in Ferrysburg, stated that the physical characteristics of its inbound steel shipments are such as to preclude handling by motor carriers. Johnston Bros. reported that

its steel shipments vary from 97" to 180" in width and from 171" and 324" in length and weigh approximately 60 tons.

The Clinton County Farm Bureau, in commenting upon the GTW's insufficient equipment, testified that the Ovid Roller Mills Corporation and the Ovid Farmer's Elevator were compelled to ship 1,000 tons of corn, and 38 loads of grain via motor transportation because of their inability to obtain rail cars. The Clinton County Farm Bureau also stated that for-hire trucks were not in plentiful supply in this area. The Bureau noted that the physical condition of State Route 21, which goes through Ovid, St. Johns, Ionia, and Ada, precludes a substantial increase in truck traffic. A representative from the City of St. Johns reported that shippers in the area would have generated more carloads of freight had rail cars been available during the planting and harvest seasons. The JER Manufacturing Company, which uses the team track in Coopersville, stated that it has been experiencing delivery delays of from 3 to 6 weeks.

Klein Fertilizer Co., Michigan's largest producer of dry mix fertilizers, has one of its four plants at Marne. Nearly all of its inbound traffic is by rail because of the distances involved. Its phosphate comes from Florida; its potash from either Saskatchewan, Canada or New Mexico; and its ammonium sulfate from Pennsylvania, West Virginia and Ohio. Trucking over these distances would be impractical. If rail service were lost, the higher cost of accomplishing delivery of these raw materials would be passed on to the farmer causing food prices to increase.

Clarksville Elevator, Inc. receives service at Lowell from C&O/B&O and GTW. The company was forced to ship 25,000 bushels of grain by truck when it could not obtain cars from the C&O/B&O. This cost more in terms of freight and a lower price received of about 20 cents a bushel or \$5,000 for truck shipments. It pointed out that it would take 388 22-ton truck loads to move 305,000 bushels of grain as compared to only 87 jumbo hopper cars. Clarksville Elevator believes there would be adequate incentive for the railroads to improve their service to attract more business and become profitable if ICC regulations were revised to allow better freight car utilization, lower taxes for right-of-way ownership and relief of featherbedding practices by labor.

ZONE 161

Although Zone 161 is heavily dependent economically on both agriculture and manufacturing, the bulk of the statements submitted to the RSPO originated from agricultural interests located near Lansing. One reason for this could be that only six of the approximately twenty-three grain elevators within the area surrounding Lansing would continue to receive rail service if the DOT's pro-

posals were implemented. A representative of the Tri-County Regional Planning Commission (Clinton, Eaton and Ingham) expressed concern for the economic effect on the region. He noted that several firms which have considered locating in the area have listed rail service as a prerequisite. DOT would eliminate PC at Lansing but retain the GTW and the Chessie system, however, the Lansing Metropolitan Development Authority pointed out that the bulk of the traffic originates on PC.

Not all of the evidence received by the RSPO was directed toward rail lines labeled potentially excess by the DOT in Zone 161. The Smith-Tanner Feed Company, for instance, expressed its opposition to the possible elimination of local rail service at Webberville, located along the C&O/B&O Detroit-Chicago main line. In 1973, Smith-Tanner generated 149 carloads of freight for the C&O/B&O. The firm stated that, had rail cars been available in 1973, it would have shipped an additional 36 carloads. Smith-Tanner predicted that if the line were abandoned, it would be forced to close out its coal business entirely. Smith-Tanner estimates that shipping grain via motor transportation would increase its costs by 12 cents per bushel.

Potentially Excess Lines

The following four sections of rail lines located within Zone 161 were designated potentially excess by the Department of Transportation:

- (1) The C&O/B&O line from Ionia (Zone 162) to Grand Ledge.
- (2) The GTW line from Ovid to Fowler (see discussion in Zone 160).
- (3) The PC line from Vermontville to Onondaga (see discussion in Zone 165).
- (4) The PC line from Bath through Lansing to Leslie (see discussion in Zone 165).

C&O/B&O: Ionia to Grand Ledge (Ionia Subdivision)

The 26 mile Ionia to Grand Ledge branch is operated by the C&O/B&O and serves Ionia, Lyons, and Portland in Zone 162; and Eagle and Grand Ledge in Zone 161.

Several representatives from Ionia testified as to the importance of this line and the GTW line from Owosso to Grand Haven (see discussion in Zone 160). Among the rail users identified were the General Tire Rubber and Plastics Co., the State of Michigan and local grain elevators and grain dealers.

Traffic data from businesses served by the C&O/B&O line is contained in Table 140.

Portland Mayor Fred Rowe, the City Council of Portland, and the Portland Chamber of Commerce opposed abandonment of the line. Mayor Rowe estimated that

Portland could lose 10 percent of its tax base if the line were abandoned; the city council expressed alarm over possible job losses and adverse impacts on local firms. The present unemployment rate in Ionia County is 9.1 percent. The Portland Chamber of Commerce challenged the Secretary's figures and the statement on page 77 of the DOT Report that this line has no viable local traffic and stated that the 2,307 carloads generated along this line in 1973 satisfy the proposed DOT viability criteria. Projected car usage for 1974 is 2,618 (see Table 140).

Table 140: Traffic Profile: Ionia to Grand Ledge (Ionia Subdivision)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Westphalia Lumber & Supply	Lumber		41	41
Central Soya	Grain		709	729
Agrico Chemical Co.	Fertilizer		45	142
Barley-Earhart	Plastics		16	16
Portland Coop.	Feed, coal and grain merchandise		106	117
Builders Lumber & Supply	Lumber		50	50
Lower Brothers	Farm implements		2	4
W. C. Page	Coal		12	12
General Tire	Auto rail car parts, plastics		349	700
American Anodco	Auto part prep.		881	774
Bird Fertilizer	Fertilizer		14	14
Wright Way Lumber	Lumber		57	69
Sentinel Standard	Newspaper		3	4
Harder & Sons	Farm equipment		4	8
Swift Farm Service	Fertilizer		20	30
American Iron Co.	Metal		881	880
Westmac, Inc.	Grain		83	73

When the Central Soya Company was forced to move the equivalent of 28 carloads via truck, its cost increased approximately \$6.00 per ton. The Barley-Earhart Company estimated that its yearly transportation cost using trucks would rise by \$1,034 on its Duramie material shipments, \$1,232 on its roofing felt shipments and \$936 on its jute felt shipments. Barley-Earhart noted that a vinyl resin shortage had reduced its use of rail cars by 25 to 35 percent.

ZONE 162

Zone 162, which contains 14 counties (Arenac, Clare, Gladwin, Gratiot, Ionia, Isabella, Lake, Mason, Mecosta, Midland, Montcalm, Newaygo, Oceana and Osceola) and a land mass of 7,975 square miles, is the third largest DOT designated zone in Michigan. The area is predominantly agriculturally oriented with some light to medium manufacturing.

Tom Reed, agricultural extension agent for the 2,800 farmers in Gratiot County, gave some indication of what

it would cost the local farmer if he lost rail service. For example, 90 percent of the county's corn production or 6.75 million bushels is shipped out each year by rail. Assuming it would be possible to get enough trucks, shipping by truck would cost an additional 15 cents per bushel or an average cost per farm family of \$845. Seventy-five percent of the navy bean production or well over 90 million pounds moves out by rail. It would cost an additional 50 cents per hundred pounds of beans or \$375 per farm family. Thus, a farm family in Gratiot County that produces corn and beans could have an additional cost of production of over \$1,200 per year plus higher costs for such necessities as fertilizer, feed, lumber, farm tractors, and implements.

Not all of the evidence received by the RSPO was directed toward rail lines labeled potentially excess by the DOT in Zone 162. The Baldwin Lumber Company and Westmac Inc. are concerned that Baldwin, although located on a rail line not listed as potentially excess, is not a point recommended for local rail service.

Baldwin Lumber Company is located on that portion of the C&O B&O main line that runs between Ludington and Saginaw. In 1973, Baldwin received 17 carloads of freight, 13 of which were shipments of coal from Kentucky. Baldwin pointed out that it is the only coal dealer in Lake County. The firm asserted that in 1973 a packing material company also located in Baldwin received 20 carloads of lumber over the C&O B&O line. Baldwin Lumber stated that loss of rail service to both itself and the packing material company would result in job losses for 40 people.

Michigan Consolidated Gas Co., which is located east of Baldwin at Farwell on the C&O B&O, reported that it has 594 carloads of 36 inch steel pipe on order for delivery via rail during 1975.

Westmac, Inc. is situated in Baldwin on that portion of the C&O B&O main line that runs between Ludington and Grand Rapids. Westmac, which also operates a grain elevator at Newaygo, stated that it has the only facilities on the western side of Michigan capable of handling large volumes of grain. Westmac claimed that during the peak harvest season it handles upwards of 35,000 bushels of grain per day. Westmac criticized the C&O/B&O for its inadequate supply of cars, claiming that it was forced to shut down temporarily in December, 1973 because of a rail car shortage. The company stated that it has had to order rail cars as early as May in order to insure that its grain shipments will move between October and December.

Stahlin Brothers Fiber Works manufactures plastics at Belding on the C&O B&O. It has been in business for about 75 years and receives about 200 cars of fiberglass inbound. It could use twice as many cars if they were available. Abandonment of this line would cause it serious economic problems. Lu Van, Inc. is another in-

dustry located on the C&O/B&O line at Belding. In 1973, Lu Van, which employed 144, received approximately 200 carloads of lumber and cardboard and shipped about 51 carloads of furniture. During 1974, Lu Van expects to receive 300 carloads and originate 60 carloads.

Clarksville Elevator, Inc., is on the C&O/B&O line between Grand Rapids and Lansing. It is concerned that local switching be retained on this line.

Paul Treska of the United Transportation Union reported that the Detroit and Mackinac Railway Company's rail spur running from Omer has been abandoned.

Potentially Excess Lines

The following eight sections of rail line located within Zone 162 were designated potentially excess by the DOT Report:

- (1) The C&O/B&O line from Hart through Muskegon (Zone 164), Holland (Zone 163), and Benton Harbor (Zone 149) to Chicago (Zone 131).
- (2) The C&O/B&O line from Coleman to Mt. Pleasant.
- (3) The GTW line from Ashley to Greenville.
- (4) The C&O/B&O line from Alma to Greenville including branches to Remus and Lakeview (see discussion in Zone 159).
- (5) The PC line from Tustin to Pierson (see discussion in Zone 165).
- (6) The AA line from Marion to Ashley (see discussion in Zone 165).
- (7) The GTW line from Saranac through Ionia to Pewamo (see discussion in Zone 160).
- (8) The C&O/B&O line from Ionia to Portland (Ionia Subdivision) (see discussion in Zone 161).

C&O/B&O: Hart to Chicago

The Hart to Chicago line, which is operated by the C&O/B&O, traverses Hart and Mears in Zone 162; Montague and Muskegon in Zone 164; Grand Haven and Holland in Zone 163; Bangor, Hartford and Benton Harbor in Zone 149; and Indiana Zones 128 and 130 to Chicago in Zone 131. Although only that portion of the line between Hart and Montague (Zone 164) was declared potentially excess by the DOT, testimony was also received from individuals concerned with stations located on that part of the line not labeled potentially excess. Table 141 contains a traffic profile of the line.

Mayor James McCarty of Bangor (Zone 149) reported that in 1973 that city generated 209 carloads of freight for the C&O/B&O. He is concerned that loss of rail service would cause firms to relocate. Mayor McCarty stated that Bangor does not have any Class A

highways which therefore precludes the use of trucks during much of the year. The Duffy-Mott Co., which is located in Hartford (Zone 149), is a major producer of foodstuffs and is concerned because of the potential transportation cost increase it faces if rail service is terminated.

Table 141: Traffic Profile: Hart to Chicago

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Cheever Co.	Coal, coke, fertilizer		43	
Forestry Associates, Inc.				
(Mears)	Cross ties		52	104
(Hart)	Christmas trees		20-30	
Vroom Cold Storage	Fruits, vegetables	129	193	
Gerber, Inc.	Baby foods		29	
Lappo Lumber Co.	Lumber	507	480	
Duffy-Mott Co.	Foodstuffs	573	615	
Stokely Van Camp, Inc.	Foodstuffs			
New Era Canning Co.	Foodstuffs			
Oceana Canning Co.	Foodstuffs			
Food Industries of America	Foodstuffs			
Chase Orchards	Foodstuffs			
Johnston Brothers, Inc.	Boilers, steam generating units			
Jeno's, Inc.				520-780

The need for continued rail service in Hart was expressed by Vroom Cold Storage, one of the largest cold storage and freezing plants in Michigan. Oceana County, which encompasses the city of Hart, is Michigan's leading asparagus and cherry producing county. Annually these two commodities account for over \$5 million in farm sales. Gerber, Inc. was also anxious that rail service be maintained over this particular line since it stores between 6 and 8 million pounds of fruits and vegetables at the Vroom Cold Storage plant. Because of the economic benefits of rail transportation, Vroom has increased its rail use substantially since 1968 (from 30 carloads of freight in 1968 to 193 carloads in 1973). Rail usage at Hart is expected to increase with the addition of two new businesses—Jeno's, Inc. and Silver Mills Frozen Foods, Inc. County Extension Agricultural Agent Edgar L. Strong stated that rail shipments from six processing companies in the Hart area could increase by 25 percent if more cars were available.

The Forestry Associates Corporation operates a plant at Mears that produces cross ties. Because of its product it believes that the benefits to be gained from abandoning this line have to be measured against the continued operation of the nation's railroads. The firm also ships Christmas trees, via rail, from Hart to Florida and Texas markets. Forestry Associates stated that the transcon-

tinental hauling of Christmas trees by motor truck is not economically feasible.

C&O/B&O: Coleman to Mount Pleasant

The 15 mile Coleman to Mount Pleasant branch line is operated by the C&O/B&O and serves Coleman, Delwin and Mount Pleasant.

Atlas Supply Company, which generated 78 carloads of freight in 1973, is a distributor of drilling muds and chemicals which are sent to gas and oil drilling rigs located throughout Michigan. Abandonment of the line, according to Atlas, would force the company to close.

Mr. Sidney Smith, representing the Mount Pleasant Area Chamber of Commerce, reported that although the City of Mount Pleasant is known as the "oil capital" of Michigan, the area is still primarily agriculturally oriented. Mr. Smith criticized the C&O/B&O for its inadequate car supply, claiming that businesses in the area have had to wait upwards of four months to receive cars.

GTW: Ashley to Greenville

The 32 mile Ashley to Greenville branch is operated by the GTW and serves Ashley, Pompei, Perrington, Middleton, Carson City, Butternut,¹¹ Sheridan and Greenville. The line intersects at Ashley with the GTW main line between Detroit (Zone 155) and Grand Haven (Zone 163). Only that portion of the line between Ashley and Carson City was declared potentially excess by the DOT.

Rail users located on this line who offered information to the RSPO were: Middleton's Farmer's Elevator, which generated 80 and 109 carloads of freight in fiscal years 1972 and 1973, respectively; the Fulton Feed Company, which generated 12 carloads of lumber in 1973; Mathisen's Tree Farms, which generated 34 carloads of trees in 1973; and the Klein Fertilizer Co. which receives approximately 70 carloads each year. Middleton's Farmer's Elevator generated 97 carloads of freight between July 1, 1973 and February 28, 1974; the average length of haul was 775 miles. Mathisen's Tree Farms expects to double its rail use within 10 years. It expressed concern over the impact that rail abandonments would have on the nation's energy supply.

Kellogg Elevator Company has facilities at Carson City and Butternut, a point three miles west. The company, which used 37 cars in 1972, 50 cars in 1973 and 135 cars in the first two months of 1974, anticipates reduced business capacity, increased transportation costs, employee layoffs and possible closure if it loses rail service.

¹¹ At least two witnesses charged that the DOT figure for carloadings at Butternut is wrong. Paul Treska stated that the correct figure should be from three to five while James Wollington put it at five.

ZONE 163

Economic activity in Zone 163 is primarily centered around the densely populated and highly industrialized city of Grand Rapids. According to the DOT Report, only Detroit generated more carloads than Grand Rapids in 1972.

A number of businesses located in Grand Rapids submitted statements but, unfortunately, did not specify what railroad lines were being utilized to move their carloads from or to Grand Rapids. Some of these rail users included: T. W. Lager Co., which generated 471 carloads of lumber in 1973; Rapistan, Inc.; Gordon Foods, Inc., which generated 560 carloads of freight in 1973; Display Pack Corporation, which generated one and twelve carloads of freight in 1972 and 1973, respectively; and General Motors Corporation.

Champion International's U.S. Plywood Division operates a distribution warehouse within the Grand Rapids switching district, on the PC line from Grand Rapids through Jackson (Zone 152) to Alvordton, Ohio (Zone 114). The facility received 228 carloads in 1973, 80 percent of which originated in California, Montana, Oregon, and Washington. Champion expressed shock that the DOT would recommend discontinuance of service at points within a local switching district.

Potentially Excess Lines

The DOT Report designated the following lines in Zone 163 potentially excess:

- (1) The GTW line between Grand Haven and Lowell (see discussion in Zone 160).
- (2) The PC line between Grand Rapids and Muskegon.
- (3) The single PC line from Sand Lake to Grand Rapids and the PC lines extending out of Grand Rapids to the south (see discussion in Zone 165).

PC: Grand Rapids to Muskegon

The 38 mile Grand Rapids to Muskegon line is operated by the PC and serves Grand Rapids, Walker, Conklin, Shaw and Muskegon. The GTW also operates over the PC track between Grand Rapids and Muskegon. The GTW provides both a car ferry service to Milwaukee, Wisconsin from Muskegon,¹² and a piggyback operation to and from Muskegon. Table 142 contains a traffic profile of the line.

Both the Dykistra Elevator Company and the Bruns-

¹² Both the ferry boat *Clipper*, which carried passengers and rail cars between Muskegon and Milwaukee during the summer, and the ferry boat *Highway 16*, which carried new automobiles across the lake, are not being used by the GTW due to the fact that extensive investments are needed to bring these vessels up to acceptable operational standards.

Table 142: Traffic Profile: Grand Rapids to Muskegon

Rail user	Commodity	Estimated carloads	
		1972	1973 Projected
Nugent Sand Corp., Inc.	Sand		1
Dykistra Elevator Co.	Feed, fertilizer		49
S. D. Warren, Division of Scott Paper	Paper products		
Lakeway Chemicals			
Campbell			
Wyant & Cannon			
Westram			
Kaydron			
Howmet			
Sealed Power			
Teledyne			
Muskegon Piston Ring			
Dresser			
Muskegon Paper Box			
Forestry Associates, Inc.			2
Brunswick Corporation	Bowling equipment		3
Rapistan, Inc.	Crates, conveyor wheels		

¹ Nugent Sand Corp. Inc. shipped 400,000 tons of sand by rail car in 1973.

² Forestry Associates, Inc. generated 60 TOFC units in 1973.

³ Brunswick Corporation generated a total of 2,433 TOFC units during 1972 and 1973.

wick Corporation stressed their need for the line and criticized present rail service. The Dykistra Company reported it is served only once a week by the PC, which causes serious delay problems in receiving inbound feed and fertilizer shipments. Dykistra reported that, if its rail shipments arrive in Grand Rapids on a Tuesday, they will not be delivered by the railroad until Saturday. Consequently, Dykistra has decreased its rail use. If service were increased to three times per week, Dykistra estimates that its rail usage would expand by 5 to 10 percent. Brunswick Corporation reports that the PC track is in very poor condition. Recent track repairs have only increased the allowable speed from 4 to 8 mph. Even though service over this track is not of high quality, Brunswick insists that the discontinuance of the PC line would be detrimental to its operations. The only alternate rail route left to the Brunswick Corporation would be the C&O/B&O line via Holland, which it claims multiplies the distance shipments must travel, thereby resulting in significant cost and transit time increases. Furthermore, according to Brunswick, by eliminating the GTW service to Muskegon, the DOT also effectively would eliminate the GTW's car ferry service between Milwaukee and Muskegon. This would increase costs and transit times because rail freight shipments would have to move through Chicago. Opposition to the abandonment of the GTW car ferry service was expressed by Muskegon's Mayor Donald Johnson, who reported that the car ferry service is one of the most important ele-

ments in Muskegon's overall economic development.

The Industrial Expansion Commission in Muskegon testified that eleven firms presently using the PC line are planning industrial expansion. When these expansion programs are completed, the need for rail service will increase substantially.

ZONE 164

Zone 164 encompasses Muskegon County and the City of Muskegon. The DOT Report designated two rail line segments potentially excess in Zone 164. Both of these segments were treated earlier in this report (see the discussions in Zone 162 of the C&O/B&O Hart to Chicago line and in Zone 163 of the PC's Grand Rapids to Muskegon line.

The C&O/B&O line northeast from Berry to Fremont (Zone 162), though not deemed potentially excess, was the subject of concern for a number of individuals. Congressman Guy Vanderjagt of the ninth district noted that the DOT placed the City of Fremont on the C&O/B&O line from Baldwin to Grant (Zone 162), whereas it is located at the end of the Berry branch line, 14 miles southwest of White Cloud. Rail users located on this line include: Cook & Hager Feed Co., which generated 100 carloads of feed and grain in 1973; Fremont Produce Co-op, which generated 63 carloads of feed and fertilizer in 1973; Gerber Products Company, which generated 1,051 carloads of clothing, cosmetics and foods in 1973; Fremont Lumber Company; Speds Company; the City of Fremont and Westfield Sommers, Inc. Several witnesses pointed out that much of their traffic also moves over the PC line between Muskegon and Grand Rapids, which has been designated potentially excess. If that line is abandoned, they contend that traffic will have to be rerouted and service will deteriorate further.

ZONE 165

Zone 165 is the largest zone in Michigan and covers the entire northern portion of the Lower Peninsula. The DOT Report declared approximately 90 percent of Zone 165's trackage potentially excess. If the DOT's recommendations were carried out, the 197.1 mile Detroit & Mackinac line running along Lake Huron between Cheboygan and Bay City (Zone 158) would be the only line remaining in the zone.

The primary commodities moving on lines in Zone 165 are building materials, coal, coke, lumber and propane gas inbound and cherries, Christmas trees, furniture, iron castings, miscellaneous wood products, and steel outbound.

Potentially Excess Lines

The DOT Report characterized the following nine sections of rail lines within Zone 165 potentially excess:

- (1) The PC line from Mackinaw City, via Bay City, to the state line at Alvordton, Ohio (Zone 114) (Mackinac Branch).
- (2) The PC line from Mackinaw City, to Grand Rapids from which two lines extend to the south, one to Fort Wayne, Indiana (Zone 116) and another to the state line at Alvordton, Ohio (Zone 114).
- (3) The BC line from Boyne Falls to Boyne City.
- (4) The PC line from Walton Junction to Traverse City.
- (5) The C&LC line from Missaukee Junction to Lake City.
- (6) The AA line from Frankfort to Toledo, Ohio (Zone 113).
- (7) The C&O/B&O line from Bay View to Manistee.
- (8) The C&O/B&O line from Williamsburg to Elk Rapids.
- (9) The C&O/B&O line from Traverse City to Northport.

PC: Mackinaw City to the State Line at Alvordton, Ohio (Zone 114)

The Mackinaw City to Alvordton line is operated by the PC and serves the communities of Mackinaw City, Cheboygan, Vanderbilt, Gaylord, Grayling, Roscommon, St. Helens, and West Branch in Zone 165; Standish in Zone 162; Pinconning, Linwood, Kawkawline, Wenona, and Bay City in Zone 158; Zilwaukee, Saginaw, St. Charles, Chessaning, and Oakley in Zone 159; Henderson, Owosso and Laingsburg in Zone 160; Bath, Lansing, Holt, Mason, Eden, and Leslie in Zone 161; Rives Junction and Jackson in Zone 152; Cement City, Addison Junction, Manitou Beach, Rollin, Hudson, Prattville, and Waldron in Zone 150; and Alvordton, Ohio in Zone 114.

The major potential impacts which would result from the abandonment of this line, according to the evidence submitted to the RSPO, are: increased transportation costs; industrial and retail business curtailments, relocation or shut downs; unemployment; and increased fuel consumption.

Gaylord is the center of rail activity on the portion of the PC line between Mackinaw City in Zone 165 and Bay City in Zone 158 (see Table 143). In the past two years a major oil find was made in the area. As of January 1, 1974, 38 oil wells and 2 gas wells were in production and exploration is still in the beginning stages. Recreation and agriculture are also important economic activities in the area. Adequate transportation is especially important to Gaylord because it is located in a somewhat isolated corridor running up through the center of the state.

The principal generator of freight in Gaylord is the Champion International Corporation which employs 350 persons. Champion has recently begun a \$17 million plant expansion program for which it has outstanding equipment purchase orders totaling \$4.6 million.

Table 144 is a listing of those businesses on the line which submitted data to the RSPO.

Table 143: Carload Statistics for Selected Cities in Zones 165 and 162 on the Penn Central Line between Mackinaw City and Alvordton, Ohio—1972¹

<i>Town</i>	<i>Carloads</i>
Mackinaw City (Zone 165)	40
Cheboygan (Zone 165)	323
Indian River (Zone 165)	14
Gaylord (Zone 165)	1,681
Frederick (Zone 165)	7
Grayling (Zone 165)	64
West Branch (Zone 165)	158
Standish (Zone 162)	16

¹ Source: E. V. Goodman, President and General Manager of the Detroit & Mackinac Railway Co.

The Emerald Tree Company, noting the many difficulties associated with transporting Christmas trees to market, suggested the installation of a piggyback operation in Gaylord.

Gaylord has received a \$734,000 grant from the Economic Development Administration to aid in the development of a 177 acre industrial park. Total cost of the project is \$918,000. Ground breaking was set for May 1, 1974. The park developers characterize their need for rail service as urgent. Loss of rail service would cause the park to receive a lower rating from the Michigan Department of Commerce on a list that is shown to persons interested in industrial development.

Because it is part of the Upper Great Lakes Region, Gaylord has received federal funds during the past year for construction of a storm sewer and hospital. According to Mr. Harold A. August, President of the Gaylord State Bank, this indicates that Congress believes this area needs special aid. The investment in trackage and right-of-way has been made; discontinuing service would impair the livelihood of hundreds but upgrading service could stimulate the area's market for tourism.

Wendell Flynn, president of SEMCO, Inc., a plant at West Branch that manufactures shop hands and bench and warehouse racks, testified that SEMPCO is able to compete for government contracts because it has rail service. SEMPCO traffic alone does not justify PC service, but Mr. Flynn believes that the northern part of the Lower Peninsula is developing and rail service is essential to this growth and will benefit from it.

Table 144: Traffic Profile: Mackinaw City to Avordton, Ohio (Zone 114)

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Zone 165				
Sno-Kist Tree Co.	Christmas trees	56	76 ¹	
Michigan Consolidated Gas Co.	Pipe		88	
Charmin Paper Co.				
Higgins Industry		12	12	12
Champion International Corp.	Flakeboard, glue, lumber	1,391	1,683	5,324
Emerald Tree Co.	Christmas trees	125	70	
Gaylord Lumber and Fuel	Coal, pulpwood		55-70	
Dubois Lumber Co.			12	
Grayling Van's Building & Supply			100	
Kalkaska Pipeline Construction				
Mar-Jon Lumber			2	
Marquette Lumber			119	125
Military Consite				
Trilex-Grayling Reel			38	
Welk Building	Lumber		398-648	
Hodges Lumber	Lumber		5	
Northshore Lumber	Lumber		20	
Pennis Lumber	Lumber		15-20	
Wicks Lumber and Building Supplies (Gaylord)	Lumber		128	
(St. Helens)	Poles		35	
Consumers Power			6	25
Lake Woods Forest Products, Inc. (Division of Scott Paper Co.)				
Roscommon Co.			285	596
Wickes Corp.	Lumber, insulation			35
Sempco, Inc.	Steel		2	
Taylor Door	Lumber			
Osceola Refining Co.	Gasoline additives		84-96	135
Zone 158				
Consumers Power Co.	Coal		2	2
Zone 159				
Hancor Plastics, Inc.	Polyethylene resin		23 ³	35-50
McDonald Cooperative Dairy Co.	Sugar, powdered whey		25	
Swartzmiller Lumber Co.	Lumber		20	
Roycraft Coach Co.	Lumber		104	
Michigan Bean Co.	Beans, grain		20	
Chesaning Farmer's Co-op, Inc.	Fertilizer, grain, lumber		70 ⁴	
Sohigro Fertilizer Co.	Fertilizer		30-40	
HEHR Mfg., Inc.				
Peet Packing Co.				4
Agrico Chemical Co.				23 ⁵
Agrico Chemical Co.	Fertilizer			

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Zone 160				
Simon Iron & Steel Corp.	Steel, scrap iron			
Willard Cable	Farm implements			
Le Ray Steel Co.	Steel			2 ⁶
Grand Rapids Sash and Door	Doors			
Lansing Lumber Co.	Lumber			
Russell Haindel Co.				
84 Lumber Co.	Lumber			
Holt Lumber Co.	Lumber			
Wickes Lumber & Building Supplies	Lumber, building supplies			184
Mickelson-Baker Lumber Co.	Lumber, building supplies			22
Wyeth Laboratories	Baby food			960
Americhem Corp.	Petroleum products			15
Mason Elevator	Agricultural products & supplies			250
Inco-Graphics				
Carrier Stevens			35-40	50
Lansing Wholesale Grocers				300
Agrico Chemical Co.	Fertilizer			6
Motor Wheel Corp.	Automotive wheels			
Schafer Bakeries, Inc.	Flour			336
Zone 150				
General Foods Corp.				
Cousins Iron & Metal Companies	Scrap iron	41	40	
Agrico Chemical Co.	Fertilizer			8

¹ Originating carloads.

² Consumers Power Company received 6.4 million tons of coal in 1973 and anticipates receiving 6.9 million tons of coal in 1974.

³ Hancor Plastics Corporation commenced operation in 1973.

⁴ Chesaning Farmer's Coop Inc. also received 4,300 tons of fertilizer in 1973.

⁵ This figure is for the PC and GTW at Owosso.

⁶ Le Ray Steel Company reported that the milling company from which it buys its materials has stopped taking new orders until it can meet prior commitments.

According to Grayling City Manager Jerry Morford there are seven major rail shippers in Grayling with 15 additional industries expected to locate in the new Grayling Industrial Park over the next five years.

Residents of Roscommon testified that abandonment of the line is expected to eliminate 50 jobs and greatly hinder projected economic improvement programs.

Mr. Goodman of the D&M submitted the following proposals and comments to the RSPO:

- (1) That portion of the Mackinaw Branch of the PC line running from the Gaylord area north to Cheboygan and from Mackinaw City south to Cheboygan could be provided service by the D&M pursuant to Titles III (Consolidated Rail Corporation) and IV (Local Rail Serv-

ice) of the Act (Regional Rail Reorganization Act of 1973). This would mean that rail service would be continued for about 85 percent of the rail freight generated on the Mackinaw Branch.

- (2) From Pinconning south to Bay City the D&M main line parallels PC's Mackinaw Branch for a distance of 20 miles. The distance between the two lines is approximately 2 miles. Both systems have rail bridges across the Saginaw River. The D&M would consider connecting with the PC to avoid duplicity of main lines. This would allow the D&M to switch and handle the traffic currently being handled within the Bay City area by the PC. Use by the D&M of PC terminal facilities would reduce switching congestion in the Bay City area.
- (3) The demand for service in the area south of Gaylord and north of Pinconning is negligible and there does not appear to be any immediate prospect for a substantial increase.¹³

Osceola Refining Co. reported that two electric generating systems, numerous school systems, and many industries are dependent upon its products. In refining petroleum products, Osceola depends upon gasoline additives which, because of their hazardous nature, must be transported by rail.

Opposition to the abandonment of that portion of the PC's Mackinaw City to Alvordton, Ohio line between the cities of Bay City (Zone 158) and Saginaw (Zone 159) was advanced by the Consumers Power Company and the Mayor of Zilwaukee, James Summerfield.

The Consumers Power Company is a public utility providing electrical and gas service to 1.1 million and 936,000 people, respectively. In 1973, Consumers Power consumed 6,425,000 tons of coal; for 1974, consumption is estimated to be 6,910,000. While Consumers Power provides service from a number of plants for 67 Lower Peninsula counties, its primary concern is for continued rail service to its Weadock-Karn plant, which is located approximately 3 miles northeast of Bay City at Essexville (Zone 158). In 1973 Consumers Power received 861,000 tons of coal at its Essexville plant from Peabody Coal Co., which is located at Sunny Hill, Ohio; 1974-1982 shipments are expected to be 1.4 million tons annually. Coal shipments are presently routed from Sunny Hill over the PC to Dundee (Zone 113) where the rail cars are interchanged with the AA. At Owosso (Zone 160) the rail cars are interchanged from the AA back to the PC which transports them to Essexville. One

¹³ The following communities would lose rail service under both the DOT and the D&M proposals: Frederic, Grayling, Roscomon, St. Helens and West Branch.

reason for Consumer Power's concern over future rail service centers around its contention that, in the event of a PC abandonment, its rail shipments would be forced to travel over the heavily congested C&O/B&O line to Essexville. Allegedly, the congestion on the C&O/B&O line is due to the extensive movement of freight generated by the General Motors plants at Flint, Pontiac, Saginaw and Wixom.

Consumers Power Company's Weadock-Karn facility is considered a prime location for a coal gasification plant to produce low BTU gas for electric generating plants. An additional 2.5 million tons of coal would be required to supply such a plant. The PC-AA-PC route would be essential in moving this coal. Consumers Power also reported that 60 large transformers, weighing between 250-400 tons each, will be installed in 21 locations across the state within the next 25 years. Such weight dimensions preclude practical handling by motor carriers.

In his statement to the RSPO, Mayor Summerfield reported that while only four Zilwaukee businesses use rail service, there are nevertheless numerous zoned properties available for future industrial development. Therefore, according to Mayor Summerfield, abandonment of that portion of the PC line between Bay City and Saginaw would not only create hardships for Zilwaukee's current rail users but would hinder development of the town's industrial properties.

Strong opposition to the designation of this line as potentially excess was advanced by a number of concerned individuals in Chesaning (Zone 159), which is located about 25 miles southwest of Saginaw. The Chesaning Chamber of Commerce considers service critical to the continued operation of local businesses. Ben Schrader of the Saginaw Board of County Commissioners discussed the rail service needs of a major builder of mobile homes in Chesaning, that presently receives its over-sized chassis frames via rail. Motor transport is not considered a practical substitute for rail service in the transportation of these frames.

The Hancor Plastics Corporation, which is located in Chesaning, opposed the potential abandonment of this line for the following reasons: the increased cost of shipping via motor transportation; the potential loss of the firm's competitive position; and the stringent motor carrier tariff restrictions on unloading time. Hancor predicted that if rail service were eliminated, it would be forced to cease operations and would lose its \$250,000 investment in plant and \$21,101 in track siding.

The McDonald Cooperative Dairy submitted a statement calling for the continuation of rail service to Chesaning. McDonald, which receives milk from nearly 1,000 producer members, reported that, to remain competitive, the dairy industry must receive low cost rail

service for the movement of both its bulk and liquid materials.

The Chesaning Farmer's Coop. Inc. stated that it is considering building additional facilities in Chesaning to handle an anticipated 25 percent increase in its grain business. The Coop. also stated that it would have used an additional 20 to 40 rail cars in 1973 had they been available.

Simon Iron & Steel Corp. of Lansing reported that, in 1973, it received only 38 percent of the gondola cars it ordered. Because of the uncertainty in getting gondolas, Simon has increased its truck fleet and is now moving only 30 percent of its material by rail, whereas in 1970 it moved 85 percent.

Joseph Kiersey, Supervisor of Delhi Township, which is located just south of Lansing (Zone 161), expressed anxiety over the impact loss of rail service would have on the area's industrial growth. Mr. Kiersey noted that the Carrier Stevens Company and the Lansing Wholesale Groceries are in the process of constructing plants within Delhi Township's first industrial park.

Patrick Price, City Administrator for the City of Mason, in expressing opposition to the proposed cessation of rail service, stated that the DOT used incorrect carload figures in determining viability. Mr. Price asserted that firms located in Mason generated 1,300 carloads of freight in 1973 over the 9 mile line segment from Mason to Lansing. Mason Elevator Company's statement reflected its concern over potential increased transportation costs; retardation of economic development in the Lansing-Jackson area; and energy conservation.

PC: Mackinaw City to Fort Wayne/Alvordton

On the western side of Michigan's Lower Peninsula the PC provides service over a line that begins at Mackinaw City, runs directly south to Grand Rapids (Zone 163) and then subdivides into lines that eventually extend to Fort Wayne, Indiana (Zone 116) and Alvordton, Ohio (Zone 114). The DOT designated most of these lines potentially excess.

The PC line from Mackinaw City to Grand Rapids serves the communities of Mackinaw City, Petoskey, Boyne Falls, Mancelona, Kalkaska, Fife Lake, Walton Junction, Manton, and Cadillac in Zone 165; Reed City, Big Rapids, Stanwood, and Howard City in Zone 162; and Cedar Springs, Rockford, Comstock Park, and Grand Rapids in Zone 163. Additional communities are served from the following radiating branch lines: Boyne Falls to Boyne City; Walton Junction to Traverse City; and Missaukee Junction to Lake City.

The primary commodities carried on this line are building materials, Christmas trees, lumber, and pipe. Christmas tree production in Michigan has been 5 mil-

lion trees per year for the past 5 years. Seventy-five percent of this production is marketed out of state with heavy shipments to the South and West. Christmas trees involve a 10 year production cycle, which is one reason why most land utilized for the trees is marginal and often unsuitable for alternate uses. Because transportation costs are critical in determining the profitability of this product, rail service to this area is considered a necessity. Furthermore, Christmas trees are highly perishable. Most shipments occur during the three week period from November 15 to December 7, with the heaviest traffic during the last week in November. In order to accomplish deliveries during this period, all available rail and truck equipment is used.

It would appear from the data supplied to RSPO that one of the major centers of rail activity on that portion of the PC line between Boyne Falls (Zone 165) and Rockford (Zone 163) is in Kalkaska (see Table 145). Traffic data from businesses served by the PC line is listed in Table 146.

Table 145: Carload Statistics for Selected Cities in Zones 162, 163 and 165 on the PC Mackinaw City to Fort Wayne/Alvordton Line 1973

<i>Town</i>	<i>Carloads</i>
Mackinaw City (Zone 165)	3,000
Boyne Falls (Zone 165)	116
Mancelona (Zone 165)	53
Kalkaska (Zone 165)	1,300
Fife Lake (Zone 165)	151
Walton Junction (Zone 165)	91
Manton (Zone 165)	52
Big Rapids (Zone 162)	114
Stanwood (Zone 162)	18
Rockford (Zone 163)	675

According to the evidence the major impacts that could result from the proposed abandonment are: business closures or relocations; unemployment; and increased transportation costs. In the event rail service is abandoned, factory closing are expected in Mancelona and Big Rapids with job losses of 37 and 41 employees, respectively.

The Wolverine Worldwide Corporation which employs 1,200 individuals from in and around Rockford, stated that it would seriously consider relocation if rail service were abandoned. Wolverine presently pays 68 percent of the city's taxes. Display Pack indicated it is considering locating in Rockford if rail service continues. The Kingsley Cooperative Association and the Shell Oil Company indicated that a forced shift to trucks would increase their transportation costs drastically. Shell Oil estimates that the cost of shipping via truck

Table 146: Traffic Profile: Mackinaw City to Grand Rapids

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Zone 165				
Gulf and Western Stamping	Steel crating		4	
Michigan Maple Block Co. ¹	Coal, lumber		96-98	
VIC Corp.				
Michigan Consolidated Gas Co.	Oil, gas, pipe		88	389
Halliburton Service	Acids, gels		12	24
TIMCO Services			15	30
Hagar Company	Christmas trees		65	
Milchem, Inc.	Drilling fluid		50	55
Cherry Central Cooperative	Fruit, sugar			
Falmouth Co-op, Inc.	Feed, lumber, fertilizer		45	
Red Mill Lumber Co.	Building materials		29	39-42
Boyne Falls Log Homes	Cedar logs		30	
General Tree Co.	Christmas trees	120	70	
Northern Propane Gas	Propane gas		51	
M. Walters & Co.	Christmas trees		20-25	
Cadillac Malleable Iron Co.	Clay, coal, coke	48	35	
Brooks and Perkins, Inc.	Lumber		79 ²	94
St. John's, Inc.	Furniture		21	
Top O' Michigan Rural Electric Co.	Coal, heavy equipment, poles			
Kellogg Wholesale Building Supply Co.	Building supplies		52	52
Brown Lumber & Supply Co.	Building supplies, lumber		14	
Kingsley Cooperative Association	Coal, fertilizer		8	
Cherry Central Cooperative	Cherries, sugar		29	
Kingsley Farmers Coop	Agricultural supplies			
Kingsley Lumber Co.	Lumber			
Agrico Chemical Co.	Fertilizer		2	
Michigan Foundry Supply	Scrap metal	37	48	
Zone 162				
M. Walters & Co. (Reed City) (Howard City)	Christmas trees		225	10-25
Shell Oil Co.	Steel pipe, petroleum products			450-715
Red Mill Lumber	Building materials		25	36
Godbold's Lumber Co.	Lumber		12	
Michigan-Wisconsin Pipeline Co.	Pipe			332
Central Concrete Co.			300 ³	
Big Rapids Box Co.			48	
Big Rapids Cash & Carry			25	
Michigan Cigar Co.			12	
John Deere				

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Farm Bureau (Stanwood)				
Consumers Power Co.				
Zone 163				
Martin-Marietta Chemical Co.	Limestone, magnesium			364
Wolverine Worldwide, Inc.	Chemicals, scrap leather, pigskins		157	223
Rockford Paper Mill	Clay, waste paper		80	

¹ The Michigan Maple Block Company testified that there is only one motor carrier now serving Petoskey, a town of 9,900 residents. However, the firm also stated that nearly all of the shippers in Petoskey use the C&O/B&O line that originates from Bay View which is located north of Petoskey.

² The carload figures submitted by Brooks & Perkins represent the total loads given to the PC and the AA at Cadillac. The firm also reported that it generated 25 piggyback loads in 1973.

³ Approximate figures supplied by the representative of Mecosta County.

from Reed City to Cheboygan would increase its yearly freight bill by \$180,000.

In addition to economic concerns, many of the submissions to the RSPO dealt with the shippers' dissatisfaction with respect to the poor condition of PC's equipment, chronic rail car shortages, and inefficient service. The Rockford Paper Mill stated that it has recently diverted 18,000 tons of coal from the PC because of these problems. The six firms now using rail service at Mancelona, Kalkaska, and Fife Lake report that the PC now services them only once a week. The lack of more frequent rail service is particularly severe, according to shippers in Fife Lake, because of the extremely poor condition of local highways. Michigan "frost laws," which create seasonal highway weight restrictions for much of the year, were of particular concern to the Kingsley Cooperative Association. Kingsley is heavily dependent on rail service for the bulk transportation of small lump and stoker coal. Gulf and Western Stamping, located at Mancelona, testified that it would ship 120 gondola cars annually if PC's service improved and was more frequent. Norman Mason reported that shippers in Stanwood would increase their rail usage from 18 cars to 100 cars if PC service improved. Kingsley Lumber likewise indicated that it would use PC service if it were improved. Milchem Corporation which is located in Kalkaska, stated that it would have used three times as many rail cars in 1973 had they been available. The Cherry Central Cooperative, located in Traverse City, also claimed that it would have used 400 rail cars in 1973 had they been available.

Strong opposition to the abandonment of the PC line came from the Cadillac Area Chamber of Commerce,

which represents 450 members of the business community of the Cadillac area, including the entire Wexford County, and some members outside of the county. Table 147 contains a listing of those companies that presently utilize the PC in the Cadillac area according to the Cadillac Chamber of Commerce.

According to the Chamber of Commerce, manufacturing and wholesale distribution account for approximately 60 percent of the economy of the Cadillac area; the remainder is made up of agriculture, government service, natural resources and tourism. Specific objection by the Chamber to the abandonment of rail service included: the hampering of the Christmas tree industry which produces an annual income of from \$4 to \$5 million for residents of the Cadillac area; increased transportation costs to wholesale and retail lumber suppliers which would be translated into higher consumer prices; a slow down in the local building industry; the inability to transport certain over-sized type shipments via motor carrier from the Cadillac area; the potential for monopolistic pricing by motor carriers; the potential agricultural, industrial and retail business curtailments, relocations or shutdowns; the energy crisis; and unemployment.¹⁴

The Cadillac Area Chamber of Commerce stressed several major developments which it believed would increase appreciably the railroad's business in Wexford County. These developments included:

- (1) The Cadillac Malleable Iron Company is planning an addition in the near future which will more than double its present plant capacity. Company officials anticipate an increase of approximately 600 inbound rail cars per year due to this expansion.
- (2) Negotiations with a lumber processing company which is planning a lumber mill are under way. The project is presently in the land purchase stage. Plans call for a potential of 400 inbound cars of logs and 300 outbound cars of lumber and chips per year. The firm, which wishes to remain anonymous, expects to harvest trees in and around Wexford County.
- (3) A new business, Transit Services, Inc., has just located a building on the PC for the purpose of unloading and loading railroad cars for

Table 147: Traffic Profile of the Cadillac Area—1973

Rail user	Commodity	Carloads	
		Originate	Terminate
Emerald Tree Co.	Christmas trees	125	0
Northern Propane Gas Co.	Propane gas	0	51
Cadillac Malleable Iron	Coke and coal	0	35
St. John's Table Co.	Furniture	21	3
Evans & Retting lumber	Lumber	0	29
A. H. Joynt, Inc.	Automotive supplies	0	6
Bolt Lumber Co.	Lumber	0	10
Consumers Power Co.	Poles	0	6
Cadillac Metal Casters	Sand	0	6
Lumberman's, Inc.	Lumber	0	12
Red Mill Lumber	Lumber	0	76
Van's Building Supplies	Lumber	0	35
Tustin Elevator		0	5
Cadillac & Lake City RR	Christmas trees & feed	136	0
Blue Star Homes of Manton		0	30
J. Hofert Tree Co.	Christmas trees	20	0
		302	304

warehousing of goods on a contract basis. This move is consistent with Cadillac's history as a distribution center for Northern Michigan. The firm is also completing a warehouse of 20,000 square feet for storage.

- (4) The recent discovery and development of oil and gas wells in and near Wexford County will bring additional incoming rail cars, mostly on the PC. Recent estimates project 300 to 400 cars per year.
- (5) The Cadillac Chamber of Commerce has been working with the Cadillac Industrial Fund to develop 14 new industrial sites in the northwest part of Cadillac.
- (6) The Cadillac Industrial Fund is developing a 55 acre industrial park for which it has received \$350,000 from the Economic Development Administration.
- (7) Many industries are moving to the north because of the problems in the cities and because of the attractiveness of the rural areas.

The Chamber also stated that it has had to handle requests for information on rail service and that companies do not locate in Cadillac because the railroad does not promote rail use.

William Fitt of the Wexford County Board of District Commissioners testified that \$1.2 million would be required to place the PC roadbed in first-class condition between Mackinaw City and Grand Rapids.

The 7.2 mile *Boyne Falls to Boyne City Branch* is operated by the Boyne City Railroad Company. A rail

¹⁴ According to the Cadillac Chamber of Commerce, as of August 1973, unemployment for the Cadillac-Wexford County area (Missaukee, Osceola and Wexford Counties) was 7.4 percent. In the event of abandonment, the Chamber expects the termination in employment of approximately 1,500 employees. Ed Miller, representing the Board of Commissioners and County Planning Commission-Wexford, stated that unemployment consistently averages 12 to 15 percent in Wexford County. Mr. Miller also pointed out that the 1970 census showed that 21 percent of the families in Wexford County earned less than \$4,000.

user located on this line who offered information was the Top O' Michigan Rural Electric Company, which is located in Boyne City. The company, an affiliate of the Northern Michigan Electric Coop., is presently receiving coal, heavy equipment, and poles, which average about 65 feet in length, via rail.

The 25 mile *Walton Junction to Traverse City Branch* is operated by the PC and serves the communities of Walton Junction, Summit City, Kingsley, Mayfield and Traverse City. Rail users located on this line who offered information to the RSPO were: Brown Lumber & Supply Co.; Cherry Central Cooperative; Kellogge Wholesale Building Supply Co.; Kingsley Cooperative Association; Kingsley Farmers Coop.; Michigan Foundry Supply Co.; Agrico Chemical Co.; and Kingsley Lumber (see Table 27). The Village of Kingsley, located 7 miles from Walton Junction, is planning a 40 acre industrial park. The village is confident of further growth as Traverse City expands southward. Rod Bogart, representing the Village of Kingsley, testified that the present track conditions on the PC line limit train speeds to 20 mph.

The *Missaukee Junction to Lake City Branch* is operated by the Cadillac & Lake City Railway and serves the communities of Missaukee Junction, Sandstown, and Lake City.¹⁵ RSPO did not receive any information on this branch line.

As noted earlier the single PC line from Mackinaw City eventually subdivides into two lines—Grand Rapids to Fort Wayne, Indiana (Zone 116) and Grand Rapids to Alvordton, Ohio (Zone 114). Each line will be discussed individually.

From the single PC line from Mackinaw City to Grand Rapids the lower portion of the total Mackinaw City to Fort Wayne line subdivides at Grand Rapids into two parallel lines that merge into a single line at Plainwell. From Plainwell the line runs south to Kalamazoo where it again subdivides with one line heading southwest to Elkhart, Indiana and the other line southeast to Fort Wayne. That portion of the PC line from Kalamazoo to Elkhart was *not* declared potentially excess by the DOT.

As indicated earlier, some sections of the PC Mackinaw City to Fort Wayne line located in Michigan were not declared potentially excess by the DOT. They include: a portion of the line from Comstock Park to the area around Grand Rapids (Zone 163); a portion of the line from Plainwell (Zone 149) to Upjohn (Zone 151);¹⁶ and a portion of the line from Sturgis to the Zone 150 boundary.

¹⁵ According to Paul Treska of the UTU this line has been abandoned.

¹⁶ The DOT's March 1, 1974 additions and corrections supplement indicated the following change was to be made to their February 1, 1974 Report: the PC line from Kalamazoo to Upjohn in Zone 151 should *not* be shown as potentially excess.

One of the two parallel *Grand Rapids to Kalamazoo* PC lines is 54 miles long and serves the communities of Grand Rapids, Eagle Mills, Fishe, Wentworth and Byron Center in Zone 163; Dorr, Allegan and Plainwell in Zone 149; and Kalamazoo in Zone 151.

Testimony received by RSPO indicated that rail service along this line was being provided only between Grand Rapids and Wentworth and Byron Center and Kalamazoo; thereby leaving a 10 mile gap in continued rail service between the communities of Wentworth and Byron Center.

Rail users along this line were worried about increased transportation costs, the loss of capital investments, and plant relocations. Table 148 contains a traffic profile of the line. The Joshua Doore Company, which invested \$95,000 in a rail siding, estimated that the added cost for trucking in the event of abandonment would be between \$60,000 and \$70,000 per year. The Custom Door Company reported that abandonment of this line would force it to use a team track. The firm's experience with team track usage has been unsatisfactory because of extensive damage to its freight. Furthermore, Custom Door estimates that it costs about \$300 more to handle its freight from the team track vis-a-vis its own private siding.

Both the Square Real Estate Corporation and the Allegan Development Corporation indicated that there are potential industrial sites along the line which would be adversely affected by a rail abandonment. For example, the Square Real Estate Corporation, which represents the owners of 460 acres of industrially zoned land south of Grand Rapids, reported that an investment of roughly \$1 million has been committed by firms that expect to use rail service extensively.

The PC line is considered essential to the Koppers Company for the distribution of transmission poles that are produced at its Dorr plant. Loss of rail service would cause a relocation of its plant.

The other parallel *Grand Rapids to Kalamazoo* PC line is 49 miles long and serves the communities of Grand Rapids and Carlisle in Zone 163; Moline, Wayland, Bradley, Shelbyville and Martin in Zone 149; and Kalamazoo in Zone 151. Because this line is considered the most direct route between Grand Rapids and Kalamazoo, the Michigan Association of Railroad Passengers requested that the line be preserved in order that it might be used as the connecting link to the east-west passenger service presently being provided at Kalamazoo. A traffic profile of the line is contained in Table 29.

A number of businesses dependent upon rail service described investments in equipment or plants. For instance, the Plainwell Paper Company plans to increase its rail use over the next five years as a result of its \$15 million investment in new machinery. Pet, Inc. plans to increase its plant by an additional 40,000 square feet

Table 148: Traffic Profile: Grand Rapids to Fort Wayne

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Grand Rapids to Kalamazoo Via Dorr</i>				
<i>Grand Rapids-Wentworth</i>				
Custom Door Co.	Lumber	15	17	
Components, Inc.	Lumber	59	53	60
Hopkins Elevator	Grain			
Joshua Doore Co.	Furniture			131 ¹
<i>Byron Center-Kalamazoo</i>				
Allegan Farmers Coop	Grain			
Allegan Development Corp.	Construction material			
Koppers Co.	Transmission poles			
<i>Keith Hyde</i>				
<i>Grand Rapids to Kalamazoo Via Wayland</i>				
Debruyne Finishing Co.	Onion, carrots		101	
Pratt, Inc.				
Spartan Stores	Food			5,000-6,000 ²
Clow Cash Way Lumber Co.	Lumber		60-100	
Bundres Lumber Co.	Lumber		75-100	
Debruyne Produce Co.				
Van Socema Farms				
Plainwell Paper Co.	Coal, clay, paper		3,000	
Pet Milk Co.	Non-dairy creamer, instant breakfast		696	807
Petrolane Gas Co.				8
Andrega Lumber Co.	Lumber			8
Smith Co.	Lumber			17 ³
Wolverine Food Co.	Grain, fertilizer		100-116	
Agrico Chemical Co.	Fertilizer			136
<i>Kalamazoo to Fort Wayne</i>				
Prairie Crop Service	Potash, anhydrous ammonia		54	95
Rieth-Riley Construction Co.	Aggregates, asphalt, sand, gravel		500 ⁴	
Borden, Inc.	Fertilizer		54	95
General Foods Corp.				
Sturgis Iron & Metal Co.				3,000
Martin Products Co.	Lumber		8	
Wolfe Grain Co.	Grain		20	
Millers Spray Service	Clay		2	
Templin Feed & Grain Co.	Grain		225 ⁴	
Upjohn Co.	Chemicals & pharmaceuticals	1,960	2,041	2,183

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Simpson Lee Paper Co.	Technical & printing papers	832	903	
Ross Laboratories	Milk products		1,208	
Vecta Educational Group	Furniture			
Union Camp			460	513

¹ The carload data supplied by the Joshua Doore Company is for the fiscal period April 1973 to April 1974.

² The Spartan Stores distribution complex is presently under construction.

³ These firms used a total of 43 carloads in 1973.

⁴ Contingent on railroad furnishing cars when they are requested.

which will increase its future need for rail cars. Plans are being held in abeyance pending adoption of the Final System Plan.

The town of Wayland was also worried about the potential abandonment of the PC line. Evidence was submitted which indicated that the town is making efforts to attract new industry. A \$4 million sewer system has recently been built for the city and 150 acres have been zoned for industrial development. An additional 150 to 200 acres has been set aside for eventual industrial development. The town has applied for a \$660,000 loan from the Farmers Home Administration for developing its industrial complex. These programs should stimulate industrial growth, thereby increasing the need for rail service.

The final Michigan section of the PC line begins in Kalamazoo and serves the communities of Vicksburg in Zone 151, and Mendon, Wasepi, Nottawa and Sturgis in Zone 150. A traffic profile of this section of the line is also contained in Table 148.

Union Camp Corporation, which operates a plant at Indianfield, generated 460 carloads in 1972 and 513 carloads in 1973. It claimed that this traffic along with Upjohn's 1,958 annual carloads is sufficient to require service on the Vicksburg to Kalamazoo segment of the line. The Kalamazoo Chamber of Commerce, stated that the Simpson-Lee Paper Co. generates 950 annual carloads.

Alden W. Peterson, representing the interests of the City of Sturgis and St. Joseph County, stated that this line no longer provides a direct route from Kalamazoo to Fort Wayne. Seven-tenths of a mile of track at Wasepi has been removed and a by-pass curve was laid in September, 1972 for the purpose of diverting southbound traffic to Elkhart and replacing defective rail north of Wasepi. Mr. Peterson requested that this .7 mile of track be replaced and pointed out that Sturgis Iron and Metal Company, which plans to begin using this line in 1975, will require 3,000 rail cars per year. Mr. Peterson also

pointed out that the discontinuance of daily through trains and the inability of PC to furnish rail cars when they are needed helped reduce the number of carloads that could have been shipped over this line.

If this line is abandoned Borden, Inc. reported that switching to motor carriers would increase its transportation costs by \$4.25 per ton for potash, \$4.77 per ton for phosphate and \$5.31 per ton for anhydrous ammonia. The Templin Feed & Grain Co., located at Nottawa, reported that, if hopper rail cars had been available, farmers would have received from 7 to 10 cents more per bushel for their grain because one handling would have been eliminated and shipments could have gone directly to Eastern seaports.

The final segment of the PC line that begins in Mackinaw City and runs southward on the western side of Michigan, begins in Grand Rapids and serves the communities of Nughart, Dutton and Caledonia in Zone 163; Middleville, Hastings, and Nashville in Zone 149; Vermontville, Chester, Charlotte, Eaton Rapids, and Onondaga in Zone 161; Rives Junction and Jackson in Zone 152; Cement City, Addison Junction, Manitou Beach, Rollin, Hudson, Prattville, and Waldon in Zone 150; and Alvordton in Ohio (Zone 114). The line intersects at Rives Junction (Zone 152) with the other PC line that also begins in Mackinaw City and runs southward on the eastern side of Michigan, via Bay City and Saginaw. Table 144 contains a traffic profile of users of the segment of the line below Jackson (Zone 152).

The major potential impacts which would result from the proposed abandonment, according to the evidence submitted to the RSPO, were: increased transportation costs; production curtailments or shutdowns; and the loss of competitive position.

Traffic data from businesses served by the PC is contained in Table 149.

Southeast of Grand Rapids, at Dutton, both the Grand Rapids Roof Company and the Van Dellen Steel Company project substantial future rail usage. The Grand Rapids Roof Truss Company recently invested \$500,000 in a new plant which is expected to generate approximately 104 carloads per year when a rail spur to the plant is built. The lack of a rail spur has forced the company to use motor transportation, which has increased the firm's freight bill an estimated \$500 per week. The Van Dellen Steel Company expects to generate 700 carloads a year upon the completion of the Dutton Industrial Park, which the firm is presently developing.

Strong opposition to the abandonment of the line was offered by the Hastings Farm Bureau Services. The Bureau predicted that, should rail services be terminated, the economic impact on local farmers, elevators and implement dealers in the Hastings area would be severe.

Table 149: Traffic Profile: Grand Rapids to Jackson

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Caledonia Farmers Elevator	Grain		69	107
Caledonia Tractor and Equipment Co.	Farm equipment		3	3
Connors Farm Supply			16	30
Jones Nursery, Inc.			2	2
Marker Implement Co.	Machinery		35	40
Cilo Co.			3	3
Eaton Farm Bureau Coop.	Grain		144	
Fulton Lumber Co.	Lumber		36	40
LB&D Truck Lines			303	330
Maurer Farm Center			21	25
Long Bean & Grain Co.			159	400-450
Michigan Packaging Co.	Paper		470	510
Barry County Lumber Co.	Lumber		47	52
E. W. Bliss Co.			19	
Consumers Power Co.			2	4
Goodyear Bros.			1	2
Hastings Corp.			4	8
Hastings Manufacturing Co.			50	56
Phil Horning Christmas Trees	Christmas trees		6	2
Glen Laubaugh Iron & Metal			20	35
Reinforced Plastics			3	3
Hastings Farm Bureau Services	Combines		20-25	
Nashville Elevator	Grain		10	10
Randall Lumber Co.	Lumber		2	2
Citizens Elevator Co.	Grain		100	
Steel Case, Inc.	Office furniture		1,400	
Grand Rapids Roof Truss Co.	Roof trusses			104
Van Dellen Steel Co.	Steel			700
Pine Cone Tree Farms	Christmas trees			
Great Northern Paper Co.	Pulpboard		383	383
Moorman Mfg. Co.	Feed			
Heifetz	Vegetables			

One firm, the Pine Cone Tree Farms, reported that it would be forced to cut back production immediately if rail service were ended. The Citizens Elevator Company, located in Vermontville, stated that without rail service, it would be forced to either reduce its business or shut down.¹⁷ The only motor carrier providing regular service in Vermontville, according to Citizens Elevator, is Hooker Motor Freight, which does not handle bulk commodities. Mayor James McBride of Eaton Rapids expressed his concern over the fate of the Long Bean & Grain Company and the Michigan Packaging Co. Those

¹⁷ Witnesses testified that PC has applied to abandon the line between Charlotte and Hastings in ICC Docket No. AB-5 (Sub No. 150).

two firms account for an annual payroll of \$924,000. Michigan Packaging Co. claimed that the increased cost of shifting to motor transportation would cause it to lose its competitive position in the paper industry.

Great Northern Paper ships 48,000 tons of pulpboard per year via rail from its plant in Cedar Springs, Georgia to the private sidings of its customers in Michigan. One of these customers is Michigan Packaging Co. in Eaton Rapids. To move traffic to this customer by common carrier truck would cost \$33 more per ton, would require 1,250 truckloads, and would quadruple the amount of energy used.

In addition to economic concerns, a number of submissions to the RSPO dealt with shippers dissatisfaction with PC's car shortages, freight damage, high rates, poor equipment and unreliable service. The Steel Case Corporation stated that its rail usage is down 40 percent from 1972 because of the aforementioned factors. Steel Case reported that in 1955 it took only five days to get a rail car to New York; today it takes 10.6 days. In commenting on rail service, Pine Cone Tree Farms claimed that getting rail cars into or out of Hastings has become increasingly difficult over the past decade. Because of its inability to obtain rail cars for its fertilizer shipments, the Citizens Elevator Company was forced to ship via trucks, thus increasing its freight bill by \$6.00 per ton. Citizens Elevator had to wait 60 days to receive ordered rail cars. Many of the cars received were in very poor condition.

AA: Frankfort to Toledo

The 292 mile Frankfort to Toledo line is operated by the bankrupt Ann Arbor Railroad Company¹⁸ and serves the communities of Frankfort, Elberta, Pomona; Yuma, Cadillac and McBain in Zone 165; Farwell, Claire, Mount Pleasant, Shepherd, Alma, Ithaca and North Star in Zone 162; Elsie in Zone 161; Owosso, Durand, Oak Grove, Howell and Hamburg in Zone 160; Whitmore Lake, Pittsfield and Milan in Zone 153; and Dundee, Diann, Federman and Toledo, Ohio in Zone 113. The DOT Report declared all but three segments of the AA potentially excess. The three segments are: Owosso to Durand (Zone 160); Whitmore Lake to Saline (Zone 153); and Dundee to Toledo, Ohio (Zone 113).

According to Kent P. Shoemaker, President of the DT&I, it would be impractical for the AA to remain in business to operate these non-connecting line segments. Mr. Shoemaker contended that the cost of breaking up the AA south of Owosso into three segments is difficult to justify when it is possible to preserve a viable north-

south route which by-passes Flint and Detroit. In support of this contention Mr. Shoemaker said that the entire trackage between Toledo and Owosso is used to haul approximately five unit trains of coal a week to the Bay City-Midland-Saginaw area. The DT&I is prepared to acquire pertinent parts of the AA's trackage that complement its operations and is willing to explore the possibilities of operating those properties of the AA for which a rail service continuation subsidy may be provided.

Mr. Shoemaker also pointed out that the DOT Report does not consider the traffic potential of the sand deposits at Yuma nor the main line function of the AA as part of a transcontinental rail routing using its cross-lake rail car ferry service between Frankfort, Michigan and Kewaunee and Manitowoc, Wisconsin.¹⁹ Testimony supporting the continuation of the ferry service was submitted by a number of individuals. Paul Treska of the UTU pointed out that continuing the car ferries would prevent the bankruptcy of the Green Bay & Western Railroad in Wisconsin, which is heavily dependent on cross-lake traffic. The Seafarers International Union of North America, representing employees of the car ferries, testified that the car ferry is one of the most economical modes of transportation and elimination of the ferries would increase unemployment and welfare payments and reduce the Frankfort area's tax base. Among the businesses using the ferry are the Ameel Distributing Co.; Art Brockman, Inc., which shipped 25 carloads of heavy machinery in 1973; and the Packaging Corp. of America, which moves approximately 600 carloads of pulpboard via the ferry annually.

In 1972, the AA ferry hauled 78,808 carloads of freight and 2,254 tractor-trailers. According to Frederick C. Nash, attorney for the DT&I, of the AA's total gross freight revenues of \$10,588,410, \$6,460,772 was received from the car ferry operation.²⁰ Mr. Nash pointed out that the AA has little or no on-line business over the greater portion of its rail line between Frankfort and Owosso, and the AA's on-line business south of Owosso is incapable of supporting the car ferries under present conditions. Mr. Shoemaker contends that the cross-lake

¹⁹ According to William R. Thomas, the ferries *City of Green Bay* and *Arthur K. Atkinson* are docked in the Elberta-Frankfort harbor (Betsy Bay) and are out of service until repairs can be made. Mr. Thomas reported that the AA has only one operating ferry at this time.

²⁰ Mr. Nash stated that the AA's remaining traffic came from the following four main sources: traffic originating or terminating at a cement shipper in southeastern Michigan (\$1,394,600); traffic originating or terminating at an auto parts producer in southeastern Michigan (\$338,900); traffic originating or terminating at an automobile manufacturer in Toledo, Ohio (\$332,600); and a unit coal train operation which AA handles as an intermediate carrier (between Penn Central-Toledo and Penn Central-Owosso) for a chemical plant and public utility at Midland and Essexville (Bay City), respectively (\$1,009,900).

¹⁸ Stock of the Ann Arbor is owned almost entirely by the Detroit, Toledo and Ironton Railroad Company which manages its affairs under arrangement with the trustee.

car ferry operation of the AA cannot be made economically viable and self-sustaining, and no railroad should be expected to conduct these operations without subsidy from those who benefit from the retention of this service.

The difficulties of the AA, according to Mr. Nash, have already been amply explained to the Interstate Commerce Commission in car ferry abandonment proceedings brought before the Commission. Mr. Nash stated that the Commission denied permission to the AA to abandon its car ferry routes between Frankfort and Manitowoc (Finance Docket No. 26373). The Commis-

Table 150: Traffic Profile: Frankfort to Toledo

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Zone 165				
North American Cold Storage Co.	Tin cans, cherries			
Cherry Central Cooperative	Cherries, sugar			
Pet Milk Co.	Frozen food products	106		
Smeltzer Orchard Co.	Fruit			
Luedtke Engineering Co.	Construction materials		4	
Glassland Fruit Coop.	Cherries		7	20
Volger Lumber Co.	Lumber	11	11	
M. Walters and Co.	Christmas trees		125	
Sargent Sand Co.	Foundry sand	1,400		4,000-10,000
Mitchell-Bentley Corp.	Interior automotive trim assemblies		440	
Wickes Corp.	Lumber, insulation		11	
Sandell Storage & Wholesale	Foodstuffs	96	31	
Cadillac Malleable Iron Co.	Coal, coke, clay, metals	192	262	600
St. Johns, Inc.	Furniture		36	
McBain Co-op	Fertilizer		45	
Falmouth Cooperative Co.	Fertilizer, feed grain, building materials, coal		45	45
Brooks and Perkins, Inc.	Pallets		79 ¹	
Red Mill Lumber Co.	Building material		3	
Zone 162				
Reynolds Chemical Products Division, Hoover Ball & Bearing Co.			100-150	
Great Lakes Gas Transmission Co.	Gas pipe			594
Seiter Brothers Lumber, Inc.	Lumber		75	
Bader Milling Co.	Grain, fertilizer		61	
Con Agra	Feed, raw materials		69	
Cashway Lumber Co.	Lumber		47	

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Dowell, Division of DOW Chemicals				36
Fertino Beverage Co.	Wine, beer			40
Mt. Pleasant Salvage and Steel Co.	Scrap iron			36-60
Alma Iron & Metal	Scrap iron	32		80
Crippen Mfg. Co.				12
Alma Plastic	Chemicals, plastic			120
Total Leonard, Inc. (Mt. Pleasant) (Alma)	Petroleum products, pipe			10 20
				481 500-600
Gratiot Metals Co.	Steel, scrap metal	23		44
Ithaca Roller Mills	Grain, fertilizer	127		185
Whitman Industries, Inc.		9		12
Lee L. Woodward Sons, Inc.				170
North Star Elevator Co.	Grain			92
Michigan Bean Elevator Co.	Beans, grain	135		116
Zone 161				
Borden, Inc., Chemical Division				12 25-30
Zone 160				
Genesse Stamping Co. Subsidiary of Aetna Industries, Inc.				
Owosso Iron & Metal Co.	Scrap iron			170-200
Standard Lumber & Supply Co.				57
Dayco Corporation		24		4 36
Chevron Asphalt Co.		4-8		4-8 4-8
Bruce Products Corp.				51 108-121
Glaser's Elevator & Lumber	Building products			228
Corunna Elevator & Coal Co.	Agricultural products			125
Lott Elevator Co., Inc.	Fertilizer, grain	34		78 86-96
Zone 153				
Ford Motor Co. (Saline)	Automobiles			4,000
American Foundries Co.	Coal	13		15
Wickes Corp.	Lumber			82
Milan Lumber Co.	Lumber	12		12 12
Zone 113				
Toledo Blade Co.				1,920 ²
Dundee Cement Co.	Cement			10,341
Cone Elevator Co.	Feed, grain	108-145		108-145 108-145

¹ The company also ships 25 trailers a year via piggyback but since there are no loading ramps in Cadillac they are trucked to Grand Rapids.

² Figure is for the past five years.

sion now has before it the AA's application to abandon all its car ferry routes and a portion of its line north and west of Thompsonville, Michigan (Docket No. AB-49).

Mr. Shoemaker expressed concern that the DOT Report will discourage the location of any new industries on the AA in southeast Michigan, an area which according to all projections will be entirely populated and industrialized before many years. A traffic profile of the AA is contained in Table 150.

Opposition to the abandonment of the line was voiced by the Traverse Bay Area AFL-CIO Central Labor Council for the following reasons: it would cause closing or relocation of local factories; alternative transport modes are not available; transportation costs would increase; and 200 Frankfort residents, employed either directly or indirectly by the AA might be laid off. According to the Benzie County Board of Commissioners, the existing unemployment rate in the Frankfort-Elberta area is 13.4 percent. Pet, Inc. stated that the Frankfort area is a particularly poor one for truckers because they normally have to "dead head" from Chicago or Detroit in order to pick up local outbound shipments. A forced shift to motor transportation would increase Pet Milk's freight bill by an estimated 25 to 30 percent. In 1972, Pet Milk used the AA ferry for 48 one-way trips and 16 round trips.

One of the more important users of the AA line is the Sargent Sand Company of Yuma. The company has invested approximately \$700,000 in the development of the sand resources served by the AA. During its first year of operation, in 1973, the firm shipped approximately 1,400 carloads of foundry sand. The firm projects an ultimate need for 10,000 rail cars per year. Testimony supplied by the Cadillac Area Chamber of Commerce indicated that negotiations are now underway to transport used or spent sand back to Wexford County. Based on present operations and plans, this could mean an additional 5,000 to 10,000 inbound carloads per year on the AA. Additionally, according to the Chamber, Sargent is reported to be constructing a new sand pit at Harlan near the west border of Wexford County. Removal of sand from the Yuma pit has important ecological advantages in that it would preserve the Lake Michigan dunes near Ludington. It is the contention of Bernard Sterk, a partner of the Sargent Sand Company, that the counties of Benzie, Manistee and Wexford contain many hundreds of millions of tons of high quality industrial sand. He anticipates that a number of other sand companies will move into the area in the next few years to develop the sand deposits. Mr. Sterk stated that Michigan produces more industrial sand, not including silica, than any other state.

Ford Motor Co. sees abandonment of the AA as a major problem because of the movement of sand from

Yuma. Ford now moves 40 carloads of sand a week to its Cleveland, Ohio casting plant and its potential traffic to Cleveland and to its Michigan casting center in Flat Rock, Michigan would be 10,000 carloads of Yuma sand per year.

The Cadillac Area Chamber of Commerce which voiced disapproval of the abandonment of the PC also opposed the abandonment of the AA. The Chamber's position on the proposed rail abandonments has been discussed previously. Table 151, which contains a listing of those companies that presently utilize the AA, was supplied by the Cadillac Area Chamber of Commerce. The Chamber noted that an iron working business, which would generate an estimated 100 carloads per year, is considering locating on the AA in the Cadillac area.

Seventy-five Michigan members of the Institute of Scrap Iron and Steel support retention of the AA. One of them, Gratiot Metals Co., stressed that the nature of its traffic requires service by rail and that increases in the price of steel scrap indicate that shipments will increase in the future.

Robert A. Peacock, of Cadillac Malleable Iron Company, estimated that using trucks to transport raw materials would increase his firm's yearly freight bill by over \$150,000. Mr. Peacock illustrated the problem by showing that the cost to the firm to move coke via railroad is \$8.10 per ton, whereas coke moved by truck costs the firm \$16.75 per ton.

The Mitchell Bentley Corporation furnishes interior automotive trim assemblies to Chrysler, General Motors, and other automobile manufacturers. According to Willard C. Haight, of Mitchell Bentley, Chrysler and General Motors require that all deliveries to their plants be made by rail. The firm anticipates its rail usage will increase by 20 to 25 percent. If this line is abandoned, the company expects to terminate the employment of 300 to 350 employees.

Total Leonard, Inc., a marketer and refiner of petroleum products, located in Mount Pleasant and Alma, stated that the distance and size and weight factors associated with moving drilling equipment and pipe preclude the use of motor carriers as an alternate mode of transport.

Sidney Smith, President of the Mount Pleasant Area Chamber of Commerce, reported that 1,000 carloads are generated in the Mount Pleasant area annually.

Sonoco Products Company is constructing a new plant and accompanying rail siding in Shepherd, which is expected to be completed in July 1974. Sonoco will employ 35 people. The proposed elimination of the AA trackage is expected to create severe handicaps in the provision of adequate transportation services for this plant.

The Genesee Stamping Company currently routes its

rail cars to Kenosha and Milwaukee over the AA car ferry. Loss of this routing is expected to add one to two days transit time delays to Genesee's shipments.

The Corunna Elevator and Coal Co. of Corunna and Glaser's Elevator and Lumber of Vernon are both located north of Durand (Zone 160) on portions of the AA that DOT considered viable. They reported concern, however, that the DOT proposal would disrupt the customary service and, by leaving the AA with only inoperable segments of main line, would result in loss of service to all stations.

The General Manager of Stores at the University of Michigan testified as to the importance to the University of service by the AA.

The Thompson Beverage Company is located in Ann Arbor on a spur from the AA. It received 42 carloads in 1973 and expects to double its traffic by 1980. Ninety-eight percent of its traffic arrives by rail since rail is the only economically feasible mode of movement from California.

Rhe Tech, Inc. has a plant on the AA at Whitmore Lake. It received 2,000,000 pounds of material in 1973 and considers continued rail service essential to its growth.

According to Thomas J. Fegan, representing the Washtenaw County Metro Planning Commission, the loss of direct north-south rail service to Toledo, which would result from the abandonment of the AA between Pittsfield (Zone 153) and Dundee (Zone 113), would severely reduce industrial development potential along this corridor.

Representatives of Dundee Cement Company pointed out that requiring the AA to maintain rail service west of Owosso, including the ferry operation, has caused it to incur heavy losses, thereby dooming the entire line.

Table 151: Traffic Profile of the Cadillac Area—1973

<i>Rail user</i>	<i>Commodity</i>	<i>Originating carloads</i>
Brooks & Perkins, Inc.	Dockwood, plywood	5
Kraft Foods	Cheese	8
Mitchell-Bentley	Apts	241
St. John's, Inc.	Furniture	23
J. Hofert Co.	Christmas trees	39
Brehm Tree & Land	Christmas trees	23
I. Fogel Co.	Christmas trees	19
Lee Swallow	Lumber	1
Bud Gernant	Christmas trees	1
John P. Minock	Hay	2
Associated Pipeline	Pipe	1
Sargent Sand Company	Sand	1,378
Eugene Green	Christmas trees	2
Brenteson Whse.	Christmas trees	15
Ron Cochrane	Christmas trees	5
M. Walter Co.	Christmas trees	97
Harris & Thomas	Christmas trees	1
Total:		1,861

<i>Rail user</i>	<i>Commodity</i>	<i>Terminating carloads</i>
Brooks & Perkins, Inc.	Limestone, lumber, plywood, balsawood, coal	87
Cadillac Auto Supply	Paper	1
Cadillac Candy	Paper	4
Cadillac Co-op	Fertilizer	1
Cadillac Metal Casters	Clay and sand	11
Cadillac Malleable Iron	Brick, clay, coal, coke, sand, scrap iron	297
Cadillac Rubber & Plastics	Rubber and carbon black	39
Consumers Power Co.	Poles	5
K & K	Feed	1
Harris	Grain	1
Kysor of Cadillac	Lumber	12
Mid-State Fruit, Inc.	Paper	3
Mitchell-Bentley	Apts and racks	249
Quality Beverage	Beer	12
Sandell Storage	Foods	25
Tribune Record	Newsprint	1
Western Concrete	Brick	16
William-Dahlquist	Coke	19
Wickes Lumber Co.	Lumber	8
Shell Pipeline	Pipe	13
Lee Swallow	Lumber	4
Consumers Power Co.	Engines	3
Marion Grain	Fertilizer, feed, coal	17
Marion Lumber	Lumber	8
McBain Co-op	Lumber, fertilizer, feed, roofing	49
McBain Grain	Feed and fertilizer	5
Ellens Farm Equipment	Agricultural implements	3
M. Jenema & Sons	Agricultural implements	1
Clayton Taylor (Lucas)	Coal	17
Michigan Consolidated Gas Co.	Pipe coating	18
Dunn Brothers	Machinery	1
Ann Arbor RR	Spent sand	1
J. T. Sandell Storage	Food	96
Joseph Supply	Cement	1
Consumers Power (Mesick)	Transformers	1
(Copemish)	Poles	1
Milarch Nursery (Copemish)	Trees	1
Total:		1,032

Toledo Blade Co. reported that, because of the AA's proximity to the Blade building, it provides the most convenient service of any railroad serving Toledo. Toledo Blade also reported that a truck trailer can haul 23-26 paper rolls compared to 80 rolls in a rail car and that the use of trucking would necessitate finding additional storage for paper, which at this time is non-existent.

Great concern over the potential increased transportation cost of a shift to motor carriage was expressed by the Chevron Asphalt Company, Dayco Corporation and Lott's Elevator Company. The Chevron Company al-

leged that the increased cost of shipping via tank truck would result in the loss of its competitive position. Lott Elevator has plants at Cohoctah and Oak Grove on the AA. It serves area farmers as a grain market and a source of feed and fertilizer. Loss of rail service would cut business in half and cause Lott to discharge five or six employees. It would have taken 450 semi loads carrying an average of 800 to 900 bushels per load to move the grain which it shipped in 68 rail cars in 1973. Lott stated that finding sufficient trucks at harvest time would be almost impossible and that farmers would lose about \$50,000 per year or 10 cents per bushel. Cohoctah is located 12 miles from a Class A highway and it would cost \$49,000-\$50,000 per mile or about \$600,000 to convert the connecting road to Class A. During periods when the frost laws are in effect, loads are cut 40 percent to comply with weight limitations.

C&O/B&O: Bay View to Manistee

The Bay View to Manistee line is operated by the C&O/B&O and serves the communities of Bay View, Petoskey, Lamson, Charlevoix, Bellaire,²¹ Williamsburg, Traverse City, Grawn, Bates, Kaleva, Chief Lake, Acme, Norwalk, Filler City and Manistee. The primary commodities carried on this line are dairy products, fruits, vegetables, lumber and agricultural products. For a traffic profile of the line, see Table 152.

The major impacts which could result from the proposed abandonment, according to the evidence submitted, were: increased transportation costs; unemployment; community growth retardation; production curtailments or shutdowns; and the loss of competitive position.

In addition to economic concerns, a number of the submissions dealt with shipper's dissatisfaction with respect to inefficient rail service and chronic rail car shortages. The Will-Flo Corporation has restricted its rail use to 10 percent of its total freight movements because of poor service. The town of Charlevoix is currently served three times weekly. The Meeders Lumber Company, which favors the installation of TOFC facilities in the Mancelona area, complained of severe car shortages and poor service. Meeders Lumber stated that the town of Bellaire is served only once a week by the C&O/B&O. The Sherman Canning Company would have generated at least 15 additional carloads in 1973 had sufficient

²¹ Antrim County, in which Bellaire is located, is served by both the C&O and PC. Under the DOT plan all the track in Antrim County has been labeled potentially excess. According to the Antrim County Planning Department, 20 local companies employing a yearly average of 726 people use rail service. These 20 companies employ 15.5 percent of Antrim's labor force; thus, if they are forced to close, Antrim's unemployment would rise from 8.6 percent to 24.1 percent. Furthermore, these 20 companies generated 650 cars last year with an estimated 925 cars to be used in 1974.

Table 152: Traffic Profile: Bay View to Manistee

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Agrico Chemical Co. (Traverse City) (Kaleva)	Fertilizer			2 44
Penn Dixie ¹				
Paul-Reed Inc.			28	
Will-Flo Corp.	Tanks, lumber		16-20	
Freedman Art Craft Engineering Corp.	Wood products, cabinets, display racks		17	34
Charlevoix Coop	Fertilizer, feed			
Ellsworth Coop.	Fertilizer, feed			
Ellsworth Lumber Co.	Lumber			
Charlevoix Lumber Co.	Lumber			
Kit Carson Lumber Co.	Lumber			
Meeders Lumber Co.	Furniture, lumber		50	40-50
East Jordan Plastics	Plastics		50	
Sherman Canning Co.	Fruit		15	
East Jordan Iron Works	Iron casting, bentonite, coke		141	
Burwood Production Co.	Plastics, styrene 23		60	137
Traverse City Record- Eagle	Newsprint		30	36-40
Morgan McCool, Inc. ²			91	
McGoff's Farm Supply	Coal, fertil- izer, feed	28	29	30-35
Fochtman Motor, Inc.	Oil dry paper products		15-20	25-30
Purvis Bros.	Structural steel		43	172
Michigan Foundry Supply Co.		37	48	
Pyropax Gas Co.	LP Gas		50	
Wilson Furniture Co.			7	
Farm Bureau Services				
Traverse City Lumber Co.	Lumber			
Traverse City Canning Co.	Fruit containers		105	150-200
Traverse City Company			105	200
Chef Pierre, Inc.		50	49	45
Traverse City Iron Works	Construction materials, coke, pig iron		180	270-360
Cherry Growers, Inc.	Cherries		129 ³	
Cherry Central Co- operative	Cherries, cans			
Wickes Lumber & Building Supplies (Grawn)	Lumber		93	
(Petoskey)			56	
Lautner Enterprises	Liquid protein supple- ment for cattle		6	20
Schultz, Snyder and Steel Lumber Co.	Plywood		212	600
Red Mill Lumber Co. (Bates)	Building materials	9	32	50-60
(Traverse City)		164	129	140-150
Dual-Pak Foods, Inc.	Cherries, strawberries			50
Mak-Kraft Corp.	Swivel chairs, lum- ber, plywood		388	500
Qual Pak Foods	Canned fruit, containers			75-400 ⁴

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Sawyer Fruit, Vegetable Processed and Cold Storage Co.	foods	52	25 ⁵	
Packaging Corporation of America	Pulpboard		6,500	6,500
Top of the Torch Building Center	Lumber		9	10-14
Kroupas, Inc.	Cherries, fertilizer		76	
Jebavy-Sorenson Orchard Co.	Fruit			
R. C. Warren & Company, Inc.	Fruit			
Peninsula Fruit Exchange	Fruit			
Stanek & Sons, Inc.	Fruit			
Silver Mill Frozen Foods	Fruit			
Morrison's, Inc.	Fruit			
East Jordan Lumber			15	
East Jordan Coop.			5	
Ellsworth Farmers Exchange			20	
Cities Service Co. (Traverse City) (Petoskey)	Liquefied petroleum gas		300	
Petoskey Plastics	Plastic resin			52

¹ Penn Dixie plans to ship 25,000 tons of cement in 1974. As of May, it had shipped 114 cars or 8,568 tons.

² Morgan McCool, Inc. stated that it is closing because of the inability to meet environmental standards.

³ The carloads of Cherry Growers, Inc. were generated during the fiscal year July 1, 1973 to June 30, 1974.

⁴ 1974 will be Qual Pak Foods first full year of operation.

⁵ The Sawyer Fruit, Vegetable and Cold Storage Company stated that its decline in rail usage for 1973 was caused by a poor crop year.

cars been available. The C&O/B&O services the town of Ellsworth once weekly. McGoff's Farm Supply indicated that it would ship an additional ten carloads per year if rail service improved. The Raymond Burkholder Company indicated that, with improved rail service, it would receive 15 to 20 carloads of sulphur this year. Freedman Art Craft Engineering Corp. said it reduced its rail usage in the past three years due to deteriorating service. As an example of such deterioration, service to Charlevoix from Jefferson, Ohio which used to take 6 days now takes 14-16 days.

Evidence submitted to the RSPO indicated that Traverse City is considered to be the trading center of northwest Michigan. The town is served by both the C&O/B&O and the PC, although the traffic shipped via the PC is reported to be light. Traverse City is currently served by three trucking firms. The nearest four-lane highway is 50 miles away in Grayling, and the freeway system in the immediate area is not expected to be completed until 1980 at the earliest.

Loss of rail service is expected to increase unemployment which is currently 15.1 percent, and aggravate inflation by raising the cost of lumber as much as 24 percent. McGoff's Farm Supply would be forced to lay off three employees if the line were abandoned. Both the Traverse City Canning Company and Traverse City Iron Works reported that they would close if rail service were lost. Purvis Brothers stated that there was no alternative shipping mode available to handle its 55 to 60 foot structural steel shipments and that loss of rail service would, therefore, force a 30 percent curtailment of its operation.

The C&O/B&O's daily service in Traverse City is generally regarded as good. There were no complaints of car shortages from C&O/B&O users.

The Michigan Foundry Supply Company is now located on the PC line but it has selected a site on the C&O/B&O line and will purchase the property when it is assured of C&O/B&O service to Traverse City.

The Traverse City Industrial Fund is developing a 150 acre industrial park in the Grawn area, which is directly south of Traverse City. Rail service is considered particularly important to this development because highways serving the area are in poor condition.

Pfaff Sash and Door has an option to buy land on the C&O/B&O 10 miles east of Traverse City. Rail service is important to the company's decision to purchase. The company anticipates employing 17 and its traffic in the first year will be about 15 cars.

Loss of rail service would force Lautner Enterprises and Qual Pak Foods, which has recently opened and employs 125 people, to close. Sawyer Fruit, Vegetable and Cold Storage, which deals extensively with the Defense Supply Agency, stated that the loss of rail service would hamper its ability to provide low cost bids to the government.

C&O/B&O: Williamsburg to Elk Rapids

The nine mile spur from Williamsburg to Elk Rapids is operated by the C&O/B&O and serves only those two communities. The spur intersects at Williamsburg with the C&O/B&O line from Bay View to Walhalla. Evidence submitted to the RSPO indicated that the C&O/B&O has been planning to abandon this line for years.

Traffic data from businesses served by the C&O/B&O line is contained in Table 153. These firms concurred in the belief that existing motor carriers could not perform satisfactorily as an alternative mode.

C&O/B&O: Traverse City to Northport

The Traverse City to Northport line is operated by the C&O/B&O and serves the communities of Traverse City, Suttons Bay, Omena, and Northport. The line in-

Table 153: Traffic Profile: Williamsburg to Elk Rapids

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Morrison Lumber Co.	Lumber			
Elk Rapids Packing Co.	Frozen foods	88	88	
Universal Favors				
Cherry Ke, Inc.	Cherries, fertilizer		2	

tersects at Traverse City with the C&O/B&O line between Bay View and Manistee.

Witnesses feared that the proposed abandonment would increase transportation costs and lead to business curtailments. A traffic profile of the line is contained in Table 154.

Table 154: Traffic Profile: Traverse City to Northport

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Frigid Foods Products	Cherries, tin cans	151	138	
Northern Lumber Co., Inc.	Lumber, brick		40	
Stevens Oil Co.	Petroleum products		5-8	
Lake Michigan Hardwood Co.	Wood products	35	36	45-50
Leelanau Fruit Co.	Fruit			
Bay View Orchards	Fruit			
Cherry Central Cooperative	Sugar, fiberfill			

Frigid Food Products is a pioneer in the frozen food industry. It has nearly \$3,000,000 invested in its Suttons Bay plant, which has the capacity to store 1 million pounds of fresh fruit daily. Leelanau County has over 331 growers of sweet and tart cherries; their crops were valued at \$3.4 million in 1971. During the past few years the cherry industry has been operating on a marginal basis and any disruption in rail service would have a serious impact on the economy. Motor carrier rates to and from Sutton Bay are not competitive with rail and Frigid Foods has experienced difficulty in obtaining refrigerated trailers from motor carriers. In a report in ICC Finance Docket No. 26757 served October 27, 1972, an ICC Administrative Law Judge denied a request by the C&O/B&O to abandon service over the line from Traverse City to Suttons Bay.

Stevens Oil Co. estimated that increases in its transportation costs could range up to 229 percent if the line were abandoned. Northern Lumber Company predicted the shift to trucks would add from \$20,000 to \$25,000 to its annual freight bill. The effect upon the Lake Michigan Hardwood Company would be a 10 percent operational curtailment. The firm currently employs 24 workers.

The Traverse City to Northport track reportedly needs

reballasting, switch repairs, and maintenance to two overhead bridges. Area residents testified that the repairs are necessary because the cherry and lumber businesses served by the railroad are vital to the area's economy.

THE UPPER PENINSULA

The DOT Report divided the Upper Peninsula of Michigan into two large zones—166 and 167. Because bankrupt railroads do not operate in these zones DOT did not do an analysis of potentially excess lines. However, the DOT did recommend certain points for local rail service. This approach elicited many unfavorable comments from people who did not appreciate the DOT's recommending that only certain points have rail service in an area where there are no bankrupt carriers. The Upper Peninsula is served by the Chicago & North Western (C&NW) the Chicago, Milwaukee, St. Paul & Pacific (Milwaukee); the Lake Superior & Ishpeming (LS&I); and, the Soo Line.

According to the Central Upper Peninsula Planning and Development Region, the Upper Peninsula, because of custom, economics, and geography is more properly divided into three divisions (see Figure 5) rather than the two divisions selected by the DOT.

It appears that there are a number of factors indigenous to the Upper Peninsula that make undiminished rail service essential to the continued economic well-being of the area. These elements include:

- (1) The type of traffic which originates in the Upper Peninsula is handled by rail more economically. The principal items carried on rail lines serving the area are iron ore, lumber and agricultural products.²²
- (2) The unemployment rate for the Upper Peninsula was 11.7 percent as of April 1974. Efforts are under way to encourage economic growth and stimulate the Upper Peninsula economy. A number of areas have received loans from the Economic Development Administration and the Upper Great Lakes Regional Commission to stimulate economic growth. Those loans are shown below:²³

	EDA	UGLRC	Total
Marquette-Ishpeming-Negaunee Urban Center	\$1,500,000	\$ 291,200	\$1,791,200
Escanaba-Gladstone Urban Center	1,122,000	—	1,122,000
Iron Mountain-Kingsford-Norway Urban Center	354,000	259,900	613,900
Menominee Urban Center	3,636,000 ²⁴	879,100	4,515,100
Manistique Secondary Center	—	191,700	191,700
Munising Secondary Center	738,000	83,700	821,700
	<u>\$7,350,000</u>	<u>\$1,705,600</u>	<u>\$9,055,600</u>

For footnotes 22 and 23, see page 198.

In addition, Operation Action-UP, reported that the private sector has invested \$368,-000,000 in 1973 and that this will create 2,850 new jobs. Sixteen new industries located in the Upper Peninsula during 1973; four existing industries expanded; and six companies announced plans for new plants or expansions. Rail service is considered essential for economic growth.

- (3) Three factors tend to inhibit the development of motor transportation as a viable alternative to rail transportation within this region: a less than adequate highway system; the distance between communities and interstate highways; and the existing traffic imbalance causing carriers to "dead head" into the region to pick up outbound shipments.

To insure that, under the proposed rail restructuring, the public interest of the Upper Peninsula is protected, the Upper Great Lakes Consortium is being formed with members from the faculties of the University of Minnesota at Duluth, the University of Wisconsin at Superior, the University of Wisconsin at Green Bay, Michigan Technological University, Northern Michigan University and Lake Superior State College. The group will identify transportation problems, gather data regarding those problems and make recommendations to regional and federal rail system planners.

The members will consider all aspects of transportation, including social, environmental and economic impacts and such operational problems as snow removal and ice control along transport routes. The Central Upper Peninsula Regional Planning and Development Commission is also conducting a study in an effort to develop a regional multimodal transportation plan. This group did not indicate when they expect this study to be completed. In addition to these inputs to the planning process, labor unions in the Upper Peninsula are cooperating directly with the railroads in an effort to curtail service problems. The United Transportation Union and the AFL-CIO testified that they are willing to negotiate work rule problems because they are anxious to see the service and financial condition of rail carriers improve.

Zone 166

Zone 166 includes Alger, Chippewa, Delta, Luce,

²² Agricultural production in the Upper Peninsula is valued at between \$30 and \$35 million annually.

²³ This tabulation, from a statement submitted by the Central Upper Peninsula Planning and Development Region, does not include investments by other federal agencies, such as HUD, or the local expenditures required to match federal grants.

²⁴ This figure does not include a \$2,494,000 loan.

Mackinac, and Schoolcraft Counties. Rail service in the zone is provided by the Soo Line, LS&I and the C&NW.

The Soo Line provides the only rail service to Chippewa, Luce and Mackinac Counties. The counties have a combined population of 65,000 people and contain three cities which are considered economic growth centers: Newberry, Sault Sainte Marie and St. Ignace. In this area, implementation of the DOT proposal is expected to result in loss of service to firms producing 7,230 carloads of freight annually.

Newberry is the only city in the three county area which the DOT recommended for local rail service. The F. P. Furlong Co., a forest products dealership in Newberry, testified that there are approximately 2,000 people either directly or indirectly involved in the logging industry in the eastern third of the Upper Peninsula. These logging operations are scattered over a large area. Because timber and forest products are so bulky, local rail service is essential to a successful business. In many instances, the added cost of trucking logs to a distant railhead could not be passed on to the consumers and many of the smaller logging operators would be forced out of business. Forest products are customarily shipped into Wisconsin, not south into Michigan's Lower Peninsula, therefore, Upper Peninsular loggers are tied to associated industries in Wisconsin much more closely than to industries in Michigan. Thus firms in Wisconsin which will not lose rail service will be in a far superior competitive position.

In addition to F. P. Furlong, the Kimberly-Clark Corporation and the Newberry Wood Products Company are also located in Newberry. The Newberry Wood Products Co. is new to the city and expects to employ over 200 people eventually.

Sault Sainte Marie is encouraging development of its new industrial park and already has attracted one company with a potential employment of 200 to 300 people. Through the combined efforts of the U.S. Department of Commerce, state officials and the Industrial Council of Sault Sainte Marie, the city has established a foreign trade zone to stimulate the local economy. In addition, the Bay Mills Indian Reservation has taken over the abandoned Raco Missile Site and is attempting to induce firms to locate here. There are approximately thirty buildings on the site and one sawmill is in operation. Representatives of Sault Sainte Marie indicated that any abandonments would jeopardize the city's efforts to improve the business climate.

Currently, 13 to 14 percent of Sault Sainte Marie's businesses use rail service. Included among them are Penney's, Sears Roebuck & Co., and the Chippewa Tube Division of Sandleton Industries, which ships nearly 1,600 carloads of freight per year. Chippewa Tube is actually located in Dafter, 9 miles south of Sault Sainte

Marie. Although the total freight generated by Sault Sainte Marie rail users is not great, approximately 45,000 carloads of bridge traffic passed through the community in 1973, primarily carrying wood pulp bound for Canada.

The Wickes Corporation, located in Rudyard, is engaged in the shelter construction industry. It receives lumber, paneling and plywood via rail. The firm reported that it has no alternate mode of transportation. Wickes Corp. indicated that it has seen no evidence to indicate that lines classified potentially excess are the cause of rail problems.

A rail car ferry service is operated by the Mackinac Transportation Co. across the Straits of Mackinac between St. Ignace and Mackinaw City. According to the St. Ignace Chamber of Commerce, implementation of DOT's proposal to abandon service to Mackinaw City would isolate the ferry, end the jobs of 25 people, and disrupt the flow of wood harvested in the Upper Peninsula and shipped via this route to the Lower Peninsula. The Chamber pointed out that the ferry offers transport flexibility which would be needed if the Mackinac Bridge was blocked as a result of a fire or an accident. The Chamber also pointed out that the economy of the Upper Peninsula is developing rapidly and that rail service will be needed for future growth. For these reasons, it suggested that the ferry should be preserved, even if a public subsidy is necessary. According to Robert E. Olsen of the Upper Peninsula Commission for Area Progress, the primary commodities currently transported southbound via the ferry are lumber and woodchips. Brick and other building materials move northbound via the ferry. Testimony presented by the Big Rapids Chamber of Commerce of Mackinaw City indicated that over 3,000 carloads per year move via the St. Ignace ferry.

Paul Reed, Inc. employs 30 people and is located on the Soo Line at St. Ignace. The firm generated 20 carloads in 1973 and projects a need for 120 rail cars by 1978.

The western portion of Zone 166 has three primary growth areas: Escanaba-Gladstone; Manistique; and Munising. The DOT Report did not recommend service to Manistique.

Although Munising was recommended for service by the DOT, the Kimberly-Clark Corp. perceived possible future transportation problems with respect to rail service over the LS&I spur north from Munising Junction. Kimberly-Clark reported that the LS&I has an abandonment proceeding pending for this line in ICC Docket No. AB-608. The Kimberly-Clark Munising facility employs 494 people in the production of latex-saturated technical paper. The current unemployment rate in the area is 12 percent. The firm pays over 33 percent of

Munising's total tax revenue. The firm estimated that the loss of rail service would increase its freight costs 350 percent because of the higher truck freight rates and lost quantity discounts. Furthermore, it would have to double the number of its truck platforms at a cost of \$75,000. Also, the cost of shipping its finished products would increase 75 percent. Adding these freight costs, Kimberly-Clark estimated that it would be paying over \$2 million more per year. In 1973 the Kimberly-Clark mill generated 1,063 carloads and in 1974 they expect to use 1,416 rail cars. Kimberly-Clark owns and manages 389,000 acres of forest land on the Upper Peninsula and is concerned that logging operations over the entire area would be curtailed severely by the adoption of the DOT's plan to abandon service to so many rail stations. As a compromise, Kimberly-Clark submitted a list of intermediate rail stations in Zone 166 approximately 15 to 20 miles apart, which, if operated under the Final System Plan, would adequately serve the Upper Peninsula forest industry. The stations selected by the firm in Zone 166 are listed below:

<i>C&NW</i>	<i>LS&I</i>	<i>Soo Line</i>	
Escanaba	Munising	Rapid River	Raco
Brampton		Cooks	Hulburt
Beaver		Gulliver	Newberry
Rock		Gould City	Senev
McFarland		Trout Lake	Shingleton
		Rudyard	Eben
		St. Ignace	Trenary
		Moram	

The Cleveland-Cliffs Iron Co. owns and manages 330,000 acres of forest land in Zone 166. As a part of its forest products operation, the company maintains sawmills at Forrest Center and Shingleton. The facility at Forrest Center, eight miles east of Munising, generated 761 carloads of lumber and logs in 1972, and 823 carloads in 1973. That plant is now undergoing a \$4 million expansion which will generate an additional 300 annual carloads. Cleveland-Cliffs expects to increase its annual carloads to 1,148 by 1976. The company was gratified that Forrest Center is one of the stations which the DOT recommended for local service, because the large volume of its freight and the great distances it must travel make alternative modes of transportation impossible.

Zone 167

Zone 167 includes Baraga, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Marquette, Menominee, and Ontonagon Counties. Rail service in the zone is provided by the C&NW, the Milwaukee, the LS&I and the Soo Line.

According to the Central Upper Peninsula Regional Planning and Development Commission, the eastern portion of Zone 167 has three primary industrial growth

areas: Marquette-Negaunee-Ishpeming; Menominee; and Iron Mountain-Kingsford-Norway.

Although the Marquette-Negaunee-Ishpeming area in Marquette County is rich in iron ore, witnesses testified that forest products are the primary commodities transported by rail in the Upper Peninsula. The Ottawa National Forest, which comprises less than 11 percent of the Peninsula, is capable of producing 79 million board feet of lumber and pulpwood annually. Two hundred and seventy-five open timber sale contracts and permits are being operated by 95 logging firms in the forest. Edward Locke, a pulpwood dealer in Marquette, testified that the railroads in the Upper Peninsula have discriminated against pulpwood. C&NW appears to be only interested in carrying plywood when it can move a guaranteed quota, such as, a minimum of 1,000 cars per year from one origin to one destination. LS&I is preoccupied with iron ore to the detriment of pulpwood; while the Soo Line has been purchasing covered hopper cars for grain movements as its gondola fleet dissipates. The gondola car shortages have hurt both the pulpwood dealers and the loggers.

Cleveland-Cliffs Iron Company and Schneiders Sawmill are rail users in Marquette that offered information to the RSPO. The latter company commenced operations in 1974.

The Cleveland-Cliffs Iron Co. has one underground mine in Negaunee and two open pit mines, one in Republic Mine, the other in Empire Mine. All three are located in the Marquette Iron Range. None of the three points was recommended for service. The firm is also opening a new facility in late 1974, five miles southeast of Ishpeming. This operation, known as the Tilden Mine, will provide jobs for 550 people, in the production of iron ore pellets, and will have a payroll in excess of \$6 million. Between 1960 and 1970 mining employment in the Marquette-Negaunee-Ishpeming area was reported to have increased by 120 percent. In addition to its Tilden project, Cleveland-Cliffs is expanding its Empire Mine from 3.5 million tons per year to 5.3 million tons per year. Cleveland-Cliffs' iron ore is moved entirely by rail to either the Port of Escanaba (Zone 166) or the Port of Marquette. In 1974 the firm expects to ship 159,300 carloads of ore. Rail usage is expected to increase to 213,676 carloads in 1975 when the Tilden Mine is in full operation. Inbound raw materials to the mines are estimated to be 1,986 carloads in 1974 and 3,054 carloads in 1975.

Rail users from the Menominee area who offered information to the RSPO include: Bell Fiber at Memominee; Peterson Brothers in Carney, which generated 700 carloads of pulpwood in 1973; and Midland Cooperative Fertilizer in Powers. Midland Cooperative Fertilizer receives carloads of muriated potash, dimonium phosphate and triple super phosphate and ships

fertilizer to over 1,000 Upper Peninsula farmers. Midland generated 72 carloads in fiscal 1971-72, 74 carloads in fiscal 1972-73 and 90 carloads in fiscal 1973-74. The firm employs four workers and anticipates a substantial growth over the next five years. If rail service is discontinued to its plant, Midland would be forced to close. Because this is the only fertilizer manufacturer in the Upper Peninsula, its closure would cause an estimated 10 to 20 percent increase in the cost of transporting fertilizer to farmers. According to Midland's testimony, other shippers located in Powers include loggers, machine shops, and sawmills.

The Iron Mountain-Kingsford-Norway area is located within Dickinson County. In 1963, the county's manufacturing employment stood at 1,900 persons; in 1969 employment had grown to 2,605; and there were in excess of 2,900 people employed by the country's manufacturing firms by 1974. This upward trend is not expected to continue if rail service in the area is curtailed. According to the Dickinson County Chamber of Commerce, 43,099 carloads are generated annually from 48 shippers in the area. The Chamber submitted traffic data for firms using rail service in the area (Table 155).

Three specific truck transport problems were noted: the unwillingness of truckers to service the Menominee area because of the backhaul problem; the severe weight limitations imposed by Michigan's seasonal "frost" laws; and the higher cost of trucking. The Niagara of Wisconsin Corporation reported that the present rail rate for ground wood is \$4.31 per ton as compared to \$12.98 per ton via motor carrier. If forced to switch to truck, Niagara estimates that its annual transportation costs on ground wood shipments would increase over \$100,000, coal shipments would increase by \$300,000, and wood pulp shipments would increase by \$57,850. Northland Associate Grocers' annual freight bill would rise 68.3 percent or \$27,038.74 if it were required to use motor transportation.

People in the western portion of Zone 167 were concerned about the following lines:

- (1) The Soo Line from L'Anse to Calumet.
- (2) The Milwaukee line from Sidnaw to Ontonagon.
- (3) The Soo Line from Bergland to White Pine.
- (4) The C&NW line from Ironwood to Stager.

L'Anse was the only town on these four line segments recommended for local rail service.

The testimony presented indicated that the entire copper range area (Keweenaw-Houghton-Ontonagon) is undergoing renewed economic growth as a result of increased mining activity. For example, the Quincy Mine located on a Soo Line spur between Houghton and Calumet is undergoing renewed exploration and the

Table 155: Traffic Profile: Iron Mountain-Kingsford-Norway Area, Dickinson County

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Iron Mountain</i>				
J. M. Malin Co.	Steel		10	
Maracini & Sons	Kitchen cabinets, lumber		62	
Superior Equipment Co.	Heavy equipment		4	
Wisconsin-Michigan Power Co.	Poles		40	
Schneiders Iron & Metal	Scrap iron		10	
Solom Scrap Iron & Metal Co.	Scrap iron		25	
Standard Service & Supply	Oxygen		48	
Laing Lumber Co.	Lumber		7	
Les Cove, Inc.	Lumber		30	
Witlock Supply Co.	Steel & cast iron piping		50	
I. Zack & Sons	Fresh produce	10	76	
County Road Commission	Construction materials		1	
Peninsula Oil	Lube oil		18	
Miller Products & Supply Co.	Cement, cinders, brick		200	
Atlantic Richfield Co.	Motor oil		3	
Ball & Christy Furniture Co.	Furniture		7	
Champion, Inc.	Equipment		2	
Christian Forest Products	Pulpwood		20	
City of Iron Mountain			10	
M. Cohodes & Sons	Meat, canned goods		4	
D & B Distributors	Building materials		35	
Dickinson Homes, Inc.	Lumber, building materials		20	
East Kingsford Iron & Metal	Scrap iron		260	
Fox Forest Products	Lumber, pulpwood		60	
Goulette Cold Storage	Institutional foods		54	
Iron Mountain Gas Co.	Propane gas		35	
K & G Appliance & Gas Co.	LP gas		24	
Kafka Asphalt & Petroleum Co.	Asphalt		180	
Khoury Bros.	Furniture		118	
Cleveland-Cliffs Iron Co.	Lumber, chips		450	
<i>Norway</i>				
Norway Gravure Inc.	Paper		45	
Lofholm Lumber Co.	Lumber, roofing		6	
Lori's Feed Mill	Feed, fertilizer phosphate		15	
Inger Teco Corp.	Metal pellets		60	
Northland Associate Grocers, Inc.	Grocery products	417	450	
Kimberly-Clark			3,300	
Grede Foundries, Inc.	Bentonite clay, scrap iron, coke		100	
<i>Kingsford</i>				
LoDal Inc.	Steel, containers		150	
Martens Manufacturing, Inc.	Wood products		110	
Nelson Paint Co.	Cans		6	
Wisconsin Wholesale	Building materials		20	
Lake Superior Lumber Co.	Lumber			
Markell Co.	Roofing		3	
Lake Shore, Inc.			45	
<i>Quinnesec, Randville and Niagara</i>				
Gulf Oil Co.	Ammonium nitrate, sodium nitrate, gilsonite, naphtha		120	
Hanna Mining Co.	Iron ore pellets, bentonite clay		29,600	
Niagara of Wisconsin Paper Corp.	Printing paper, pulp, clay		6,665	7,150-7,420
<i>Charney</i>				
Peterson Brothers	Pulpwood		700	200

Homestead Mine in Calumet is being reclaimed. In addition, a number of industrial parks are being developed. The investment in industrial parks in Baraga County has reached \$350,000. The Houghton Industrial Park, one of six such developments in Houghton County, is another example of economic growth. The Western Upper Peninsula Regional Planning & Development Commission reported that those six developments have been granted over \$4.7 million by the federal Economic Development Administration.

Rail users located on the Soo's *L'Anse to Calumet* line who offered information to the RSPO were: the Goodman-Staniforth Division of Universal Oil Products, which generated 310 carloads of logs, lumber, and wood chips in 1973; the Sultex Company located in L'Anse; and the R & M Fabricating Co., Saylow Lumber Co., Inc., and Twentieth Century Manufacturing Co., all located in Houghton. A spur from Houghton to Lake Linden reportedly serves three businesses, however, none was specifically identified.

The *Sidnaw to Ontonagon* line is operated by the Milwaukee and serves the communities of Sidnaw, Frost, Pori, Rousseau, McKeever, Mass and Ontonagon. The line needs repair according to James E. Clark, Village Clerk of Ontonagon.

The Hoerner-Waldorf Company generated 3,555 carloads of caustic soda, coal, paperboard and pulp over this line in 1973. When the company's new paper machine begins operating in 1975, its rail needs will double. Hoerner-Waldorf reported that the DOT's failure to recommend the Ontonagon station for local service is troublesome because there are no transportation alter-

natives available to it. Motor transportation is precluded because of its higher cost and lack of availability. The firm alleged that there is only one general commodity common carrier serving Ontonagon. The company reported that its rail use is greater than six of the stations recommended for local rail service and almost equal to a 7th point, Menominee. Although Hoerner-Waldorf is the only substantial rail user in Ontonagon, the Milwaukee also services the Marquette Company and the Lake Superior Mining Company, which has undertaken new exploration of the Winona Mine.

The 14 mile *Bergland to White Pine* line is operated by the Soo Line and serves only the White Pine Copper Co., which employs 3,000 people. In 1972 the mining operation at White Pine generated 4,946 carloads of coal, copper and limestone. In 1973, rail usage increased to 5,334 carloads. The firm's testimony indicated that it cannot continue profitable operations without rail service and that the DOT's failure to recommend White Pine for local service cannot be justified in view of the present freight volume generated by the company. According to the White Pine Copper Co., in the last 26 years the Manistique and Lake Superior Railroad, the Copper Range Railroad and the cross-lake ferry service between Manistique and Menominee have all abandoned service to the area.

The *Ironwood to Stager* line is operated by the C&NW and serves Ironwood, Bessemer, Marenisco, Iron River, and Stager. Concern over the possible loss of local rail service under the DOT proposal centered around the effect upon community growth, unemployment, and transportation costs.

The City of Ironwood reported the establishment of an industrial development program to expand its economy. In addition, the Economic Development Administration has granted Ironwood \$230,000 to aid in construction of an industrial park adjacent to the C&NW and the Soo Line. Adequate rail service is considered essential to this city because it is 100 miles from an interstate highway and there are no facilities to load or unload piggyback units. The Ironwood Industrial Development Corporation indicated that the availability of TOFC/COFC service would aid in attracting several firms now considering locating in the Ironwood Industrial Park.

According to the City of Ironwood, the loss or curtailment of rail freight service could cost 2,000 employees their jobs. Losses could be expected among loggers, mill workers, and the employees of Ironwood Products Co. and White Pine Copper Co. One thousand residents of Ironwood are employed at the White Pine Copper Co.

There are 14 businesses using rail service in the Ironwood-Bessemer-Hurley area, which together employ 650 people and pay rail freight bills in excess of \$1 million

annually. Table 156 provides traffic data concerning these firms.

Table 156: Traffic Profile: Ironwood-Bessemer-Hurley Area

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected ¹
Ironwood products Co. ²	Plywood, chips	2,265	2,364	854
Ahonen Lumber Co. ³	Lumber, chips, sawdust, pulp, veneer logs	341	234	
Steiger Lumber Co. ²	Lumber, pulp		214	77
Forslund Lumber Co.	Lumber, building supplies	15	15	2
D & B Freight	Lumber, building supplies	30	30	10
Laird Lumber Co.	Lumber, brick	6	5	3
Independent Logging Operators ⁴	Pulpwood	146	118	20
Schult Mobile Homes	Lumber, insulation	104	103	
Sams Salvage	Scrap iron	4	5	4
McKevitt Furniture	Furniture	6	8	1
O.K. Auto Co.	Floor Dry	3	3	1
Cohodas Paoli	Food products	42	33	8
Ironwood Daily Globe	Newsprint	14	14	14
City of Ironwood	Salt, chloride, lime chips, stone	9	8	4

¹ Figures are for the first 4 months of 1974 for all but the Ironwood Daily Globe.

² Ironwood Products Company and Steiger Lumber Company are the only rail users in Bessemer. Ironwood Products employs 265 people directly and indirectly provides a livelihood for 300 loggers.

³ Ahonen Lumber Co. plans an expansion which will produce 50 new jobs contingent upon continued rail service.

⁴ Many of the independent loggers in the area use rail service provided over the one-mile spur at Leimens.

The Kimberly-Clark Corporation maintains mills in Marenisco on the C&NW and at Champion in Marquette County at the junction of the Soo Line and the Milwaukee Road. Neither of these two points was recommended for local rail service by the DOT. These mills are heavily dependent on rail and loss of local service would result in termination of employment for 300 employees. Kimberly-Clark is currently engaged in a \$2 million expansion program at its Marenisco sawmill.

Kimberly-Clark submitted a list of rail stations in Zone 167, which it believes must have rail service in the Final System Plan. The stations selected by the firm in Zone 167 are listed below:

C&NW	Milwaukee Road	Soo Line
Waucedah	Mitchell Spur	Wakefield
Hermansville	Republic	Tula
Ironwood	Witch Lake	Lake Gogebic
Bessemer	Channing	Bergland

<i>C&NW</i>	<i>Milwaukee Road</i>	<i>Soo Line</i>
Wakefield	Sagola	Ewen
Marenisco	Iron Mountain	Bruce Crossing
Everest Siding	Ontonagon	Trout Creek
(Black Siding)	Mass	Kenton
Watersmeet	Sidnaw	Sidnaw
Elmwood	Amasa	Covington
Hazel	Kelso Junction	L'Anse
Iron River		Nestoria
Balsam		Champion
Florence (Wisconsin)		(Disheau Pit)
McFarland		
Little Lake		
Negaunee		
Carney		
Daggett		
Iron Mountain		

Persons from the Iron River area who offered information to the RSPO included: Coleman Products, which employs 300 people in the Iron River Industrial Park; American Motors Corp. which will begin operations and rail use in 1974; and Happy Homes Company, a modular home manufacturer using rail service at its plant in Caspian Park, south of Iron River.

PASSENGER SERVICE

Concern for passenger transportation was voiced by several groups and private citizens. The Izaak Walton League, for example, stressed the need to preserve the state's natural beauty and to promote passenger service as an efficient mode of travel. Almond Cressman, Chairman of the Tri-County Regional Planning Commission reported that rail is about four times more efficient in fuel used per passenger mile than automobiles and five-ten times more efficient than airplanes. John DeLora, Chairman of the Michigan Association of Railroad Passengers, reported that the Michigan Bureau of Urban and Mass Transportation is preparing a master plan for future rail passenger service. In order to incorporate its conclusions and recommendations into the final reorganized rail system, the Michigan Association requested that there be no service abandonments until this plan is completed and that any non-Amtrak railroad acquiring track, be required to provide service over that track if requested to do so by either Amtrak or by the State under Section 403(b) of the Amtrak bill.

Suggestions for rail passenger service came from a number of Michigan citizens and included the following:

- (1) The institution of ski trains over the PC line north from Grand Rapids via Cadillac and Boyne Falls. According to Mr. DeLora, this line also has potential for summer tourists, for fall color tours, and for hunters.
- (2) The institution of passenger service from Tra-

verse City to Lansing, Detroit, Toledo and Chicago.

- (3) The institution of an excursion service to Sleeping Bear National Park and from Ontonagon to the Lower Peninsula.

The National Association of the Physically Handicapped, Inc. and the National Congress of the Organization of the Physically Handicapped noted that Public Law 91-453 demands that mass transportation be made available to the aged and the disabled. In fulfilling this mandate the proposed rail restructuring must include assistance and/or facilities to enable the elderly and the non-mobile to board trains.

The Southeast Michigan Travel and Tourist Association and the Michigan Tourist Council spoke in favor of expanding rail passenger service and mentioned service to be instituted between Port Huron and Chicago.

PUBLIC CRITICISM OF THE DOT REPORT

Many submissions criticized the DOT's proposal for eliminating rail service, the most vital link in a community's growth potential. They stated that abandonments would undermine the work of federal agencies in areas such as rural development, reducing unemployment and community growth.

John Woodford, Director of the State Department of Highways and Transportation, reported that sixteen counties including 300 local communities would be left without rail service if the DOT Report were adopted as the Final System Plan. Furthermore, more than 130 of 330 grain and dry edible bean elevators in the state would be cut off from the core rail system. Likewise, 29 of 60 fruit and vegetable processing plants and 16 counties would be without rail service. Rail service to Camp Grayling and Grayling Army Airfield would be lost. In addition, large areas of Michigan and Wisconsin would be denied direct east-west rail service by the elimination of rail car ferries across Lake Michigan. Rail service from the Upper Peninsula would be cut off from the Lower Peninsula by the elimination of the PC ferry service across the Mackinac Straits.

Donald Moe, secretary manager of the Michigan Retail Lumber Dealers Association, reported that 388 of its 676 members would lose rail service under the DOT plan. These 388 estimated that their 1973 carload receipts totalled 13,641 carloads as compared to 37,643 received by the 676 dealers. Mr. Moe also reported that, out of the 696 Michigan stations listed in the DOT Report, only 167 would receive local rail service.

The General Motors Corporation stressed the interdependency of its plant operations and the importance of scheduled transportation to production lines. In 1973 GM's 42 plants on PC shipped and received 8,300 car-

loads weekly. GM generally concurs in the basic conclusions and recommendations contained in the DOT Report.

Several submissions noted that the cost of repairing one mile of track is \$200,000, compared with \$1 million to \$100 million to build a mile of highway, and concluded that there is no question which system of transportation is more economical. Dr. Barry Commoner, who was quoted frequently, has estimated that it takes about 624 BTUs to move one ton of freight one mile by rail but 3,460 BTUs to move the same amount the same distance by truck. This means that trucks burn nearly six times as much fuel as railroads and emit about six times as much environmental pollution in moving the same amount of freight. The amount of power required to produce the cement and steel needed to lay down a mile of four-lane highway essential for truck traffic is 3.6 times the power needed to produce the steel track for comparable railroad traffic. Finally, a highway takes up a 400 foot right-of-way while the railroad only uses 100 feet.

Ford Motor Company generally agreed with the DOT Report but believed that more than two railroads can be justified between major shipping points; that historical carload volume should not be the sole test for determining the need for rail service; and that adequacy of yard and terminal facilities is the key to making the restructured system work. DOT's 1972 data was accurate with regard to Ford, however, in 1973 Ford opened new plants and increased its traffic substantially. The discussion of Ford's specific plants occurs in the appropriate zone.

The Charlevoix County Planning Commission stated its belief that a well managed rail company providing fast, reliable service could make money operating in northern Michigan and pointed to the Detroit and Mackinac line in the northeastern part of the State as an example.

The Mackinac Chapter of the Sierra Club and the Environmental Law Society of the University of Michigan Law School criticized the DOT Report on several grounds. It used a fixed demand figure to find excess plant capacity when even after ten years of wretched service and deteriorating car fleets the PC is turning away 2,900 carloads a week. It did not consider actual revenues and costs but only considered loadings and tonnages. It stressed full use of physical capacity, not optimum economic utilization of plant so that main lines and feeders would be abandoned until at least 18 trains a day operated on the remaining lines; however, operations at such a level would be impractical and uneconomic because there would be no time to perform the high level of maintenance required and because derailments, mechanical failures or employee error could cause cascading disruption throughout the operation. The Report made no provision for the obvious capital

costs of expanding and rebuilding the yards and support facilities which would be essential to handle the increased traffic over the remaining routes. Finally, the report failed to deal with the work rules situation that would come about if lines classified as potentially excess were abandoned.

Consumer groups testified that rail transportation is necessary for the delivery of food supplies. Farmers are concerned about losing their investment in cooperative elevators and about paying more for fertilizer and farm implements but receiving less for their crops. Agriculture is the number two industry in the state. Farmers in the six county "thumb" area are especially concerned because the DOT Report would severely limit rail service and the State Highway Commission has no plans to expand the area's two-lane highway system. Many farmers depend on local businesses for part time or full time employment, and the loss of rail service would damage industrial development.

The Northeast Michigan Regional Planning and Development Commission criticized the DOT Report for failing to deal with what DOT identified as the two prime factors in the railroads decline (massive federal grants supporting rail competition and inflexible and archaic work rules).

The Public Interest Research Group in Michigan, a consumer and environmental group with 25,000 student members, stated that abandonment is not the answer. It pointed out many areas such as taxation, road bed maintenance and rate making which prevent rail and motor carriers from competing on equal terms.

Consumers Power Co., a gas and electric utility operating in 67 of the 68 counties in the Lower Peninsula, ships bituminous coal, large transformers, utility poles, gas pipe and irradiated fuels by rail. It selected its plant locations based on the availability of rail service; the use of trucks would be more expensive and for certain items impossible at times. Consumers Power opposed the wholesale abandonments proposed by the DOT Report because they would reduce the reliability of rail service. For example, Consumers receives large quantities of coal shipped from Sunny Hill, Ohio to Essexville, Michigan. The DOT proposal would leave only one set of tracks available for these shipments. If any interference occurred on these tracks, there would be no alternative routing available. Economic viability should not be the sole criteria for determining which lines should be retained. Community needs, practicality of alternative methods of transportation and the fact that the Governor's Special Commission on Energy has reported that it takes 5.7 times as much energy to move a ton by truck as it does by rail, are other factors which should be considered.

Agrico Chemical Co. ships 1,314 carloads per year to

25 destinations in Michigan which are located on lines classified potentially excess. Alternative modes of delivery would pose problems. For example, trucking raw material from Florida and Saskatchewan would be impractical. Deliveries at the nearest remaining rail head would require a \$20,000 to \$100,000 investment in new facilities and \$5 to \$10 more per ton to cover handling and trucking. To move plants to trackage not scheduled for abandonment would cause Agrico to lose investments which vary from a few thousand to over \$100,000. Agrico is looking at new marketing concepts by which it could consolidate some of its locations and abandon certain markets.

The DOT Report would leave J. P. Burroughs' 17 grain-bean elevators in Michigan without rail service. As nearly as the company can compute, the average additional cost would be about 32 cents a bushel and the additional trucks required would be 5,200. The largest volume crops handled at these elevators are corn and navy beans. Both are best suited to movement in jumbo hopper cars. Corn moves primarily to New England for livestock feed. Michigan produces 90 percent of all navy beans grown in the world and the major canners, Campbell Soup, Stokely Van-Camp and H. J. Heinz, can receive only hopper cars at most of their factories. Burroughs was concerned that the DOT Report did not consider what coaloads would have been shipped if cars were available as needed.

The Lansing Grain Company estimated the reduced value of wheat and corn crops in 1973 and 1974 if they were trucked to Saginaw, Detroit and Toledo. The average truck-delivered price for wheat at Saginaw, Detroit and Toledo would have been 8 cents a bushel less than the same value of the grain in rail cars at country elevators. For corn, the average truck-delivered price was 6½ cents a bushel less. In addition, it would have cost 10¢ more per bushel to ship both crops by truck. It appears to the Lansing Grain Company that the DOT plan must have been drawn up with complete disregard for what has been happening domestically and internationally regarding supply and demand for food.

The following additional criticisms were also submitted to the RSPO:

- (1) The DOT failed to consider all the goals of the Act, particularly preserving the environment and maintaining social and economic conditions in areas in the region presently served by rail service.
- (2) The DOT gave little consideration to either intramodal or intermodal competition.
- (3) The DOT did not determine whether or not alternative modes of transportation exist in areas where lines were declared potentially excess.
- (4) The DOT Report is only a vehicle to permit the railroads to abandon unprofitable lines.
- (5) The DOT Report made no recommendations for improving existing rail service and facilities.
- (6) The carload criteria, on which the DOT based its restructuring proposal, is too narrow to give an accurate picture of rail needs or use.
- (7) Copies of the DOT Report were not readily available.
- (8) The DOT gave inadequate consideration to rail passenger service. Furthermore, the DOT gave no consideration to the possibility of improving passenger service or developing new mass transit alternatives such as the Auto-Train.
- (9) The DOT made no attempt to gather information regarding the nature and needs of local communities and industries.
- (10) The DOT used data which was outdated and, in certain cases, inaccurate. Moreover, the DOT used freight data for a single year only. This approach did not permit a complete understanding of the historical use of the line and did not consider rail strikes, car shortages, natural disasters, or the energy crisis.
- (11) The DOT did not allow for adequate maintenance and upkeep time in its determination of the operating capacity of a single-tracked line with CTC. DOT's capacity requirement requires a train to pass every 24 minutes.
- (12) In many cases the DOT used billing stations instead of actual originating and terminating points.
- (13) The DOT recommended rail service over lines which have already been abandoned.
- (14) The DOT did not evaluate all rail lines.
- (15) The DOT labeled many profitable lines "potentially excess".
- (16) The DOT recommended stations for local service on lines it designated potentially excess.
- (17) The DOT did not consider the need for adequate connections between rail lines.
- (18) The DOT did not consider bridge traffic in its evaluation of individual lines.
- (19) The DOT plan violates the mandate of the Act by disrupting existing patterns of freight movement.

- (20) The DOT did not recognize the need for a certain amount of excess capacity.
- (21) The DOT Report undermines other national policies.
- (22) The DOT did not consider the potential for future development in local communities.
- (23) The DOT gave little consideration to national defense needs.
- (24) The DOT plan gave no consideration to the possible impact its recommendations would have on the country's balance of payments.
- (25) The DOT did not consider the impact of its plan on food production in the northeast and midwest region.
- (26) The DOT ignored the fact that many businesses are set up to receive only rail delivered shipments.
- (27) The DOT did not consider the national effort to lessen energy consumption.
- (28) The DOT did not consider the potential for COFC and TOFC movements.
- (29) The DOT Report ignored the vital service provided by the cross-lake ferry system.
- (30) The DOT failed to recognize railroads as an integral part of a national transportation system.
- (31) The DOT made frequent zone map errors.
- (32) The DOT made no effort to quantify the potential profits from improved rail service.
- (33) The DOT Report is not clear as to whether the profitability of Conrail is to be determined by looking at the system as a whole or by applying formulas to each branch line separately.
- (34) The DOT Report is unclear as to the relationship between bankrupt and solvent railroads.
- (35) DOT ignored the capital costs required to implement its plan.
- (36) DOT did not publish its entire report in the Federal Register.
- (37) Under DOT's carload criterion, profits on branch lines are underestimated.
- (38) The Report is unclear about whether each point which was not recommended for service was considered independently of all other points between it and the closest viable point or whether cumulations of traffic generated by the series of such points were plotted against

the route miles of track to determine whether a point was recommended for service.

RECOMMENDATIONS

Gerald Marshall, Vice President of the Lansing Grain Company, stated his belief that the whole nation needs an improved and expanded rail system and recommended financing the construction and maintenance of railroad rights-of-way and road beds in the same manner as highways; retaining or reestablishing railroad competitors; eliminating uneconomic work rules; and creating a penalty payable by the railroads for failure to move cars efficiently.

On August 14, 1974, the Michigan Agriculture Commission adopted a proposed rail plan to serve Michigan's agricultural needs. The total statement, as amended, is too extensive to be discussed adequately within the limited context of this report, nevertheless, the following significant recommendations should be noted.

The Commission stated that, as of July 1, 1974, rail trackage between the following points is deemed to be vital to the needs and requirements of Michigan's agricultural interests and activities, and therefore, should be retained:

(1) Ann Arbor Railroad Company

Toledo, Ohio and Frankfort

(2) C&O/B&O

Grand Beach and Hart
 Hartford and Paw Paw
 Berry and Fremont
 Holland and Grand Rapids
 Greenville and Remus
 Grand Rapids and Baldwin
 Edmore and Saginaw
 Saginaw and Ludington
 Walhalla and Petoskey
 Traverse City and Suttons Bay
 Edmore and Lake View
 Williamsburg and Elk Rapids
 Saginaw and Port Huron
 Crowell and Port Austin
 Palms and Harbor Beach
 Saginaw and Toledo, Ohio
 Grand Rapids and Detroit
 Holland and Hamilton
 Greenville and Elmdale
 Poland and Sandusky
 Saginaw and Bad Axe
 Portland and Grand Ledge

(3) Detroit & Mackinac Railway Company

Bay City and Cheboygan

(4) Detroit, Toledo & Ironton Railroad Company

Detroit and Metamora, Ohio
Petersburg and Toledo, Ohio
Milan and Toledo, Ohio
Adrian and Tecumseh

(5) Grand Trunk Western Railroad

Port Huron and Detroit
Detroit and Grand Haven
Edwardsburg and Port Huron
Ashley and Greenville
Pontiac and Pigeon

(6) Norfolk & Western Railway Company

Detroit and Munson

(7) Penn Central

Jonesville and Hillsdale
New Buffalo and Detroit
White Pigeon and Jackson
Waldron and Grand Rapids
Kalamazoo and Lamar
Kalamazoo and Doster and Richland
Three Rivers and Jackson
Jonesville and Litchfield
Rives Jct. and Gaylord
Lenawee Jct. and Sylvania, Ohio
Hillsdale and Montgomery
Kalamazoo and Sturgis
A point 3 miles west of Adrian at
Whig Highway and Lenawee Jct.
Grosvenor and Morenci
Saline and Ypsilanti
Vassar and Colling
Grand Rapids and Mackinaw City
Bay City and Midland
Vistula and Kalamazoo
Kalamazoo and Grand Rapids
Tecumseh and Clinton
Benton Harbor and Bertrand
Mackinaw City and Cheboygan
Tecumseh and Lenawee Jct.
Junction of the AA to Ida
Munger and Vassar

(8) Port Huron & Detroit Railroad

Port Huron and Marine City

(9) Railroad Car Ferry Service

Frankfort and Kewaunee, Wisconsin
(Ann Arbor)

Ludington and Manitowoc, Wisconsin
(C&O/B&O)
Muskegon and Milwaukee, Wisconsin
(Grand Trunk Western)
St. Ignace and Mackinaw City
(Penn Central-Soo Line-Mackinac)

Rail trackage between the following points is deemed to be marginal to the needs and requirements of Michigan's agricultural interests and activities:

(1) Cadillac & Lake City Railway

Falmouth and Missaukee Junction

(2) C&O/B&O

Ionia and Portland
South Haven and Hartford
Coleman and Mt. Pleasant
McGrew and Otisville

(3) Grand Trunk Western Railroad

Richmond and Pontiac
Jackson and Walled Lake
Durand and Saginaw

(4) Penn Central

Walton Jct. and Traverse City
Vassar and Detroit
Muskegon and Grand Rapids
Gaylord and Cheboygan

(5) Railroad Car Ferry Service

Frankfort and Manitowoc, Wisconsin
(Ann Arbor)
Ludington and Milwaukee, Wisconsin
(C&O/B&O)
Ludington and Kewaunee, Wisconsin
(C&O/B&O)

The Michigan Agriculture Commission stated that as of July 1, 1974 the rail lines between the following points should be considered *candidates for abandonment*.

(1) C&O/B&O

Onekama and Onekama Jct.
Croswell and Port Huron

(2) Grand Trunk Western

Pontiac and Walled Lake
Pigeon and Caseville

(3) Penn Central

Hillsdale and North Adams
Hillsdale and Osseo
Cement City and Brooklyn
Hudson and a point 3 miles west of
Adrian at Whig Highway
Colling and Back
South Haven and Kalamazoo
Lewawee Jct. and Junction with AA

(4) Railroad Car Ferry Service

Frankfort and Menominee
(Ann Arbor)

Other recommendations advanced by the Michigan Agriculture Commission included:

- (1) Consideration should be given to allowing the D&M to acquire PC's tracks from Mackinaw City to Bay City.
- (2) The State of Michigan should enact rail subsidy legislation in order to have state matching monies available for federal subsidy of these necessary state rail lines that are not a part of the Final System Plan.
- (3) Arrangements could be made by the railroads whereby customers on a so-called "branch line" would be served by special trains on a special schedule. The Milwaukee Road, for instance, has special grain trains to serve country elevators located on branch lines. Grains could be moved via trucks from country elevators to a nearby rail facility. Under this arrangement, the all-rail freight rate would be protected and light density tracks could be abandoned.

The following general recommendations for improv-

ing the planning process were offered by Michigan residents:

- (1) Rail restructuring must include local and state participation so as to give adequate consideration to local, state and regional needs.
- (2) The railroads should be nationalized.
- (3) The railroads should be given local and state tax exemptions.
- (4) The railroads should receive equal treatment with other modes of transportation.
- (5) The federal government should buy the roadbeds, take responsibility for their upkeep, and charge the railroads for using them.
- (6) An analysis of traffic volume should include data on requested cars as well as actual cars used.
- (7) Contracts for hauling U.S. mail should be reinstated with the railroads.
- (8) Highway trust funds should be utilized to upgrade the railroads.
- (9) Abandoned rail rights-of way should be maintained for public use.
- (10) The Department of Defense should contribute to the upkeep of the railroads.
- (11) The Board of Directors of USRA should include representatives of small cities and rural areas.
- (12) A fairer division of rates between originating and terminating railroads should be adopted.
- (13) Government policy should allow the railroads a reasonable rate of return on their investments in much the same manner that utilities are regulated.

STATES BEYOND THE REGION

In defining the region, the Act provides for its extension into all or parts of contiguous states at the discretion of the Interstate Commerce Commission. On January 14, 1974, by order entered in Ex Parte No. 293, the Commission found that the region should be extended to include points in the St. Louis, Missouri and Louisville, Kentucky, standard metropolitan statistical areas and to Kewaunee and Manitowoc, Wisconsin. St. Louis and Louisville are stations on the Penn Central; the two Wisconsin points are stations on the Ann Arbor Railroad, although served only by that railroad's Lake Michigan ferry service. Subsequently, the Commission ordered the region extended to include Milwaukee, Wisconsin, terminal point of ferry service operated by the Chesapeake & Ohio and Grand Trunk Western Railroads.

Three of the zones into which the DOT Report divided the region extend beyond its original 17-state area. Two of these zones—St. Louis (323) and Louisville (205)—correspond to extensions of the region ordered by the Commission. The third encompasses an area in Iowa included in the Davenport, Iowa-Rock Island-Moline, Illinois standard metropolitan statistical area.

While the preponderance of the testimony and submissions to the Rail Services Planning Office dealt with the railroad system within the 17 states of the Midwest and Northeast region of the United States as originally defined in the Act, a significant amount of concern was also expressed by individuals and firms located in other states, particularly those contiguous to the states in the region. Submissions received from interests in the contiguous states of Iowa, Kentucky, Missouri, and Wisconsin, and also from Minnesota and Tennessee are summarized in this part of the report.

IOWA

The responses received from Iowa included the testimony of city officials of Davenport, Iowa, and two firms located in Cedar Rapids, Iowa.

Davenport is located across the Mississippi River from Rock Island and Moline, Illinois, and the city of Davenport generally opposes any reduction in rail service in this area. In particular, it is opposed to abandonment of the only line in Iowa found in the DOT Report to be potentially excess—a Chicago Milwaukee, St. Paul, and Pacific Railroad line from Davenport to Eldridge. The reasons for its opposition were twofold. First, without the present rail system, job and personal income losses lead-

ing to an immediate economic setback could be expected. Second, the abandonment of rail lines would retard the potential future growth of this area. According to city officials, there are some 3,400 acres of industrial sites within Davenport where industry is either operating, planned, or under construction.

Penick and Ford, Limited, a shipper of corn products at Cedar Rapids reported that it ships 4,000 of its 10,000 carload annual volume to the Midwest and Northeast Region. To do so, it requires access to the Peoria gateway for interchange connections with eastern railroads. Penick and Ford believes that, if rail lines are abandoned, rail service will deteriorate, resulting in an increasing number of delays in getting its products to its customers.

The line is considered to be important to industrial expansion, as it provides access to high ground from the Mississippi River flood region. Testimony presented at the RSPO hearings in Rock Island, Illinois centered on an estimated 4,654 new jobs to be provided by two industrial parks and expanding businesses on the Iowa side of the river. If the line were abandoned, 22 businesses would cancel plans to expand, according to the Iowa Development Commission. Mayor Kathryn Kirschbaum of Davenport stated that the area served by the line is presently fast growing; cessation of rail service would be detrimental to this growth. The Caterpillar Tractor Company has purchased land for the purpose of constructing its own rail siding to facilitate the transportation needs of a planned 1.2 million square foot addition to its Davenport plant. The Scott County Ready Mix Company expressed concern that there are not enough trucks available to replace rail transport.

Eldridge Cooperative Co. and Ruhl and Ruhl, Inc. also use this line. Eldridge co-op. shipped 70 carloads of feed, lumber and coal in 1973.

The Iowa Electric Light and Power Company of Cedar Rapids expressed concern over the potential secondary impacts resulting from the possible abandonment of the Missouri-Illinois line between Sparta and Nashville, Illinois. In 1973, the company purchased over 110,000 tons of coal from the Sparta mine, which is located on this route. It was particularly concerned about this abandonment because it has found that the supply of coal available to public utilities is extremely limited, at least as to such coal as it is feasible to burn from the standpoint of costs, heating value and environmental characteristics. Thus, Iowa Electric feels that any railroad abandonment

which will create a shortage of coal is not in the public interest.

G. Phillips of Milton, Iowa expressed extreme dissatisfaction with passenger train discontinuance between St. Louis and Burlington, Iowa; the high costs associated with providing rail service by Amtrak; "inflated" passenger fares; failure to provide train schedule information; poor track conditions; and inadequate track maintenance. Mr. Phillips also recommended that railroads be required to handle less-than-carload freight and to provide piggy-back service on shipments traveling over 100 miles.

KENTUCKY

Statements submitted from the general public on behalf of Kentucky focused mainly on western Kentucky, the city of Louisville, and the Kentucky suburbs of Cincinnati, Ohio.

The principal concern of the western Kentucky residents who appeared was rail passenger service. In particular, they sought institution of passenger service over the Illinois Central Gulf line from Louisville to Paducah, Kentucky. According to one witness, such service would carry hundreds of tourists to the area, would serve five state parks and recreational areas, and would promote residential growth within the area. It was also recommended that the ICG connect with the Chicago-New Orleans Amtrak run thereby linking this region with interstate rail passenger service. In addition, 106 residents of the town of Rosine and its surrounding area submitted a petition in support of rail passenger service over this particular segment of the ICG line.

Also requesting rail passenger service through Western Kentucky is the Southwind Coal Mining Company, Inc. Southwind's office employees make frequent trips into Ohio County, Kentucky and it is felt that rail passenger service could transport them safely and comfortably. Furthermore, Southwind believes that, if gasoline prices continue to rise, travel by rail could become cheaper than travel by car.

Statements submitted on behalf of the city of Louisville dealt with the needs of both rail commuter passengers, especially retired persons, and industries located within Zone 205 of the DOT Report. The majority of the testimony received was from businesses concerned with the following potentially excess rail lines: the PC line between Louisville and Indianapolis; the C&O B&O line from Louisville through Charleston and North Vernon to Indianapolis, and the short C&O B&O line between Watson, Indiana and the intersection of the PC Louisville-Indianapolis line.

Philip Morris, which has two large plants in Louisville, employing approximately 4,000 people with a payroll of \$40 million, dispatched 2,000 rail cars from Louisville in 1973. Of these 2,000, Penn Central carried 95 percent of the cars through the Indianapolis gateway. Also in

1973, Philip Morris received 250 cars from Richmond, Virginia from which Penn Central received a switching charge. Estimates for 1974 include outbound shipments of 3,000 cars, 95 percent of which will be carried by Penn Central through Indianapolis, and inbound shipments of 500 cars, 50 percent of which will be brought in by Penn Central. In addition to bringing in freight, Penn Central also provides a source of empty cars for Louisville shippers.

The Louisville Area Chamber of Commerce, Inc. is concerned about the possibility that abandonments will put shippers and receivers of rail freight in the Indiana counties of Clark and Floyd, and the Kentucky counties of Jefferson, Bullitt, and Oldham in a non-competitive transportation situation northbound. It also expressed fear that abandonment would increase the cost of doing business, harm the environment, and force the shutdown of manufacturing, wholesale and retail establishments.

The Farly & Daniel Company, a shipper of grain, expressed the fear that its investment of thousands of dollars to provide facilities for loading 100 car trains might have been in vain.

The Louisville Cement Company, with a plant in Speed, Indiana (11 miles north of Louisville) predicted some potential impacts that would result from the abandonment of these three lines. Approximately 95 percent of its rail shipments, a total of 13,000 cars, move into or out of its Speed plant. The PC line from Speed to Louisville is virtually unaffected because it handles only five percent of this traffic. However, without the B&O, the Louisville Cement Company would lose its access to the Cincinnati gateway. Furthermore, this line provides this shipper with its supply of gypsum rock, bags, and empty rail cars. The Louisville Cement Company also reported the importance of the B&O line from Watson to its junction with the Penn Central. It noted that, by using this route, cars arrive in Louisville the evening of the day they are dispatched, thus permitting their delivery to the Southern Railroad for movement outbound early the next morning. An alternate routing, it was predicted, would mean the loss of two days transit time.

Other rail users in the Louisville area include the Naval Ordnance Station in Louisville and the Inland Container Corporation, located at Appliance Park. Of concern to the Naval Ordnance Station was the government trackage which connects with the Louisville and Nashville Railroad Company at Strawberry Yard in Louisville. Service to and from Strawberry Yard is scheduled to be discontinued. In 1972 and 1973, 132 and 138 carloads, respectively, were moved in and out of this point. The forecast for 1974 is 133 carloads.

The primary commodity affected would be naval gun mounts some of which weigh over 90,000 pounds and are 13 feet in width. Rail service is, therefore, a necessity because of the size and weight of this particular

commodity. The Navy's 5-inch gun rebuilding program is dependent upon rail service; removal of rail service would hamper the program, which is scheduled to continue at least into the 1980's.

The Inland Container Corporation, which employs 178 people and is served by Southern Railroad, reported that, in 1973, it shipped or received 875 carloads and expects to be generating 1,197 carloads by 1976.

The only other statement concerning a specific line was from the Seaboard Coast Line Railroad. Its concern was for the Louisville and Nashville's St. Louis line which was listed in the DOT Report as potentially excess.

With regard to the railroad capacity in the area, the Louisville and Nashville Railroad Co., when asked if it has the capacity to handle traffic that might be made available to it due to discontinuance of service by its competitors, replied that it thought it did but could not be sure without a detailed analysis. The L&N stated that it did not now have all the necessary interchange connections to accommodate such traffic. While these connections could be built, the question would be whether they would be financially justified. That would require an examination of the physical characteristics of each point where an interchange might be desired, as well as an analysis of the traffic to be handled via such interchange.

Interlake, Inc. operates two iron and steel products plants, one at Newport, Kentucky and the other at Wilder, Kentucky, both of which are located in the vicinity of Cincinnati. Interlake opposed rail abandonments in general, and specifically opposed the abandonment of the Penn Central line from Clare to Spring Valley, Ohio in Zones 106 and 108. In 1973, Interlake shipped over 700 cars on this branch line, and, due to a 30 percent increase in its production of wrought iron and steel pipe, it predicts that it will ship between 900 and 1,000 cars in 1974. Interlake shipped over 200 cars in the first two months of 1974.

Public Criticism of the DOT Report

The following general comments were made concerning the DOT Report:

- (1) There was insufficient time to prepare an adequate response to the DOT Report before the Interstate Commerce Commission's public hearings began.
- (2) There was no consideration of overhead traffic in the DOT Report.
- (3) The Report has had the effect of stopping certain industrial expansion plans in Kentucky.
- (4) The Report did not consider the potential increase in rail traffic anticipated to result from coal production increases.
- (5) The Report did not consider the potential traf-

fic that would have traveled over these lines had the service been good.

- (6) DOT's proposed abandonments could seriously interfere with already acceptable rail service, add to the terminal congestion problem, and increase circuitry.
- (7) Local problems were overlooked.
- (8) The DOT Report shows that Cincinnati is served by the ICG, whereas the closest service point to Cincinnati is 108 miles away at Louisville.
- (9) No regional map was provided by the DOT.
- (10) Adjoining contiguous states were ignored in the DOT Report although they are affected by the abandonments.
- (11) Many of the figures used by DOT are incorrect. For example, the Report shows that Newport and Wilder originated or terminated 2,383 and 1,057 cars, respectively, in 1972, whereas Interlake, Inc.'s records show it alone shipped 9,000 cars.

Recommendations

The following recommendations were extracted from the Kentucky submissions:

- (1) Traffic density, routing, and the condition of connections with other rail lines should be considered in determining whether lines should be abandoned.
- (2) The public should be allowed to assist in the design of a final rail system plan.
- (3) Nationalization should be avoided.
- (4) In reorganizing the bankrupt railroads, the existence of the solvent carriers should not be impaired.
- (5) Rural lines providing needed service should be retained, even if they are not profitable.
- (6) Local direct rail service should be retained for all existing rail freight traffic.
- (7) Clearly redundant lines should be abandoned.
- (8) In the event of rail abandonments, a system of equivalent transportation service at a competitive economic level should be provided.
- (9) Energy considerations should be given priority in the final plan.
- (10) Since many products, due to their hazardous nature or physical characteristics, can only travel by rail, traffic composition studies should be made before any abandonments are effected.

- (11) Regional meetings should be held so that developers of the final plan can defend their decisions.

MISSOURI

Twenty-nine statements were received from interested parties located throughout the state of Missouri.

Although the individuals in Missouri were most disturbed by local matters, the potential rippling impact which would result from massive abandonments in other regions of the nation was also of immediate concern. A. P. Green Refractories, Inc. noted, for instance, that of the 4,707 rail cars shipped from its Mexico, Missouri plant in 1973, 1,395 were dispatched into the 17 state region covered by the Act.

The Missouri submissions included a number of complaints voiced by shippers with respect to adequate rail service. Among the most frequently mentioned were: the inability of the railroads to provide a sufficient number of cars to their users; the poor quality and unreliability of service; the poor condition of equipment and tracks; terminal and switching congestion; circuitous routing; slow train speeds; and intentional downgrading of service.

A number of economic dislocations and distortions which could result from the cessation of rail service were noted by various concerned individuals. The potential impacts include rising unemployment, fertilizer shortages, retardation of economic growth, higher prices, loss of competitive position, use of less energy-efficient transportation modes, tax revenue losses, factory closings or relocations, personal income losses, capital expenditures for remodeling plant facilities, and relocation, retraining or welfare costs. Concern was also expressed for maintaining passenger service, protecting the environment, and modifying the national and state policy regulations which have hindered the rail system and its financial operations.

In 1973, Greif Bros., a manufacturer of fiber drums at Kirkwood, Missouri, received some 5.6 thousand tons of paper in 146 rail cars. It receives 4-ton Kraft paper rolls exclusively by rail, and does not believe that any other mode would be suitable. According to Greif Brothers, receiving Kraft paper by truck would require 590 trucks operating constantly to paper mills 700 miles away. This would mean a projected increase in operating costs of \$33 per ton; equally important, it is unlikely that this number of trucks is available. Likewise, using piggyback service, even if trailers were available, is not presently possible since the firm does not have the facilities to accommodate piggyback shipments. A third alternative available to Greif Bros. is to unload rail shipments at Sidney, Missouri, and then to truck the paper to Kirkwood. Greif Brothers stated that the costs

of employing this alternative would be prohibitive since there is no place to store the trucks at the Greif Brothers' plant and there are no special fork lift trucks at Sidney to unload the rolls from the rail cars.

It should be noted that not all of the submissions received from Missouri were critical of the DOT's efforts. The Missouri Farm Bureau Federation, representing some 48,000 farm and ranch families in Missouri, supported the concept that clearly unneeded lines should be abandoned. The St. Joseph Chamber of Commerce stated that the proposed reorganization is both timely and necessary. The chamber will support any system strengthening and improving rail services to the general public.

Recommendations

The following general recommendations were extracted from the Missouri submissions:

- (1) Terminal facilities at Hannibal should be enlarged.
- (2) In order to provide continuous rail service during flooding, Mayor Bernard Williams of Hannibal recommended that the N&W should build a new bridge across the Mississippi.
- (3) Passenger service should be established between Hannibal and St. Louis to provide students and commuters an alternative to automobile travel and to provide Hannibal residents access to St. Louis' cultural, recreational, and medical facilities.
- (4) Existing passenger service to and from Springfield should be improved.
- (5) Passenger service between Foristell and St. Louis should be instituted.
- (6) Additional rail passenger service should be instituted and more passenger cars should be purchased.
- (7) The condition of the road beds for Amtrak service should be improved.
- (8) Additional piggyback service should be instituted in order to relieve highway congestion and decrease air pollution.
- (9) Train speeds should be increased.
- (10) Safe transportation via rails for radioactive wastes should be provided.
- (11) Planners should ensure that intermodal and intramodal competition is preserved in the final system plan.
- (12) The public should be provided with the opportunity to buy, through government backed loans, any specific railroad track they deem essential to their welfare.

- (13) Railroads should be required to reinvest their capital in the maintenance and improvement of rail plant and equipment.
- (14) All rail lines should be electrified because of energy and environmental considerations.
- (15) Closed rail agency stations should be converted to mobile type agencies.
- (16) Planners must prevent the railroads from becoming nationalized.
- (17) The highway trust fund should be used to subsidize unprofitable railroads.
- (18) The Interstate Commerce Commission should reassess the present rate structure of the railroads.
- (19) Car allocations should be computerized.
- (20) The entire state of Missouri should be included in the Midwest and Northeast region as defined in the Act.

WISCONSIN

As noted above, the Interstate Commerce Commission, on January 14, 1974, ordered that Kewaunee and Manitowoc, Wisconsin—terminal points of the Ann Arbor Railroad's Lake Michigan ferry service—be considered as part of the Northeast and Midwest region for purposes of the Act. On March 1, 1974, the DOT issued a supplement to its February 1 report which included a description of Zone 171 (Appleton, Wisconsin) in which these two points are located. Largely due to the concern expressed by Wisconsin interests in the continuation of the Ann Arbor ferry service, the Rail Services Planning Office scheduled a public hearing at Green Bay, Wisconsin, on March 11, 1974. The bulk of the verbal and written statements received addressed the present Lake Michigan ferry service and the connecting rail service within the Green Bay to Milwaukee corridor.

The area extending south from Green Bay through Milwaukee to Chicago, Illinois is heavily industrialized and generates significant freight tonnage. In the Green Bay area alone, for example, approximately 50 paper mills produce 11 percent of the nation's paper products and recycle some 850,000 tons of waste paper (see Table 157 for a traffic profile of the commodities shipped by the Wisconsin interests represented at the hearings, together with, where available, their present, past and projected traffic volumes).

Although they have conducted preliminary studies, Wisconsin governmental representatives believe that a full scale study is needed to properly identify and measure: (1) the effect of ferry service on Wisconsin's economy and unemployment (especially the area served by the Green Bay and Western Railroad); (2) environ-

mental, land-use, and social impacts of alternative ferry and complementary services; and (3) the potential for alternative ferry, rail and highway investment and consolidation strategies. Therefore, the Wisconsin Department of Transportation is undertaking an impact and cost-benefit analysis study of the Lake Michigan ferry service.

Table 157: Traffic Profile of Wisconsin Shippers

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
<i>Algoma</i>				
U.S. Plywood	Doors, plywood			
Calumet Company, Inc.	Manure tanks			
Algoma Lumber Co.	Lumber			
Plumbers Woodwork Co.	Toilet seats	6		
Algoma Net Co.	Hammocks			
Lampert Yards	Lumber	7		
Champion International	Plywood		1,047	
<i>Appleton</i>				
Appleton Papers	Paper mills			1
Consolidated Papers, Inc.	Paper and products	1,006	1,156	
<i>Green Bay</i>				
Bay West Paper Co.	Paper products		20	
Charmin Paper Products Company	Paper products		28,000	
Green Bay Press Gazette	Paper		2	
Shopko Stores, Inc.			75	150
American Can Company	Paper products		3,112	
Leicht Transfer & Storage Company	Public warehouse			
Green Bay Packaging, Inc.	Pulpboard, cartons		430	
Atlas Warehouse & Cold Storage	Public refrigerated warehouse			8
Fort Howard Paper Co.	Paper and prod.		20,000	
Larsen Company	Canned vegetables	524		
<i>Kaukauna</i>				
Thilmany Pulp and Paper Co.	Industrial & specialty papers			
<i>Kewaunee</i>				
Kewaunee Engineering Corp.		137		
<i>Luxemburg</i>				
Luxemburg Milling Co., Inc.	Feed & fertilizer			
New Plastics Corp.				4
<i>Madison</i>				
Steinhardt & Hanson, Inc.	Office supplies			12

Rail user	Commodity	Estimated carloads		
		1972	1973	Projected
Manitowoc				
Manitowoc Engineering Company	Cranes			
Northern Elevator	Grain, feed		80	
Richter Vinegar Corp.				
Kelvinator Commercial Products				
Mirro Aluminum Co.	Aluminum utensils	107		
Ray-O-Vac	Transistors & batteries			
Aluminum Specialty Company	Kitchen appliances		450	
Milwaukee				
Joseph Schlitz Brewing Co.	Beer		48,554 ⁵	
Rexnord, Inc.				
Shawano				
Betten Processing Corp.			700	
Phenix Manufacturing Company, Inc.	Garage and storm doors		136-140	
Two Rivers				
Hamilton Industries	Furniture			

¹ 250,000 tons.

² 6,000 tons.

³ 27,000 tons.

⁴ 1,000 tons.

⁵ This is a national total.

As revealed in the Green Bay hearing, the prime concern of the Wisconsin shippers and communities is the possibility of losing the long established Lake Michigan ferry service, instituted in 1892. The Ann Arbor car ferry service across Lake Michigan, providing a transportation link between industries in northern and central Wisconsin and eastern markets, was not itself designated as potentially excess in the DOT Report. However, the report does find potentially excess those lines of the Ann Arbor serving its ferry terminal at Frankfort, Michigan. Many witnesses complained about the quality of the present ferry service, which has deteriorated or been greatly reduced due to financial problems of the Ann Arbor and equipment breakdowns.

The Ann Arbor owns a fleet of three car ferries, the *Viking*, the *City of Green Bay*, and the *Arthur K. Atkinson*, but at the time of the Green Bay hearing, only the *Viking* was in operation. In 1971, the Ann Arbor carried 38,472 rail cars across Lake Michigan (see Table 158), and, for the two-year period 1972-1973, it was estimated to have transported some 35,000 passengers and 13,000 automobiles.

The C&O fleet consists of five coal burning ferries which, according to Wisconsin's Department of Transportation, do not meet environmental standards. Of these

Table 158: Ann Arbor Car Ferry

Year	Carloads
1962	39,009
1964	43,176
1966	47,400
1968	43,902
1970	38,593
1971	38,472
Average (1962-1971)	41,754

Source: Interstate Commerce Commission, Docket No. AB-49, *Application of the Ann Arbor Railroad Company . . . Statement of M. H. Weisman, Exhibit No. 4, "The Ann Arbor Railroad Company, Various Statistical Data."*

five, only two ships are being used. They are over 33 years old, carry crews of 56, and are operating near capacity.

Total carloads moving by all ferry operations average approximately 100,000 cars per year, with about 60 percent traveling east and 40 percent traveling west across Lake Michigan.

The Ann Arbor and C&O/B&O car ferries connect with the Chicago and Northwestern Railroad and the Soo Line at Manitowoc and with the Green Bay & Western Railroad at Kewaunee. Of the three, the GB&W would be particularly affected by the potential abandonment of the Lake Michigan ferry service.

The GB&W was initially built to link the Mississippi River (at Winona, Minnesota) with Lake Michigan (at Kewaunee). It operates 257 miles of track and serves over 30 stations, 23 of which it serves exclusively (see

Table 159: Total Freight Carried in 1971 by the Green Bay and Western Railroad

Commodity Group	Carloads		Tons		Revenue	
	No.	Pct.	No.	Pct.	No.	Pct.
Pulp, Paper & Allied Pd.	23,101	35.5	776,941	30.2	2,661,404	33.2
Food & Kindred Pd	9,271	14.3	381,173	14.0	1,344,752	16.0
Furn., Lumb. & Wood Pd.	14,204	21.0	541,447	21.1	1,294,402	16.2
Mach., except Elec.	369	0.6	7,773	0.7	51,307	0.6
Coal	2,348	3.6	154,475	6.0	199,137	2.5
Chemicals	3,519	5.4	220,357	8.6	576,702	7.2
Clay, Conc. & Glass	2,212	3.4	138,676	5.4	410,644	5.1
All Other	9,983	15.4	350,535	13.6	1,470,147	18.3
Total	65,077	100.0	2,571,377	100.0	8,008,995	100.0
1972	63,858	—	2,599,021	—	7,694,250	—
1973	70,389	—	2,852,034	—	8,830,789	—

Source: Statement—Dr. James M. Murray, University of Wisconsin—Green Bay.

Table 159 for an abridged traffic profile of the GB&W). Its success has always been closely linked to the ferry service. Although its net income in 1973 was \$282,234, since 1970 its current liabilities have exceeded its current assets, leaving it in a vulnerable financial position, should its traffic volume suddenly drop as a result of the discontinuance of the car ferry. In 1973, the GB&W handled 19,875 cars and received approximately \$3.0 million in revenue on traffic which moved via the Ann Arbor car ferry route through Kewaunee. This traffic also produced revenue for the Ann Arbor of approximately \$3.8 million. Overall, this traffic represented 37 percent of the total \$10.5 million revenue of the Ann Arbor in 1973.

To show the importance of the GB&W to the industries it serves, a questionnaire, designed by Dr. James M. Murray of the University of Wisconsin—Green Bay was administered to 30 firms, each of which shipped or received 50 or more cars over the GB&W during 1971. The results of the survey show that:

- (1) 96 percent of the firms have expanded significantly since establishment, some of them because of the availability of the GB&W rail service.
- (2) 84 percent said the GB&W was a factor in their growth.
- (3) 68 percent said the abandonment of ferry service would affect their ability to receive or ship commodities.
- (4) 88 percent said their present transportation service and costs would be affected if the GB&W were weakened.
- (5) 72 percent said the loss of the GB&W service would affect their plans for growth and their future production.

In the event that the ferry service were terminated and the GB&W's service curtailed, the 14 mile long Ahnapee and Western Railroad would be severely affected. It operates between Algoma, Wisconsin, located on Lake Michigan north of Wewaunee, and Casco Junction, about 23 miles east of Green Bay, where it connects with the GB&W. Should the Ah&W have to discontinue operations, the impact would be felt primarily by the city of Algoma. At the present time, there are six large industries within Algoma, U.S. Plywood, Calumet Co., Inc., Algoma Lumber Co., Plumbers Woodwork Co., Algoma Net Co., and Champion International, which depend heavily upon rail service. Should that service be abandoned, Calumet Co. predicted that its shipments would drop by 50 percent and its costs would increase 250 percent from using an alternative mode. All industries predict higher freight costs with resulting adverse effects upon their competitive positions.

Other lines that would be effected, albeit to a lesser extent, by the elimination of the Ann Arbor ferry service are the Soo Line and the Chicago and Northwestern Railroads serving Manitowoc. Due to mechanical breakdowns, the Ann Arbor ceased serving Manitowoc on August 17, 1973. As a result, the Soo Line reduced its service from 5 days per week to 3 days per week. In the event ferry service were formally abandoned, the Soo Line would expect to reduce its switching operations at Manitowoc. The resulting decrease in revenue could lead the Soo Line to seek authority to abandon its line between Menasha and Manitowoc. The C&NW, serving Manitowoc on its Chicago-Green Bay main line, likewise would consider reducing the number of switch-engine crews at Manitowoc. The loss of ferry traffic could also reduce the number of C&NW trains available to serve Manitowoc and Two Rivers.

Users of the car ferry service across Lake Michigan, after studying the alternative of shipping around the Lake and through Chicago via truck or rail, advanced a number of arguments for improvement and retention of ferry service. They have found that ferry service as provided by the Ann Arbor and the C&O/B&O has resulted in a greater supply of empty rail cars to Wisconsin shippers than would be the case if the shippers had to depend on empty rail cars coming from Chicago. The decrease in the shipping distance, resulting from the use of the cross-lake route allows for quicker turnover in the use of cars.

Going through Chicago via rail, they say, would increase shipping cost due to increased distances and the resulting increases in fuel and labor costs, and would result in increased transit times. The range of time delays resulting from shipping via Chicago rather than via ferry was estimated to be from 1 day to 10 days.

Procter and Gamble, which uses the ferry service to distribute paper products produced in Wisconsin to Michigan and Ohio customers, is able to obtain more favorable rates because of the shorter mileages that result from ferry use. The difference in these rates, as illustrated by figures supplied by Procter and Gamble, is shown below in Table 160.

Table 160: Rates Submitted by Procter and Gamble

<i>Green Bay to:</i>	<i>Via Ferry</i>	<i>Via Chicago</i>	<i>Difference</i>
Detroit, Mi.	.70cwt.	.85cwt.	.15cwt.
Grand Rapids, Mi.	.56	.74	.18
Bay City, Mi.	.60	.85	.25
Vassar, Mi.	.61	.85	.24
Akron, Oh.	.89	.96	.07
Toledo, Oh.	.75	.83	.09
Cleveland, Oh.	.85	.95	.10

Among the arguments made in favor of retaining the

Lake Michigan ferry service were that it allows Wisconsin businesses to maintain transport rate parity with industries located in the vicinity of Chicago; that freight shipped by ferry incurs less damage than that moving through the Chicago yards; that ferry service provides access to markets that would otherwise be unavailable to northern Wisconsin shippers; and that ferry service permits production interdependence between plants located on opposite sides of Lake Michigan.

In addition to the testimony directed to possible termination of car-ferry service on Lake Michigan, individuals testifying at the Green Bay hearing raised many general points and expressed concern about rail transportation problems facing Wisconsin residents. For the most part, these problems concern portions of that state which would, at most, be only indirectly affected by the rail restructuring process set in motion by the Act. For example, statements were submitted protesting any rail abandonment at Lake Geneva in southern Wisconsin. A number of individuals expressed a need, due to factors associated with the fuel shortage and the state's growing tourist and recreational industries, for maintaining and expanding rail passenger service throughout Wisconsin. One individual suggested that a privately owned inter-urban street car service, operating on tracks leased from others, be instituted between Green Bay and Milwaukee.

Public Criticism of the DOT Report

The following general comments concerning the DOT Report were made by Wisconsin interests:

- (1) The DOT Report did not consider secondary effects of possible abandonments upon the GB&W and other railroads.
- (2) The Report did not contain a detailed analysis of Zone 171 (Appleton, Wisconsin).
- (3) The Report did not give adequate consideration to commuter passenger service.
- (4) The Report did not take into account such goals of the Act as present and future rail needs and the need to minimize economic, social, energy and environmental impacts.
- (5) The Department did not provide adequate access to its report.
- (6) The Report failed to consider the availability of alternative rail routing and connections.
- (7) The Department did not obtain sufficient current and relevant data.
- (8) The Report did not appear to take into account the physical condition of the railroads.
- (9) The Report did not discuss in detail the many practical and economic problems associated

with switching freight from the railroads to alternate transport modes.

- (10) From the Wisconsin viewpoint, the DOT theoretical approach to maximizing efficiency and profits in the Midwest region failed to consider either the mileage savings available via lake ferry or the fact that the ferry service makes empty rail cars more readily available to Wisconsin shippers.

OTHER STATES

The Minnesota State Department of Agriculture was concerned about the impact which abandonment of rail lines within the region might have upon shippers of farm products in Minnesota. It predicted substantial secondary effects upon that state's economy should rail facilities be curtailed to the extent suggested by the DOT Report.

Two Minnesota based shippers of agricultural commodities, Anderson Corporation and Pillsbury Company, testified that loss of service over the lines designated as potentially excess in the DOT Report could have disruptive effects upon their distribution systems in the Northeast and Midwest region. Pillsbury also questioned the legality of the DOT Report's designation as potentially excess of lines of carriers not undergoing reorganization.

The Minnesota submissions contained the following general recommendations:

- (1) USRA should develop an overall transportation plan taking into account the demands of an increasing population for supplies of food and fuel.
- (2) The impact of proposed reductions in rail service upon potentially developing areas should be studied.
- (3) Rail lines selected for abandonment should be allowed to remain in service until alternate means of transportation can be made available to their users.

Two submissions were received from interested parties from Tennessee. The Regional Economic Development Center of Memphis State University introduced a study entitled "The Market for Freight Cars," dealing with the demand for rail cars and causes for their shortage. According to the study, the following factors affect freight-car supply: world trade, the domestic economy, government policy, railroad physical and financial capacity, and the capability of the railroad car supply industry. The study blamed current rail cars shortages on an insufficient supply of cars and inefficient utilization of existing cars. The Center also recommended that USRA perform a cost-benefit analysis on every rail line before allowing it

to be abandoned, and it proposed railroad nationalization in circumstances where railroads are unable to finance proper maintenance.

Bowaters Southern Paper Corporation, a manufacturer of paper and wood pulp at Calhoun, Tennessee, produced 504,000 tons of paper and 6,600 tons of wood pulp in 1973. Bowaters uses all modes of transportation but is heavily dependent upon rail service, having shipped some 4,100 carloads to its customers in 1973. Since most of its customers are in Illinois, Indiana, and

Ohio, Bowaters has an immediate interest in the design of the reorganized rail system in the Midwest region. Bowaters criticized the DOT Report's 8 trainloads per day criterion for determining whether or not competitive rail service would be provided between any two points, and it argued that the railroad industry should be kept under private ownership, that competition should be maintained at as many places as possible, and that the reorganization should not impair solvent carriers' ability to provide service.

APPENDIX
STATE PROFILE
OF PUBLIC PARTICIPATION

OHIO

GOVERNMENT

Federal

Senator Howard Metzenbaum
Representative Ralph S. Regula
Representative Clarence Miller, represented by
Wayne Todd
Representative Delbert Latta
Representative Tennyson Guer
Representative John F. Seiberling
Representative Charles A. Mosher
Representative William H. Harsha
Representative Charles W. Whalen, Jr.
Representative Clarence J. Brown
William A. Broast, Atomic Energy Commission

State

Governor John J. Gilligan
Representative George E. Mastics
Representative Charles F. Kurfess
Representative William E. Hinig
Keith F. Henley, Assistant Attorney General
Kenneth A. Bristley, Ohio Department of
Agriculture, Grain Warehouse Section
Senator Harry L. Armstrong
Eastgate Development and Transportation Agency
Ohio-Kentucky-Indiana Regional Council of
Governments
Representative Myrl H. Shoemaker
Representative Vernal G. Riffe, Jr.
Southeastern Ohio Regional Council
Representative Oakley Collins
Tuscarawas Valley Regional Advisory Committee
Senator William Mussey
J. Phillip Richley, Director, Department of
Transportation
David C. Sweet, Director of the Department of
Economic and Community Development
Edmund J. Turk, Chairman, Public Utilities
Commission
Northeast Ohio Areawide Coordinating Agency
William B. Nye, Ohio Department of Natural
Resources

County Commissioners of Ohio
Mid-Ohio Regional Planning Commission
Ohio Department of Agriculture
Larry Wackerly, Stark County Area Transportation
Study Area Progress Board
Tri-County Regional Planning Commission
Senator Ronald Mottl
Ohio Valley Regional Development Commission
Senator Douglas Applegate
Representative Jerome Stano
Metropolitan Betterment Workshop Report

County

Putnam County Commissioners
Helen K. Frank, Auditor, Geauga County
Board of County Commissioners, Jefferson County
Ashland County Board of County Commissioners
Board of Clark County Commissioners
Carroll County Regional Planning Commission
Robert L. Wright, Administrator, Brookville
Holmes County Commissioners
Lake County Board of County Commissioners
Commissioners of Hocking County
Trumbull County Planning Commission
Stark County Area Transportation Study
Knox County Board of Commissioners
Roy L. Titkemeyer, Butler County Extension Agent
Clinton County Board of Commissioners
Holmes County Regional Planning Commission
Coshocton County Commissioners Board
Coshocton County Regional Planning Commission
Montgomery County Board of County
Commissioners
Ashland County Commissioners
Medina County Commissioners
Cale Logsdon, County Commissioner, Butler
County
Ross County Commissioners
John Allen, Pike County Commissioners
Gauga County Board of Commissioners
Board of County Commissioners of Henry County
Kenneth Korosec, County Administrator, Geauga
County

Donald Haugh, Carroll County Commissioners
 Summit County Council of Governments
 Summit County Board of Commissioners
 John Oberholtzer, County Commissioner, Medina
 County
 Nicholas G. Kaschak, Jefferson County Regional
 Planning Commission
 Ashtabula County Planning Commission
 Delaware County Regional Planning Commission
 Toledo-Lucas County Port Authority
 The Pike County Health Planning Council
 Board of County Commissioners, Perry County
 Jefferson County Regional Planning Commission
 Board of County Commissioners, Butler County
 Montgomery-Greene County Transportation and
 Development Planning Program
 Clark County-Springfield Transportation
 Coordinating Committee
 Joseph A. Sturrett, County Engineer, Stark County
 Summit County General Health District, Cuyahoga
 Falls

City

Mason City Council
 Harry Kessler, Mayor, Toledo
 Marlowe Witt, Law Director, Napoleon
 Ray J. Silver, Superintendent, Coshocton City
 Schools
 Robert B. Werren, Village Solicitor, Hopedale
 Harold Johnson, Mayor, Mt. Vernon
 Orrville City Council
 Robert W. Carpenter, Sr., Mayor, Marshallville
 Myles L. Pence, Mayor, Lebanon
 Charles Guard, City Manager, Lebanon
 Arlie Parke, Mayor, Mason
 Wilmington City Council
 Harry Patterson, Mayor, Blanehest
 Mark Schilling, Mayor, Midland
 Board of Township Trustees, Green Township
 Board of Township Trustees, Chester Township
 Board of Township Trustees, Adams Township
 Board of Township Trustees, Clark Township
 Board of Township Trustees, Marion Township
 Board of Township Trustees, Washington Township
 Board of Township Trustees, Liberty Township
 Don E. Quaintance, Mayor, Marion
 Council of the Village of Bergholz
 Galion City Council
 John Finch, Superintendent, Jackson City Schools
 Norman Sommers, Superintendent, Cardinal School
 District, Middlefield
 Defiance City Council
 Margaret Bowersock, Mayor, Belpre
 Gordon Reed, Mayor, Monroe
 David L. Lyon, City Planner, Xenia

Council Village of Arlington
 Jack D. Alge, Mayor, Arlington
 Board of Union Township Trustees
 Village Council, Yellow Springs
 Joseph Pandey, Jr., Electric Power Superintendent,
 Painesville
 Cletus Frane, Mayor, Convoy
 Village Council, Plain City
 Edward L. Borchers, Mayor, Russia
 Village Council, Germantown
 David C. Sherman, Attorney for the City of
 Springfield
 W. B. Darling, Mayor, Coalton
 Coalton Village Council
 Jackson City Council
 Charles E. Bartlett, Mayor, Bowling Green
 Kenneth L. Hegemann, Director of Public Service
 and Safety, St. Mary's
 Roy L. Ray, Commissioner of Public Utilities,
 Akron
 S. G. Wharton, Mayor, Coshocton
 City Council of Coshocton
 Ervin L. Welch, City Manager, Kettering
 Village of Amsterdam Council
 Frederick Merrin, Mayor, Amsterdam
 Toledo Regional Area Plan for Action
 James R. Smith, City Manager, City of Centerville
 Stark County Board of Commissioners
 Canal Winchester Board of Education
 Strongsville City Council
 Vaughn R. Betzer, President, Painesville City
 Council
 James Dempsey, President, South Charleston
 Village Commission
 Bright Local Board of Education
 Board of Township Trustees, Jefferson Township
 Covington Village Council
 Delphos City Council
 Edison Local Schools, Irondale
 Claridon Township Trustees
 Glade B. Harrison, Mayor, Middlefield
 Vernon Hood, Superintendent, Berkshire Board of
 Education, Burton
 Jon C. Hapner, Legal Advisor, Hillsboro
 Springfield Township Trustees
 Stanley Cmich, Mayor, Canton
 John O'Reilly, City of Coshocton
 Dean Gerber, Village of Baltic
 James W. Cannon, Mayor, Crooksville
 Robert E. Whitmore, Mayor, Ashland
 John Rooth, City of Medina
 James W. Jenkins, Mayor, Jackson
 Dean Hill, Mayor, Hillsboro
 James Bailey, Mayor, Johnstown
 James P. Miller, City of Wilmington

Keith A. Howard, Village of Yellow Springs
 Jack Davis, Mayor, South Webster
 Richard Morrison, Village of Millersburg
 M. Ben Gaeth, Mayor, Defiance
 Charles A. McQueeney, Councilman, City of Centerville
 Lee Russell Kopp, Mayor, Minerva
 Charles Curran, Vice Mayor, Dayton
 John Allgyer, Village of Plain City
 Theodore G. Purpus, Mayor, Minster
 Harry Volk, Director of Energy Conservation for the City of Cleveland
 Marlo Witt, City Solicitor, City of Napoleon
 James Alkire, Akron Metropolitan Transportation Study
 John Pierce, Mayor Pro Tem, Strongsville
 James Carr, Mayor, Middleburg Heights
 Medina City Council
 Environmental Control Commission of Yellow Springs
 Harry A. Bennett, Superintendent, Hillsboro City Schools
 Richard A. Miner, Superintendent, Chardon Local Schools
 Harry Stewart, Akron Area Progress Board

BUSINESS

Extracting

Peabody Coal Company
 North American Coal Corporation
 Consolidation Coal Company
 Industrial Mining Company
 Boich Lime and Coal Company
 C. E. Brohard Mining Company

Service

Columbia Gas Distribution Companies
 Southway Warehouses, Inc.
 Kinney Lumber Co.
 Orrville Milk Company
 The Second National Bank, Hamilton
 Dave Dunkelberger & Sons
 The Citizens Bank, Hamilton
 Home Federal Savings and Loan Association, Hamilton
 The Wickes Corporation
 Oberer Construction Company
 Green Thumb Products Corp.
 Lebanon Distribution Warehouses, Inc.
 Brattain Lumber Co.
 Valley Kitchens, Inc.
 First Executive Realty Corporation
 Flick Lumber Company
 Rhinehart's Coal and Building Supplies
 The Marion Star

Na-Churs Plant Food Company
 Vigortone Products Company
 American Electric Power Service Corporation
 Black River Lumber & Supply Co.
 Lodi Lumber
 PK Middletown, Inc.
 Frey's Roofing & Lumber Co.
 Del Monte Corporation
 Service Bureau Co.
 Ansonia Lumber Co.
 Amsterdam Supply Co.
 Amherst Lumber Company
 Paul Bailey Company
 Day's Carriage House
 Celina Lumber and Supply Co.
 Cameron Mobile Homes
 Combustion Engineering, Inc.
 Schneider Lumber Co.
 The Fritz-Rumer-Cooke Co.
 Homer R. Unkefer Hay and Straw
 Rog Win, Inc.
 The Citizens Banking Company, Bergholz Office
 Delocon Wholesale Supply, Inc.
 P/E Development Co.
 Security Terminals, Inc.
 Hoopes Fertilizer Works
 Brown Graves Company
 Marsh Lumber Co., Inc.
 Marsh Chalkboard Co.
 Miller Studio, Inc.
 Louis T. Klauder and Associates
 The Queen City Lumber Company
 Lewis & Michael, Inc.
 Hillsboro Bank and Savings Co.
 Gordon Auto Supply Co.
 Farmers and Traders National Bank
 McBane Insurance Agency, Inc.
 F. A. Archer Co., Inc.
 Nabisco, Inc., Special Products Division
 Toledo Blade Company
 Tri-County Implement Case
 The Cummings Bank Co., Carrollton
 Mason Lumber and Coal Company
 West Milton Lumber Company
 Waynesville Lumber & Supply Co.
 The Richwood Banking Company
 PK Marion
 PK West Liberty, Inc.
 Temple Lumber Co.
 Limestone Sales, Inc.
 North Pacific Lumber Co.
 Northwest, Inc.
 Crown Controls Corp.
 Lumberman's Buying Service
 Oxford Tile Co.

PK St. Paris
Cox & Manfull Lumber Co.
Krey Packing Company
Peter Kuntz Lumber Company
Lockard Insurance & Real Estate
Clermont Lumber Co.
The Charles R. Hawk Company
Higgins Lumber Co.
First National Bank, Nelsonville
Area Development Division, The Cincinnati Gas &
Electric Co.
Heidelberg Distributing Company
Texas Eastern Transmission Corporation
Courtney Duff Construction Co.
J. A. Flaig Lumber Co.
Lebanon Lumber Company
Jacob Otto Sons
PK Fairborn, Inc.
PK Covington, Inc.
Prenger Implement Store
Potter Lumber and Supply Co.
Root Lumber Company
Banbury Lumber Co.
Ed Williams Lumber Company
St. Henry Tile Co., Inc.
Oak Hill Savings Bank Co.
Matt's Redi-Mix, Inc.
Stiffler Stores, Inc.
Scot Lad Foods, Inc., Lima Grocery Division
Mohler Lumber Company
Scott Paper Company
Warehouse Associates, Inc.
Quality Feed Store, Inc.
PK Germantown Lumber Co.
Gledhill Lumber Company
Construction and Supply Co.
Morton Buildings, Inc.
Coshocton National Bank
Barrick Brothers
The Buckeye Fabric Finishing Company
Coshocton Lumber Company
Muskingum Valley Lumber Company
Ohio Power Company
Allen County Lumber and Supply Co.
Keppler Lumber Co.
Berlin Fruit Box Co.
Bagley Road Lumber, Inc.
North Olmstead Lumber Co.
Super Food Services, Inc.
URS/Coverdale & Colpitts, Inc.
Polar Foods Division of Reiter Foods, Inc.
Sigafos Lumber Company
The Ashland Bank and Savings Co.
PK Yellow Springs, Inc.
Promotional Fixtures, Inc.

Lloyd A. Fry Roofing Company
Medina Supply Company
The A. I. Root Company
Bennett Lumber Co.
Buy-Rite Lumber Co.
Allensworths' Inc.
Allensworths' Enterprises
Standard Oil Company
Worch Lumber Company
Newfield Development Corporation
Alpha Omega Corporation
Victory Warehouse, Inc.
Ohio Underground Warehouse
Republic Lumber, Inc.
Hipp Lumber Company
Weiler-Wilhelm Lumber Company
James Lumber Company
Bob Schmidt Homes
Kalinich Fence Company
Union Commerce Bank, Strongsville
Lumber Wholesalers, Inc.
Inland Wholesale Lumber Company
Ruhlin Construction Company
Harrison News-Herald
Freeport Press, Inc.
Stoller Warehouse and Storage Company
Fairlawn Supply and Concrete Company
PK Springfield, Inc.
Murray-Black Co.
Columbus and Southern Ohio Electric Company
Busy Beaver Building Centers, Inc.
S. B. Craig & Co.
McLain Grocery Company
People's Cartage, Inc.
Hall Lumber Co.
Century Steps
Festival Homes of Ohio
G. S. Stewart Co.
Dewine Seed Co.
Gallipolis Retail Merchants
Schumacher Lumber Company
Top Value Enterprises, Inc.
Moore's Super Stores
J. C. Penney Company
Wagner Wood Company
Carter Lumber Company
George Henkle Associates
Highland Enterprise Lumber Company
Marathon Oil Company
Edward J. Lewis, Inc.
Carter-Jones Lumber Company
Inland Distribution Center
Halliburton Services
Cellar Lumber Company
Johnstown Lumber Company

Sunbury Lumber Company
Gem City Lumber Company
Elder Beerman Corporation
Ohio Thoroughbred Center
H. F. Hawkins & Son Company
Central Supply Company
Central Implement Company
"The Yellow Springs News"
Liquid Disposal, Inc.
Antioch College
Conesville Construction
Corco, Inc.
Kent Sporting Goods Co.
Coeval, Inc.

Manufacturing

Buckeye Molding Company
Normandy Products Company
General Foods Corporation
Greer Steel Company
Orrville Products, Inc.
J. M. Smucker Company
Quality Castings Co.
Conval-Ohio, Inc.
Louisiana-Pacific Corporation
Westinghouse Electric Corporation
Miami Cement Products, Inc.
Dave Steel Corporation
Inland Container Corp.
Cleveland Cliffs Iron Co.
Hoover Ball and Bearing Co.
Central Plastics Co.
Flexible Foam Products
Artyle Industries, Inc.
Brant's, Inc.
Stearns & Foster Co.
Leggett & Platt, Inc.
Nachman Corporation
Galion Manufacturing Co.
Perfection-Cobey Co.
The Pollak Steel Company
Tuscarora Plastics, Inc.
Todco Division, Overhead Door Corporation
Boise Cascade
Marion Brick Corporation
Marion Power Shovel Company, Inc.
Central Soya Company, Inc.
General Tire and Rubber Company
Certain-Teed Products Corporation
Metropolitan Industries
Foote Mineral Company
Rubbermaid, Inc.
Massey-Ferguson, Inc.
Eljer Plumbingware
IE Industries

B. F. Goodrich Aerospace and Defense Products
Division of B. F. Goodrich Company
American Can Company
Ball Rubber & Plastics
Walter C. Best, Inc.
Crane Plastics
Keener Sand & Clay Company
Inland Products, Inc.
Chattanooga Glass Company
Stark Ceramics
Snyder Concrete Products, Inc.
Dupps Company
Duriron Company, Inc.
Belden Brick
Ryan Homes, Inc.
Wheeling-Pittsburgh Steel Corporation
Gess Manufacturing Co.
Hooker, subsidiary of Occidental Petroleum Corp.
Copperweld Specialty Steel Company
Osco Industries, Inc., Gray Iron Casting Division
Burton Rubber Processing, Inc.
Seaman Corporation
Gunning Refractories, Inc.
Tom W. Kaufman Co.
Pampered Beef Export, Inc.
Patrick Industries, Inc.
Goodyear Aerospace
Jackson Iron and Steel Corporation
Tube Products Corporation
B. F. Goodrich Engineered Systems Company
Allen Box Company
Hudson Products, Inc.
Cincinnati Milacron Company
Dayton Extruded Plastics, Inc.
Konalrad Products Inc.
Universal PVC Resins, Inc.
David J. Joseph Company
Banquet Foods Corporation
Ludowici-Celadon Company
Woodall Industries, Inc.
Pet, Inc.
Price Brothers Company
Crane Co.
Friction Products Co.
Menasha Corporation
Harco Corporation
Bliss and Laughlin Steel Co.
Permold, Inc.
Famco, Inc.
Trumbull Asphalt Company
Amoco Chemicals Corporation
Tru-Fit Products Corporation
Dare Pafco, Inc.
Hull Pottery Co.
Filter Fabricators, Inc.

Elliott Lumber Co.
W. A. Hammond Drierite Company
Huntsman Container Corporation
Hoover Chemical Products Division of the Hoover
Ball and Bearing Co.
Goodyear Tire and Rubber Company
Manchester Machine Division, Diamond
International Corporation
Miami-Carey
Fusion Ceramics, Inc.
National Lime and Stone Co.
Pillsbury Co.
U.S. Steel Corporation
Witco Chemical Corp.
Perfection in Carbide, Inc.
The Snapout Forms Company
Exxon Chemical Company U.S.A.
Ametek Westchester Plastics
National Can Corporation
Central Chemical Corporation
Fleetwood Enterprises, Inc.
AFC Corporation
Lewisburg Container Company
Westvaco Corp.
Edmont-Wilson
Alsco Anaconda, Inc.
The Claycraft Company
Inner-State Wood
Little Pallet Shop
Baltic Rubber and Plastics, Inc.
True Temper Corporation
Smokey, Inc.
McCall Printing Company
National Latex Products Company
U.S. Corrugated Fibre Box Company
U-Brand Corporation
General Latex and Chemical Corporation
Faultless Rubber Company
Gowe Printing Company
Latex Industries, Inc.
Cyclonics, Inc.
Vindale Corporation
H. P. M., Division of Koehring Co.
Johns-Manville Corp.
Rohr-Flexible Company
Stone Container Corporation
Xerox Corporation
Hinchcliff Products Company
Modern Tool and Die Products, Inc.
PPG Industries
Diamond Crystal Salt Company
Minnesota Mining and Manufacturing Co.
E. Helman Company
MacMillan Bloedel Containers, Inc.
The Liberal Market, Inc.

Clow Corporation
The Flexible Company
Champion International Corporation
Springfield Gravure Corporation
The Champion Co.
International Harvester Co.
D & H Manufacturers, Inc.
The Johnson Rubber Company
General Hocking Brick Corp.
The Drackett Products Company
Diamond Shamrock Chemical Company
Firestone Tire & Rubber Co.
Hecking Can Division of Diamond International
Corporation
Hillsboro Division, The Moore Company
Agriculture Products Group, Borden Chemical,
Division of Borden, Inc.
Briar Hill Stone Company
Rice-Chadwick Rubber Company
Drexel Refractories, Inc.
Thompson Industries Company
National Cash Register Company
Irwin Auger Bit Company
Champion Bridge Company
Wilmington Iron and Metal Company
Campbell Soup Company
Crown-Zellerbach Corporation
Republic Steel Corporation
Francis Manufacturing Company
Colpay Corporation
Hill and Griffith Company
Ohio Poly Corporation
Malvern Flue Lining, Inc.
International Minerals and Chemical Corporation
B. F. Goodrich Company
Ohio-Kentucky Manufacturing Company
Mid-Ohio Chemical Company, Inc.
Minster Machine Company
Heinz, U.S.A., Division of H. J. Heinz Company
Brockway Glass Company, Inc.
Teledyne Monarch Rubber
Koneta Rubber Company
Dura Corporation
Ferro Corporation
Nelson McCoy Pottery Company
Ransbottom Pottery Company
Columbia Cement Corporation
Monsanto Company
Anchor Hocking Corporation
Davis Fire Brick Company
Ohio Fire Brick Company
Cambriot Clay Products Company
Sinbad Ceramic Corporation
Galena Shale, Tile & Brick Company
Luntz Corporation

Liqui-Box of Ashland, Inc.
 Morris Bean & Company
 RCA Corporation
 General Portland, Inc.
 Dayton Tire & Rubber Company
 Frick-Gallagher Manufacturing Company
 Van Dorn Company
 Central States Can Company
 Nickles Bakery, Inc.
 Timken Company
 F. E. Schumacher Company
 Union Metal Manufacturing Company
 Gregory Galvanizing and Metal Processing, Inc.
 Hoover Company
 Stone Creek Brick Company
 Plastipak Packaging Division, Beatrice Foods
 Babcock & Wilcox Company
 Gerber & Sons Inc.
 Howard Paper Mills, Inc.
 Wyandot Dolomite, Inc.
 Pretty Products, Inc.
 General Clay Products Corporation
 Central Silica Company
 Millwood Sand Company
 Whitacre-Greer Fireproofing Company
 Globe-Weis Systems Company
 Bowerston Shale Company
 Marlite Division, Masonite Corporation
 Empire Detroit Steel Division, Detroit Steel Corp.
 Dover Chemical Corporation
 Dover Cryogenic Division, AMKO Service
 Company
 Purex Corporation, Ltd.
 Coffman Stair Company
 McNally Pittsburgh Manufacturing Corporation

Agriculture

Metamora Elevator Company
 The Firelands Elevator Association
 North Robinson Equity, Inc.
 Opekasit, Inc.
 Hicksville Grain Company
 Butler Farm Bureau Cooperative Association
 Agri-Urban, Inc.
 Cuyahoga Landmark, Inc.
 Landmark of Champaign County
 Highland County Landmark, Farm Bureau
 Cooperative Association, Inc.
 Greene Landmark, Inc.
 Williams County Farm Bureau Cooperative
 Association
 Payne Cooperative Association
 S. J. Rudy & Sons, Inc.
 Sommer Feed Co.
 Bellevue Farmers' Cooperative Association

Madison Farm Bureau Cooperative, Inc.
 Shepard Grain Co.
 The Village Grainery, Inc.
 The New Washington Equity Company
 East Monroe Farm Service
 Crop and Soil Service, Inc.
 F & L Farm Supply
 Deshler Farmers Elevator Co.
 Payne Equity Exchange Co.
 Botkins Grain and Feed Co.
 Russia Equity Exchange Co.
 Jewell Grain Company
 R. H. Thompson & Son
 Adams County Farm Bureau Cooperative
 Association
 The Antwerp Equity Exchange Co.
 Henry Farm Bureau Cooperative Association
 Minster Farmers Cooperative Exchange, Inc.
 Bremco Mills, Inc.
 Union County Farm Bureau
 Luckey Farmers, Inc.
 Ada Farmers' Exchange
 Fayette County Farm Bureau Cooperative
 Association
 Champaign County Farm Bureau Cooperative
 Association
 Republic Mercantile and Elevator Association
 Ottoville Farm Center
 Mercer Landmark, Inc.
 Shinrock Elevator and Supply Association
 Don's Feed and Seed
 St. James Elevator
 Fulton Elevator
 Sharrock Elevator
 Snyder's Milling Service
 Farmer's Mercantile Elevator Company
 Farmer's Elevator Co.
 The Andersons
 The Ashville Grain Company
 Ft. Recovery Equity Exchange Co.
 The Central Erie Supply & Elevator
 Blanchard Station Elevator
 Coshocton Grain Company
 Richwood Feed and Grain Company, Inc.
 Medina Farm Bureau Cooperative Association
 Highland Farm Chemicals
 Havana & Omar Grain and Supply Company
 M. A. Hogan Elevator, Inc.
 Marion Landmark, Inc.
 Buckley Brothers, Inc.
 Clark Landmark, Inc.
 Vistron Corporation
 Reilly Feed and Grain Company
 Tri-State Elevator Inc.
 Galion Equity Exchange Co.

Nau Grain Company
 Versailles Feed Mill
 Hamler Cooperative Grain Association
 Farm Services, Inc.
 Kenton Landmark, Ada
 Kenton Landmark, Continental
 Kenton Landmark, Kenton
 Kenton Landmark, Kirby
 Kenton Landmark, Oakwood
 Kenton Landmark, Upper Sandusky
 Green Springs Cooperative Association
 People's Mercantile and Elevator Company
 Horn's Crop Service Center
 Lykens Farm Supply Company
 Green Camp Cooperative Elevator Company
 Craig's Coal Yard and Elevator
 Landmark, Inc.
 Lansing Grain Company of Toledo
 Ohio Grain Company
 Scott Equity Exchange Company
 Farm Service Center, Spencerville, Scotts Crossing,
 Hume
 Early & Daniel Company
 Alger Feed and Grain Company
 Sabina Farmers Exchange, Inc.
 Keller Grain and Feed, Inc.
 Convoy Equity Exchange Company
 Foote Elevator
 Greenwich Mill and Elevator Company
 Mt. Victory Elevator and Milling Company
 F. J. Laubis and Son Elevator
 Rural Farm Distributors Company
 Elgin Grain Company
 Belmont County Farm Bureau Cooperative
 Association, Inc.
 Logan Farm Bureau Cooperative Association
 McComb Farmers Cooperative Association
 Delaware County Farm Bureau Cooperative
 Association
 Grove City Farmers Exchange Company
 Mid-Wood, Inc.
 Rural Serv, Inc.
 Pickaway Grain Company
 Clinton Landmark, Inc.
 A. G. Boogher & Son Elevator

Organizations

Fairfield Area Chamber of Commerce
 Mason Area Chamber of Commerce
 Community Improvement Corporation of
 Wilmington
 Marion Area Chamber of Commerce
 Community Improvement Corporation (Wolf Run,
 East Springfield, Bergholz, and Amsterdam)

Community Improvement Corporation of Gallia
 County
 Geauga County Community Improvement
 Corporation
 Wauseon Chamber of Commerce
 Strongsville Chamber of Commerce
 Canfield Community Improvement Corporation
 Ohio State Grange
 Hillsboro Area Chamber of Commerce
 Community Improvement Corporation of Zanesville
 and Muskingum County
 Jackson Area Chamber of Commerce
 Northern Wood County Area Chamber of
 Commerce
 Bowling Green Chamber of Commerce
 Lima Area Chamber of Commerce
 Youngstown Area Chamber of Commerce
 Chardon Chamber of Commerce
 Dwight L. Koerber, Executive Secretary, Coal
 Traffic Bureau
 Ft. Recovery Chamber of Commerce
 Ansonia Community Development Corp.
 Covington Chamber of Commerce
 Dayton Mental Health Center
 Mt. Vernon Chamber of Commerce
 Mt. Vernon Area Development
 Butler County Farm Bureau Federation, Inc.
 Monroe Chamber of Commerce
 London Area Chamber of Commerce
 Toledo Area Chamber of Commerce
 Kenton Area Chamber of Commerce
 Pike County Chamber of Commerce
 Portsmouth Area Chamber of Commerce
 Ohio Farm Bureau Federation
 Marion Chamber of Commerce
 Washington Court House Area Chamber of
 Commerce
 Bowling Green State University
 Greater Cleveland Growth Association
 Mount Gilead Area Chamber of Commerce
 Napoleon Chamber of Commerce
 Medina Chamber of Commerce
 Springfield Area Chamber of Commerce
 Lancaster Area Chamber of Commerce
 Wapakoneta Area Chamber of Commerce
 Cincinnati Chamber of Commerce
 Community Improvement Corporation of Coshocton
 County
 Sandusky Area Chamber of Commerce
 Toledo Board of Trade
 Delaware Area Chamber of Commerce
 Ashtabula County Industrial Development, Inc.
 St. Charles Seminary
 American Concrete Pressure Pipe Association
 Stanley Ferger & Associates, Inc.

Lisbon Area Chamber of Commerce
 Ohio Grain, Feed & Fertilizer Association, Inc.
 Delaware Farmers Exchange Association
 Millersburg Chamber of Commerce
 Greater Canton Chamber of Commerce
 Coshocton Area Chamber of Commerce
 Sugarcreek Ohio Area Businessmens Association
 Tuscarawas County Chamber of Commerce
 Zanesville Area Chamber of Commerce
 Marietta Chamber of Commerce
 Hocking County Community Improvement
 Corporation
 Logan Trade Club
 Dayton Area Chamber of Commerce
 Middletown Area Chamber of Commerce
 Lebanon Chamber of Commerce
 Steubenville Area Chamber of Commerce
 Orrville Chamber of Commerce
 Wilmington Area Chamber of Commerce
 Cambridge Area Chamber of Commerce
 Ohio Lumber and Building Product Dealers
 Association
 Defiance Chamber of Commerce
 Greater Cincinnati Chamber of Commerce
 Gallipolis Area Chamber of Commerce

RAILROAD

Erie Lackawanna Railway Company
 J. T. Evans, Manager—Transportation Research,
 Penn Central
 Detroit, Toledo and Ironton Railroad Company
 Chessie System, Inc.

LABOR

United Transportation Union, William Kinsey, Al
 Chesser, Charles Traynor, and Dean Whitmore
 Brotherhood of Railway, Airline and Steamship
 Clerks, Freight Handlers, Express and Station
 Employees, Local 361
 International Brotherhood of Electrical Workers,
 Local 1466
 Hocking Valley Central Labor Council
 Ohio AFL-CIO
 Brotherhood of Locomotive Engineers, Division 92,
 W. S. McGuire
 Brotherhood of Locomotive Engineers, Andrew
 Vadas
 Ohio Farmer's Union
 Ohio Representatives of Railroad Unions and
 Brotherhoods
 Ohio State Legislative Committee; Brotherhood of
 Railway and Airline Clerks
 United Mine Workers of America, Local 9544
 International Brotherhood of Teamsters, Local 20

United Paper Workers International Union
 AFL-CIO, Local 1931
 Teamsters Local No. 510
 United Brotherhood of Carpenters and Joiners of
 America, Local No. 2136
 International Association of Machinists and
 Aerospace Workers, AFL-CIO Local 1319

CONCERNED CITIZENS

Individuals

Walter L. Blakely
 Elizabeth H. Petri
 Gene R. Blakley
 Ray Garrett
 Mrs. Clifford Kolb
 Dr. Richard W. Samuel
 Mrs. Pearl Custer
 William J. Plapp
 Thomas J. Healey
 John and Christine Booth
 Irene Curry
 Gaylord Shriner
 Mrs. Dale E. Geist
 T. D. Barnett
 Robert R. Hodges, Jr.
 Mrs. Glen Crawford, Jr.
 Kay D. Hottle
 Jimmy L. Wood
 Arch Lindsay
 Judge Darrell R. Hottle
 Margaret Finnegan
 Judge Richard L. Davis
 Harry A. Bennett
 Herschel L. Creed
 Richard A. Miner
 Wendell E. Pitzer
 F. B. Pinkerton, Jr.
 David T. Dolan, Ph.D.
 Joseph Tamele
 John L. Weber
 Richard H. Ward
 Mrs. R. A. Meyer
 Mrs. V. R. Bowell
 Robert P. Cook
 Mr. & Mrs. A. John Hoerath
 Mr. & Mrs. Donald Harnish
 Roy S. Le Masters
 Floyd Stahl
 Jim Hoerath
 Lynda A. Hoerath
 Charles F. Geidner
 Max W. Morrow
 Florence Scherrer
 Mrs. Don P. Miller
 John E. Sexton

Katherine Sexton
 Thomas R. Pulsifer
 Mrs. Martha M. Wilson
 Mary Davis
 John O. Carey, Jr.
 Allen F. Bode
 A. M. Alexander
 J. Craig Mave
 Tom M. Miller
 Joseph L. Baldwin
 Paul R. Hale
 W. C. Garman
 Cecile F. Garman
 Fay Kishing
 Mr. & Mrs. Dennis O. Foster
 Stella Busch
 Edna Shumaker
 David W. Caplinger
 Valeta Doorneweerd
 Mary Guthrie
 Dennis Thompson
 Pearl Collins
 Mr. & Mrs. Ray Fender
 Fannie Smith
 Hazel Smith
 Maude Smith
 Mr. & Mrs. Estel Naylor
 Carl Griffith
 Herbert Bansbach
 Alice Fitton
 M. L. Ervin
 David Canfield, O.D.
 Mary J. Lance
 Millard W. Lance
 Ruth M. Williams
 Harold N. Freeman
 Richard E. Rickman
 John Sharpe, Professor, Ohio State University
 Dr. Pedro L. Koe-Krompecher
 Robert C. Bowman
 Harry B. Miller
 Arthur L. Kelly
 Melvin L. Ervin
 Daniel Cowdrey, Agricultural Extension Agent,
 Highland County

William T. Allmon
 Karl Gelfer
 Patricia Evans
 David Noble
 Arthur R. Davis
 James S. Zehner
 S. E. Woodford
 Angeline Sironen
 James H. Pelley
 Elwood Noe
 Ed Hiestand
 Mrs. R. V. Swisshelm
 Mr. & Mrs. George C. Unvergagt
 Lucille Willett
 Mr. & Mrs. Jim Snyder
 Mary Parshall LaRoe
 Mr. & Mrs. Harmon Shaffer
 Bob & Lorraine Wanner
 Dan Lewis
 Gordon Steiniger

Petitions

2074 signatures from residents of Van Wert and Paulding Counties opposing the Regional Rail Reorganization Act of 1973.
 288 signatures from citizens of Highland County petitioning USRA to reject the proposals found in the DOT February 1 Report.
 387 signatures supporting the continuation of Erie Lackawanna service through Richwood, Ohio.
 2368 signatures opposing the abandonment of the Norfolk and Western Railroad in Carroll County.

Organizations

Ohio Association of Railroad Passengers
 Citizens Committee to Support Dart, Dayton Area Rapid Transit
 Committee to Revive Union Terminal
 League of Women Voters of Northern Portage County
 Sierra Club, Ohio Chapter
 Sierra Club, Portage Trail Group
 Jackson Business and Professional Women's Club
 South Charleston Community Club
 League of Women Voters, Strongsville, Ohio

INDIANA

GOVERNMENT

Federal

Senator Birch Bayh
 Senator Vance Hartke, represented by
 Jacque LeRoy

Congressman William G. Bray
 Congressman William H. Hudnut, III
 Congressman Roger H. Zion
 Congressman Lee Hamilton
 Congressman Elwood H. Hillis
 Congressman J. Edward Roush

Congressman Earl F. Landgrebe, represented by
John Laymon
Congressman John Brademas, represented by
Frank Sullivan
Congressman David W. Dennis, represented by
John Gustavson
Carl E. Van Dorn, Public Counsel for Indiana
Col. James M. Bishop, U.S. Army, Jefferson
Proving Grounds

State

Governor Otis Bowen
Lt. Governor Robert D. Orr
Center for Urban and Regional Analysis
Senator Leo Sullivan
Representative Robert O'Maley
Representative Samuel Reed
Representative Jack Mullendere
Senator Robert D. Garten
Richard B. Wetzel, Director, Indiana DOT
Representative Jack W. McIntyre
Railroad Dept., Public Service Commission
of Indiana
Representative Richard Mangus
Representative Lucille Woofendale
Representative Jack Mullenfore
Senator Robert Garton
Northwestern Indiana Regional Planning
Commission
Representative Thomas D. Coleman
Wabash Regional Planning Commission
Madison State Hospital
Senator Leo Sullivan, represented by
Brian Kremsley
Representative Jeff Espiea
Roger Marsh, State Highway Commission
Representative Clifford Arnold
Representative Richard B. Wathen
Representative Stephen Ferguson
Representative Jerome J. Reppa
William R. Black, Governor's Rail Task Force and
Director of the Center for Urban and Regional
Analysis

County

Board of County Commissioners of St. Joseph
County
Kankakee-Iroquois Regional Planning Commission
Newton County Civic Committee
Newton County Board of Commissioners
Board of Education Metropolitan School District of
North Posey County
Board of Tipton County Commissioners
Indiana Heartland Coordinating Commission,
(Boone, Hamilton, Hancock, Hendricks,
Johnson, Marion, Morgan, and Shelby Counties)

Hamilton County Board of Commerce
Wells County Commissioners
Grant County Council
Miami County Board of Commissioners
John Niblack, Judge, Marion County Circuit Court
LaGrange County Area Planning Commission
Cass County Commissioners
Fort Wayne-Allen County Citizen Advisory Board
Michiana Area Council of Governments
Four Rivers Resource Conservation and
Development Project
Elkhart County Planning Commission
Elkhart County Board of Commissioners
Johnson County Board of Commissioners

City

Eugene Kraus, City Council Fort Wayne
Richard Lugar, Mayor of Indianapolis
Kenneth Ferris, for Mayor John Peacock of
Kokomo, Indiana
Mayor Jerry Miller of South Bend
Edinburg Town Board
Calumet Township Advisory Board
Joseph Muser, for Mayor Habel of Decatur
Mayor Max Andress, Columbus
Mayor Edward Moon, Peru
Mayor John Riemke, Kendallville
Westfield Board of Trustees
Town of Topeka Board of Trustees
Town of Shippshewana Board of Trustees
Town of LaGrange Board of Trustees
Town of Wolcottville Board of Trustees
Town of Middlebury
Mayor Randall Miller, Michigan City
Charles E. Oberlie, Planning Director, Michigan
City
John Branum, for Mayor Knop, Huntington
John English, for Mayor Baisloy, New Castle
George Prime, City Attorney, Scottsburry
Mayor David C. Gerard, Crawfordsville
Albion Town Board
Randall T. Shepard, Mayor's Office, Evansville
Economic Development Commission,
James C. Tucker, President, Paoli
Roy Roush, Board President, Board of Trustees,
Rossville
Donald Thomas, Utilities Superintendent,
Hagerstown
Mayor Blake L. Burns, Scottsburg
Town Board of Trustees, Middlebury
City of Hobart
Common Council of the City of Huntington
Town Board of Trustees, Poseyville
Board of Trustees, Sharpsville
Mayor Eldon L. Cage, Tipton

Common Council of City of Tipton
 Board of Trustees, Westville
 Neil B. Schmeltekop, Town Manager, Town of
 Carmel
 Richard L. Vissing, Mayor, Jeffersonville
 Willard Wulliman, Mayor, Berne
 Robert Haskett, Town of Westfield
 Brooks E. Davis, Mayor of Madison, Indiana
 Dennis F. Smith, Mayor, City of La Porte
 Richard Knoll, La Porte Board of Commissioners
 F. Edward Vandue, Mayor, Franklin
 City of Fort Wayne
 Moreland Board of Trustees
 Paoli Board of Trustees
 Plymouth Economic Development Commission

BUSINESS

Extracting/Mining

Rextram Corporation
 Amax Coal Company
 Peabody Coal Company
 Shell Oil Company

Manufacturing

Waterson Monument
 Chemetron Corporation
 RM Friction Materials Co.
 Charles Kirchner & Sons, Inc.
 J. Trockman & Sons, Inc.
 Redman Mobile Homes, Inc.
 Evans Products Co.
 Moore-Casteon, Inc.
 New York Blower Co.
 La Porte Foundry Co.
 Certain-Teed Products Corp.
 American Standard, Inc.
 Rock Island Refining Company
 Rheem Manufacturing Co.
 Roxham Corporation
 Bremer Iron Co.
 Fabricated Steel Products of Indiana, Inc.
 Copco Steel
 Elkhart Bridge and Iron Co.
 Northern Indiana Brass
 Miles Laboratories
 Henry Weiss
 Elkhart Brass
 Yoder Ready Mix
 HC Industries, Inc.
 Hi Tekhyhtery Co.
 Raybestos Manhattan, Inc.
 Sommers Metal Craft Corp.
 Midstates Steel and Wire Keystone Construction
 Ltd.
 Baber Manufacturing Co.

AM General Corp.
 Sibley Machine and Foundry Corp.
 Minnesota Mining and Manufacturing
 Interstate Industries, Inc.
 Greif Bros. Corporation
 Spickelmier Industries, Inc.
 Miles Laboratories, Inc.
 Motor Wheel Corp.
 National Starch and Chemical Corp.
 Butcher Manufacturing Co.
 Brockway Glass Co., Inc.
 Reilly Tar and Chemical Corp.
 Essex International Corp.
 Bell Fibre Products Corp.
 Marion Malleable Iron Works, Inc.
 Foster Forbes Glass Co.
 Weaver Popcorn Co.
 Skelgas of Russiaville, Inc.
 General Tire and Rubber Co.
 Morgan Packing Co., Inc.
 Toeflow Engineering Manufacturing Corp.
 Baer Research Center
 Mid States Steel Co.
 Stokely-Van Camp, Inc.
 R. R. Donnelly & Sons Co.
 Firestone Tire Co.
 Jenn-Air Corp.
 International Harvester Co.
 American Can Co.
 Ossian Canning Co.
 John Burrough
 Newman Foundry Co., Inc.
 American Standard Co.
 K&F Industries
 Indiana Rockwool
 Jennings Industries
 Altamil Corp.
 Middlebury Mouldings, Inc.
 Coachmen Industries, Inc.
 Capital Paper Co.
 Drackett Co.
 Lacey Diversified Industries
 Arketex Chemical Corp.
 Thos. Moulding Brick Co.
 Woodward Steel Co.
 Volney Felt Mills
 Kendell Industries
 Universal Gypsum Co.
 Peabody Industries
 Armco Steel
 Ashland Chemical Co.
 Bantam Bearing
 Victor Oolitis Stone Co.
 Indiana Hillstone Co.
 Adams Clay Products Co.

Genesee Shale Products
Wood Craft Industries
Colgate-Palmolive Co.
Hooker Electrochemical
George Pfau's Sons Co., Inc.
Uniroyal, Inc.
Goshen Iron and Metal
California Pellett Mill Co.
Crawford Industries, Inc.
Hill Bros. Veneer Co.
South Bend Waste Paper Co.
J. R. Short Milling Co.
Bomarko, Inc.
Wells Aluminum
Rock Wool Industries, Corp.
ITT Continental Baking, Inc.
RJR Foods, Inc.
American Art Clay Company
Blocksom and Company
Dover Corporation
Federal Paper Board Co., Inc.
Ingress Manufacturing Co., Inc.
Jennings Industries, Inc.
Kraft Foods, Kendallville
NL Industries, Inc.
Peerless Cement Co.
Inland Container Corporation
Joseph E. Seagram & Sons, Inc.
International Mineral and Chemical
Georgia Pacific Corporation
A. P. Green Refractories Co. Warehouses
Robus Products Corp.
Truss Manufacturing Co.
Thatcher Glass Manufacturing Co.
Steinhardt-Hanson, Inc.
General Motors Corp.
Bemis Company
Allied Mills, Inc.
Lone Star Industries, Inc.
Dana Corporation
Leibhardt Mills
Airlite Processing Corp.
Whirlpool Corporation
Moorman Manufacturing Co.
Louisville Cement Co.
Rydman and Fox, Inc.
Payless Cement Company
RCA Corporation
Continental Steel Corporation
Cuneo Press
Stellete Division-Cabot Corp.
Rexnord Inc.
Eckrian Motor
North Manchester Foundry
Chesebrough-Pond's, Inc.

Eli Lilly and Co.
Huntington Laboratories, Inc.
Kaiser Aluminum and Chemical Corp.
Capital Paper Company
"Automatic" Sprinkler Corp. of America
Angola Lumber Co., Inc.
Mastic Corporation
Davies Co. Nitrogen Corp.
Harris Pine Mills
Hooker Chemicals & Plastics Corp.
Industrial Woods Products, Inc.
Glass Containers Corporation
Majestic Company
Moore Business Forms, Inc.
Madison Plastics
Our Sunday Visitor, Inc.
Pioneer Lumber & Supply Co.
Peabody, An American Standard Company
Weatherhead Company
Wyatt Lumber and Coal Company
White Farm Equipment Company
World Bestos Company
Williamson Company
Wellcor, Inc.
Ball Corporation
Duo-Therm (division of Motor Wheel Corp.)
Auburn Foundry, Inc.
Cooper Tire and Rubber
Garret Bros. Mill
Container Corporation of America
Kitchen Kompact, Inc.
U.S. Corrugated Fibre Box Co.
Midstates Wire
Allied Products Corp.
Associated Distribution
Brown-Forman Distillers Corp.
Goodyear Tire and Rubber Co.
Johns-Manville Products Corp.
Evansville Veneer and Lumber Co., Inc.
U.S. Envelope Company
Central Soya Co., Inc.
National Can Corporation
American Maize-Products Company

Service

Barber Grocery Co.
The First National Bank of Huntington
Farmers Bank & Trust Co., Poseyville
H&R Pharmacy
Kridner Nurseries, Inc.
Mills Dept. Store
Posey County News
Ramada Inn
Tipton Utility Service Board
Indiana Lawrence Bank and Trust Co.

Star Purdue-La Fayette Bureau
The Pharos-Tribune and Press
Aldason Corp.
Madison River Terminal, Inc.
Northern Indiana Public Service Co.
Millburn Peat Co., Inc.
Associated Distributors, Inc.
Hughes Supply-Hughes Tobacco Warehouse, Inc.
B. I. Holser & Co.
Irwin Feed Store, Inc.
Industrial Wood Products, Inc.
Kreeger & Hensler, Inc.
Metzger Lumber Companies
Mervis and Sons, Inc.
Standard Lumber Co.
Union Station Associates
Dura Vent
Huss Wholesale
Indiana Carton Co.
Lake Warehouse Corp.
La Salle Dutch Corp.
Michiana Container Corp.
Mastic Corp.
Roach Appleton Mfg. Co.
Sanders Lumber Co.
Scotmar, Inc.
Sears Roebuck and Co.
Shetland Properties of Indiana
Skinner M. B. Co.
South Bend Baling and Iron Co.
South Bend Stamping Division
South Bend Toy Mfg. Co.
Steel Warehouse Co., Inc.
United Beverages
White Farm Equipment
Larson's Appliance
Indianapolis Power and Light Co.
Hook Drugs, Inc.
The Farmers Bank of Frankfurt
Elston Bank and Trust Co.
Personalized Development Corporation, Inc.
Kansas State Bank
AYR-Way Stores, Inc.
Indiana-Michigan Electric Co.
The Linton Daily Citizen
Worthington State Bank
Peoples Trust Company
Bloomfield State Bank
Northern Indiana Public Service Co.
Associated Distributors, Inc.
Danners, Inc.
Standard Oil Fertilizer, Inc.
Swiggett Lumber & Const. Co.
General Woods & Veneer
Stenotype Supplies Co., Inc.

Wright-Bachman, Inc.
Metzger Wholesale
James O. Held and Co., Inc.
Continental Foods
Edinburg State Bank
Ellen Fertilizer Services
Scott County Concrete Products Co.
Linza Graham Lumber Co., Inc.
Wells-Deal, Inc.
National Tire Mart, Inc.
Scottsburg Novelty, Inc.
South Indiana Lumber
Arbuckle Electric, Inc.
James M. Dyer and Son
Kerr McGee Chemical Corp.
Ferris Trading Post, Inc.
Keller's Farm Service Center
Wilson Building Supply, Inc.
Wickes Lumber Co.
Oscar C. Knoll and Sons
Space Leasing Co.
Bortz Elevator Co., Inc.
D. H. & R. Co., Inc.
South Bend Warehouse Corp.
Arvin Industries
Central L and M Supply
Davidson's Lumber Co.
Narplex Division-VOP
Indiana Gas Co.
St. Mary's College
Notre Dame University
Rose Fuel and Building Materials
Big C Lumber
U.S. Plywood
Mishawaka Warehouse and Distributing
Riverview Lumber & Building Supply Co., Inc.
Simpson Building Materials
Lone Star Cement
City Water Works
Sam Winer Co.
Adams Westlake Co.
Elkhardt Cold Storage
Clifford and Cole Building Supplies
Team Track—Tutt Street
Allied Products
Weisberger Brothers, Inc.
Western Rubber
Ivy Terrace, Inc.
Smoker Lumber Co.
Nobco, Inc.
Mobliner Tire, Inc.
Goshen Sash and Door, Inc.
Homecrest Corp.
Sharecroft Corp.
Jayco

Home Lumber and Supply
Kingsbury Industrial Park
Acme Equipment Co., Inc.
Morgan Co. Rural Electric Membership Coop.
Chemicals Fertilizer Services, Inc.
Marshall Co. Rural Electric Membership Corp.
Elnora Lumber Yard
Construction Digest
Magic Chef
Pan American Gyro-Tex Company
D. G. Shelter Co.
Allis-Chalmers
Purdue University
Hurwich Iron Co.
City Coal Yard
Modern Warehouse
Ridge Co.
Watcon Co.
Days Transfer
Kawneer Co.
Spencer Evening World
Ralph Rogers and Co.
Rogers Building Supplies
Daviss Co. Ford Tractor, Inc.
Culho Fenung Co.
Circle Lumber Co.
Kohlman Motor Supply
Hoefling Truck and Tractor, Inc.
Thiesing Veneer Co.
Reporter Times
Black Lumber Co.
Warnck Co.
Franz Lumber
Strausso
Berea College
David Webb Co.
Paragon Soil Service
Princess Homes, Inc.
S. Rosenstein and Sons
Gesstner Packing Co.
Chemical-Fertilizer Services, Inc.
Lyons Medical Clinic
F. C. Tucker Company, Inc.
I. Weinberg Company
Cumberland Lumber Co., Inc.
Gibson Generating Station
Marble Hill Nuclear Station
Noblesville Generating Station
Edwardsport Generating Station
Gallagher Generating Station
Dresser Generating Station
Miami Wabash Packing Station
Greentown Substation
Westwood Substation
Columbus Substation

E. L. Tennyson, Professional Engineer
Ernest Morten, Trumble Co-op
Public Service Co., Indiana
Barber Wholesale Grocery Co.
Indiana-Kentucky Electric Corp.
Western Electric Co.
Worthington Times

Agriculture

Discus Farm Supply, Inc.
Erny's Fertilizer Service, Inc.
Lafayette Cooperative Elevator Co.
La Grange County Farm Bureau Coop. Assn., Inc.
Trimble Cooperative, Inc.
Tebco Fertilizer Services, Inc.
Wilson Grain Elevator
Wilson Bros. Fertilizer
Brook Grain, Inc.
Goodland Farm Center
Wilson Bros. Farm Center
Borden Chemical
Decatur Crop Service
Hemer Crop Service
Hemlock Crop Service
Wyatt Crop Service
Wilson Coal and Grain Co.
Lauhoff Grain Co.
Acme-Evans Co.
Control States Grain Co.
Cosinesko Farm Barley Corp.
Indiana Grain and Feed Assoc., Inc.
Lansing Grain Co.
Simpson Grain Co.
Free Grain Co.
Benton Co. Rail Shippers & Receivers Assn.
Farm Bureau Co-op Assoc.
Hightshue Bros. Grain Elevator
Howard Co. Farm Bureau Co-op Assn., Inc.
The Early and Daniel Co.
Greene County Farm Bureau Co-op Assoc., Inc.
Community Grain Co.
La Porte County Farm Bureau Co-op. Assn., Inc.
Allen County Co-op Assoc., Inc.
Chemical-Fertilizer's Services
Posey County Farm Bureau Co-op. Assn., Inc.
Indiana Farm Bureau Co-op. Assn., Inc.
Indiana Farm Bureau, Inc.
Banning-Barnard Farms, Inc.
Burton Business Enterprises
Wabash County Farm Bureau Co-op Assn., Inc.
Boone County Farm Bureau Co-op
York Grain Elevator
Robert Hogan Plant Food Business
Sprinkle Elevator, Inc.
Hamilton County Co-op
Norris Feed Mill

Mexico Elevator Co., Inc.
 Farmers' Elevator Co.
 Tri-County Grain, Inc.
 Garret-Benson Grain Co.
 Adams County Farm Bureau Co-op
 Sulphur Springs Grain Elevator
 Herrin Grain Corp.
 Huntington Creek Corp.
 Clinton County Farm Bureau Co-op Assn.
 Maxwell Grain Co.
 Telco Fertilizer Co.
 Pioneer Hybrid, Inc.
 Crop-Maker Soil Service, Inc.
 Russiaville Feed & Grain, Inc.
 Farm Bureau
 McKowen Grain Co.
 Clay County Farm Bureau Co-op Assn., Inc.
 Edgerton & Monroeville Elevators
 Crop Fertility Specialists, Inc.
 Henry County Farm Bureau Co-op Assn., Inc.
 Coffee Bros., Inc.
 Wayne County Farm Bureau Co-op Assn., Inc.
 Wilson's Farm Supply
 Steuben County Farm Bureau Co-op Assn., Inc.
 Thatcher Feed and Grain Co.
 Bushrod Grain Company
 Crop Systems
 Madison Co. Farm Bureau Cooperative
 Association, Inc.
 Top Yield Farm Management Service, Inc.
 Farmers Elevator Co., Oakville
 Evans Milling Co., Inc.
 Argos Elevator, Inc.
 Amboy Grain Co., Inc.
 Bahler Grain and Feed Co.
 Poseyville Grain and Feed Co., Inc.
 York-Richland Grain Elevators
 Rich Valley Cooperative Elevator Co.
 Wilson Grain, Inc.
 South Milford Grain Co.
 Wash-Scott Country Farm Bureau Co-op Assn., Inc.
 Grant County Farm Bureau Co-op Assn., Inc.
 Shideler Grain Co.
 Cargill, Inc.
 Adams County Farm Bureau Co-op Assn.
 Boone County Farm Bureau Co-op Fertilizer Plant
 Bunker Hill Farm Service Center, Inc.
 Morgan Cooperative
 Owen County Farm Bureau Coop. Association
 Huey Soil Service
 Mutual Grain Co.
 Wabash County Farm Bureau Coop. Lumber Co.
 Cyclone Seeds Co.
 By Four Elevator
 Knox County Farm Bureau Co-op Association

Daviess County Nitrogen Corp.
 Daviess County Farm Bureau Co-op Assn., Inc.
 Johnson County Farm Bureau
 Johnson Crop Service

Organizations

Indiana Traffic and Transportation Assn.
 South Bend-Mishawaka Area Chamber of
 Commerce
 Worthington Chamber of Commerce
 Clinton County Chamber of Commerce
 Metropolitan Evansville Chamber of Commerce
 Marion Area Chamber of Commerce
 Poseyville Chamber of Commerce
 Greater Lafayette Chamber of Commerce
 Auburn Chamber of Commerce
 Business Relations Council of Indianapolis
 Chamber of Commerce
 Franklin Chamber of Commerce
 Indiana Manufacturers Association
 Kendallville Chamber of Commerce
 Rosville Business and Professional Organization
 Indiana State Chamber of Commerce
 Society of Industrial Realtors, Indiana Chapter
 American Walnut Association
 Mt. Vernon Chamber of Commerce
 Indiana Highways for Survival
 Chamber of Commerce of Goshen, Inc.
 Paoli Chamber of Commerce
 Greater Bloomington Chamber of Commerce
 Evansville Chamber of Commerce
 Greater Fort Wayne Chamber of Commerce
 Worthington Chamber of Commerce
 Bloomfield Chamber of Commerce
 Greenfield Chamber of Commerce
 Hobart Chamber of Commerce, Inc.
 Kokomo Area Chamber of Commerce
 Johnson County Chamber of Commerce
 LaGrange Chamber of Commerce
 Madison Business and Professional Association
 Montpelier Chamber of Commerce
 Monticello Chamber of Commerce
 N&H Realty Trust No. 8-1598
 Rush County Chamber of Commerce
 North Manchester Chamber of Commerce
 Columbus Chamber of Commerce
 Fremont Chamber of Commerce (68 signatures
 on petition)
 Indiana Lumber and Builders' Supply Association
 (550)
 Benton County Rail Shippers and Receivers'
 Association (3,115 signatures on petition)
 Indiana Farmers' Union
 Clark County Chamber of Commerce
 Greater Louisville Chamber of Commerce
 Daviess Chamber of Commerce

Huntington Chamber of Commerce
 Knox County Chamber of Commerce
 Montgomery County Chamber of Commerce
 Odon Business and Professional Association
 Transportation Committee of Associated
 Construction Publications
 Madison Chamber of Commerce
 Warren Chamber of Commerce
 Tipton County Chamber of Commerce
 Michigan City Area Chamber of Commerce
 (596 members)
 Greater Goshen Association
 New Albany Area Chamber of Commerce
 Frankfort Chamber of Commerce
 Seymour Chamber of Commerce
 La Porte Chamber of Commerce
 Johnson City Farm Bureau Assn.
 Greater Elkhart Chamber of Commerce
 Spencer Chamber of Commerce
 Edinburg Chamber of Commerce
 Wabash Valley Association, Inc.
 Greater Greenfield Chamber of Commerce

RAILROAD

Peoria and Eastern Railway Co.
 L&N Seaboard Coast Line
 Chicago, Milwaukee, St. Paul and Pacific
 Railroad Company

LABOR

United Transportation Union Committee of
 Adjustment
 United Transportation Union
 Indiana State Legislative Board, Brotherhood of
 Locomotive Engineers

CONCERNED CITIZENS

Organizations

Committee for Zero Automobile Growth
 Coalition for Adequate Transportation
 Indiana Civil Study Coalition
 Human Justice Commission
 Indiana Conservation Council
 Izaak Walton League of America
 Indiana Masonic Home
 Newton County Civic Club
 Austin Lions Club
 Jacksonville Lions Club
 Concerned Citizens of Gibson County &
 Posey County

Individuals

Ronald J. Robling
 Arthur J. Matott
 Charles A. Rea
 Raymond J. Harrod
 James M. Connolly
 Richard A. Schlegel
 Kenneth R. Ingle
 Lois Philon
 J. Patrick Latz
 Howard E. Petersen
 W. R. Powers, M.D.
 Judge Russell Stott
 T. O. Wagner
 E. W. Jacobs
 Kathryn D. Weaver
 Carolyn S. McIntyre
 Nelson G. Grills
 Mrs. Lucille C. Tuggle
 C. O. Goodrich
 Mrs. Geneva W. Mull
 A. Lee Moore
 Robert E. Pence
 Herschel Holloper
 Richard Simmons
 Roy B. Crockett
 Rev. Paul D. Gullion
 Mrs. Florence Burdine
 Mrs. Lucille Gallivan
 Mrs. Jesse L. Marse
 Mr. & Mrs. Malcolm Lamor
 Mr. & Mrs. Everett R. Cox
 Philip H. Fisher
 Norman Murphy
 Edith V. Tree
 Robert J. Luellen
 Gene Slaymaker
 Lawrence T. Dooling
 Melvin A. Miller
 Richard F. Moore
 Mrs. Helen A. Sowers
 Anthony R. Martin
 Frank Clinton Waltz
 Michael Tubich
 James L. Russell, P.E. & L.S.
 Michael W. Pustay
 Jim Jontz
 John L. Niblack
 Joseph "Duke" Hill
 Wilma Larson

ILLINOIS

GOVERNMENT

Federal

Senator Charles Percy
Senator Adlai E. Stevenson, III
Senator Stuart Symington
Congressman Tom Railsback
Congressman George O'Brien
Congressman Robert H. Michel
Congressman Paul Findley
Congressman Paul Simon
Congressman G. E. Shipley
Congressman Edward Madigan
Wildlife Disease Research Center
Council on Environmental Quality
U.S. Naval Training Center, Great Lakes, Illinois

State

Senator John A. Davidson
Senator Robert W. McCarthy
Senator Charles H. Kruse
Senator James H. Donnewald
Senator E. McBroom
Senator Sam M. Vadalabene
Representative W. Borchers
Representative Don E. Brummet
Representative J. Washburn
Representative G. Ryan
Representative Ben C. Harpstrite
Representative John R. Lauer
Representative Charles F. Keller
Representative J. David Jones
Representative William L. Kempiners
Representative Fred R. Schraeder
Representative Rolland Tipword
Representative Roscoe Cunningham
Congressman George S. Luple
Department of Business & Economic Development
Illinois Cooperative Extension Service
G. H. Wiseman, Department of Business & Economic Development
W. Willis, Illinois Agriculture Association
Northeast Illinois Planning Commission
Southwestern Illinois Planning Commission
Langhorne Bond, Secretary, Illinois Department of Transportation
Capital City Railroad Relocation Authority
Robert J. Williams, Director, Illinois Department of Agriculture
Howard R. Fricke, Director, Illinois Department of Business and Economic Development
Hubert D. Boggs, Chairman, Tri-County Regional Planning Commission
Peoria Urbanized Area Transportation Study
Shawneetown Regional Port District

County

Robert L. Pinkerton, Executive Director, Champaign County Regional Planning Comm.
Robert Manley, Chairman, Champaign County Regional Planning Commission
Wesley M. Schwengel, Chairman, Champaign County Board
Bruce E. Jones, Christian County Board
Dan Ordner, Chairman, Cumberland Board of Supervisors
L. K. Komler, Ford County Board
Hardin County Educational Service Region
Clarence A. Gehle, Iroquois County Board
Iroquois County Agricultural Extension Council
Ralph S. Downey, Chairman, Jersey County Board
Kankakee County Board
W. Cook, Kankakee Highway Commission
H. E. Schwarck, Kankakee Highway Commission
C. Walters, Livingston County Board
John Carpenter, Logan County Regional Planning Commission
Rex L. Brown, Macon County Regional Planning Commission
Bennett Bradley, Jr., Macon County Board
Policy Committee Action, Decatur Urbanized Area
McDonough City Board
Chester A. Thonason, Morgan County Board of Commissioners
G. Secrest, Pike County Board
B. DeJaegher, Rock Island County Board, Chairman
Scott County Board of Supervisors
Donald S. Dallmier, Shelby County Agricultural Stabilization and Conservation Committee
Marion E. Dysert, Vermilion County Board
Virgil May, County Clerk, Washington County
Lawrence Guard, Woodford County Board
F. O. Orr, Kankakee County
W. T. Sinks, Chairman, Greater Egypt Regional Planning Commission
Loren A. Frayser, Superintendent, Hardin County Education Service Region

City

Edmond Daily, Arthur Village Trustee
Henry N. Muller, Mayor, Cambridge
Lawrence Martin, Superintendent, Carmi City
John W. Kaegi, Cave in Rock
Virgil C. Wikoff, Mayor, Champaign
Richard J. Daley, Mayor, Chicago
City of Clarence
Village of Clifton Board of Trustees
Robert E. Karcher, Mayor, Dahlgren

Elmore E. Morthland, Supervisor, Township of Decatur
 Dennis J. Jacobs, Mayor, East Moline
 Richard Cudlebaugh, Planning Commissioner, East Peoria
 James C. Spinder, Mayor, East Peoria
 Clyde Martin, Effingham
 Donald F. Benedict, Mayor, El Paso
 R. E. Taylor, Mayor, Fairbury
 Edward K. Patten, Mayor, Glenview
 Danny Davis, City Manager, Greenville
 Howard Staffy, Mayor, Griggsville
 Oliver Bishop, City Manager, Highland
 W. J. Stiles, Mayor, Highland
 James R. Reilly, Jr., City Attorney, Jacksonville
 James Dolan, Mayor, Jerseyville
 East Lynn
 Ronald Henson, Knoxville City Attorney
 O. J. Lere, Mayor, Leroy
 Wendell J. Dahm, Mayor, Lovington
 Robert L. Anstine, Mayor, Macomb
 Paul M. Gilligan, President, Village of Mahomet
 Frank F. Pearce, Mayor, Marshall
 Roger W. Dettro, Mayor, Mattoon
 Frederick M. Winkler, Mayor, Mound City
 Joe McGuire, Mayor, Mount Carmel
 Ronald Aissie, Mount Vernon Industrial Commission
 Milton Holzhauser, Mayor, Nashville
 David D. Anderson, City Manager, Town of Normal
 Ray Fehrenbacher, Corp. Counsel, City of Olney
 Robert R. Zueck, Mayor, Pana
 William R. Quinn, Mayor, Paris
 Henry X. Dietch, Village Attorney, Park Forest
 Peoria City Council
 Richard E. Carver, Mayor, City of Peoria
 T. McTilton, Mayor, Rantoul
 Y. E. Price, Mayor, Mason City
 R. E. Eckdahl, Mayor, Princeton
 Dudley Williams, Mayor, Pittsfield
 Raymond Botch, City Manager, Rock Island
 James H. Haymaker, Mayor, Rock Island
 Jack L. Stephenson, Mayor, St. Francisville
 Lawrence A. Asaro, City Manager, Salem
 Shelbyville Area Development Committee and Shelbyville Industrial Development Corp.
 John L. Heinlein, Mayor, Shelbyville
 John S. Pratt, General Council, Springfield
 Theodore Bakalar, Mayor, Streator
 Floyd Clark, President, Village of Toledo Board of Trustees
 Hiram Paley, Mayor, Urbana
 Kennard Curtiss, Mayor, Valley Park
 Elvin Washburn, Mayor, Vandalia

Richard Frederick, Warrenton
 Ernest A. Grove, Mayor, Watseka
 Jack McJilton, Mayor, Rantoul
 Mary Frooninckx, Clerk, Village of Clifton
 City of Olney

BUSINESS

Agriculture

Agrico Fertilizer
 Agricultural Chemicals
 American Maize Products Company
 Anchor Grain Company
 Anderson & Mandle Grain Co.
 The Andersons
 Archer-Daniels Midland Company
 Arron Farm Supply Company
 Ashmore Grain Company
 Assumption Coop. Grain Company
 Atlanta Agriculture Center
 Ayd Elevator
 Beason Farm Center
 Beaversville Grain & Lumber
 Beavery Grain & Lumber
 Beloit Grain Co.
 Bement Grain Co.
 Bentley Farmers Elevator Co.
 Bethany Grain Co.
 Bishop (M. P.) Fertilizer
 W. H. Boies Farm Management
 Bond County Farm Bureau
 Boone Co. Services
 Bradbury Grain Co.
 Broughton Agricultural Service, Inc.
 Broum Produce Co.
 Brush's Elevators
 Bunge Corporation
 Burtonview Grain, Coal & Lumber Co.
 Busboom Grain Co.
 C F Industries
 Cabery Farmers Grain
 Campbell Seed Co.
 Carrollton Farmers Elevator Co.
 Carson Grain Co.
 Cass County Service Co.
 Cass-Morgen Farm Bureau
 Central Soya Co.
 Champaign County Farm Bureau
 Charlotte Farmers Grain Co.
 Chatsworth Farmer's Grain Co.
 Chesterval Elevator
 B. C. Christopher & Co.
 Cisco Colb Co.
 Cisco Coop. Grain Co.
 Cissna Park Co-op Grain & Coal Co.
 Clark Service Co.

Claytonville Farmers Grain & Coal Co.
Clover Leaf Elevator Co.
Colfox Farmers Grain, Inc.
Corn Belt FS, Inc.
Crawford Service Co.
Cullom Co-op Grain Co.
Danforth-Gilman Grain Co.
Dani-Gilman Grain
Danvers Elevator
Darrow Farmers Co-op, Inc.
Debron Corp.
Del Rey Farmer's Grain Co.
Del Monte Corp.
Deland Co-op Elevator
DeWitt County Co-op Grain
Donovan Farm Co-op Elevator
Dundos Grain Co.
Early & Daniel Co.
East Lincoln Farmers Grain Co.
Effingham-Clay Service Co.
Elliot Farmers Grain Co.
Ellis Milling Co.
Emden Farmers Grain Co.
Erie Lumber & Grain Co.
Farmers Grain Co.
Farmland Industries, Inc.
Farney Grain Elevator
Fayette Service Co.
First Mississippi, Inc.
Fisher Farm Grain/Coal
Ronald D. Fisher Trucking Co.
Flagsmell Co.
4-5-6 Co.
FS Services, Inc.
French (C. A.) & Son
Ford-Iroquis Farm Bureau
Funk Seeds International, Inc.
GM Corn Belt Farm Services
Galva Co-op Grain & Supply Co.
Garvey Grain Co.
Gaumont Co-op Association
Gifford Elevator Co.
Ging, Inc.—Grain Elevator
Golden Rule Elevator Co.
Goodwine Co-op Grain Co.
Grant Packaging Co-op Co.
Greene County Service Co
Greenup Grain Co.
Hahmaman Elevator
Hamel Co-op Grain Co.
Hamilton Grain Corp.
Harpers Grain Co.
Harris Fertilizer Co.
Hedge Co.
Hemer Fertilizer Co.

Hendrix Town & Country
Hayden's Mill
Henry County Farm Bureau
Herbinger Co.
Herscher Grain Co.
Hidalgo Elevator
Homann Grain & Supply Co., Inc.
Honeggers' & Co.
Houghton (E. W.) Elevator Co.
Hubinger Co.
Huntington Creek Coop.
Illa Farm Service, Inc.
Illinois Fertilizer & Chemical
Illinois Grain Co.
Iola Grain Co.
Irvington Elevator Co.
Irwin Grain
Ivesdale Co-op Grain Co.
J & R Farm Center
Jamaica Farmers Elevator
Jasper County Farm Bureau
Jasper Jobs, Inc.
Jannusch Fertilizer Service
Jersey County Farm Supply
Jessie B. Holt, Inc.
Joanna Western Mills
Johnson Farm Service
Joseph G. Baldwin Co.
Kaiser Agriculture Chemicals
Kankakee Service Corp.
Kankakee County Farm Bureau
Kansas Agricultural Sales, Inc.
Kelsey
Kemp Grain Co.
Kendall Grain & Farm Services, Inc.
Kennedy Grain Elevator, Inc.
Klempton Co-op Co.
Kossville Grain Co.
Kirsch-Kleinschmidt Co.
Kruse Fertilizer
Krusemark Emden Grain Elevator
Lafayette Grain & Feed
La Hogue Co.
Lamont Fertilizer Co.
Lane Co-op Grain Elevator
LaPlace Co-op Grain Co.
LaSalle County Farm Supply
Lanhoff Grain Co.
Lee Farm Services, Inc.
Leone Grain & Supply Co.
Lerna Grain & Fertilizer
Livergood AEC Elevator Co.
Livingston of Chatsworth, Inc.
Logan Farm Services, Inc.
Lotus Grain & Coal Co.

Louisville Seed House, Inc.
 Ludlow Coop. Elevator Co.
 Macoupin County Farm Bureau
 Massey-Ferguson, Inc.
 Mansfield Grain Co.
 MAPCO, Inc.
 Markwalder-Price Grain Co.
 Martin Implement Co.
 Martinson Grain Co.
 Maroa Fertilizer Co., Inc.
 Mascontal Grain & Feed Co.
 Mason County Service Commission
 Menard Service Co.
 McCloy Grain Co.
 McDonough Farm Services, Inc.
 McKey & Roegge
 McLean County Services
 Meadows Co-op Co.
 Medora Farm Services, Inc.
 Meeker's Grain Co.
 Meiners Farm Service, Inc.
 Mercer County Farm Bureau
 Merna Grain Co.
 Mezer's, Inc.
 Midland Agricultural Center
 Mid-Illinois Farmers Co-op
 Milmine Grain Co.
 Mississippi Valley Farm Equipment Dealers
 Moccasin Fertilizer Co.
 Monroe Service Co.
 Mont Eagle Mills, Inc.
 Montclair Grain & Supply
 Moore Business Forms, Inc.
 Moore's Oil & Grain Co.
 Morton Fertilizer Co.
 Moss Grain Co.
 Moultrie County Grain Association
 Moultrie-Shelby Farm Services, Inc.
 Mount Vernon Elevator Co.
 Mowequa Farmers Co-op Grain Co.
 Musmer Produce
 Mutual Grain Co.
 Nakomis Equity Elevator Co.
 Neal-Cooper Grain Co.
 OK Grain Co.
 Oberdeck Feed Co.
 Oblong Grain Co.
 Ohio Farm Fertilizer Co.
 Okawville Farmers Elevators
 Olea Farm Fertilizer
 Orr (F. R.) Grain Co.
 Pacific Grain Co.
 Papinean Grain Co.
 Parkensburg Grain Co.
 Paul Thomas Grain Co.
 Penick & Ford, Ltd.
 Peter's Phosphate Service
 Piper Farmer's Grain Co.
 Pisgah Corp. Grain Co.
 Quincy Soybean Co.
 Raeder Grain Co.
 Randolph Agricultural Service, Inc.
 Red Top Grain & Seed Co.
 Renshaw Implement Co.
 Reyling Brothers Co.
 Rich-Lain Service Co.
 Richter Fertilizer Co.
 Rising Farmers Grain
 Rock River Lumber & Grain Co.
 Rosamond Co-op Association
 Rossville Grain Co.
 Rothway Poultry Hatchery Co.
 Sadorus Co-op Elevator Co.
 Sandahl Farm Service
 Savoy Grain Co.
 J. M. Schmitz Seed Co.
 George Schmuke, Inc.
 Schmultz Seed Co.
 Schoemski Soil Service
 Scotland Grain
 Sinclair Implement Co.
 Singleton Grain Co.
 Sommer Elevator
 Spoon River Farm Service
 Sta-Rite Ginnie Lou, Inc.
 Staley Co.
 Stockland Grain Co.
 Stub's Fertilizer Service
 St. Clair County Farm Bureau
 St. Louis Grain Corp.
 Sublette Farmers Elevator Co.
 Sugar Creek Produce
 Sunkist Citrus Growers
 Tampico Farmers Elevator Co.
 Tara Fertilizer Co.
 Tazewell Service Co.
 Thomasboro Grain Co.
 Trainor Grain & Supply
 Tri-County Chemical Co.
 Tuttle Mill & Elevator
 Vernal Draeger Co.
 Victoria Feed Co.
 Wabash Valley Service
 Walsh Grain Elevator
 Weedman Grain Co.
 Weldon Co-op Grain Co.
 Wenona Crop Service
 West Liberty Grain Co.
 Western Grain Co.
 Whitaker Farmers Co-op Co.

White County Lumber Co.
Willow Hill Grain Co.
Wilson-Richter, Inc.
Woodford County Seed Service Co.
Woodl-Darrow Farm Coop.
Washington County Service Co.
Yarger Brothers Elevator
Yerner Grain & Elevator Co.
Frank Zachman Fertilizer Co.

Extracting/Mining

American Minerals, Inc.
Amex Coal Co.
Amoco Oil
Consolidation Coal Co.
Fluospar Division
E. L. Haines
Kerr McGee Co.
Marathon Oil Co.
Marshall Putnam Oil Co.
Minerva Oil Co.
Miley Mining Co.
Ozark-Mahoning
Peabody Coal
Phillips Petroleum
Sahara Coal Co., Inc.
Shell Oil Co.
Standard Oil Co.
Zeigler Coal Co.

Manufacturing

ACF Industries, Inc.
Allied Mills
Alton Box Board Co.
American Distilling
AMF
Anheuser-Busch, Inc.
Archer Daniels Co.
Armour-Dial, Inc.
Artex International, Inc.
B-Line Systems
Bemis Co., Inc.
Bethlehem Steel
Borden Chemical
Brandt Chemical Co.
Brown Corp.
Brunswick Corp.
T. Bur & Co.
CPC International, Inc.
Calcium Carbonate Co.
Carco Inc., Chicago
Caterpillar Tractor Co.
Celotex
Central Sheet & Metals Co.
Certain-Teed Products
Charles Todd, Inc.

Chevron Chemical Co.
B. C. Christopher & Co.
Coates Steel Products
Coeval, Inc.
Continental Can Corp., Inc.
Container Corporation of America
Core-Lake, Inc.
Crest Container Corp.
Dana Corp.
Debron Corp.
John Deere & Co.
Dog Life Corp.
Dow Industrial Service
Drackett Products Corp.
Eastex, Inc.
Ekco Products, Inc.
Ellis Milling Co.
Equipto
Fabral Corp.
Farm Supplies Business
Firestone Tire & Rubber Co.
Foote Mineral Co.
GTM
Galva Foundry Co.
Galva Iron & Metal Co.
GBH-WAT Homes
General Gable Co.
General Electric Co.
General Sheet & Metals Co.
Georgia-Pacific Corp.
A. P. Green Refractories
Griffith Labs.
Hagerty Brothers Co.
Harry Fruit Co.
L. S. Heath & Sons, Inc.
Heinz Co.
Hercules, Inc.
Highland Supply Corp.
Hiram Walker & Sons, Inc.
Howell Co.
I. J. Hudson & Sons
Humco Products
Illinois Cereals Mills, Inc.
Inland Container
Inter-Lake Steel Co.
International Harvester Sales
International Minerals & Chemicals
Jones & Laughlin Steel Co.
Kennedy Industries
Keystone Consolidated Industry
Kraft Foods
Lehigh Stone Dealer
Lewis Melind
Libby Co.
Libby, McNeil, & Libby

Life Time Doors, Inc.
Lily-Owens Illinois, Inc.
Livergood A&C Elevator Co.
Lloyd Frey Roofing
Lonza
Manufacturers R. W. Co.
Masonite Corp.
M. D. Milling Co.
Meyers, Inc.
Michigan Chemical Corp.
Michigan Maple Block Co.
Midwest Carbide Corp.
Miller Container Corp.
Minnesota Mining & Manufacturing Co.
Missouri-Portland Cement
Monsanto Chemical Corp.
Moore Business Forms
Moorman Manufacturing Co.
Morris Tick Co., Inc.
Morton Salt Co.
H. L. Mulgrove, Inc.
National Bottle Corp.
National By-Products
National Can Co.
National Steel Corp.
Neal-Cooper Grain Co.
Ohio Farm Fertilizer
Olney Seed Co., Inc.
Oscar Mayer Co.
Ottawa Silica Co.
Overbaugh Equipment
Owens-Illinois
Pacific Press & Shear Co.
Pearson Brothers Co.
Peavey Co.
Penwalt Corp.
Perry Dehydrating Co.
Peterson Puritan, Inc.
Phillips Petroleum Co.
Pinesville Kraft Corp.
Pittsburg International Corp.
Polar Ice Chest
Quaker Oats Co.
Ralston-Purina
Roadhouse Envelope
Ruhl & Ruhl, Inc.
Scot Lad Foods, Inc.
Scott County Ready-Mix
Silvermill Frozen Foods
Simpson Lee Paper Co.
Sinclair Implement Co.
A. O. Smith Co.
Snap-on Tools
Solo Cup Co.
Square Deal Sales & Service

Stepan Chemical Co.
Streator Brick Co.
A. E. Staley Manufacturing Co.
Swift Edible Oil Co.
Swift Chemical Co.
TED Metal Products
Tee-Pak, Inc.
Terra Chemicals
Thatcher Glass Co.
Transco, Inc.
Tro Park, Inc.
Twin States Components
UARCO, Inc.
Ultra Life Labs
Upjohn Corp.
Velsicol Chemical Corp.
WABCO
Wedron Silica Division
Wheel Goods Division (AMF)
R. A. Williams, Inc.
Winnebago Services
York Division

Service Industry

Alexander Lumber Co.
Allerton Supply Co.
Allen Lumber Co.
Altamont Wholesale Co.
Anchor State Bank
B. B. Milling Co.
BLH Lumber Co.
Banbury Lumber Co.
Barnes Lumber Co.
Blackhowler Realty
J. Philip Boyd Co.
Bradford National Bank
Brinkman & Pressman Lumber
Burkart Textron Co.
Central Illinois Light Co.
Central Illinois Public Service Co.
Charles Kirchner & Son, Inc.
Clifford Building Center
Commonwealth Edison
Community Hardware Co., Inc.
Connally's Building Center
Corn Belt Press
R. T. Crow
The Cuneo Press, Inc.
Daily-News Tribune
Del Monte Properties
Dow Jones & Co., Inc.
Dowler Equipment Co.
Dunn Lumber Co.
Electric Energy Inc.
Evans Products Co.
Farmer's & Merchant's Bank

Farmers State Bank
 Federal Warehouse Co.
 First National Bank of Greenville
 First National Bank of Highland
 First National Bank of Mattoon
 First National Bank of Morton
 First National Bank of Rock Island
 First State Bank
 R. D. Fisher Trucking
 Franchise Services, Inc.
 Freeway Implement, Inc.
 Fulton County Farm Services, Inc.
 Gambles
 General American Transport Corp.
 Grant Park Farmers Grain Co.
 Gray, Piraina & Smith
 Graves Industries
 R. Goepel Co.
 Hamilton County Lumber Co.
 Hardin County Independent
 Hardin County State Bank
 Hendrix Town & Country Co.
 Highland Builders Supply Co., Inc.
 Hilbrugge Lumber Co.
 E. W. Houghton Lumber Co.
 Ira J. Hudson Warehouse Inc.
 Hunter-Webb Lumber Co.
 John D. Hurn & Sons
 Hydro Carbon Transportation, Inc.
 Illinois Gas Co.
 Illinois Metro East Industrial Development Corp.
 Illinois Power Co.
 Illinois Valley Supply
 Iowa-Illinois Gas & Electric
 Isringhausen Implements, Inc.
 Janson Brothers Equipment
 Kamar Construction Co.
 Kent Lumber & Coal
 King Milling Co.
 Ralph Korte Construction Co.
 Kress Corp.
 Krey Packing Co.
 John C. Kriepman Transfer Co.
 Law Service Co.
 Leaf River Lumber Co.
 Lee Brothers Department Store
 Lee, McKnight Equipment Co.
 Linenfelsen Lumber & Building Materials
 Livingston Service Co.
 Lotus Warehouse
 Ludowici-Celadon Co.
 Lyndon Lumber & Grain
 Mackemer & McBrumd Hardware
 Marathon Metallic Building Co.
 Mason City Ready Mix Co.

Maurer Grain & Feed Co.
 McGray-Hill
 Modern Woodmen of America
 Milliken National Bank
 National Bank of Fairbury
 Newton Press-Mentor
 North Propane Gas Co.
 Oakdale Home Extension
 Ogle Service Co.
 Omaha Lumber Co.
 O'Neil Brothers Transfer & Storage Co.
 OSCO Lumber Co.
 Penick & Ford, Inc.
 Peoples Bank of Cambridge
 Peoples Coal & Lumber Co.
 Peoples State Bank of Newton
 Pioneer Industrial Park
 Production Credit Association
 Rademacker Brothers Lumber
 Rail Services Container Corp.
 Railtech & Association
 Reasor Corporation
 Rich-Law Service Co.
 Richardson Lumber & Hardware Co.
 Ristokrat Clay Products
 Rock Island Packaging Coop.
 Sandstrom Products
 Shelby Electric Cooperative
 Shelbyville Broadcasting Co.
 Sherrard Power Systems
 Shipper's Carline Division
 Shoop & Sons, Forest Products
 J. R. Short Milling Co.
 Fred A. Smith Lumber Co.
 Sohygro Corp.
 South Michigan Cold Storage
 Southern Illinois, Inc.
 Speedy Delivery Service, Inc.
 State Bank of Gridley
 State Bank of Herscher
 State Bank of Orion
 Sumner National Bank
 Pike County Lumber Co.
 Taylor & Company
 Twin State Components
 United Facilities, Inc.
 Vermilion Service Co.
 WABCO Construction
 Webb Lumber Co.
 Wickes Corp.

Organization

Carbonville Chamber of Commerce
 Charleston Chamber of Commerce
 Cisna Park Chamber of Commerce
 Decatur Chamber of Commerce

East Peoria Chamber of Commerce
 El Paso Chamber of Commerce
 Greenville Chamber of Commerce
 Highland Chamber of Commerce
 Illinois State Chamber of Commerce
 Illinois Valley Area Chamber of Commerce
 Jefferson County Chamber of Commerce
 LaSalle Chamber of Commerce
 Mattoon Chamber of Commerce
 Milan Chamber of Commerce
 Moline Chamber of Commerce
 Morton Chamber of Commerce
 Ottawa Chamber of Commerce
 Palestine Chamber of Commerce
 Pana Chamber of Commerce
 Pontiac Chamber of Commerce
 Princeton Chamber of Commerce
 Robinson Chamber of Commerce
 Rock Island Chamber of Commerce
 Roodhouse Chamber of Commerce
 Shelbyville Chamber of Commerce
 Springfield Chamber of Commerce
 St. Anne Chamber of Commerce
 Upper Rock Island Chamber of Commerce
 Urbana Chamber of Commerce
 Vandalia Chamber of Commerce
 Watseka Chamber of Commerce
 White Hall Chamber of Commerce
 Cambridge Association of Commerce
 Chicago Association of Commerce & Industry
 Fairbury Association of Commerce
 Mattoon Association of Commerce
 McLean Association of Commerce
 Chicago Board of Trade
 Kingston River Terminal Board of Trade
 Peoria Board of Trade
 Greater Pike Industrial Association Board of Trade
 Bi-State Metropolitan Planning Commission
 Crawford County Opportunities, Inc.
 Greater Egypt Regional Planning Commission
 Illinois Agricultural Association
 Illinois Farm Bureau
 Illinois Farms Union
 Illinois Fertilizer & Chemical Association
 Illinois Grain & Feed Association
 Illinois Indiana Development Corp.
 Illinois Manufacturing Association
 Illinois Retail Farm Equipment Association
 Industrial Commercial Development Fund
 Mississippi Valley Farm Equipment Association
 National Jaycees
 North Scott Industrial Development, Inc.
 Pana Industrial Development Corp.
 Rail Service Planning Commission

Tri-County Planning Commission
 Will-Grundy Manufacturing Association

RAILROAD

Louisville and Nashville Railroad and Seaboard
 Coastline Railroad
 Illinois Terminal Railroad
 Manufacturers Railroad Company
 American Association of Railroads, Inc.
 Burlington Northern
 Amtrak
 Elgin, Joliet and Eastern Railroad
 Illinois Central Gulf Railroad
 Chicago, Rock Island, and Pacific Railroad
 Toledo, Peoria and Western Railroad
 Chicago, St. Paul, and Milwaukee Railroad

LABOR

United Transportation Union
 Brotherhood of Railroad, Airline Engineers,
 Steamship Clerks
 Brotherhood of Locomotive Engineers
 Brotherhood of Maintenance Employees
 United Popular Paperworkers International Union
 Illinois AFL-CIO, Railway Clerks, Lodge 908

CONCERNED CITIZENS

Associations
 Scientific Institute for Public Information
 Environmental Corporation of St. Louis University
 Environmental Defense Fund
 Sierra Club
 League of Women Voters
 Washington University
 Center for Urban Progress
 National Consumers Congress
 National Museum of Transportation
 Gray Panthers
 Lake County Horsemen
 Better Government Association
 Railtech & Associates
 Railroad, Air & Marine Institute (RRAM)
 Mercer County Railroad Preservation Commission
 General American Transportation Commission
 Henry County Farm Bureau Women's Committee
 Transaction Association of Joliet
 Blackburn College
 United Freeway Opponents in Davenport
 Peoria Urbanized Area Transportation Study
 Quad-City Development Group
 Metro Housing and Planning Council
 H.E.L.P.
 Washington University, St. Louis
 Wildlife Disease Research Center

Center for Advanced Computation
Highland Jaycees

Individuals

Virgil Alexander
Gladys N. Anderson
Laurence L. Arnold
Roger H. Bedek
E. H. Boedecker
Wilby Borchers
Dan Chamberlain
Marvin L. Charlet
Lucille Coulter
Grace V. Curl
John Curry
Charles Dahn
Claude E. Davis
Nora DeJohn
Brett DeSplinter
Albert Dimond
G. A. Donaldson
Walter Duzan
Ralph Frey
John Gamble
Vernon Gans
Lee O. Garber
James J. Gende
Wilma Gerics
Robert L. Gibson
John M. Gordon
Wilfred Hane
Bruce M. Hannon
Melvin E. Hansing
Lyle Harrison
Raymond J. Harrod
Mary E. Hedge
Richard Henry
Charles Hogshead
Dempster Holland
Raymond Holthays
Noel E. Hurford
Hurste
Norman E. Johnson
Vonnice L. Johnson
Robert Johnston
Ellie Joyce
Harold Katz
W. C. Keener
Allan Keith
Howard K. Keys
Howard G. Kiesling

Harry Kottas
Leonard Kuisemark
Amy Kummerow
J. Patrick Latz
William H. Lyon
Bernice Manley
John R. McConnell
Margie Mitchell
Gene Mueller
Harold Musgrove
Vernon C. Nashund
C. R. Newmiller
Opal Perry
Orville L. Plocher
Jerome L. Pruemers
Joseph Quinn
Monte Quiste
Bob Reed
J. Edward Ronsh
Robert E. Saunders
J. R. Scoggin
James L. Seed
Fayette B. Shaw
Jim Shaw
Carl Shelton
Leon Shipps
William J. Sinks
Richard O. Soldner
Marjorie Sommer
Roger Stacy
Carol Steffens
Jerry Stevenson
Steven Waldman
Dale H. Weeks
Roy I. White
Harry E. Wiebler
Walter Willis
J. Van Winkle
Dorothy R. Yantis
William L. York
William Young
Raymond Bolen
Miss Kathy Davis
Nancy Dopler
John J. Houlihan
Robert J. Maurer
Miss Barb Morthland
Robert Piatt
Sandra Stevens
Miss Sue Ziegler

MICHIGAN

GOVERNMENT

Federal

Senator Robert P. Griffin
Senator Philip A. Hart
Congressman Robert Traxlor
Congressman Guy Vander Jagt
Congressman Richard VanderVeen, represented
by Thomas Warke
Congressman Philip E. Ruppe, represented by
Robert Neldberg
Congressman Elford A. Cedarberg
Charles Lockwood, Small Business Administration,
Detroit Office
Department of Agriculture, Bay County
Stabilization and Conservation Service
M. K. Lauritsen, Forest Supervisor, Ottawa
National Forest

State

Michigan Democratic Agriculture Committee
Michigan Northern Counties Association
Huron Pines Resource Conservation and
Development Project Council
Edgerton Bailey, Michigan Department of State
Highways and Transportation
Amos Roos, Central Upper Peninsula Planning and
Development Region
Representative Dominic J. Jacobetti
Michigan Public Service Commission
Archie Lewis, on behalf of Senator Milton Zaagman
Frank J. Kelley, Attorney General
Department of Commerce
Senator Garland Lane
Representative Louis K. Cramton
Representative John M. Engler
Tri-County Regional Planning Commission
J. David Mullan, West Michigan Shoreline
Regional Development Commission
Representative Howard Wolpe
Senator Gordon Rockwell
Representative Dennis O. Cawthorne
Wayne H. Traub, Michigan Association of
Counties, 9th District
Michigan Department of Labor
The Northwest Michigan Economic Development
District Commission
Department of Agriculture
Michigan Bean Commission
Robert Stevens, Northeast Michigan Regional
Planning and Development Commission
Robert Taub, Assistant Attorney General
John Woodford, representing Governor William
Milliken

Herbert Maier, Tri-County Regional Planning
Commission
Senator John Toepp
Senator Robert W. Davis
Representative Donald Van Singel
Representative Charles H. Varnum
Representative Martin D. Buth
William Ball, Michigan Public Service Commission
Porter Barnett, Michigan Department of
Agriculture
Gerald A. Wolfe, Michigan Public Service
Commission
Northwest Michigan Economic Development
District and Regional Planning Commission
Bill Rowden, Northwest Michigan Regional
Planning and Development Commission
Robert Stockman, West Michigan Regional
Planning Commission
Representative Michael Dively
Representative Ralph Ostling
William Ohle, Chorlevoix Planning Commission,
Northwest Region 10 Planning Commission
James N. Callahan, Michigan Association of
Counties
Thomas Walton, Michigan Department of Labor
Senator Alvin J. De Grow
Representative Loren Armbruster
Larry McCoy, Eastern Upper Peninsula Regional
Planning and Development Commission
Charles Nickolas, Western Upper Peninsula
Planning and Development Region
Upper Peninsula Commission for Area Progress
Central Upper Peninsula Planning and
Development Region
Cecil Ursprung, Ann Arbor-Ypsilanti Area
Transportation Study

County

Clifford G. Steff, Steven C. Acker, Midland County
Department of County Development
Eva M. Smith, Clerk, Gratiot County
Board of District Commissioners, Wexford County
Mecosta County Board of Commissioners
Manistee County Planning Commission
Montcalm County Board of Commissioners
Antrim County Planning Department
Antrim County Board of Commissioners
Emmet County Board of Commissioners
Calhoun County Metropolitan Planning
Commission
Calhoun County Board of Commissioners
Clinton County Board of Commissioners
Lyle B. Thompson, Isabella County Extension
Director, Cooperative Extension Service,

Michigan State University
 Thomas H. Reed, Gratiot County, Extension
 Agricultural Agent
 Edgar L. Strong, Oceana County, Extension
 Agricultural Agent
 Newaygo County Board of Commissioners
 Tuscola County Board of County Road
 Commissioners
 Thomas J. Fegan, Washtenaw County Metropolitan
 Planning Commission
 George Petrodine, Calhoun County
 Washtenaw County Board of Commissioners
 Steve Aker, Midland County Planning Commission
 Dale Rodenroth, City of Sault Sainte Marie,
 Chippewa County Commissioners
 Richard Hartwig, Upper Peninsula Committee for
 Area Progress
 D. J. Surbeck, County Board of Commissioners,
 Shiawassee County
 Jackson Root, Kent County Board of
 Commissioners
 James Banks, Prosecuting Attorney, Ionia County
 Earl Fitzgerald, Chairman, Hillsdale County Board
 of Commissioners
 Industrial Expansion Commission, Muskegon
 County
 Bay Regional Planning Commission
 Tuscola County Board of Commissioners
 Harold Westcott, Chairman, Benzie County Board
 of Commissioners
 Fred Elwood, Board of County Road
 Commissioners, Sanilac County
 Harry Hall, Chairman of Kalkaska County,
 Michigan Commissioners
 Evelyn McKinley, Planning Board, Kalkaska
 County
 Matt Engler, Chairman, Isabella County Board of
 Commissioners
 Cecil Edgecomb, Board of Commissioners, Grand
 Traverse County
 Barry County Board of Commissioners
 Waldo Dick, Van Buren County Board of
 Commissioners
 Tom Reed, Agricultural Agent, Gratiot County
 Ed Miller, Board of Commissioners and County
 Planning Commission, Wexford County
 William Gary Rogers, County Planner, Antrim
 County
 William Mercer, Charlevoix County, Planning
 Department
 Albert Thomas, Huron County Board of
 Commissioners
 Sam Work, Sanilac County Board of Commissioners
 Michael Seward, Hillsdale County Industrial
 Development Commission

Robert L. Mead, Commissioner, Roscommon
 County
 John Kujawski, Charlevoix County Board of
 Commissioners
 William Depner, Manisett County Planning
 Commission
 William Fitt, Wexford County Board of District
 Commissioners
 Frank R. Falkenhagen, Missaukee County
 Constance Binsfeld, Leelanau County Board of
 Commissioners
 Gene A. Perfect, Leelanau County Planning
 Commission
 William Wright, Bay County Board of
 Commissioners
 Anthony Rapes, Cooperative Extension Service,
 Huron County
 Robert Tufts, Board of County Road
 Commissioners, Huron County
 Board of Commissioners, Sanilac County
 Ben Schrader, Saginaw Board of County
 Commissioners, Saginaw County
 Ingham County Board of Commissioners

City

City Council of the City of West Branch
 City Council of the City of Milan
 Milan City Planning Commission
 Bernard Gray, President, Village of Edmore
 Jack Pryor, Deputy Director of Community
 Development Commission, Office of Industrial
 and Commercial Development, Detroit
 Donald R. Harmon, City Manager, Gaylord
 Charles W. Theis, City Superintendent, Sandusky
 Committee on Equalization, Highways, and County
 Affairs, Saginaw County
 Jerome S. Weiss, Council of the City of Ann Arbor
 Fred Dawe, Jr., City Clerk, Fremont
 Patrick M. Price, City Administrator, Mason
 Norman M. Gaffney, City Superintendent, Ionia
 City Commission, St. Johns
 City Council of the City of Frankfort
 Marlette Village Council, Marlette
 Ingham County Board of Commissioners
 Martin Gessert, Mayor, Sandusky
 City Council, Sandusky
 Raymond Bennett, President, Howard City Village
 Council
 Howard City Industrial Development Corporation
 Jonathan E. Maire, City Attorney, Leslie
 Charles Stoddard, President, Village of Kinde
 Saline City Council
 Gerald E. Wensloff, Manager, City of Big Rapids
 Crowell City Council
 Lowell Driver, President, Village of Carsonville

City of Charlevoix

J. Thomas Schaeffer, Village Attorney, Concord
Arnold McCallum, President, Owendale
Robert J. Atkinson, Mayor, Ithaca
Charles B. Woodruff, Prosecuting Attorney,
Big Rapids

Muskegon Community Development Department
Paule B. Goode, City Manager, Hudson
Harry R. Cole, Supervisor, Hillsdale Township
Board

Mike Benedict, Supervisor, Port Gratiot Township
Edward Bivens, Jr., Mayor, Inkster
Big Rapids City Commission

Richard Faulk, Homer Planning Commission
Rollin Dart, Cities of Holt and Mason
Resolutions Committee, Munising
Carl Whiteman, Lawrence Township Board
Minden Township Board

James M. Welke, Village of Mayville
Marian E. Oliver, Village of Vanderbilt Council
James McLarty, Mayor, Bangor
Arthur Elenbaas, City Clerk, McBain
Dale Crosslan, Village Clerk, Ovid
William Ruddell, President, Village of Shepherd

Charles Lewis, President, Village of Homer
David Dickinson, City Clerk, Harbor Beach
Elmer P. Simon, Mayor, Frankenmuth
Russell M. Phillips, Mayor, Flushing
J. Hudson Keenan, Mayor, Mt. Pleasant

Russell Hazel, President, Harbor Beach
Development Corporation
Roger A. Reister, Development Coordinator, City
of Ferrysburg

Port Austin Village Council
Joseph Burtell, City Attorney, Dearborn
Frank Ollendorff, City Administrator, Adrian
Clifford Webb, on behalf of Mayor Johnson,
Muskegon

Robert Leighton, City Planning Director, Muskegon
Vernon Stoner, City of Kalamazoo
Rod Bogart, Village of Kingsley
Dawn Cooper, Traverse City Planning Commission
Carl Hoffman, Mayor, Traverse City
Lauren Kizer, Superintendent of Public Works,
Mancelona

L. E. Althaver, President, Village of Cass City
James Summerfield, Mayor, Zilwaukee
Charles Stoddard, President, Kinde
William Nelson, Mayor, Saginaw
Charles DePaul, Sault Sainte Marie Industrial and
Economic Development Commission
Kenneth E. Long, City Manager, Ironwood
Robert Gillette, City Manager, Coopersville
Fred Rowe, Jr., Mayor, Portland
Jerry Marklin, Village Manager, Edmore

John Claire, City Attorney, Ludington
Francis A. Wills, City Manager, Litchfield
G. Carl Fast, President, Village of Jonesville
William Carr, City Manager, Hillsdale
Donald Johnson, Mayor, Muskegon
Richard Van Orden, City of Rockford
Lyman Parks, Mayor, Grand Rapids
Keith Wellington, City Attorney, Wayland
Charles Zampich, City Manager's Office, Marlette
Jerry Morford, City Manager, Grayling
Cass City Development Corporation
Robert Lemanski, Supervisor, Dwight Township
Edwin Karr, Supervisor, Elkland Township
Robert A. Lillie, Pittsfield Township Board and
Pittsfield Township Planning Commission
Jefferson Township Board
George Grassman, Supervisor, Byron Township
Joe Kiersey, Supervisor, Delhi Charter Township
Albert Trautner, Supervisor, Couchville Township
Paul Maples, City Attorney, St. Johns
James Schouman, City of Frankfort
William Verdonk, City of South Haven
Allison Schoenholtz, Mayor *pro tem*, Royal Oak
Warren Sunstra, Paw Paw Township, Village of
Lawrence

Larry Varisco, City Manager, Brown City
Joe Kirsley, Supervisor, Delhi Township
Alden W. Peterson, Industrial Development
Consultant, Sturgis
Roy Steelb, Lansing Metropolitan Development
Authority
Allen Barns, City of Croswell, Village of
Carsonville
Robert Benjamin, Mayor, Reading
James McBride, Mayor, Eaton Rapids
Frank Ollendorf, City Administrator, Adrian
Woodrow Southfield, Mayor, Litchfield
G. W. Collins, City Manager, Coldwater
James Endicott, Board of Public Utilities,
Coldwater
Cash J. Cook, City Council, Bad Axe
Frank Lerash, City Council, Bad Axe
Sarah Tamlyn, Mayor, St. Ignace
James E. Clark, Village Clerk, Village of
Ontonagon

BUSINESS

Agriculture
Con Agra
Cutler-Dickerson Co., Inc.
Homer Fertilizer and Feed
Pine Cone Tree Farms
Farm Bureau Services, Inc.
McBain-Falmouth Cooperative Company
Bader Milling Co.

Ovid Roller Mills
 Ovid Farmer's Elevator
 Vaughan's Seed Company
 St. Johns Cooperative Co.
 Michigan Bean Elevator
 Corunna Elevator and Coal Co.
 Lott's Elevator, Inc.
 Glaser's Elevator & Lumber Co.
 Remus Farm Bureau Services, Inc.
 Fulton Feed Co.
 Ithaca Elevator Company
 Hart Branch Farm Bureau Services, Inc.
 Homer Elevator Co.
 Lansing Grain Co. of Toledo, Ohio
 Mason Elevator Co.
 Barry County Farm Bureau
 Caledonia Farmers Elevator Co.
 Eaton Farm Bureau Co-operative, Inc.
 Lakeshore Elevator
 Triple-D Orchards
 Per-Clin Orchards, Inc.
 Custom Farm Services
 Coopersville Cooperative Elevator Company
 Templin Feed Milling
 Clinton County Farm Bureau
 Hamilton Farm Bureau Cooperative
 Richland Farm Service Company
 Dykistra Elevator
 DeBruyn Finishing Company
 Mathison's Tree Farms
 Forestry Associates, Inc.
 Hastings Farm Bureau
 Van Buren County Farm Bureau
 Royster's Fertilizer Plant
 Reeman Mill
 Fremont Cooperative Produce Co.
 H. W. Freestone Company
 The Citizens Elevator Co., Inc.
 Long Bean and Grain Co.
 Joers Farm Center
 Bergy Bros., Inc.
 Chesaning Farmer
 Kahlbaum, Inc.
 G & J Farm Service
 Cone Elevator
 J. J. Walper and Son, Inc.
 Lapeer County Cooperative
 Kerr Grain and Hay Company
 Avoca Elevator Company
 Lott Elevator, Inc.
 Wolverine Feed Company
 Cook and Hager, Inc.
 Michigan Peat Company
 Klein Fertilizer Company
 Kingsley Cooperative Association

Charlevoix County Farm Bureau
 Missaukee County Farm Bureau
 Falmouth Cooperative Company
 Lautner Enterprises
 McGoff's Corporation
 Burkholder Orchards
 Cherry Ke, Inc.
 Sno-Kist Tree Company
 Cherry Central Cooperative, Inc.
 Kalkaska Farm Bureau
 Westmac, Inc.
 Cherry Growers, Inc.
 Sanilac County Farm Bureau
 Smith-Tanner Feed Company
 Midland Cooperative Fertilizer
 Portland Cooperative Company
 Edmore Grain and Lumber Company
 North Star Elevator Company
 Michigan Grain and Agri-Dealers
 J. P. Burroughs and Son, Inc.
 Breckenridge-Wheeler Cooperative, Inc.
 Lansing Grain Company
 Michigan Elevator Exchange
 Michigan Farm Bureau
 Farm Bureau Services Inc.
 Ittner Bean and Grain, Inc.
 Auburn Bean and Grain Company
 Michigan Bean Company
 Thumb Farm Service, Inc.
 Cooperative Elevator Company
 Middleton Farmers Elevator
 Citizens Elevator Company
 Clarksville Elevator, Inc.
 Metamora Elevator Company
 Kellogg Elevator Co.
 Ruth Farmers Elevator, Inc.
 Wruble Elevators
 Brink Fuel & Fertilizers
 Marlette Farms Cooperative Elevator Company
 Farmers Cooperative Grain Company
 Tesluck Brothers
 Reading Feed and Grain Company
 Litchfield Grain Company

Extracting

White Pine Copper Company

Manufacturing

Randall Beams Division of Randall Chicken
 Products Co.
 Jessco, Inc.
 Traverse City Canning Company
 Michigan Chemical Corporation
 The Lobdell-Emery Manufacturing Company
 Gollin Block and Supply Co.
 Dow Corning Corporation

Stokely-Van Camp, Inc.
 Spartan Stores, Inc.
 Nugent Sand Company
 DeBruyn Produce Co.
 Marshall Plastic Film, Inc.
 Hastings Corporation
 Hastings Manufacturing Company
 Hastings Reinforced Plastics, Inc.
 Bohn Aluminum & Brass Corporation
 Lawrence Freezer Corp.
 Bellaire Log Cabin Manufacturing Company, Inc.
 Comstock Foods Div., Borden Inc.
 Will Flow Corporation
 Petosky Plastics, Inc.
 Traverse City Iron Works
 Smeltzer Orchard Company
 Rabbitdeau Motors, Inc.
 Occidental Chemical Company
 Bostik Foundry Company
 Cement Division of Penn-Dixie Industries, Inc.
 Packaging Film Division, Dayco Corporation
 Active Homes Corp.
 Mitchell-Bentley Corporation
 Atlas Supply Company
 Rochester Paper Division, King-Seeley Thermos
 Co.
 Abrasive Materials Inc.
 American Foundries Company
 Parker Company
 Star of the West Milling Company
 Great Lakes Foundry Sand Co.
 Travco Corporation
 Automotive Industries
 Dow Chemical USA
 Inland Container Corp.
 Sierra Permaneer Furniture Co.
 Wyeth Laboratories, Inc.
 Americhem
 A. F. Merch Co.
 Federal-Mogul Component Parts Group
 St. Johns Waste Material Co.
 Universal Steel Company of Michigan
 Simon Iron and Steel Corporation
 Carrier-Stephens Co.
 Lee L. Woodard Sons, Inc.
 Owosso Iron and Metal Co.
 Olin Kraft
 King Milling Company
 Sonoco Products Company
 Dowell Division of the Dow Chemical Company
 Mt. Pleasant Salvage and Steel Co.
 Reynolds Chemical Products Division, Hoover Ball
 and Bearing Company
 Whitman Industries, Inc.
 Cedar Lake Mill
 McDonald Dairy Co.
 DCA Food Industries, Inc., F. W. Stock & Sons
 Division
 Plymouth Flush Door, Inc.
 Addison Products Company
 James Welding Co., Inc.
 Simpson Industries, Inc.
 Bendix Home Systems, Inc.
 Uniloy Container Division of the Hoover Ball and
 Bearing Co.
 Hoover Chemical Products Division of the Hoover
 Ball and Bearing Co.
 Chevron Asphalt Company
 Bruce Products
 Carling Brewing Company
 Metamora Industries, Inc.
 Michigan Quality Frozen Foods, Inc.
 Aetna Industries, Inc.
 Alma Iron and Metal Company
 Bromine Division, Drug Research, Inc.
 Rennco, Inc.
 Goodyear Bros. Implements
 E. W. Bliss Production Machinery Division, Gulf
 and Western Manufacturing Company
 Greif Bros. Corporation
 Brown Company
 Cadillac Rubber & Plastics, Inc.
 Martin Marrietta Chemicals
 Duffy-Mott Company, Inc.
 Burnett Farms Packing Company
 Bird Fertilizer Company
 Honeybear Co.
 Steel Case, Inc.
 Bergoma Brothers, Inc.
 Custom Door Company
 Van Dellen Steel
 Westfield-Sommers Foods, Inc.
 Packaging Corporation of America
 Simpson Lee Paper Company
 Upjohn Company
 Evans Products Company
 Chef Pierre, Inc.
 Morton Salt Company
 Vistron Corporation
 Hercules Inc.
 Tecumseh Products Company
 McLouth Steel Corporation
 Dart Container Corporation
 Campbell Soup Company
 A. P. Green Refractories Co.
 Champion Home Builders Co.
 General Foods Corporation
 Smith-Douglass, Division of Borden Chemical,
 Borden Inc.
 Camden Basket Company, Inc.

Dakota Bake n Serv, Inc.
Agrico Chemical Corporation
Deshano Development Corporation
Hancor, Inc.
Gresham Metals Company
Kimberly-Clark Paper Mill
Ironwood Products Company
Niagara of Wisconsin Paper Company
Hoerner Waldorf Corporation
Cleveland Cliffs Iron Company
Barley-Earhart Company
Rockford Paper Mills, Inc.
Luvan, Inc.
General Tire & Rubber Company
American Iron Company, Inc.
Gerber Products Co.
Doglife Corporation
Plainwell Paper Company
Display Pack
Brunswick Corporation
Johnston Brothers, Inc.
Hitachi Magnetics Corporation
Heath Manufacturing Company
Borkholder Buildings
JER Manufacturing Company
Werner Lehara, Inc.
Yale Rubber and Manufacturing Co.
Jackson Iron and Metal Company
Michigan Sugar Company
Dibar Industries, Inc.
Ford Motor Company
Mid-west Foundry Company
Lake Erie Door Company
Marlette Homes Inc.
Paper Roll Products
Burwood Products Company
Paul Reed, Inc.
Higgins Industries
Frigid Foods Products Corporation
Qual-Pak Food
Morgan and McCool, Inc.
Halliburton Services
IMCO Services
Lake Michigan Hardwood Company
Elk Rapids Packing Company
Sawyer Fruit, Vegetable and Cold Storage, Inc.
East Jordan Iron Works, Inc.
Purvis Brothers, Inc.
Gulf and Western Stamping Company
Michigan Foundry Supply Company
Michigan Maple Block Company
Dundee Cement Company
Champion International Corporation
Union Camp Corporation
General Motors Corporation

Peerless Cement Company
Wolverine World Wide, Inc.
Sturgis Iron and Metal Co.
Michigan Brick, Inc.
Gratiot Metals Company
Plymouth Flush Door, Inc.
PET, Inc.
Owen-Illinois, Inc.
Motor Wheel Corporation
Borden, Inc.
Cousins Iron and Metal Company
Michigan Packaging Corporation
SEMPCO, Inc.
Harvard of Hillsdale, Inc.
Great Northern Paper Company
Budd Company
Mak-Kraft Corporation
Stauffer Chemical Company
Borden Chemical Company
Agrow Chemical Company
Ithaca Roller Mills
Rochester Paper Company
Sargent Sand Company
Cadillac Malleable Iron Company
West Milling Company
Freedman Artcraft Engineering Corporation
St. Johns, Inc.
Mitchell-Bentley Corporation
Brooks and Perkins, Inc.
Dow-Corning Corporation
Amway Corporation
Rhe Tech, Inc.
King Doyle Company
Metamora Products Corporation
Stahlin Brothers Fiber Works, Inc.
Active Industries, Inc.
General Cable Corporation
Gibson Products Corporation
Rapistan, Inc.
Moorman Manufacturing Co.
Musselman Fruit Products Division, Pet,
Incorporated
Ellingsworth Manufacturing
Warner Vineyards
Paw Paw Grape Juice Company
Total Leonard, Inc.
Goodman-Staniforth Division, Universal Oil
Products

Service/Retail
Simonson-McLaren Agency
Modern Laundry
Kellogg Wholesale Building Supply, Inc.
The John T. Parsons Company
W. B. Tomlinson & Son

Hawken's Furniture Store
 Cheboygan Bank
 Keep & Martinson
 McRae-Simmons Lumber Company
 Grim Printing Company
 Shepherd State Bank
 Cashway Lumber Co.
 Fabiano Brothers, Inc.
 Fortino Beverage Co.
 Dart National Bank, Mason Holt
 John Deere Sales and Service
 Lewis Haddix Lumber and Supply Co.
 Smith Lumber and Coal Co.
 Moline State Bank
 Lowe Bros. & Dad, Inc.
 Barry County Lumber Co.
 B. M. Randall Lumber Co.
 Rosebush Lumber Co.
 Michigan Farmer
 Bangor Lumber Company
 G & T Distributors
 West Side Salvage
 Dixon Distributing Company
 Krupa's, Inc.
 Luedtke Engineering Company
 Worster Motor Lines, Inc.
 Tice Distributing Co.
 Collins Rexall Drug Store, Inc.
 Fingerle Lumber Co.
 Burt Forest Products Company
 Detroit Edison Company
 Hansen Wholesale Lumber Corporation
 Crooks Farm Power, Inc.
 Lewis Lumber Co., Inc.
 Darin & Armstrong, Inc.
 Ameal Distributing Company
 Milan Lumber Co.
 City Bank and Trust Company, Homer
 Furstenberg Brothers, Inc.
 Cohodas Bros. Company
 Ahonen Lumber Co.
 D. M. Jacobs & Associates
 Schaberg Lumber Co.
 Wickes Lumber and Building Supplies, division of
 Wickes Corp.
 City State & Trust Bank
 Gaylord State Bank
 Pinney State Bank, Cass City
 Godbold's
 Seiter Brothers Lumber, Inc.
 Argus Press
 Art Brockman, Inc.
 Angola Lumber Company, Inc.
 Albright Builders & Supply Co.
 Daniel Orr Sons
 Schafer Bakeries, Inc.
 Lansing Wholesale Grocery Company
 Granger Construction Company
 Kent Sporting Goods
 Bricker Lumber, Inc.
 Owosso Wholesale Co.
 Standard Supply and Lumber Co.
 Square Real Estate
 T. W. Hager Lumber Company
 M. Walter and Company
 Components, Inc.
 Grand Rapids Roof Truss
 Spring Arbor Lumber Company
 B & B Beer Distributing Company
 Gordon Food Service, Inc.
 Blink Lumber Company
 Cheever
 National Bank of Jackson
 Builders Lumber and Supply Co.
 Top O' Torch Building Center
 P/E Development Company
 First National Bank and Trust Company of
 Michigan
 John T. Moore, Superintendent, North Huron
 Schools
 Jonesville Lumber Co.
 Carl Rosman and Co.
 Reading Lumber and Fuel Co.
 Game Time, Inc.
 Lumber Village, Inc.
 Litchfield State Savings Bank
 Concord Allied Building Center
 Northern Michigan Electric Cooperative, Inc.
 Northern Lumber Company
 Shell Oil Company
 Fochtman Motor Company, Inc.
 Milchem, Inc.
 Northland Associate Grocers, Inc.
 Sales Coordinators, Inc.
 Schultz, Snyder & Steele Wholesale Lumber
 Company
 Baldwin Lumber Co.
 Buba and Zadees
 Brown Lumber and Supply Company
 Wickes Corporation
 Stevens Oil Company
 Michigan Consolidated Gas Co.
 Cities Service Company
 Pyropax Gas Corp.
 Wilson Furniture Company
 Beatty Lumber Company
 Nehil Lumber Company
 Bailly Lumber Company
 Quality Door and Lumber Company
 Ironwood Daily Globe

Zack & Sons, Inc.
 F. P. Furlong Company
 Lappo Lumber Company
 Doster Lumber
 White Lumber Company
 Joshua Doore Furniture Company
 Northern Propane Gas Company
 Sandell Storage and Wholesale
 S & M Lumber Company
 Boyne Falls Log Homes, Inc.
 Consumers Power Company
 Church's Lumber Yards
 Osceola Refining Company
 Watson Trading Company, Inc.
 Cronin Dock and Terminal Corporation
 Thompson Brown Company
 Toledo Blade
 Meijer Inc.
 Pfaff Sash and Door
 Wolverine State Bank
 Muehl Implement Company
 Thompson Beverage Company
 Wells Equipment Sales
 Moore and Carter Lumber Company
 Flushing Building Supply Company
 Bi-Rail Company
 Red Mill Lumber Company
 Meeder's Lumber Company
 Traverse City Record-Eagle

Organizations

Tri-County Shippers Association
 Chesaning Chamber of Commerce
 Wayland Chamber of Commerce
 Lumbermen's Association
 Flushing Chamber of Commerce
 Hudson Chamber of Commerce
 Mason Area Chamber of Commerce
 Stanton Area Chamber of Commerce
 Belding Chamber of Commerce
 Shepherd Chamber of Commerce
 Bay County Bean Growers Association
 Michigan Frozen Food Packers Association
 Greenville Area Chamber of Commerce
 Kalamazoo County Chamber of Commerce
 Michigan Canners and Freezers Association
 Michigan Grain & Agri-Dealers Association
 Michigan Milk Producers Association
 Michigan State Chamber of Commerce
 Michigan Professional Industrial Development
 Association
 Greater Lapeer Industrial Development Corporation
 Traverse City Industrial Fund, Inc.
 Greater Midland Area Chamber of Commerce
 Franklin Chamber of Commerce

Saulte Sainte Marie Chamber of Commerce
 Dickinson County Area Chamber of Commerce
 Northland Associate Grocers
 Marquette Chamber of Commerce
 Big Rapids Chamber of Commerce
 Greater Grand Rapids Chamber of Commerce
 Hastings Area Chamber of Commerce
 Paw Paw Chamber of Commerce
 Michigan Association of Farmer Cooperatives
 Calhoun County Pomona Grange
 Cass City Chamber of Commerce
 Milan Chamber of Commerce
 Frankenmuth Chamber of Commerce
 Mt. Pleasant Chamber of Commerce
 Michigan Retail Lumber Dealers Association
 Litchfield Industrial Corporation
 Litchfield Chamber of Commerce
 Greater Lapeer Chamber of Commerce
 Cass City Development Corporation
 Mayville Area Development Corporation
 Muskegon Area Development Council
 St. Ignace Area Chamber of Commerce
 Muskegon Chamber of Commerce
 Alma Chamber of Commerce
 Michigan Farm Bureau
 Port Huron Chamber of Commerce
 Cadillac Area Chamber of Commerce
 Michigan Bean Shippers Association
 Michigan Retail Lumber Association, District 6
 South Haven Area Chamber of Commerce
 Alma-St. Louis Chamber of Commerce
 Institute of Scrap Iron and Steel
 Gaylord Area Chamber of Commerce
 Litchfield Industrial Development
 Lenawee Chamber of Commerce
 Coldwater Industrial Growth, Inc.
 Greater Coldwater Chamber of Commerce
 Ionia Area Chamber of Commerce
 Portland, Michigan Chamber of Commerce
 Michigan Christmas Tree Association, Inc.
 Traverse City Area Chamber of Commerce
 Gaylord Industrial Development Corporation
 Traverse City Industrial Fund
 Crosswell Sugar Beet Growers Association
 Walled Lake Area Chamber of Commerce
 Mount Pleasant Chamber of Commerce
 Operation Action U. P.
 St. Johns Chamber of Commerce
 Midland Economic Development Corp.
 Owosso-Corunna Chamber of Commerce

RAILROADS

Detroit, Toledo, and Ironton Railroad Company
 Detroit and Mackinac Railway Company
 Ann Arbor Railroad Co.

LABOR

United Transportation Union
Seafarers International Union
International Association of Machinists and
Aerospace Workers, Local 1026
Teamsters Union, Local 164
American Bakery and Confectionary Workers
Workers International Union of America, Local 81
Traverse Bay Area AFL-CIO Central Labor Council
Michigan State AFL-CIO
Brotherhood of Locomotive Engineers, Wisconsin
State Legislative Board
Michigan Farmers Union
International Union, UAW
National Maritime Union of America, AFL-CIO
Brotherhood of Railway Carmen of America,
Valley City Lodge No. 789
Allied Industrial Workers of America, Local 599
Michigan Machinists Council

CONCERNED CITIZENS

Francis Diomond
Albert L. Riedel
Donald Allen
Mr. & Mrs. Ben Farnham
Dick M. Jacobs
Rudolph F. Ranke
Mrs. A. T. Halsted
Robert C. Grant
E. Nienhouse
William R. Thomas
Alan M. Dimmers
Rodney C. Kirk
Ms. C. F. Smith
H. D. Hamilton
L. L. "Larry" Miller
Norma Elias
Henry R. Bishop
Frank R. Falkenhagen
Richard A. Rasmussen, M.D.
Wayne Schiepper
Sally Kietzman
Charles R. Foss
Harold Koster
Edward Read Barton
Vere E. Carter
Mr. & Mrs. Harold W. Andrus
James Calvert
Frederick B. Darden
Mrs. Jim Stark
Sherwin Wilson
Felix Veginski
Allan W. Davis
Mrs. Harold McLeod

Mrs. Frank Binder
Mrs. W. R. Everingham
Irma Sherwood
Mr. & Mrs. Alvin Stickney
Gene O. Stambaugh
Judy Stambaugh
Mrs. Meinard F. Guza
Mrs. John Newkirk
Marquerite Green
Eldon J. Green
George B. Fritz
Dr. & Mrs. D. W. Halsted
Arnold Berg
Mrs. Francis Pearl
Florence Hancock
Norman G. Hancock
Jean B. Woods
Donna J. Ferguson
Marjorie Tolfree
Jolina Woodard
Lou Kallgren
Earl V. Edwards
Thomas R. Faulhaber
Mrs. Edith Sartini
Tillie Ventline
Mr. & Mrs. Stephen M. Harmon
Casimer Ginther
Mrs. Grace Wilson
Mrs. Don Randall
Michael J. Gillman
Joseph J. Mayre
Lee Trower
Dale F. Rodenroth
Arthur Reenders
Leo Jakobson
Michael L. Hoffman
Mr. & Mrs. Larry Myers
Charles J. Vogel
Shirley Teets
Voyl Teets
Mrs. Leonard Redmond
Doris Miller
Mrs. Elliott Kolomak
Mrs. Jane Fry
Harold M. Davidson
David L. Carlson
Mr. & Mrs. Reece Bagwell
Mrs. Julia Hohn
Max Patrick
Doreen Harjn
Mrs. Ray Woodward
John F. Korpela
Mrs. Elizabeth Hradel
William C. Nugent
Ruth Van Koevering

Rudolph F. Ranke
Richard A. Fillingham
Mr. & Mrs. Robert Liedke
Arthur Dhyse
Elton Moyes
Margaret Jordan
Sue Kennedy
Mary Appelfhof
Arch Wright, Jr.
Edward Barton
Frank Phillips
James Singer
Earl Meyer
Kermit Troger
Connie Shanaha
E. Weiler
Lyle C. Miller
Mrs. George B. Myers, Sr.
Herbert M. Larson
Deloris Standel
Basil and Marion MacKay
Ivan A. Brovont
Frank and Patricia Gnandt
Mrs. Lawrence Schroeder
Ross Kirkpatrick
Robert D. Andrews, Jr.
William S. Hughes
Robert Houghton
John J. Eby, Sr.
Marilyn Ross
Raymond J. Winfield, M.D.
Mrs. Edith Welch
Chester Ray
Richard Quick
Albert Clegg
Rollin Dart
Edward Lustofin
Jim Wollington
Kenneth Wimmer
Louis C. Musilli
Iva L. Bailey
Donald Nugent
Don Wiitala
George Munson
Ralph Hott
John Anderson
Thomas J. Doyle
Albert Boon
Tom Lindholm
John Wilson
Gregory Kershel
Albert L. Riedel
Sander Levin
Dr. James A. Kent
Edward Locke

Lee Van Dam
Peter Embley
Wayne Schippar
Vennie Novak

Organizations

Michigan Association for the Preservation of Railroads
Council on Ministries, Port Huron District, United Methodist Church
National Association of the Physically Handicapped, Inc.
National Congress of Organizations of the Physically Handicapped
Marlette Ministerial Association
Kinde Korner's Homemakers Extension Group
Center for Rural Manpower and Public Affairs, Michigan State University
Cooperative Extension Service, Michigan State University
Sierra Club, Saginaw Valley Group
Democratic Party, 9th Congressional District
Wayside Garden Club
Roscommon Townships Association
Michigan Association of Railroad Passengers
Izaak Walton League
Public Interest Research Group in Michigan
American Association for Transportation
American Society of Traffic and Transportation
Michigan Student Environmental Confederation, Inc.
Robert W. Cook, The Booster Club
Consumer's Alliance of Michigan
Consumer Federation of America
University of Michigan
East Michigan Environmental Action Council
Sierra Club, Mackinac Chapter
Environmental Law Society of the University of Michigan Law School
Southeast Michigan Travel and Tourist Association
Consumer Research Advisory Council
Michael Donquillo, Democratic Party
Walter Hastings, Audubon Club, Traverse City
Traverse City Senior Citizens Center
Crop and Soil Sciences Department, Michigan State University
Off the Beaten Pathfinders
The Northern Environmental Council
Marilyn Marshall, Democratic Chairman of the Western Region of the 11th Congressional District
Aquinas College
Veterans of Foreign Wars, Department of Michigan
National Christmas Tree Growers Association

STATES BEYOND THE REGION

CALIFORNIA

Edwin M. Belles, Jr.
Kaiser Aluminum & Chemical

Fleetwood Enterprises
Del Monte Corp.

IOWA

Kathryn Kirschbaum, Mayor of Davenport
Arnold Kakert, Scott County Board of Supervisors,
Chairman
Hubinger Co.
Iowa Electric Light and Power Company
National By-Products, Inc.

Penick & Ford, Limited
North Scott Industrial Development
Midwest Carbide Corp.
G. Phillips
Mrs. Warren E. Walters

KANSAS

ADM Milling Co.
Inland Center

The New Era Milling Company
Ross Industries, Inc.

KENTUCKY

GOVERNMENT

James E. Gray, Secretary, Kentucky Department
of Transportation
Kentucky General Assembly

Philip Morris, U.S.A.

RAILROAD

Louisville & Nashville Railroad Company

BUSINESS

Southwind Coal Mining Co., Inc.
Louisville Area Chamber of Commerce, Inc.
Interlake, Inc.
Louisville Cement Company

CONCERNED CITIZENS

Wendell Allen
Darinne Gregory
Concerned citizens from Rosine, Kentucky and
near-by area

MINNESOTA

Minnesota Department of Agriculture
Andersen Corporation
Pillsbury Company

Minnesota Mining and Manufacturing Company
(3M)

MISSOURI

GOVERNMENT

Senator Stuart Symington
Robert Pierce, Commissioner, Missouri Public
Service Commission
City of Springfield
City of St. Charles
Jerry N. Jones, Mayor, City of Sedalia

Bernard Williams, Mayor, City of Hannibal
J. S. Pratt, Springfield City Council

BUSINESS

Anheuser-Busch, Inc.
Saint Joseph Area Chamber of Commerce
Banquet Foods Corporation

Debron Corporation
Lake Saint Louis Community Association
First State Bank of Elizabethtown
Valley Steel Products Company
American Cyanamid Company
Missouri Portland Cement Company
ACF Industries, Inc., Amcar Division
St. Louis Grain Corporation
Hannibal Chamber of Commerce
Andersen Corporation
Saint Louis Regional Commerce & Growth
Association
Harland Bartholomew and Associates
Missouri Farm Bureau Federation
Greif Bros. Corporation
A. P. Green Refractories Co.

Pet, Inc.
ACF Industries, Shippers Car Line Division
Monsanto Company
Banbury Lumber
Imco Container Co.

CONCERNED CITIZENS

H.E.L.P., Housewives Elect Lower Prices
National Consumers Congress
Mrs. Wallace Larimore
Joe B. Carter
Citizens Environmental Council, Kansas City
G. A. Donaldson
Center for Urban Programs, St. Louis Univ.
Saint Mary's Health Center
W. Allen

NEBRASKA

Glenn W. Kreauscher, Director, Nebraska
Department of Agriculture

Hydrocarbon Trans., Inc.
Con Agra, Inc.

OKLAHOMA

Phillips Petroleum Company

Kerr-McGee Corporation

SOUTH CAROLINA

Sunoco Products Co.

Southern Wood Piedmont

TENNESSEE

Memphis State University Regional Economic
Development Center

Bowaters Southern Paper Corporation
Humko Products

TEXAS

Texaco
Texasgulf, Inc.

Occidental Chemical Co.
Will A. Shaw

WISCONSIN

GOVERNMENT

Senator William Proxmire
Senator Gaylord Nelson
Congressman Harold V. Froehlich
Congressman Vernon W. Thomson
Congressman William A. Steiger

Congressman Henry S. Reuss
Stephen M. Born, Director, Wisconsin State
Planning Office
Senator Reuben La Fave, Chairman, Senate
Transportation Committee
Representative Groshek, Portage County
Robert W. Warren, Attorney General

William C. Kidd, Secretary, Department of
Business Development
Glen L. Derge, Public Service Commission of
Wisconsin
Donald E. Rosenbrook, Director, Southwestern
Wisconsin Regional Planning Commission
M. E. Reinke, Acting Director, Wisconsin
Department of Natural Resources
State Senate (Joint Resolution 121)
Robert T. Humber, Chairman of the Transporta-
tion Planning Council and the Highway
Commission, Wisconsin Department of
Transportation
Michigan Department of State Highways and
Transportation and the Wisconsin Department
of Transportation
University of Wisconsin-Green Bay, James M.
Murray, Professor of Regional Analysis and
Economics
Robert W. Barclay, Brown County Board of
Harbor Commissioners, Port Director
Anthony V. Dufek, Mayor of Manitowoc
Gordon B. Jaeger, City Manager of Oshkosh
Leroy W. Empey, Brown County Planning
Commission
Robert C. Houle, Industrial Development
Authority, Green Bay
Ralph M. Bergman, Executive Director, Bay-Lake
Regional Planning Commission
Outagamie County Board of Supervisors
Wisconsin State Employment Service

BUSINESS

Shady Lawn Motel
Bob Keefe and Associates
Appleton Papers, Division of NCR
Luxemburg Milling Co., Inc.
Steinhardt & Hanson, Inc.
Oscar Mayer & Co.
Dunn Lumber Co.
Kelvinator Commercial Products
Northern Elevator
Richter Vinegar Corporation
Atlas Warehouse and Cold Storage Company
Green Bay Packaging, Inc.
Kewaunee Co. Farm Bureau
Wisconsin Federation of Cooperatives
Champion International
Alpine Buick Pontiac GMC, Inc.
Manitowoc Engineering Co.
Appleton Area Chamber of Commerce

Jos. Schlitz Brewing Company
Leicht Transfer & Storage Co.
General Mills, Inc.
Fort Howard Paper Company
Procter & Gamble Co.
Wisconsin Manufacturers' Association
Wisconsin Paper & Pulp Manufacturers' Traffic
Association
Green Bay Area Chamber of Commerce
Charmin Paper Products Company
Northwestern Military & Naval Academy
Leisure & Recreational Products
Lake Geneva Industrial Development Corp.
Geneva Lake Area Chamber of Commerce
Manitowoc-Two Rivers Chamber of Commerce
Bay Shipbuilding Corp.
Niagara of Wisconsin Paper Corporation
Sales Coordinators, Inc.
Papst Brewing Company
The Algoma Area Chamber of Commerce
G. W. Fauth and Associates
Kewaunee Engineering Corporation
Robert P. Giblon
Robert L. Banks
Anderson Corp.
McGraw Edison Fiber Products
Kimberly-Clark Corp.

RAILROAD

Green Bay and Western Railroad Company

LABOR

Brotherhood of Railway, Airline and Steamship
Clerks, Freight Handlers, Express and Station
Employees, Transportation-Communication
Division
United Transportation Union, G. E. Lemerond,
Chairman-Enginemen
United Transportation Union, Gerald A. Hagen,
State Legislative Director
United Transportation Union, John C. Switzer,
General Chairman

CONCERNED CITIZENS

The Izaak Walton League of America
John F. Jenswold, Attorney At Law
Herbert Vander Bloemen
Richard W. Presnell
J. F. Jenswold

Interstate Commerce Commission

Washington, D. C. 20423

OFFICIAL BUSINESS

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IN

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