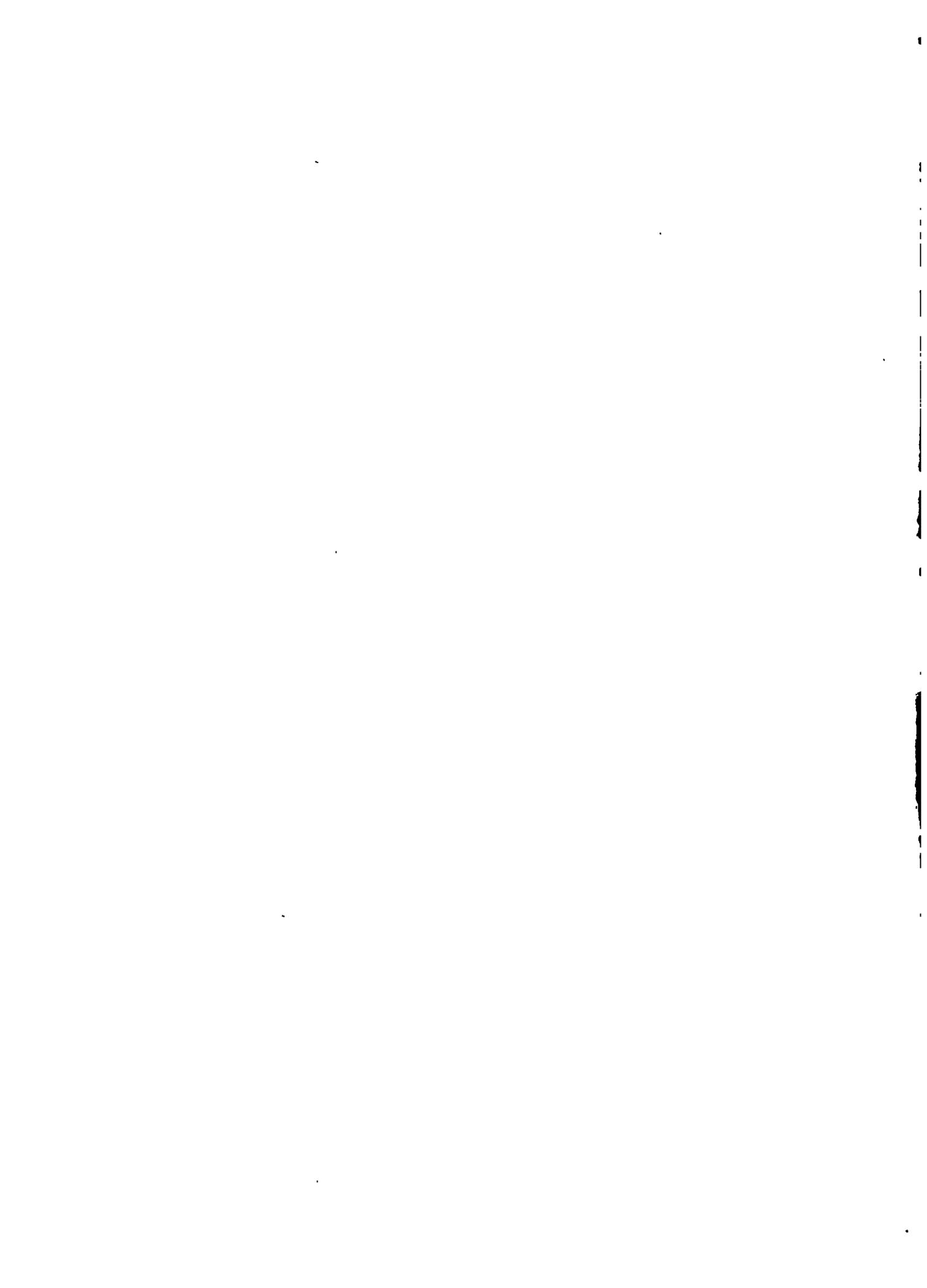
 United States Railway Association

***Final
System Plan***

Volume II



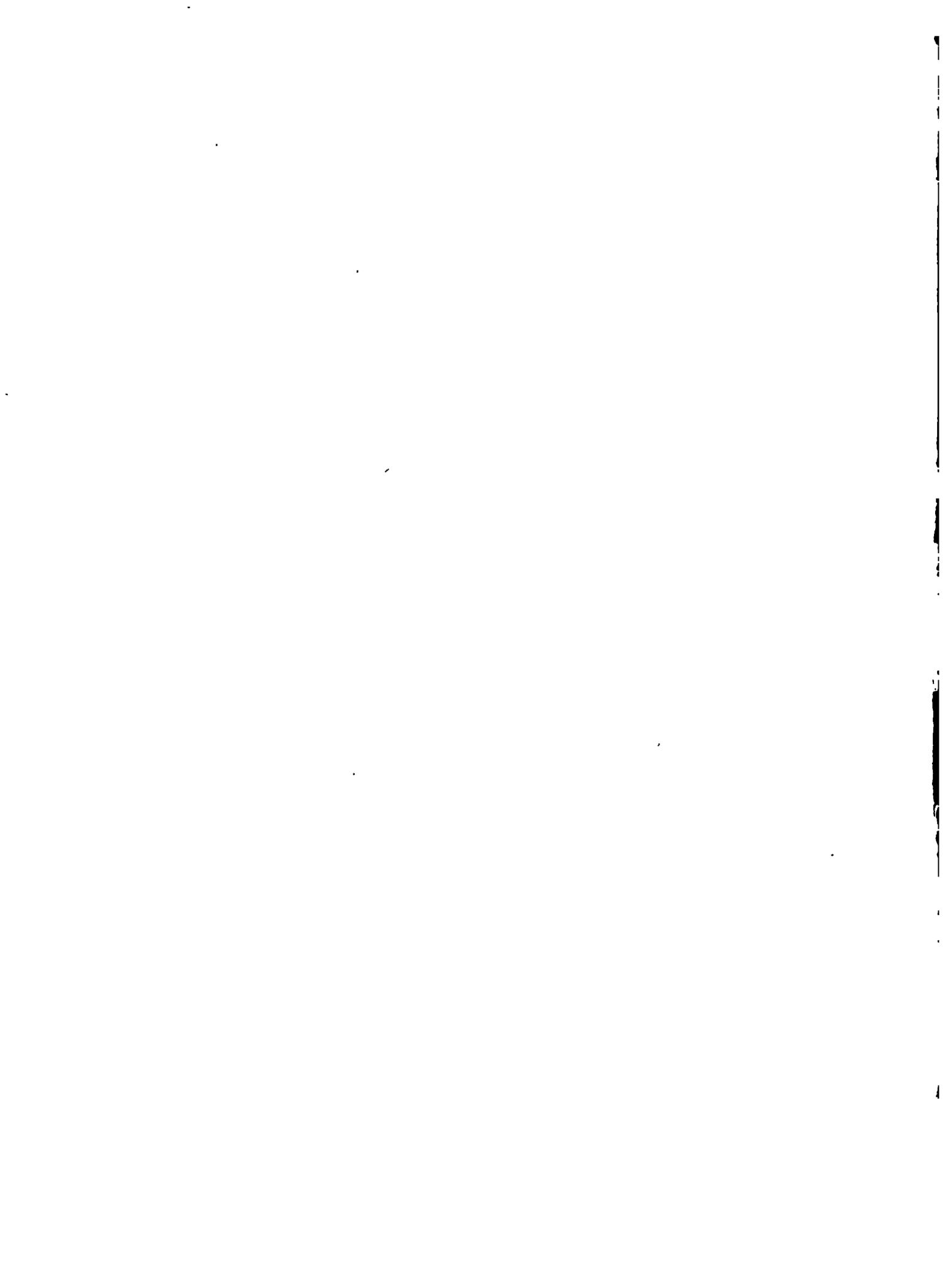


VOLUME II — PART III

Light Density Lines

and

Community Impact



VOLUME II (Part III)

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

JULY 26, 1975

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

Chapter 9, Light Density Lines and Community Impact

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

Section A, Line by Line Analyses and Dispositions:

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

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

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

Section C, Alternative Public Uses of Abandoned Rail Properties:

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

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

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

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Light Density Lines and Community Impact

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

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

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

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

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

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

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

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

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

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

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

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

Results of the Analysis

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

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

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

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

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

Light Density Lines in Perspective

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

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

By definition, wherever a continuing service fails to cover its cost, an *internal cross subsidy* results (see PSP chapter 2). In the days when railroads could count on

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

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

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

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

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

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

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

Title IV—Regional Rail Reorganization Act

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

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

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

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

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

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

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

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

Branch Line Viability—The Association's Approach

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

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

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

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

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

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

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

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

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

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

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

Fifth, if the branch line failed this test, an analysis was conducted to determine if its variable costs it could

cover either by a modest rate increase (10 percent or less) or with an expected immediate traffic increase. If this was found to be the case, the line was included in the restructured system.

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

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

Rail Service Continuation Subsidy Program

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

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

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

COAL FIELD SERVICES

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

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

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

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

ConRail has approximately 2,800 miles of trackage serving fossil-fuel areas. Most of this track is in need of massive rehabilitation in order to serve the unit-train requirements of existing coal customers. For example, the 37-mile long Irvona Branch in Pennsylvania requires immediate rehabilitation which will cost in excess of \$6 million. Coal customers actively shipping on that

line have asked USRA when they can expect an improvement in their service. Although some minor improvements in service can be made within the next 2 years, the capital improvements these coal companies had hoped to see probably are 4 or more years away—because of the large backlog of rehabilitation work elsewhere on the system.

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

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

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

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

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

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

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

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

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

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

The RSPO subsidy calculation standards have been published in the *Federal Register* (40 FR 1624) on

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

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

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

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

ALTERNATIVE PUBLIC USES OF ABANDONED RAIL PROPERTIES

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

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

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

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

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

Several responses, including those from the Department of the Interior and the Rail Services Planning Office, questioned whether or not title problems will hamper the ultimate availability of certain abandoned rights-of-way for alternative uses. In some instances the right-of-way may be an easement across property owned

by the adjacent land owners. In other instances clauses within the title may provide that once rail services cease, the land will revert to the heirs of the original owner.⁵ The Association is not authorized to overrule the "reversionary clause."

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

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

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

⁴ See Citizens' Advisory Committee on Environmental Quality, *From Rails to Trails*, Washington, 1975, pp. 27-28.

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

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

recommending agency to acquire the rights-of-way. In almost all cases the response included a statement to the effect that "our intent is to maintain the line in rail service. This does not indicate support for abandon-

ment." All responses received by July 14, 1975 are included.

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

RAILROAD MARINE OPERATIONS

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

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

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

Ann Arbor Car Ferry Service

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

The Association is aware that there is considerable state and local interest in the continuance of the Ann Arbor car-ferry service. Testimony concerning the PSP recommendation to discontinue the service was offered

by citizens and officials at the RSPO hearings at Green Bay, Wisconsin, and Traverse City and Lansing, Michigan, and USRA has reviewed these statements. There have been frequent meetings and communications with both states and Congressional delegations in the interim between the Preliminary and Final System Plans. States and other interested parties have commissioned several consultant studies in addition to those performed on behalf of the Association, notably an evaluation of USRA's PSP recommendations prepared for Michigan's DOT by V. M. Malanaphy & Associates.

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

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

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

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

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

Mackinac Transportation Company—Mackinac Straits

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

Penn Central-Chesapeake Bay Car Float Operation

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

Reading Company-Delaware River Car Float

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

PC-LV-EL New York Harbor Operations

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

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

The volume of traffic, lack of suitable alternatives, efficiency improvement potential and, if necessary, in-

creased revenues indicate that the car-float services by ConRail should not be abandoned. It must be recognized, however, that if the revenue cost relationships are not resolved, the traffic volume will continue to decline as rail carriers divert traffic to other ports.

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

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

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

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

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

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

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

USRA believes that these improvements may lead to improved efficiency sufficient to restore profitability. If that is not achieved, it will be necessary for the carriers to seek rate increases necessary to make car-float operations compensatory. In this regard, the Association's

recommendation is no different from those for any other existing deficit operations—efficiency must be improved but wherever that action alone will not restore viability, then necessary rate adjustments must be made to insure profitability and service continuation.

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

Community Impact

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

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

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

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

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

RSPO Testimony

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

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

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

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

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

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

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

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

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

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

road system when traffic, presently moving on lines proposed for abandonment, must be shifted to motor carriers.

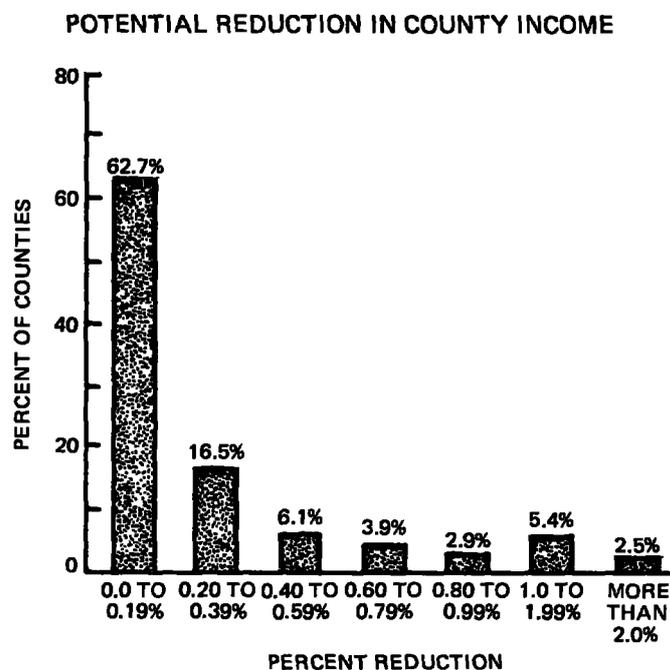
Many of these issues have merit. The Association believes that these testimonies should be reviewed carefully by state and local authorities in the preparation of the states' rail plans. Where growth potential cannot be delineated clearly or when local economic impact is too severe to accept, the Association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

Revised PIE-C Study Findings

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

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

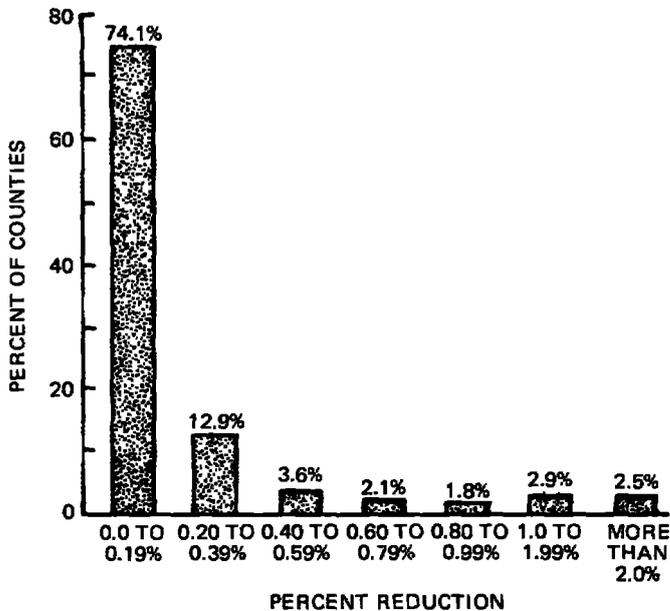
FIGURE 1.—Potential reduction in county employment after discontinuance of light-density line rail freight service



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

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

POTENTIAL REDUCTION IN COUNTY EMPLOYMENT



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

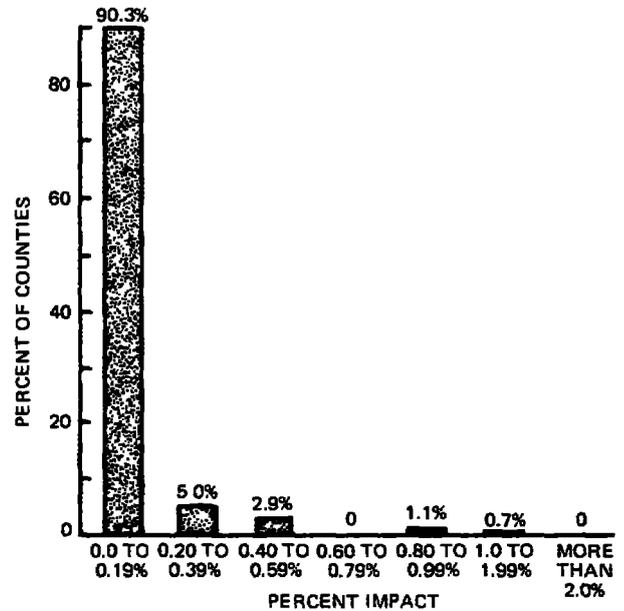
The study is not designed to produce precise line-by-line estimates, only to develop a general evaluation of the potential local impact of discontinuance of rail service. It makes no recommendations as to whether any particular lines should be abandoned and does not attempt to balance between the gains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

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

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

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

POTENTIAL INCREASE IN TRANSPORTATION COST AS PERCENT OF COUNTY PERSONAL INCOME



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

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

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

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

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

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

PIE-C also analyzed the impact of abandonment of rail lines on individual industries, estimating the employment and income effects of changes that would result from rail abandonments for each three-digit SIC⁹ industry category within each state in the Region.

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

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

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

Environmental Impact

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

⁹ At the 3-digit Standard Industrial Classification level.

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

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

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

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

Given the fact that rail abandonments will, in many instances, conserve energy and, apparently, increase its use substantially only in relatively few cases there is no basis for concluding that abandonment of lightly used rail lines will significantly increase air pollution. In some cases it can be expected to reduce it.

The essential findings of our analysis of energy and environment impacts is that they can be predicted line-by-line only after extensive local data gathering effort and that there is good reason to believe that those effects would be small and, hence, that devoting research resources to trying to quantify them accurately probably would be wasteful.¹⁰

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

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

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

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

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

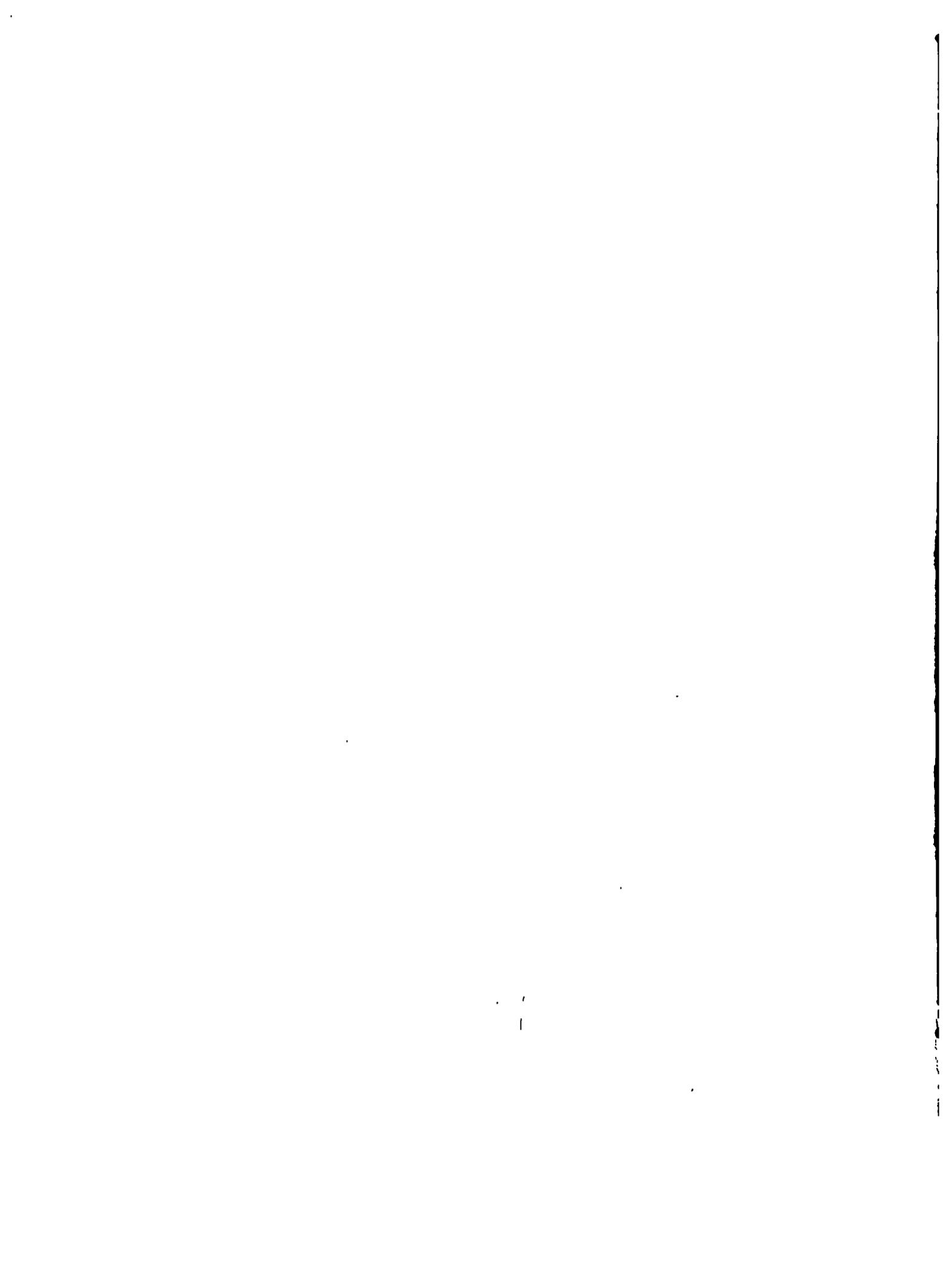
The following are Battelle's general conclusions regarding the environmental impact of the Final System Plan in relation to light-density lines.

- Over time, the actions initiated by the FSP will improve environmental conditions.
- The rail lines of concern already are abandoned or little used, with freight presently being handled by other modes. Improved operations and facilities, better maintenance and other planned uses of abandoned rights-of-way or property can result only in a better environment.
- The net energy impact will depend upon whether alternative transportation modes replace rail, or whether the industries served by the abandoned line are forced to relocate.
- Air quality and energy impact are expected to be insignificant.
- Abandonment of a line reduces air pollution at that location to the extent that subsequent right-of-

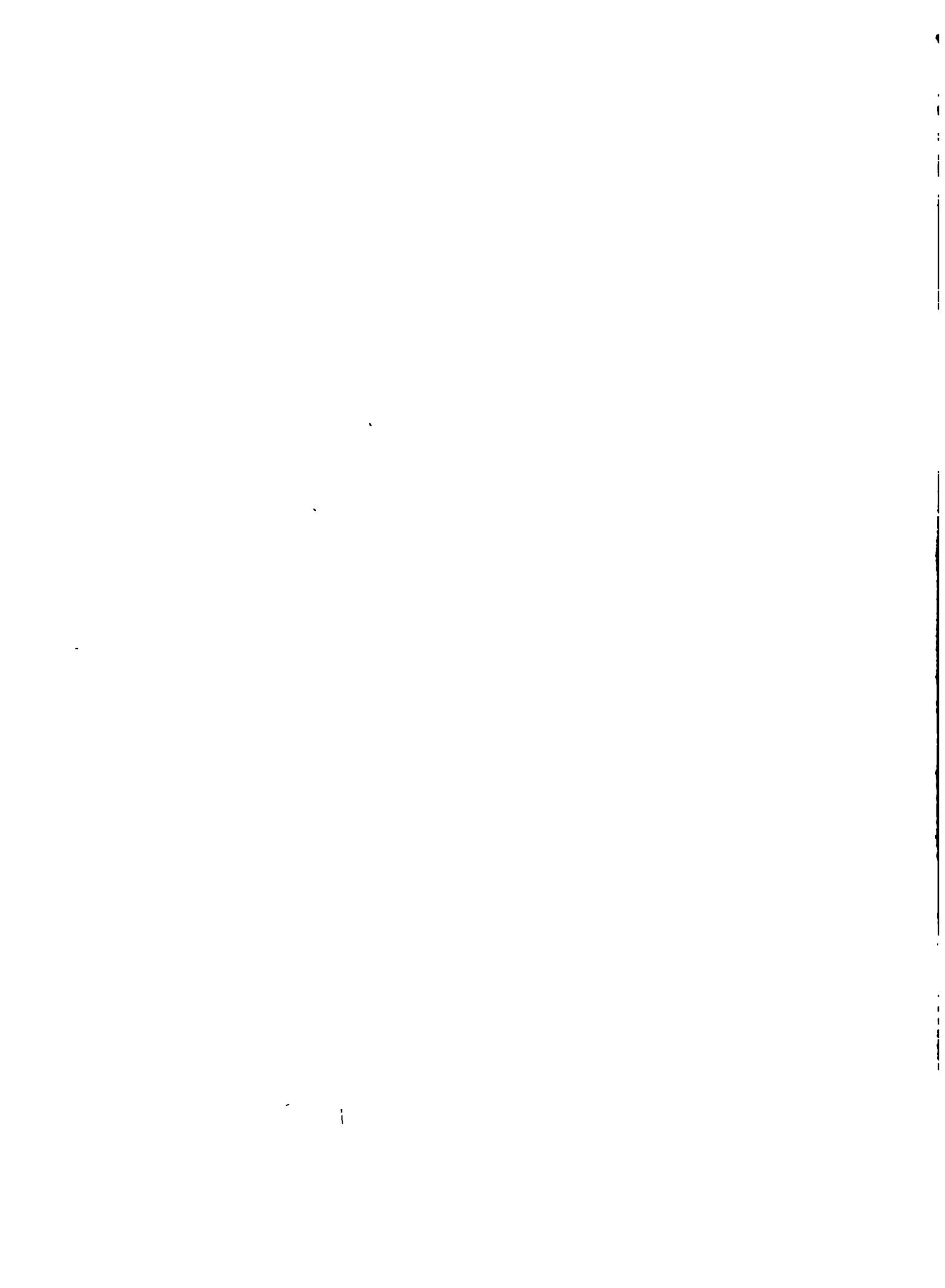
way use is less polluting and industrial relocations necessitated by the abandonment likewise result in less pollution.

- One of the effects of rail line abandonment is likely to be an increase in the number of motor trucks in use resulting in increased traffic noise.
- The overall environmental impact on water quality resulting from discontinuance of service on light-density lines is negligible.
- Desirable real estate around an abandoned line often is sought by state, local and private groups for recreation and conservation purposes.
- Land use is the key to social impact as well as noise and water quality. The application of land use planning and regulations are expected to improve conditions.

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



**APPENDIX
TO PART III**



SECTION A

Line by Line Analyses and Dispositions

1. The Process of Reevaluation

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

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

Many of the individual lines have been slightly shortened or lengthened in order to allow the continuation of service to shippers where continued service was intended in the Preliminary System Plan. Information supplied by shippers has enabled substantial refinement in the description of lines. Many of the line summaries reflect changes in the traffic volume recorded

on the line. The changes are the result of a reevaluation of the 1973 and 1974 traffic levels. In many cases, traffic forecasts for 1975 are referenced. Other changes reflected in many of the individual line analyses are the crew size (no crew larger than four people has been used in the reanalysis), the time required to serve the branch and the upgrading requirements to meet the requirements of Class I track standards which allows a maximum operating speed of 10 m.p.h.

Method

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

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

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

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

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

Statistical vs. Empirical Approach

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

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

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

Costing Procedure Details

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

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

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

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

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

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

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

End Points and Line Descriptions

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

Subsegmentation

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

Data

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

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

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

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

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

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

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

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

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

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

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

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

2. The Analytic Procedure

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

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

The Association's analysis treats individual lines

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

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

Time Frame

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

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

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

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

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

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

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

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

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

Costing Concepts

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

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

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

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

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

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

Cost Assumptions

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

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

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

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

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

1. Establish *total* branch line-generated revenue for the carrier.
2. Then subtract in the following order these cost items:
 - a. on-branch operating costs,
 - b. on-branch maintenance costs,
 - c. on-branch return on net salvage value,
 - d. on-branch overhead costs,
 - e. off-branch operating costs, and
 - f. upgrading costs ($\frac{1}{10}$ of the total).

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

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

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

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

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

Caboose costs were included on a basis which is similar to the freight-car costs. Though there are no published per diem rates for cabooses, a caboose has

approximately the same retail value as an equipped automotive boxcar. Therefore, the average per diem costs of this car type were used as a surrogate for caboose costs.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The variable switching costs are developed on a per unit basis for each of three types of car-switching service: road train to industry switch for traffic originated or terminated on the branch lines and terminated or originated elsewhere on the system, interchange switches for interline traffic (including empty return) and inter-

train switches based on two at the local yard plus one every 200 miles of line haul.

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

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

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

3. Results of the Analysis

A total of 11,888 miles of light-density lines were identified as requiring detailed analysis of which 1,191 miles presently are not being served. The line-by-line results of the analysis of the active rail lines are contained in the remainder of this section of the appendix. The disposition of out-of-service lines is reported in section B of this appendix.

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

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

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

sion in the system have the potential for reducing by 57,000 carloads (39 percent) the traffic which would be lost as a result of this analysis. If all of this traffic is acquired by solvent carriers, the number of carloads lost is reduced to 91,000 instead of the original 148,000. The amount of the traffic to receive continued service

from solvent carriers and the newly constructed system then stands at 98.6 percent of that handled by the eight bankrupt carriers in 1973.

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

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

MAP KEY →

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

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

CANADA

Within Canada PC

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

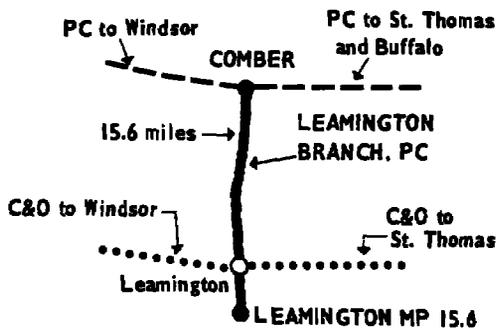
International

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

USRA Line No. 715

Penn Central



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$523,385
Average revenue per carload.....	\$147
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	221,733
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	21,683
Cost incurred beyond the branch line.....	484,545
<hr/>	
Total variable (avoidable) cost.....	677,941
<hr/>	
Net contribution (loss) : total.....	(154,556)
Average per carload.....	(48)

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

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

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

Disposition

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

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

PORTION OF THE AMHERSTBURG BRANCH

USRA Line No. 716

Penn Central

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

Average carloads per week.....	2.8
Average carloads per mile.....	10.0
Average carloads per train.....	2.8
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

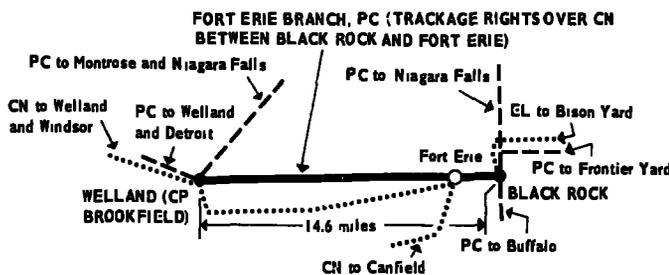
No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan." However, shippers contacted by RSPO concerning this line indicated that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

INTERNATIONAL LINES

PORTION OF FORT ERIE BRANCH

USRA Line No. 101a

Penn Central



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

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fort Erie.....	148
Total carloads generated by the line.....	148

Information for Line-Transfer Decision

Revenue received by PC.....	\$39,968
Average revenue per carload.....	\$274
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	106,770
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	14,864
Total variable (avoidable) cost.....	121,634
Net contribution (loss): total.....	(81,641)
Average per carload.....	(559)

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

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

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

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

Disposition

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

CONNECTICUT

Intrastate PC

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

Interstate

Connecticut to Massachusetts

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

Connecticut to Rhode Island

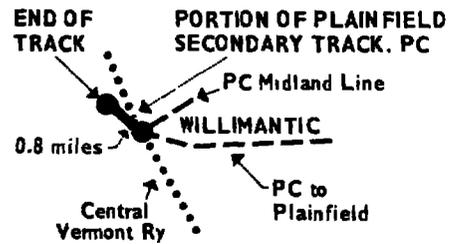
43	Groton, Conn. to Hills Grove, R.I.	47
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PORTION OF PLAINFIELD SECONDARY TRACK

USRA Line No. 41

Penn Central

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



Traffic and Operating Information

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

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

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

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

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

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

Information for Line-Transfer Decision

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

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

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

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

Disposition

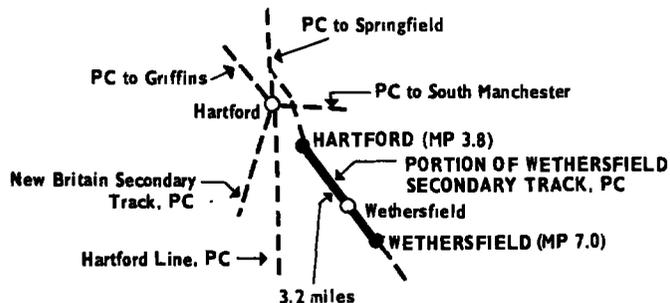
This portion of the Plainfield Secondary Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued.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

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 46

Penn Central

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



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$50,184
Average revenue per carload.....	\$209
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	37,071
Cost of upgrading branch line to FRA class	
I: (1/10 of total upgrading cost)	4,718
Cost incurred beyond the branch line.....	39,838
<hr/>	
Total variable (avoidable) cost.....	81,627
<hr/>	
Net contribution (loss): total.....	(31,493)
Average per carload.....	(131)

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

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

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

Disposition

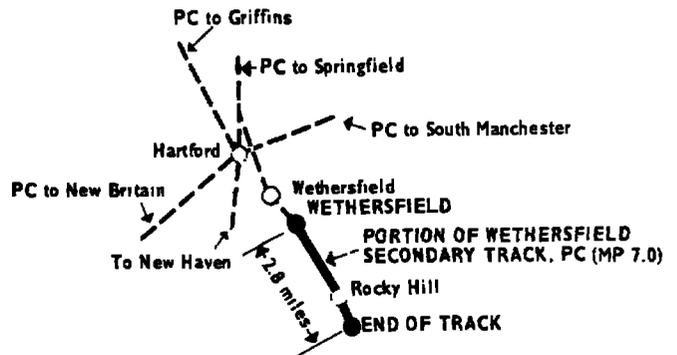
This portion of the Wethersfield Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 47

Penn Central

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



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

Traffic and Operating Information

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

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

Public Comments on Preliminary System Plan

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$20, 896
Average revenue per carload.....	\$290

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	27, 669
Cost of Upgrading Branch Line to FRA	
Class I: (1/10 of total upgrading cost)...	7, 222
Cost incurred beyond the branch line....	14, 853
Total variable (avoidable) cost.....	49, 744

Net contribution (loss) : total.....	(28, 848)
Average per carload.....	(401)

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

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

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

Disposition

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

PORTION OF WETHERSFIELD SECONDARY TRACK

USRA Line No. 49

Penn Central

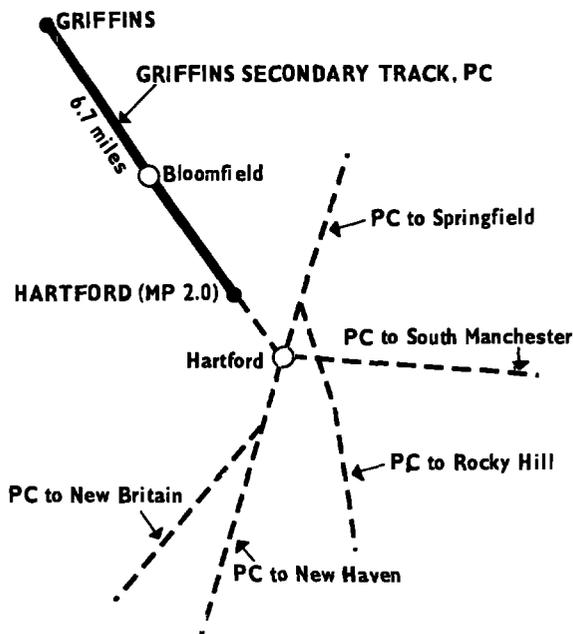
This portion of the Wethersfield Secondary Track, extending from *North Cromwell* (Milepost 13.7) to *Middletown, Conn.* (Milepost 15.6), a distance of *1.9 miles*, in Middlesex County, Conn., a line which was

recommended for inclusion on page 385 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

GRIFFINS SECONDARY TRACK

USRA Line No. 50

Penn Central



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$98,113
Average revenue per carload.....	\$290
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	80,546
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading.....	12,544
Cost incurred beyond the branch line....	85,389
<hr/>	
Total variable (avoidable) cost.....	158,749
<hr/>	
Net contribution (loss): total.....	(65,366)
Average per carload.....	(204)

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

Service to this line generated a loss of \$65,366 in 1973. Recovery of this loss would require approximately a 235-percent increase in traffic or a 70-percent rate

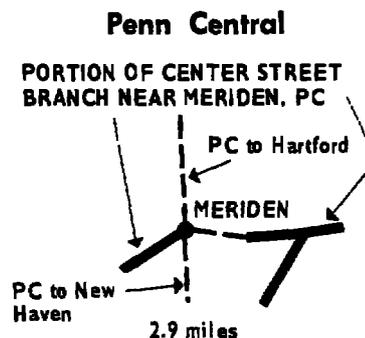
increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

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

PORTION OF CENTER STREET BRANCH (NEAR MERIDEN)

USRA Line No. 52



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

Traffic and Operating Information

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$27, 683
Average revenue per carload.....	<u>\$483</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	24, 197
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost).....	2, 825
Cost incurred beyond the branch line.....	<u>14, 083</u>
Total variable (avoidable) cost.....	41, 105
Net contribution (loss) : total.....	(13, 422)
Average per carload.....	(210)

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

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

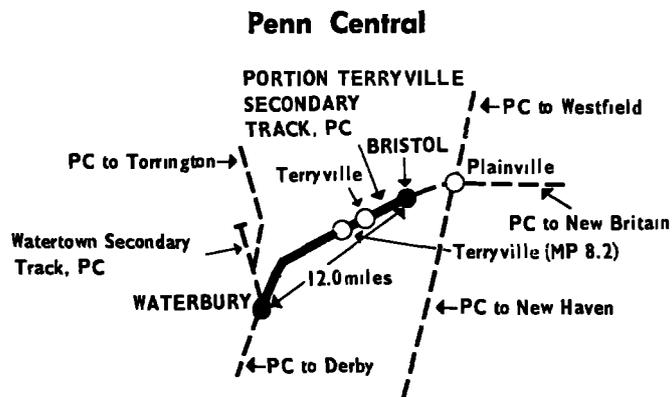
Service to this line generated a loss of \$13,422 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 48-percent rate increase. Available traffic growth data is speculative, indicating that continued service to this line be predicated on the provision of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

Disposition

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

PORTION OF THE TERRYVILLE SECONDARY TRACK

USRA Line No. 53/53b



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

Traffic and Operating Information

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

¹ Includes only shippers actually on this segment.

Public Comments on Preliminary System Plan

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

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$186,300
Average revenue per carload.....	\$341
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	140,002
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,594
Cost incurred beyond the branch line.....	127,506
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Total variable (avoidable) cost.....	277,102
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Net contribution (loss) : total.....	(90,793)
Average per carload.....	(166)

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

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

The remainder of this line from Milepost 0.0 to Milepost 8.2 serves no shippers but is required as a con-

necting local freight service route to the Connecticut Valley line in order to minimize future need to use the New York to Boston high speed passenger route for this freight service.

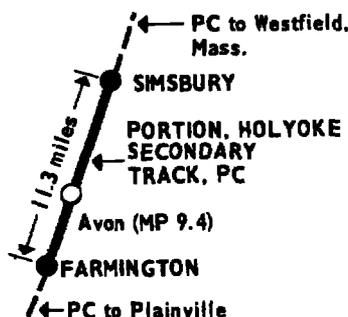
Disposition

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

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 55

Penn Central



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

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Avon	204
Simsbury	102
<hr/>	
Total carloads generated by the line.....	306
Average carloads per week.....	5.9
Average carloads per mile.....	27.1
Average carloads per train.....	2.9
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

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

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

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

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

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$94, 604
Average revenue per carload.....	\$309
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	105, 982
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)---	0
Cost incurred beyond the branch line.....	66, 465
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Total variable (avoidable) cost.....	172, 397
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Net contribution (loss): total.....	(77, 798)
Average per carload.....	(254)

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

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

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

Disposition

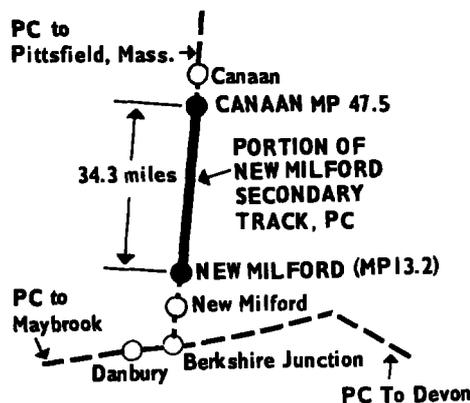
The portion of the Holyoke Secondary Track from Milepost 3.4 to Milepost 9.4 shall be transferred to the Consolidated Rail Corp.

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

PORTION OF NEW MILFORD SECONDARY TRACK

USRA Line No. 60

Penn Central



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

Traffic and Operating Information

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

Gaylordsville	6
Kent	37
Cornwall Bridge.....	12
Falls Village.....	2
<hr/>	
Total carloads generated by the line.....	57

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

Public Comments on Preliminary System Plan

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$25,271
Average revenue per carload.....	\$443
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	227,000
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	20,105
Cost incurred beyond the branch line.....	18,202
Total variable (avoidable) cost.....	274,910
Net contribution (loss): total.....	(249,645)
Average per carload.....	(4,380)

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

During the reanalysis process, this line was redefined to place all traffic generated at Canaan on Line No. 60. The resulting loss was \$178,984. All Canaan traffic now is assigned to Line No. 59 and the mileposts on this line

have been adjusted to reflect this change. *New Milford shippers will continue to receive service.*

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

Disposition

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

PORTION OF DANBURY BRANCH

USRA Line No. 61

Penn Central

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

PORTION OF THE NEW CANAAN BRANCH

USRA Line No. 62

Penn Central

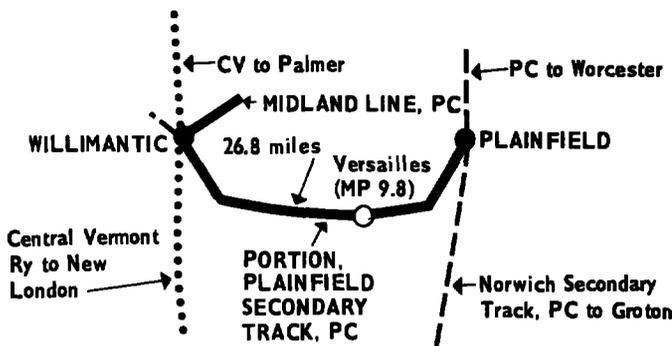
This portion of the New Canaan Branch, extending from *Glenbrook* (Milepost 3.0) to *New Canaan, Conn.* (Milepost 8.0), a distance of *5.0 miles*, in Fairfield County, Conn., a line which was recommended for inclusion on page 390 of the Preliminary System Plan, shall be transferred to the Consolidated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

PORTION OF PLAINFIELD SECONDARY TRACK AND THE MIDLAND LINE

USRA Line No. 674

Penn Central

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



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

Traffic and Operating Information

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

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

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

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

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

Information for Line-Transfer Decision

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

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

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

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

Service to the remainder of the line (from Milepost 1.8 to Milepost 23.3 and from Milepost 81.9 to Milepost 85.4 serving shippers at Baltic and Willimantic who generated 616 carloads in 1973) would generate \$178,256 in revenue and \$342,387 in costs with a resulting loss of \$164,131. Recovery of costs would require approximately a twofold increase in traffic or a 92-percent rate increase over the 1973 levels.

Disposition

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

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

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

CANAL SECONDARY TRACK

USRA Line No. 675

Penn Central

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

PORTION OF THE HOLYOKE SECONDARY TRACK

USRA Line No. 675a

Penn Central

This portion of the Holyoke Secondary Track, extending from *Plainville* (Milepost 0.0) to *Farmington,*

Conn. (Milepost 3.4), a distance of 3.4 miles, in Hartford County, Conn., a line which was recommended for inclusion on page 393 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678

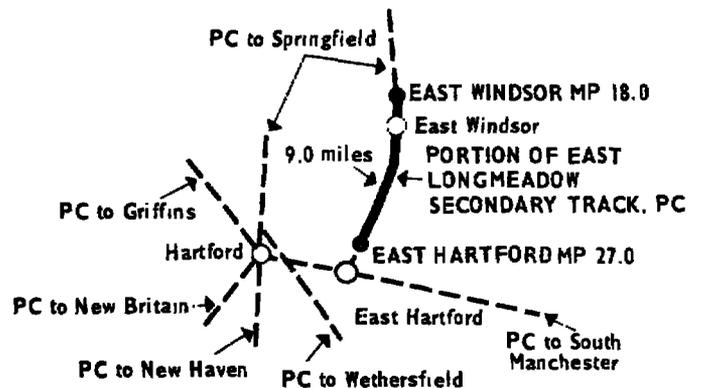
Penn Central

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

PORTION OF EAST LONGMEADOW SECONDARY TRACK

USRA Line No. 685

Penn Central



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

Traffic and Operating Information

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

South Windsor.....	514
East Windsor Hill	1,174
East Windsor.....	173

Total carloads generated by the line..... 1,861

Average carloads per week.....	35.8
Average carloads per mile.....	206.8
Average carloads per train.....	7.4
1978 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System plan

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

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

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

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$610,208
Average revenue per carload.....	<u>\$328</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	179,383
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	23,015
Cost incurred beyond the branch line.....	448,464
Total variable (avoidable) cost.....	650,812
Net contribution (loss) : total.....	(40,609)
Average per carload.....	(22)

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

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

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

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

Disposition

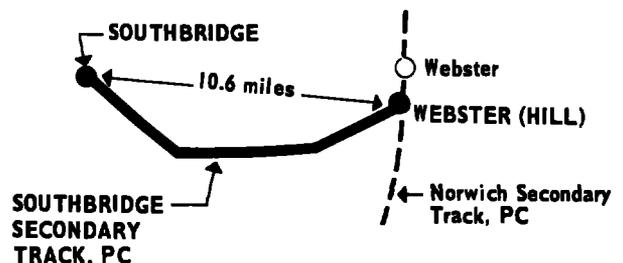
This portion of the East Longmeadow Secondary shall be transferred to the Consolidated Rail Corp.

INTERSTATE LINES

SOUTHBRIDGE SECONDARY TRACK

USRA Line No. 40

Penn Central



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

Information for Line-Transfer Decision

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

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

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

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

Disposition

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

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

**PORTION OF EAST LONGMEADOW
SECONDARY TRACK**

USRA Line No. 44

Penn Central

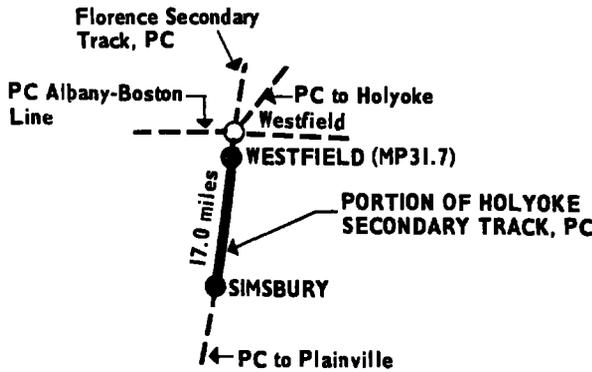
This portion of the East Longmeadow Secondary Track, extending from East Longmeadow, Mass. (Milepost 7.0) to Hazardville, Conn. (Milepost 12.5), a distance of 5.5 miles, in Hartford County, Conn., and Hampden County, Mass., a line which was recommended for inclusion on page 397 of the Preliminary System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

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 54

Penn Central

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



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

Traffic and Operating Information

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

Floydville	1
Granby	17
Congamond	1
Southwick	32
<hr/>	
Total carloads generated by the line.....	51
Average carloads per week.....	1.0
Average carloads per mile.....	3.0
Average carloads per train.....	3.4

1973 Operating information:

Number of round trips per year.....	15
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	1,800
Train crew size.....	4

Public Comments on Preliminary System Plan

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

The town of Southwick submitted the following traffic data:

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

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

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

Information for Line-Transfer Decision

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

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

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

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

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

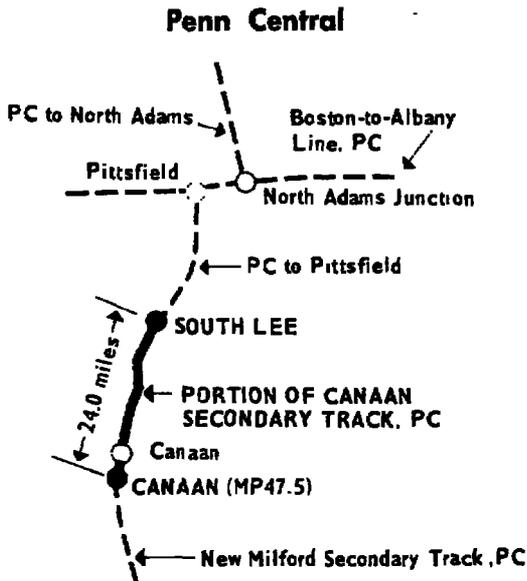
Disposition

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

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

PORTION OF CANAAN SECONDARY TRACK

USRA Line No. 59



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

Traffic and Operating Information

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC	\$680,317
Average revenue per carload	\$350

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

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

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

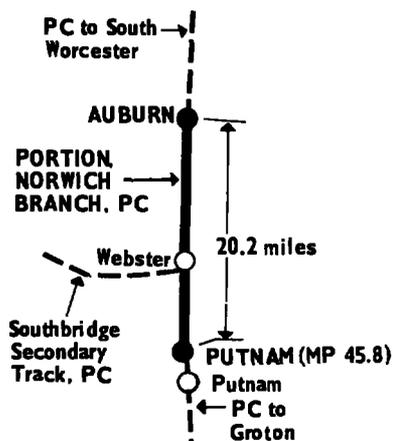
Disposition

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

PORTION OF THE NORWICH SECONDARY TRACK

USRA Line No. 678a

Penn Central



This portion of the Norwich Secondary Track, formerly part of the New Haven RR, extends from Putnam, Conn. (Milepost 45.8), to Auburn, Mass. (Milepost 66.0), a distance of 20.2 miles, in Windham County,

Conn. and Worcester County, Mass. Continuations of this line run from Auburn to South Worcester and from Putnam to Plainfield (see Line No. 678). At Webster (Hill) (Milepost 54.9), this line connects with the Southbridge Secondary Track of the PC.

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

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

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

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

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

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

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

Information for Line-Transfer Decision

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

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

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

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

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

Disposition

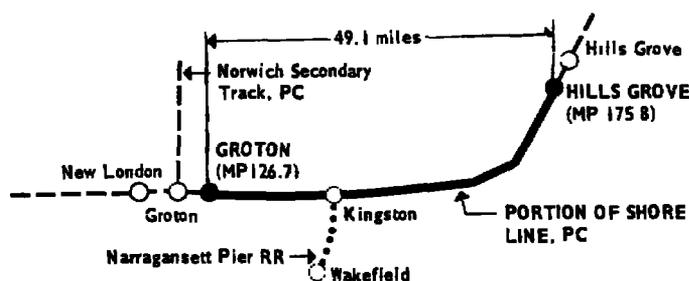
This portion of the Norwich Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued.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

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

PORTION OF SHORE LINE

USRA Line No. 43

Penn Central



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

Traffic and Operating Information

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

Noank	0
Mystic	12
Stonington	0
Westerly	356
Bradford	98
Wood River Junction.....	9
Kenyons	10
Kingston	79
Slocums	30
Wickford Junction.....	7
Davidsville	512
East Greenwich.....	157
Apponaug	16
Goulds ¹	0
Peace Dale ¹	73
Wakefield ¹	2

Total carloads generated by the line..... 1,861

See footnote at end of table.

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

¹ Stations on the Narragansett Pier RR.

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$630,518
Average revenue per carload.....	<u>\$468</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line ¹	141,423
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0

Cost incurred beyond the branch line....	386,518
Total variable (avoidable) cost.....	<u>527,941</u>
Net contribution: total.....	102,577
Average per carload.....	75

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

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

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

Disposition

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

DELAWARE

Intrastate PC

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

RDG

937	Montchanin to Rockland	53
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Interstate PC

Delaware to Maryland

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

RDG

Delaware to Pennsylvania

907/939	Elsmere Junction, Del. to Elverson, Pa.	57
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PORTION, NEW CASTLE INDUSTRIAL TRACK

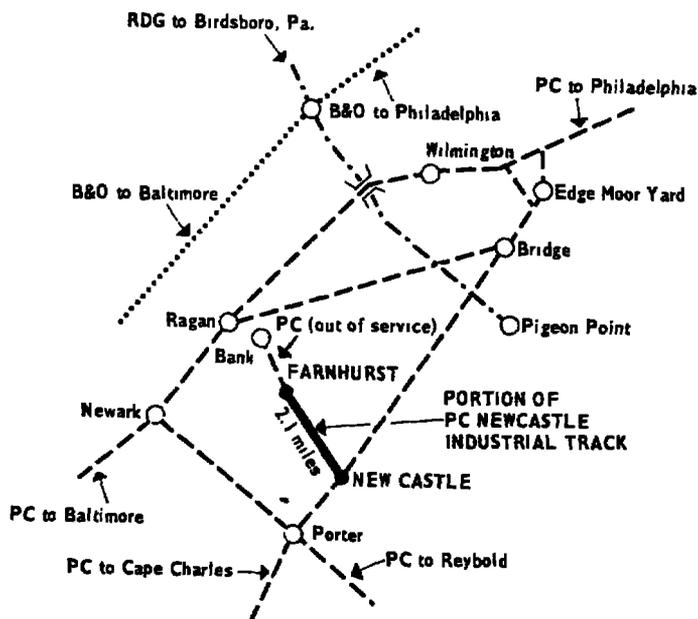
USRA Line No. 138a

Penn Central

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

Traffic and Operating Information

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



1973 operating information:

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Kaiser Aluminum & Chemical Corp. stated their highway products plant, completed on this line in late 1973, shipped 102 carloads in 1974, and expects revenue tonnage to increase from 80% to 35% in 1975. Further increase is expected in 1976 to nearly double the revenue tonnage shipped in 1974. Inbound shipments in 1974 totalled 51 carloads. The plant would have to be relocated at great expense if rail service is discontinued.

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

Information for Line-Transfer Decision

Revenue received by PC	\$12,787
Average revenue per carload	\$227
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	18,842
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	541
Cost incurred beyond the branch line	4,241
<hr/>	
Total variable (avoidable) cost	23,624
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Net contribution (loss): total	(10,887)
Average per carload	(194)

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

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

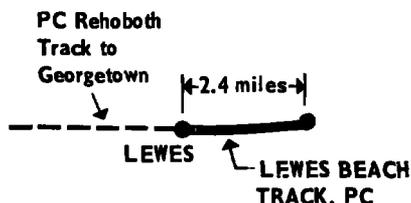
Disposition

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

LEWES BEACH TRACK

USRA Line No. 159

Penn Central



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

Traffic and Operating Information

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

Information for Line-Transfer Decision

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

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

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

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

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

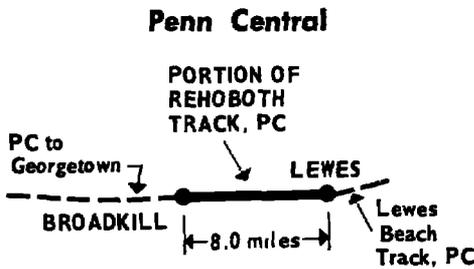
Disposition

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

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

PORTION OF THE REHOBOTH TRACK

USRA Line No. 160



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

Traffic and Operating Information

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

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

Information for Line-Transfer Decision

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

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1.114 crossties (an average of 139 crossties per mile).

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

Disposition

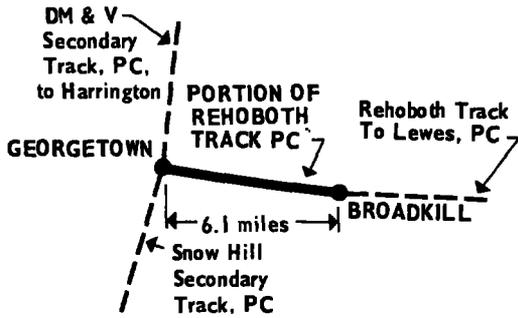
This portion of the Rehoboth Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 122 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for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

PORTION OF THE REHOBOTH TRACK

USRA Line No. 161

Penn Central

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



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

Traffic and Operating Information

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

Bennum	1
Broadkill	151
<hr/>	
Total carloads generated by the line.....	152
Average carloads per week.....	2.9
Average carloads per mile.....	24.9
Average carloads per train.....	2.9
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	1,800
Train crew size.....	4

Public Comments on Preliminary System Plan

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

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

Information for Line-Transfer Decision

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

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on

available information, this upgrading would include the replacement of a total of 755 crossties (an average of 124 crossties per mile).

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

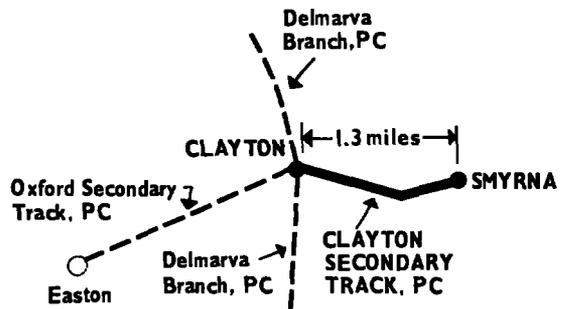
Disposition

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

CLAYTON SECONDARY TRACK

USRA Line No. 162

Penn Central



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$14,867
Average revenue per carload.....	\$350
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	15,665
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	5,599
Cost incurred beyond the branch line.....	12,507
Total variable (avoidable) cost.....	33,771
Net contribution (loss): total.....	(19,404)
Average per carload.....	(478)

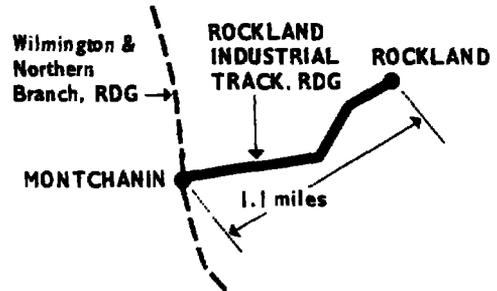
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 693 crossties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

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

Disposition

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

service is discontinued. For line-specific recommendations, see section C of this appendix.

ROCKLAND INDUSTRIAL TRACK**USRA Line No. 937****Reading**

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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

Information for Line-Transfer Decision

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

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

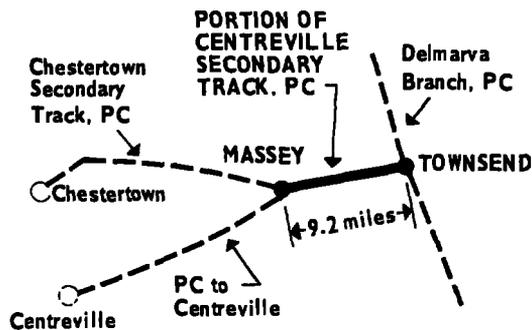
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

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

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

Disposition

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



tinues south to Centreville (see Line No. 148) and also connects with the PC Chestertown Secondary Track (see Line No. 149). It connects with the Delmarva Branch of the Penn Central at Townsend.

Public Comments on Preliminary System Plan

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

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

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

Information for Line-Transfer Decision

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

Disposition

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

INTERSTATE LINES

**PORTION OF THE
CENTREVILLE SECONDARY TRACK**

USRA Line No. 147

Penn Central

This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Townsend, Del.* (Milepost 0.0), to *Massey, Md.* (Milepost 9.2), a distance of *9.2 miles*, in Kent County, Md. and New Castle County, Del. At Massey the line con-

PORTION OF SNOW HILL SECONDARY TRACK

USRA Line No. 167

Penn Central

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

Federsburg	90
Williamsburg	14
Hurlock ¹	18
East New Market	65
Linkwood	12
Cambridge	1,375

Total carloads generated by the line.....	1,772
Average carloads per week.....	34.1
Average carloads per mile.....	55.9
Average carloads per train.....	8.9
1973 operating information:	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

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

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

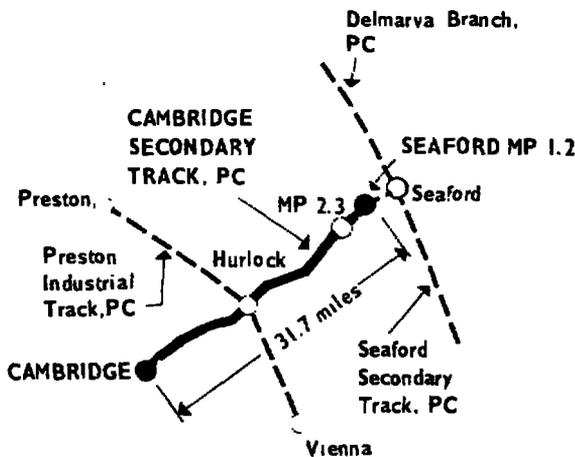
The Dupont plant at Seaford, the largest employer on the peninsula is totally rail dependent. Dorchester County suggests a rail link between the branch line and Cambridge's deep water port.

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

CAMBRIDGE SECONDARY TRACK

USRA Line No. 168

Penn Central



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

Traffic and Operating Information

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

Seaford ¹	181
Oak Grove	3
Dessard	5

Reported Traffic: Cambridge Secondary Track

Company	Carloads		
	1973	1974	Projected
Agrico.....		55	55 to 73 in 1976 and 1979.
Kerr McGee	220	425	440 in 1976.
Connelly Containers, Inc.		458	
Western Publishing Co., Inc.	66	156	
Banner Corp.	6	6	
Coldwater Seafood.....		65	409.
A. W. Sisk & Sons.....	171	176	
Continental Can.....		87	
Trappe Frozen Foods.....		12	
Seaford Feed Co., Inc.		231	
Smith Douglas.....		32	
W. O. Covey, Inc.....		50	
R.J.R. Foods.....	248	356	
Hanover Brands.....			15 carloads in last 6 mos.
Shargood Poultry.....	22		

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

Information for Line-Transfer Decision

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

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

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

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

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

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

Disposition

The portion of the Cambridge Secondary Track from Milepost 1.2 to Milepost 2.3 shall be offered for sale to the Southern Railway, a profitable railroad operating in

the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

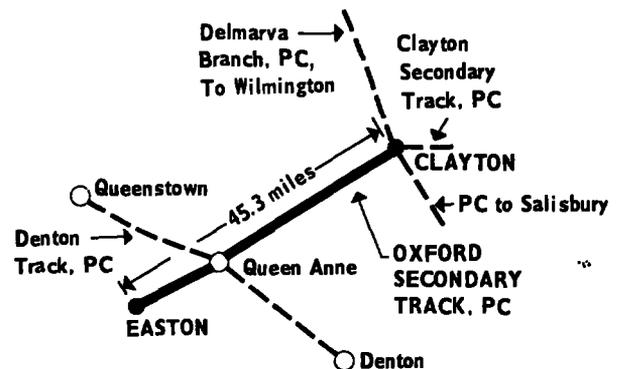
The portion of the Cambridge Secondary Track from Milepost 2.3 to Milepost 17.0 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 320 carloads or approximately 20 percent of the traffic generated on this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

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

OXFORD SECONDARY TRACK

USRA Line No. 169

Penn Central



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

Estimated rehabilitation costs for the line should be reviewed.

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$625,283
Average revenue per carload.....	\$490
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	402,706
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	125,708
Cost incurred beyond the branch line.....	443,741
Total variable (avoidable) cost.....	972,245
Net contribution (loss): total.....	(346,962)
Average per carload.....	(272)

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

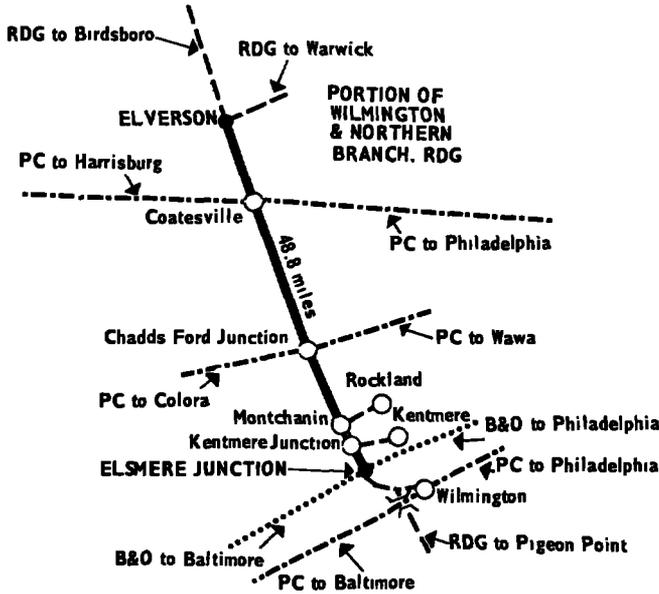
Service to this line generated a loss of \$346,962 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 55-percent rate increase.

Disposition

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

PORTION OF THE WILMINGTON & NORTHERN BRANCH**USRA Line No. 907/939****Reading**

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



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

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elverson	42
Brandamore	9
Coatesville	8, 878
Modena	2, 460
Embreeville	1
Northbrook	2
Lenape	1
Pocopson	6
Montchanin	3
Greenville	21
Kennett Road	1
Newbridge	9
Silverbrook	5
Elsmere Junction	48
Total carloads generated by the line	11, 486
Average carloads per week	220. 9
Average carloads per mile	235. 4
Average carloads per train	36. 8
1973 operating information:	
Number of round trips per year	312
Estimated time per round trip (hours)	15. 0
Locomotive horsepower	5, 000
Train crew size	4

Public Comments on Preliminary System Plan

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

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

<i>Company and location</i>	<i>1973</i>	<i>1974</i>
Lukens Steel, Coatesville.....	18, 102	14, 634
G. O. Carlson, Coatesville.....	110	178
Coatesville Plate Washer, Rock Run.....	135	125
Fabricated Metals, Modena.....	2	12
Lipsett Steel, South Coatesville.....	2, 137	2, 069
Luria Bros. & Co., Modena.....	2, 291	1, 716

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

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by RDG.....	82,007,190
Average revenue per carload.....	\$187
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	937,478
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	880,340
<hr/>	
Total variable (avoidable) cost.....	1,817,818
<hr/>	
Net contribution: total.....	189,372
Average per carload.....	16

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

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

Although service to the entire line generates a contribution, service to that portion of the line from Milepost 30.2 to Milepost 51.7 (serving shippers at Elverson, Brandamore, Coatesville, and Modena who generated

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

Disposition

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

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



ILLINOIS

Intrastate

PC

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

Interstate

PC

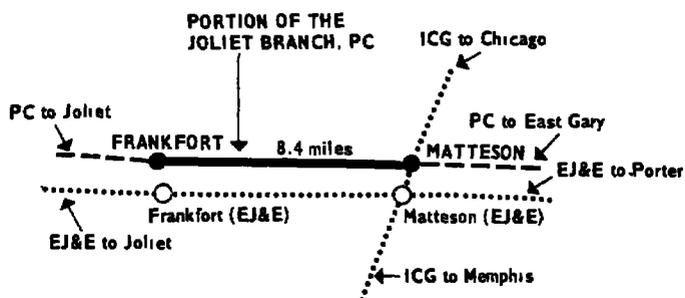
Illinois to Indiana

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

PORTION OF THE JOLIET BRANCH

USRA Line No. 415

Penn Central



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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

loads in 1973 generated \$141,157 in revenues of which only \$22,924 or 16.2 percent is attributed to the branch. The BN is interested in acquiring Line Segment 415 and is negotiating with USRA and the ICC to be permitted to do so.

Information for Line-Transfer Decision

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

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

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

Disposition

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

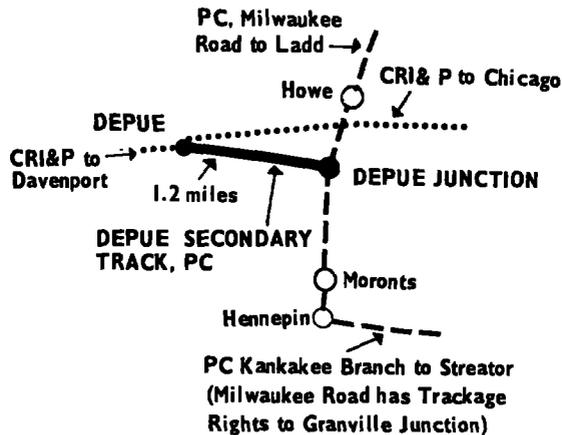
The portion of this line necessary to serve the traffic generated from Matteson to Frankfort shall be offered for sale to the Burlington North (see section 206(g) of the Act). This sale would preserve rail service to 139 carloads or 100 percent of the traffic generated on this line.

DEPUE SECONDARY TRACK

USRA Line No. 422

Penn Central

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



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

Public Comments on Preliminary System Plan

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

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

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

The route offers 20' high clearances.

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

Information for Line-Transfer Decision

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

Disposition

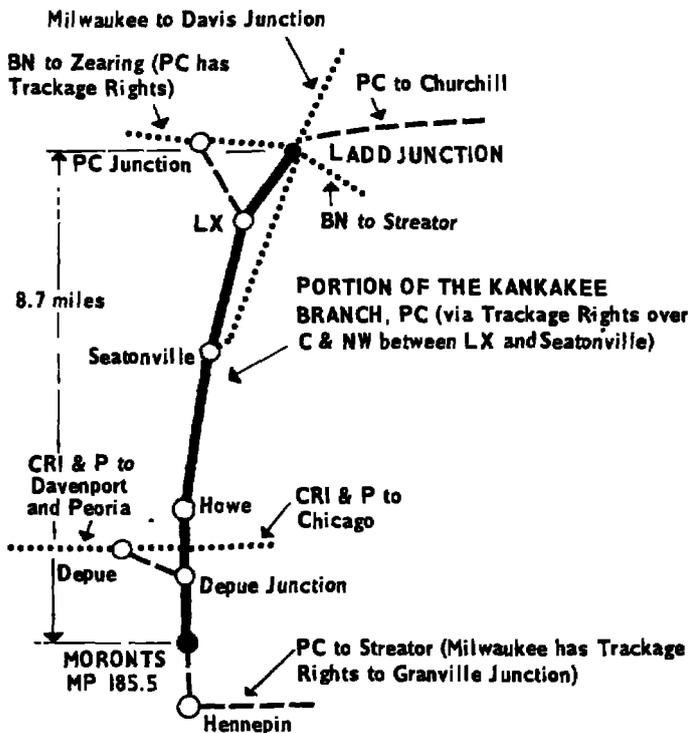
The *Depue Secondary Track* shall be offered for sale to the Milwaukee Road, a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 863 carloads or approximately 26 percent of the traffic generated on this line. If this offer is not accepted, the line is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

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

PORTION OF THE KANKAKEE BRANCH

USRA Line No. 434

Penn Central



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

Public Comments on Preliminary System Plan

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

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

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

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

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

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

Information for Line-Transfer Decision

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

Disposition

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

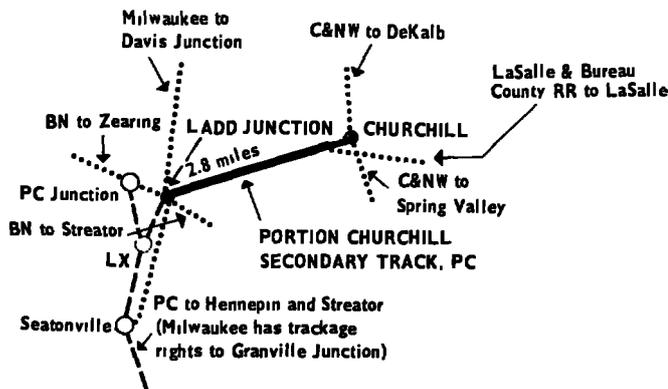
The portion of the *Kankakee Branch* from Milepost 185.5 to Milepost 188.3 shall be transferred to *Consolidated Rail Corp.*, subject to the execution of appropriate agreements with the carriers wishing to interchange traffic at *Howe*.

PORTION OF THE CHURCHILL SECONDARY TRACK

USRA Line No. 434a

Penn Central

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



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

Public Comments on Preliminary System Plan

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

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

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

Information for Line-Transfer Decision

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

Disposition

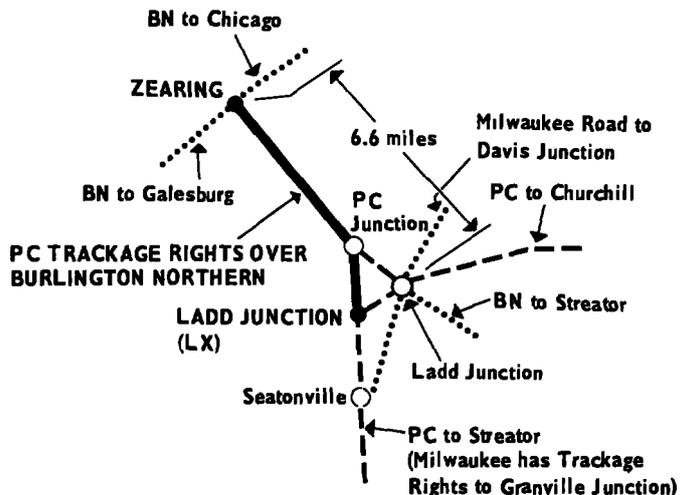
This portion of the Churchill Secondary Track shall be offered for sale to the Chicago & North Western, a profitable railroad operating in the region. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304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

PC TRACKAGE RIGHTS OVER BURLINGTON NORTHERN

USRA Line No. 435

Penn Central

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



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

Public Comments on Preliminary System Plan

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

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

Information for Line-Transfer Decision

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

Disposition

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

EAST ALTON BRANCH PAIRED TRACK WITH ICG RR

USRA Line No. 570a

Penn Central

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

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

PORTION OF THE CAIRO BRANCH

USRA Line No. 605

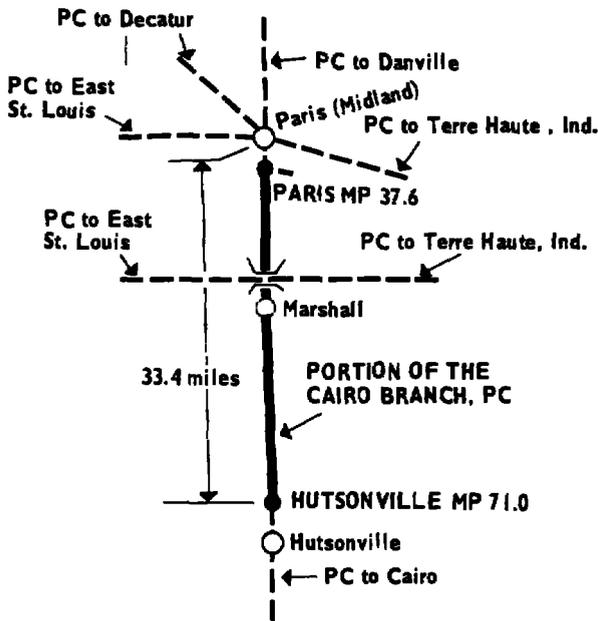
Penn Central

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

PORTION OF THE CAIRO BRANCH

USRA Line No. 605a

Penn Central



This portion of the Cairo Branch, formerly part of the New York Central RR, extends from Paris (Milepost 37.6) to Hutsonville, Ill., (Milepost 71.0), a distance of 33.4 miles, in Edgar, Clark and Crawford Counties, Ill. At Paris, the line continues north to Danville and Indiana Harbor, Ind., and at Hutsonville the

line continues south to Cairo (see Line Nos. 605 and 605b). Also at Paris, the line connects with the PC Peoria Secondary Track and the PC Lenox-to-Davis line to East St. Louis and Terre Haute (see Line Nos. 618 and 618a). The PC (ex-PRR) Indianapolis-St. Louis line crosses near Marshall.

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$2,981
Average revenue per carload.....	<u>\$332</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	216,576
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	31,659
Cost incurred beyond the branch line.....	1,443
Total variable (avoidable) cost.....	<u>249,678</u>
Net contribution (loss): total.....	(246,687)
Average per carload.....	(27,410)

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

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

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

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

Disposition

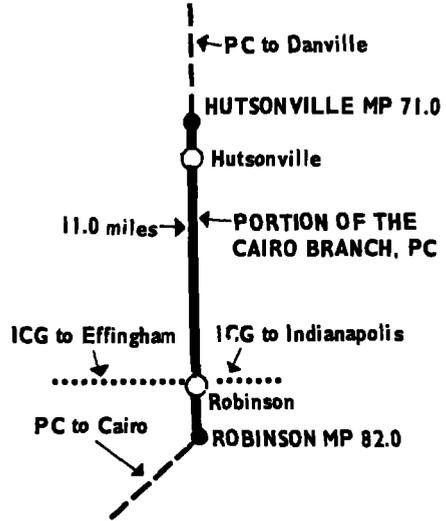
If the necessary trackage rights over the L&N cannot be obtained, this portion of the Cairo Branch shall be transferred to Consolidated Rail Corp. If the necessary trackage rights over the L&N are acquired, this portion of the Cairo Branch is not designated for transfer to Consolidated Rail Corp. and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

PORTION OF THE CAIRO BRANCH

USRA Line No. 605b

Penn Central

This portion of the Cairo Branch, formerly part of the New York Central RR, extends from Hutsonville (Milepost 71.0) to Robinson, Ill. (Milepost 82.0), a distance of 11.0 miles, in Crawford County, Ill. At Hutsonville, the line continues north to Danville (see Line No.



605a) and at Robinson, south to Cairo (see Line No. 606). A connection is made with the Illinois Central Gulf at Robinson.

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

See comments on USRA Line No. 605a.

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

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC-----	\$824, 083
Average revenue per carload-----	\$222
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	219, 757
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost)-----	11, 382
Cost incurred beyond the branch line-----	719, 394
<hr/>	
Total variable (avoidable) cost-----	950, 533
<hr/>	
Net contribution (loss): total-----	(126, 500)
Average per carload-----	(34)

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

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

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

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

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

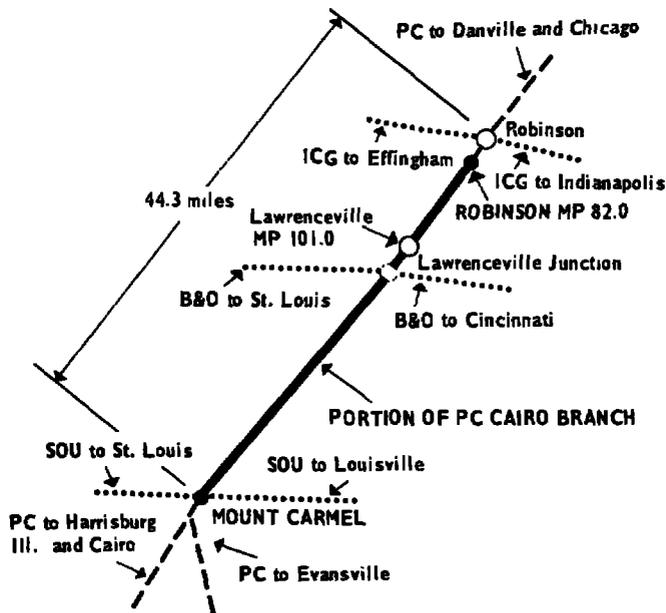
Disposition

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

PORTION OF CAIRO BRANCH

USRA Line No. 606

Penn Central



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

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Flat Rock-----	112
Pinkstaff-----	16
Lawrenceville-----	277
St. Francisville-----	4
Allendale-----	41
Mount Carmel ¹ -----	572
<hr/>	
Total carloads generated by the line-----	1, 022
Average carloads per week-----	19. 7
Average carloads per mile-----	23. 1
Average carloads per train-----	6. 8
1973 operating information:	
Number of round trips per year-----	150
Estimated time per round trip (hours)-----	10. 0
Locomotive horsepower-----	4, 000
Train crew size-----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

See comments on USRA line No. 605a.

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

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

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

Information for Line-Transfer Decision

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

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

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

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

Disposition

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

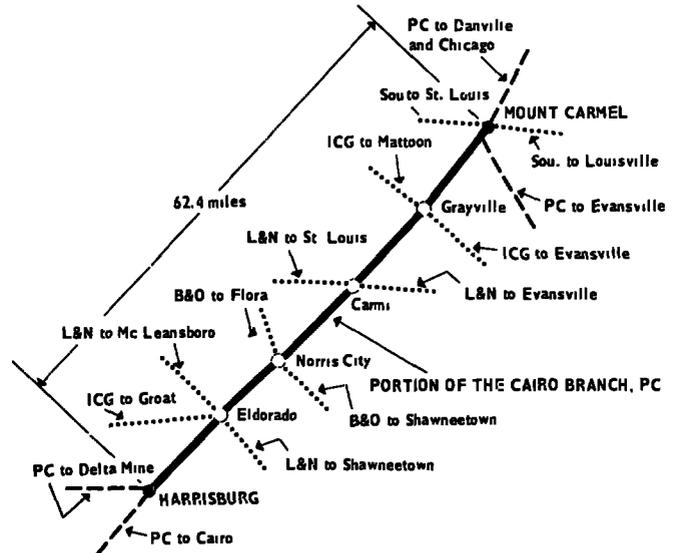
If the necessary trackage rights over the L&N cannot be obtained, the portion of the Cairo Branch from Milepost 82.0 to Milepost 101.0 shall be transferred to the Consolidated Rail Corp. If the necessary trackage rights over the L&N are acquired, the portion of the Cairo Branch from Milepost 82.0 to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

rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CAIRO BRANCH

USRA Line No. 606a

Penn Central



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

Traffic and Operating Information

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

Keensburg	67
Grayville	131
Crossville	66
Carmi	151
Norris City.....	1
Eldorado	1, 839
Mount Carmel ¹	135
<hr/>	
Total carloads generated by the line.....	2, 390
Average carloads per week.....	46. 0
Average carloads per mile.....	38. 3

See footnote at end of table.

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

* Includes only traffic on this segment.

Public Comments on Preliminary System Plan

See comments on USRA Line No. 605a.

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

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC.....	\$469,003
Average revenue per carload.....	\$198
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	739,295
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	62,689
Cost incurred beyond the branch line.....	351,406
Total variable (avoidable) cost.....	1,153,390
Net contribution (loss): total	(684,377)
Average per carload.....	(286)

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

the replacement of a total of 5,600 crossties (an average of 90 crossties per mile).

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

Disposition

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

PORTION OF THE CAIRO BRANCH

USRA Line No. 607

Penn Central

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

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

SALINE VALLEY BRANCH

USRA Line No. 607b

Penn Central

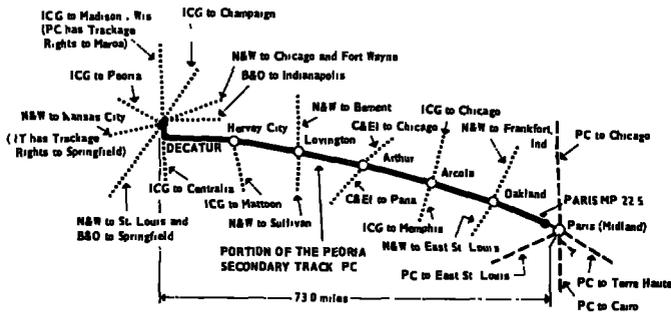
The Saline Valley Branch, extending from *Harrisburg* (Milepost 0.0) to *Delta Mine, Ill.* (Milepost 10.7), a distance of *10.7 miles*, in Saline County, Ill., a line which was recommended for inclusion on page 420 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 609

Penn Central

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



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

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Redmon	13
Borton	26
Oakland	68
Hindsboro	74
Kemp	81
Filson	1
Arcola	1
Chesterville	1
Arthur	166
Fairbanks	47
Lovington	294
Lake City	172
Prairie Hall	148
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Total carloads generated by the line.....	1,087
Average carloads per week.....	20.9
Average carloads per mile.....	14.9
Average carloads per train.....	3.6
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	8.5
Locomotive horsepower.....	1,760
Train crew size.....	4

Public Comments on Preliminary System Plan

Illini FS, Inc., operates two agriculture retail outlets on Line No. 609. These two businesses supply

area farmers over 8,000 tons annually of fertilizer, chemicals, etc., and would be forced to close both facilities if the line were abandoned.

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

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

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

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

Information for Line-Transfer Decision

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

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

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

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

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

Disposition

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

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

tinues to Madison, Wis. Also at Decatur the line connects with the Norfolk & Western to Kansas City, St. Louis, Chicago and Fort Wayne; the Illinois Central Gulf lines to Peoria, Champaign, Centralia and Mattoon; the Baltimore & Ohio to Springfield and Indianapolis, and the Illinois Terminal RR.

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

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

Disposition

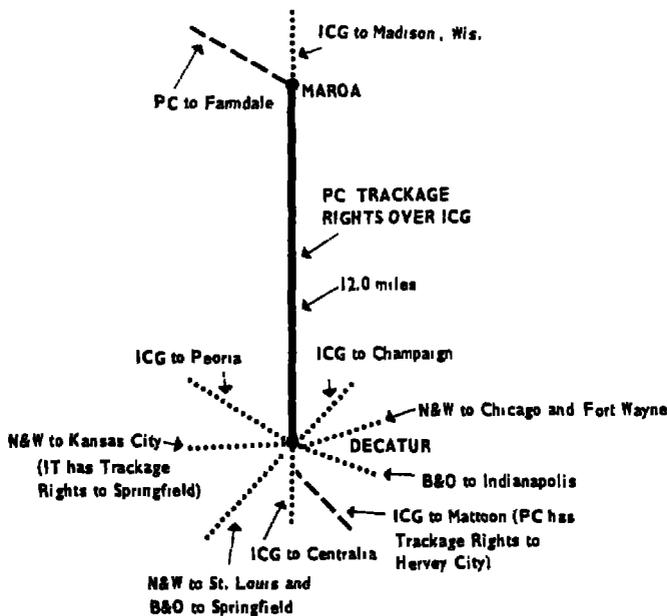
Trackage rights over this portion of the ICG are *not* designated for transfer to Consolidated Rail Corp.

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

TRACAGE RIGHTS OVER ICG RR

USRA Line No. 610/610a

Penn Central

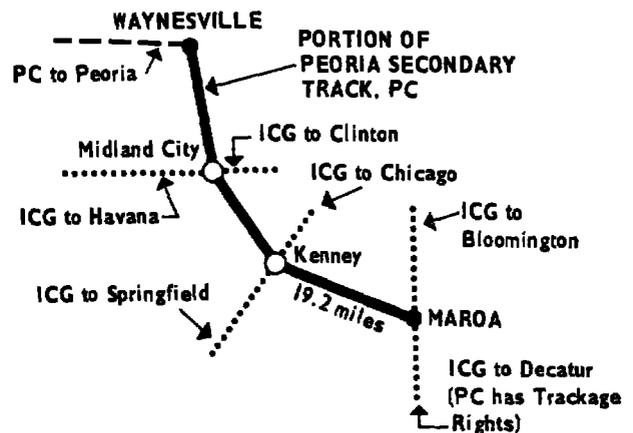


These PC trackage rights over the Illinois Central Gulf RR extend from Decatur (Milepost 95.5), to Maroa, Ill. (Milepost 107.5), a distance of 12.0 miles, in Macon County, Ill. At Decatur the line continues southeast to Farmdale and Paris and, at Maroa, the line continues northwest to Peoria (see Line Nos. 609 and 611). From Maroa, the Illinois Central Gulf con-

PORTION OF PEORIA SECONDARY TRACK

USRA Line No. 611

Penn Central



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

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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

Information for Line-Transfer Decision

Revenue received by PC -----	\$124,945
Average revenue per carload -----	\$218
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line -----	166,801
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) --	46,416
Cost incurred beyond the branch line -----	60,805
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Total variable (avoidable) cost -----	273,822
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Net contribution (loss) total -----	(148,877)
Average per carload -----	(259)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on avail-

able information, this upgrading would include the replacement of a total of 9,736 crossties (an average of 507 crossties per mile).

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

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

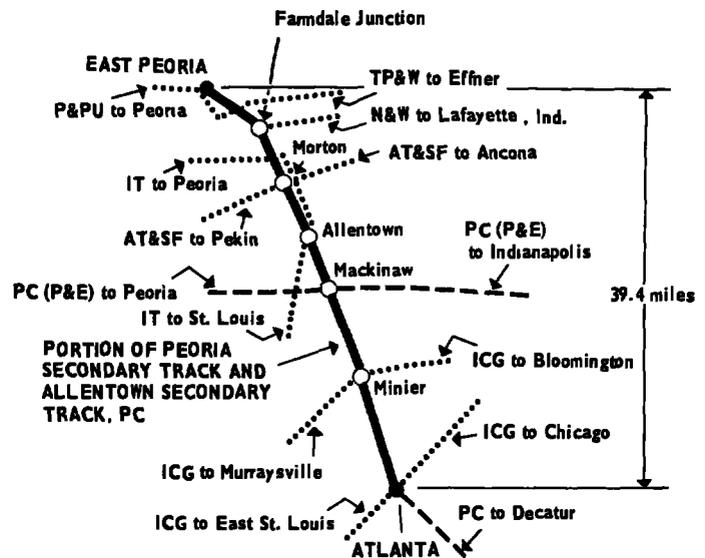
Disposition

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

PORTION OF PEORIA SECONDARY TRACK AND ALLENTOWN SECONDARY TRACK

USRA Line No. 611b

Penn Central



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

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

Traffic and Operating Information

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

Public Comments on Preliminary System Plan

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

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

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

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

The Tri-County Regional Commission in East Peoria testified that 682 carloads were generated on this line in 1973.

Information for Line-Transfer Decision

Revenue received by PC.....	\$128,176
Average revenue per carload.....	\$191
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	278,687

Cost of upgrading branch line to FRA Class I: 11/10 of total upgrading cost)	75,350
Cost incurred beyond the branch line....	61,282

Total variable (avoidable) cost..... 415,299

Net contribution (loss): total..... (287,123)
Average per carload..... (429)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 15,429 cross-ties (an average of 518 cross-ties per mile).

This line was reanalyzed including the traffic generated at Atlanta.

The existence of an additional 12 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately \$286,000.

Service to this line generated a loss of \$287,123 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 244-percent rate increase.

Disposition

The portion of the Allentown Secondary Track from Milepost 132.7 to Milepost 158.3 shall be offered for sale to the Illinois Terminal, a profitable railroad operating in the Region. If this offer is *not* accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

The portions of the Peoria Secondary Track and Allentown Secondary Track from Milepost 158.3 to Milepost 172.1 are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE PEORIA & EASTERN LINE

USRA Line No. 617

Penn Central

This portion of the Peoria & Eastern line, extending from Danville (Milepost 86.0) to Urbana, Ill. (Milepost 115.0), a distance of 29.0 miles, in Vermilion and Champaign Counties, Ill., a line which was recom-

617a, 617b, 617c, 618a, 618b, 679

mended for inclusion on page 425 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

**TRACKAGE RIGHTS OVER PEORIA & PEKIN
UNION RY**

USRA Line No. 617a

Penn Central

The trackage rights over the Peoria & Pekin Union Ry., extending from *Pekin* (Milepost 0.0) to *East Peoria, Ill.* (Milepost 8.9), a distance of *8.9 miles*, in Tazewell County, Ill., a line which was recommended for inclusion on page 426 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 617b

Penn Central

This portion of the Peoria & Eastern Line, extending from *Urbana* (Milepost 115.0) to *Bloomington, Ill.* (Milepost 170.5), a distance of *55.5 miles*, in McLean, DeWitt, Platt and Champaign Counties, Ill., a line which was recommended for inclusion on page 426 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PEORIA & EASTERN LINE

USRA Line No. 617c

Penn Central

This portion of the Peoria & Eastern line, extending from *Bloomington* (Milepost 170.5) to *Pekin, Ill.* (Milepost 201.0), a distance of *30.5 miles*, in Tazewell and McLean Counties, Ill., a line which was recommended for inclusion on page 427 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 618a

Penn Central

This portion of the Davis-to-Lenox Line, extending from *Paris* (Milepost 89.0) to *Mattoon, Ill.* (Milepost

127.0), a distance of *38.0 miles*, in Edgar and Coles Counties, Ill., a line which was recommended for inclusion on page 428 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *This line is being retained for the movement of through freight trains until the parallel route is rehabilitated. Once the through freight traffic is shifted from this line ConRail should reevaluate the viability of local freight service. Any ConRail abandonment would be subject to normal I.C.C. abandonment proceedings.*

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 618b

Penn Central

The portion of the Davis-to-Lenox Line extending from *Mattoon* (Milepost 127.0) to *Pana, Ill.* (Milepost 167.2), a distance of *40.2 miles*, in Coles, Moultrie, Shelby, and Christian Counties, Ill., a line which was recommended for inclusion on page 428 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

The portion of the Davis-to-Lenox Line extending from *Pana* (Milepost 167.2) to *Hillsboro, Ill.* (Milepost 194.0), a distance of *26.8 miles*, in Christian and Montgomery Counties, Ill., a line which was recommended for inclusion on page 428 of the Preliminary System Plan, shall be offered for sale to the Missouri Pacific RR (C&EI), a profitable railroad operating in the Region. ConRail will retain trackage rights over the line. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp. *ConRail will utilize this route for the alternate routing of through freight trains until the parallel route is rehabilitated.*

PORTION OF THE DAVIS-TO-LENOX LINE

USRA Line No. 679

Penn Central

The portion of the Davis-to-Lenox Line, extending from *Hillsboro* (Milepost 194.0) to *East St. Louis (Lenox), Ill.* (Milepost 237.7), a distance of *43.7 miles*, in Montgomery and Madison Counties, Ill., a line which was recommended for inclusion on page 429 of the Preliminary System Plan, shall be offered for sale to the Missouri Pacific RR (C&EI) and the Burlington Northern RR, profitable railroads operating in the Region (see section 206(g) of the act). The C&EI shall be offered the portion of the line from Milepost 194.0

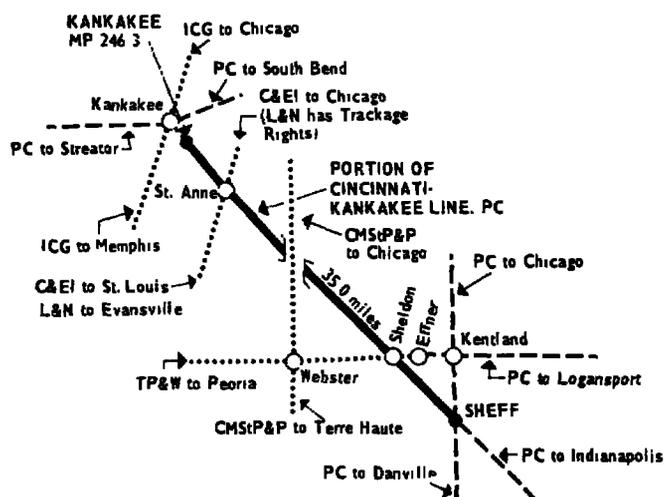
(Hillsboro) to Milepost 205.2 (Joan) and the C&EI and the BN shall jointly be offered the portion from Milepost 205.2 (Joan) to Milepost 237.7 (Lenox). ConRail will retain trackage rights over this line. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

INTERSTATE LINES

PORTION OF CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 577a

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the New York Central RR, extends from *Sheff, Ind.* (Milepost 211.3) to *Kankakee, Ill.* (Milepost 246.3), a distance of 35.0 miles, in Iroquois and Kankakee Counties, Ill., and Benton County, Ind. A continuation of this line extends eastward to Cincinnati and northward to Chicago (see Line Nos. 577 and 408). This line connects with the PC to Cairo and Chicago at Sheff, Ind. (see Line No. 604). This line connects with the Toledo, Peoria & Western RR to Effner and Peoria at Sheldon. Near Nelson the Milwaukee Road Chicago-Terre Haute line crosses. This line also connects with the C&EI-L&N line from Chicago to Evansville at St. Anne. (The L&N line to Chicago uses the C&EI trackage.) At Kankakee this line connects with the ICG Chicago-New Orleans main line. It also connects with the PC line to South Bend and Peoria at Kankakee.

Traffic and Operating Information

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

Raub	149
Sheldon	1,277
Iroquois	109
Donovan	184
Beaverville	204
St. Anne	184
Aroma Park	16

Total carloads generated by the line	2,073
Average carloads per week	39.9
Average carloads per mile	59.2
Average carloads per train	13.8
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	6
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Kankakee County Farm Bureau indicated that present and potential traffic make this line essential to the economic well-being of Kankakee County farmers.

Congressman George O'Brien expressed interest in the line's being acquired by a solvent carrier, as did the Rail Research Committee organized on the line.

The Rail Research Committee also pointed out apparent factual errors in USRA's analysis; e.g., nearly 1,000 cars from five major on-line shippers in Kankakee were omitted. The Committee also pointed out seeming inconsistencies in the way USRA handled the different segments of the Cincinnati-to-Kankakee line—one segment having been included with no demonstrated analysis and two segments included because they were required for "through traffic." The main thesis of the Committee's criticism is that Line No. 577a is an integral segment of a through line, but that it can stand on its local traffic generating higher carloads per mile than the other Cincinnati-Kankakee segments.

The Early & Daniel Co. at Sheldon argued that the entire line was profitable and should be retained, but especially the 7.8-mile segment from Sheff to Sheldon must stay. In 1973, this 7.8 miles generated 58 percent of the carloading and 80 percent of the revenues which USRA attributed to the entire line.

Shippers at Iroquois, Donovan and Beaverville indicated that USRA understated the 1973 carloads by 302.

Information for Line-Transfer Decision

Revenue received by PC	\$938,461
Average revenue per carload	\$453

Variable (avoidable) cost of continued service:

Cost incurred on the branch line	328,443
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,004

Cost incurred beyond the branch line.... 814, 918

Total variable (avoidable) cost..... 1, 180, 385

Net contribution (loss): total..... (242, 904)

Average per carload..... (117)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 200 crossties.

The mileposts were adjusted at Kankakee so all shippers would continue to receive service. An analysis was made of the portion from Sheff to Sheldon. The costs were adjusted to reflect unit grain trains and shipper-owned equipment. This subsegment would require a 7-percent rate increase to become viable.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 211.3 to Milepost 219.4 (serving shippers at Raub and Sheldon who generated 1,426 carloads in 1973) would generate \$717,962 in revenue and \$771,091 in costs with a resulting loss of \$53,129. This portion of the line may become viable with either an 87-percent increase in traffic or a 7-percent rate increase.

Service to the remainder of the line (from Milepost 219.4 to Milepost 246.3 serving shippers at Iroquois, Donovan, Beaverville, St. Anne and Aroma Park who generated 647 carloads in 1973) would generate \$220,499 in revenue and 457,098 in costs with a resulting loss of \$236,599. Recovery of costs would require approximately a fivefold increase in traffic or a 107-percent rate increase over the 1973 levels. The existence of an additional 302 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately \$218,500.

Disposition

The portion of the Cincinnati-Kankakee line from Milepost 211.3 to Milepost 219.4 shall be offered for sale to the TP&W, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Cincinnati-Kankakee line from Milepost 219.4 to Milepost 246.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE DANVILLE BRANCH

USRA Line No. 604

Penn Central

This portion of the Danville Branch, extending from *Highlands, Ind.* (Milepost 6.3) to *Danville, Ill.* (Milepost 110.2), a distance of *103.9 miles*, in Lake, Newton, Benton, Warren and Fountain Counties, Ind., and Vermilion County, Ill., a line which was recommended for inclusion on page 477 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *It is not planned that this line will be used for the movement of through freight trains; the use of alternate routings are being negotiated with the Louisville & Nashville and the Chicago & Eastern Illinois Railroads (see chapter on Coordination).*

PORTION OF THE EVANSVILLE SECONDARY TRACK

USRA Line No. 612

Penn Central

This portion of the Evansville Secondary Track, extending from *Mount Carmel, Ill.* (Milepost 127.4) to *Skelton, Ind.* (Milepost 132.0), a distance of *4.6 miles*, in Gibson County, Ind., and Wabash County, Ill., a line which was recommended for inclusion on page 477 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PEORIA & EASTERN LINE

USRA Line No. 616

Penn Central

This portion of the Peoria & Eastern Line, extending from *Clermont, Ind.* (Milepost 9.2) to *Danville, Ill.* (Milepost 82.0), a distance of *72.8 miles*, in Marion, Hendricks, Boone, Montgomery, Fountain and Warren Counties, Ind., and Vermilion County, Ill., a line which was recommended for inclusion on page 479 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

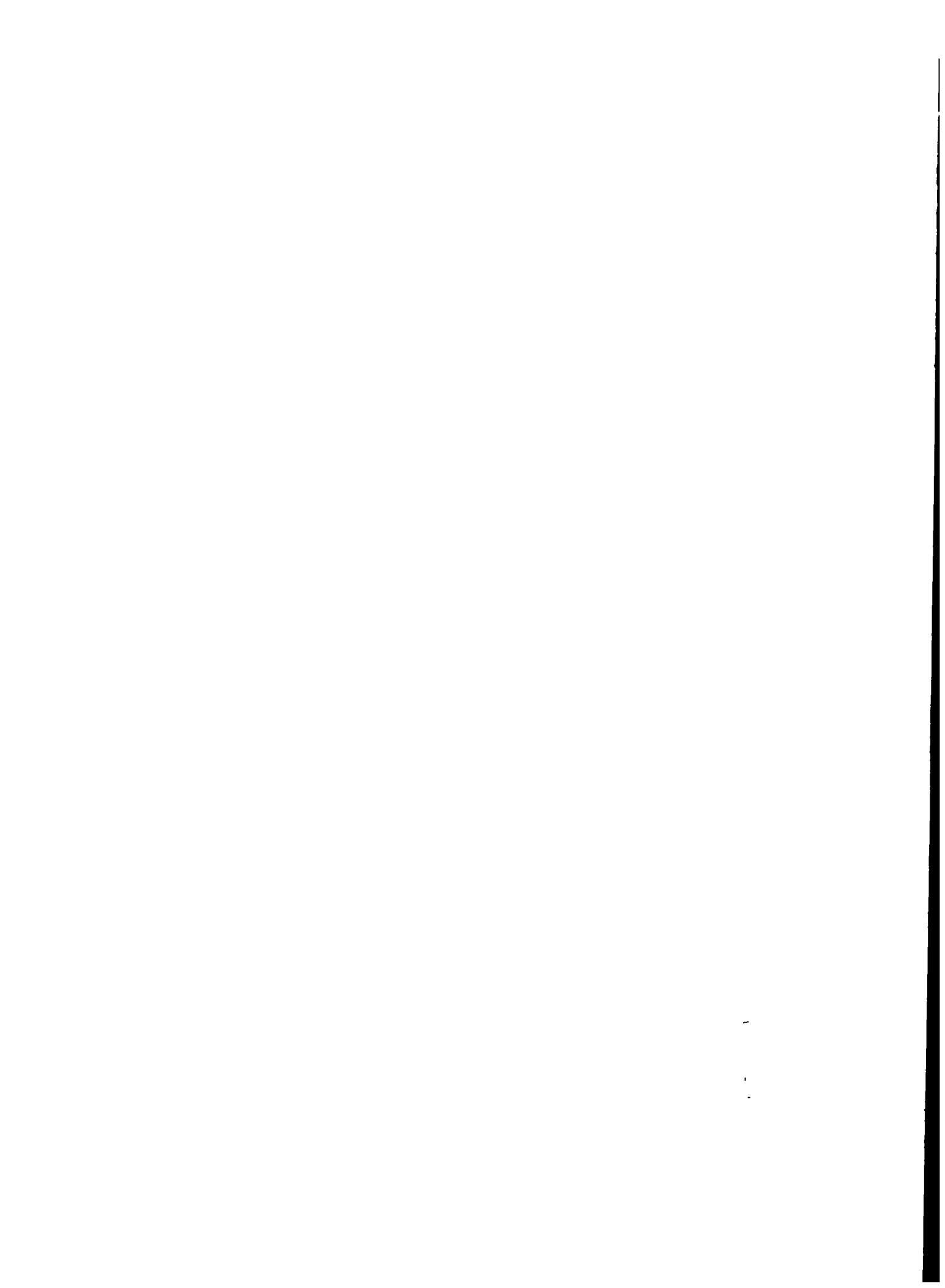
PORTION OF THE DAVIS-TO-LENOX LINE**USRA Line No. 618****Penn Central**

This portion of the Davis-to-Lenox line, extending from *Terre Haute, Ind.* (Milepost 72.0) to *Paris, Ill.* (Milepost 89.0), a distance of *17.0 miles*, in Vigo County, Ind., and Edgar County, Ill., a line which was recommended for inclusion on page 479 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *It is not planned that this line will be used for the movement of through freight trains; the use of alternate routings is being negotiated with*

the Louisville & Nashville RR (see chapter on Coordination).

PORTION OF THE COLUMBUS-CHICAGO LINE**USRA Line No. 689****Penn Central**

This portion of the Columbus-to-Chicago line, extending from *Hartsdale, Ind.* (Milepost 284.0) to *Chicago, Ill.* (Milepost 302.4), a distance of *18.4 miles*, in Lake County, Ind., and Cook County, Ill., a line which was recommended for inclusion in the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.



INDIANA

Intrastate

PC

USRA Line Number	Terminals	Page
399	Goshen to Shipshewana	80
414	Hartsdale to East Gary	80
417/417a	Auburn to Waterloo	81
418	Kendallville to Michigan State Line	82
419	North Manchester to Mexico	84
420	North Manchester to Columbia City	85
423	Logansport to Culver	85
428	Adams to Decatur	86
429	Decatur to Ridgeville	86
521	New Castle to Richmond	88
522	New Castle to Anderson	89
523	Anderson to Elwood	89
524	Elwood to Kokomo	90
556	Richmond to Lynn	91
557	Lynn to Ridgeville	91
565	Ben Davis to Limesdale	92
566	Greencastle to Brazil	93
566a	Brazil to Terre Haute	93
571	Cedar Grove to Brookville	93
573	Beeson to Connersville	94
574/574a	Lebanon to Brant	94
575	Lebanon to Lafayette	96
576	Lafayette to Templeton (N&W Trackage Rights)	96
577	Templeton to Sheff	96
578	Emporia to Knightstown	96
579a	Knightstown to Carthage	97
582	Columbus to Flat Rock	98
584	Fenns to Shelbyville	99
585/586/587	Shelbyville to North Rushville	100
588a	Madison Secondary Track at Columbus	101
589	North Vernon to North Madison	101
590	North Madison to Madison	102
591	South of Riley to Worthington Junction	103
593	Martinsville to Rincon Junction	104
593a	Rincon Junction to Thomas	105
593b	Thomas to Buckskin	105
594/594a	Buckskin to Evansville	105
595	Buckskin to Lynnville	105
596	Duff Junction to Washington	106
597	Rincon Junction to Sandborn	106

USRA Line Number	Terminals	Page
598	Sandborn to Bicknell	107
602	Waveland to Crawfordsville	108
619	Franklin to Columbus	108
621	Jeffersonville to Watson	109
621b	Jeffersonville to New Albany	109

622/623	Lebanon to Fisherburg	110
630	Effner to Kenneth	110
633	Centerville to Indianapolis	112
634	Lebanon to Clermont	113
689a	North Judson to Hartsdale	113

700	Columbia City Secondary Track at North Manchester	114
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EL

1262	Huntington to Hammond	114
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Interstate

PC

Indiana to Illinois (these lines are discussed under Illinois)

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

Indiana to Kentucky

620/620a/ 620b	Columbus, Ind. to Louisville, Ky.	116
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Indiana to Michigan

401	South of Angola, Ind. to Montgomery, Mich.	116
467	Michigan City, Ind. to Buchanan, Mich.	117
637	South Bend, Ind. to Niles, Mich.	118

Indiana to Ohio

520a	Richmond, Ind. to Eaton, Ohio.	118
554	Hunter, Ind. to Glen Karn, Ohio	119
571a	Cedar Grove, Ind. to Valley Junction, Ohio	121
638	Richmond, Ind. to New Paris, Ohio	122

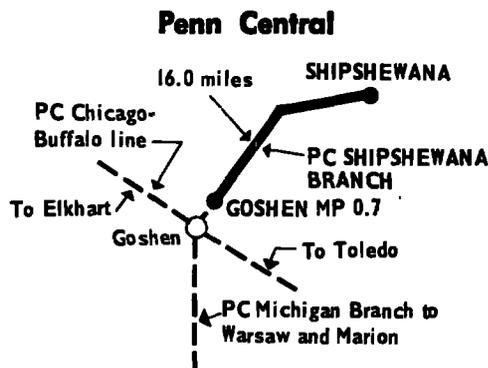
EL

Indiana to Ohio

1261	Huntington, Ind. to Lima, Ohio	122
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SHIPSHEWANA BRANCH

USRA Line No. 399



The Shishewana Branch, formerly part of the New York Central RR, extends from *Goshen* (Milepost 0.7), to *Shishewana, Ind.* (Milepost 16.7), a distance of 16.0 miles, in Elkhart and LaGrange Counties, Ind. This line connects at Goshen with the Penn Central's Chicago-Buffalo line and with the PC Michigan Branch to Warsaw and Marion.

Traffic and Operating Information

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

Middleburg	181
Shishewana	275
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Total carloads generated by the line.....	456
Average carloads per week.....	8.8
Average carloads per mile.....	28.5
Average carloads per train.....	9.1
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	7.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Coachman Industries in Middleburg states that because of industrial development a sixfold increase in employment occurred over the last decade.

If this line is closed, a 65-acre industrial park currently planned will not be developed.

The Goshen Chamber of Commerce questioned USRA's figures on revenue attributable to the line stating local shippers have paid over a half million dollars per year to the railroad.

The Chamber of Commerce believes that PC has deliberately discouraged use of the line.

The LaGrange County Board of Commissioners estimates that the Pumpkin Vine Branch could easily double its traffic under good service.

The Governor's Rail Task Force in Indiana stated that this line has an estimated \$45,237 profit from \$109,106 of branch revenues in 1973. The Task Force

estimated rehabilitation costs for this line at \$370,000. If the line were abandoned, 30 jobs were estimated to be lost with a wage impact of \$255,000. The Task Force stated that 1,453 cars were generated at Goshen, 181 at Middleburg, and 275 at Shishewana.

Information for Line-Transfer Decision

Revenue received by PC.....	\$109,099
Average revenue per carload.....	\$239
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	147,802
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	30,299
Cost incurred beyond the branch line	49,571
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Total variable (avoidable) cost.....	227,672
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Net contribution (loss) : total.....	(118,573)
Average per carload.....	(280)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,200 crossties (an average of 325 crossties per mile).

The mileposts were adjusted at Goshen to allow continued service to Weyerhaeuser (as was intended in the PSP). The revenue assigned to the branch was the amount received by the Penn Central for its portion of the haul.

Service to this line generated a loss of \$118,573 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 109-percent rate increase.

Disposition

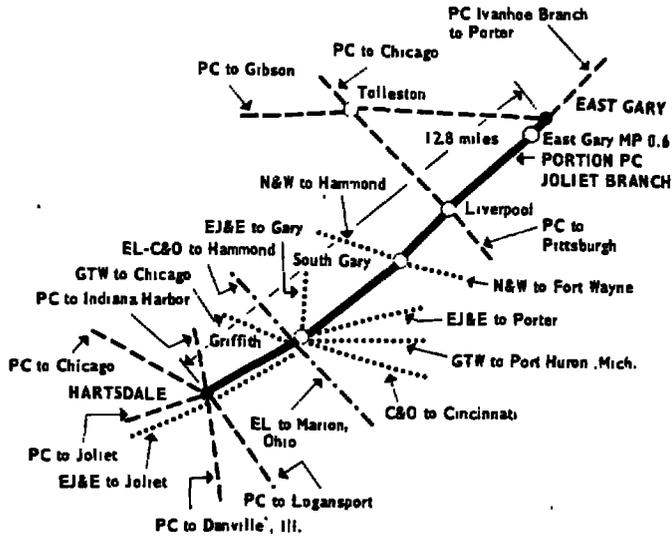
The Shishewana Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations,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

PORTION OF JOLIET BRANCH

USRA Line No. 414

Penn Central

This portion of the Joliet Branch, formerly part of the New York Central RR, extends from *East Gary*



(Milepost 0.0) to *Hartsdale, Ind.* (Milepost 12.8), a distance of *12.8 miles*, in Lake County, Ind. This line continues beyond Hartsdale to Chicago Heights, Matteson and Joliet. At East Gary, it connects with the Penn Central Ivanhoe Branch, at Liverpool with PC's line to Pittsburgh and at South Gary with the N&W main line to Fort Wayne. At Griffith the lines of the EL, C&O and GTW cross, as do two Elgin, Joliet & Eastern Ry lines which converge and parallel this line through Hartsdale. At Hartsdale, Penn Central's lines to Logansport and Danville cross (see Line Nos. 689, 689a and 604).

Traffic and Operating Information

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

Liverpool	3
Ross	8
South Gary	12
Griffith	12
East Gary ¹	180
Gary ¹	2

Total carloads generated by the line	217
Average carloads per week	4.2
Average carloads per mile	17.0
Average carloads per train	4.2

1978 operating information:

Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,500
Train crew size	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Review by the Office revealed no public testimony on this line.

The BN is interested in acquiring line segment 414 and is negotiating with USRA and the ICC to be permitted to do so.

The Governor's Rail Task Force recommended abandonment of this line.

Information for Line-Transfer Decision

Revenue received by PC	\$39,811
Average revenue per carload	\$183
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	97,310
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	24,643
Total variable (avoidable) cost	121,953
Net contribution (loss): total	(82,142)
Average per carload	(879)

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

Disposition

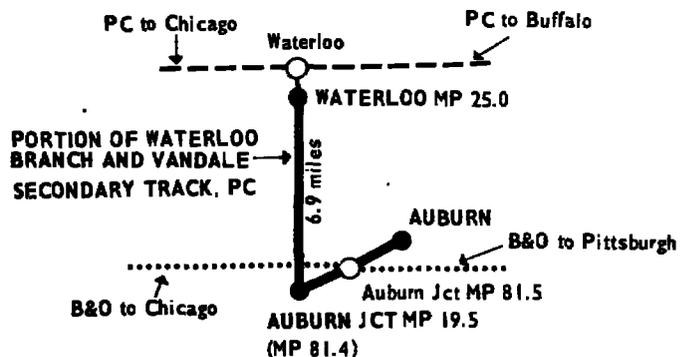
The portion of the Joliet Branch from Milepost 0.0 to Milepost 0.6 shall be transferred to Consolidated Rail Corp.

The portion of the Joliet Branch from Milepost 0.6 to Milepost 12.8 shall be offered for sale to the Burlington Northern under section 206(g) of the Act. This sale would preserve rail service to 35 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, this portion of the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATERLOO BRANCH AND VANDALE SECONDARY TRACK

USRA LINE No. 417/417a

Penn Central



This portion of the Waterloo Branch and the Vandale Secondary Track, formerly part of the New York Central RR, extends from *Auburn Junction* (Milepost 19.5) to *Waterloo* (Milepost 25.0), and from *Auburn Junction* (Milepost 81.4) to *Auburn, Ind.* (Milepost 82.8), a total distance of *6.9 miles*, in De Kalb County, Ind. This line has two parts; the Waterloo-Auburn Junction link connecting the PC's Chicago-Buffalo line to the B&O Chicago-Pittsburgh line and the smaller line from Auburn Junction to Auburn.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Auburn	297
Auburn Junction.....	1
<hr/>	
Total carloads generated by the line.....	298
Average carloads per week.....	5.7
Average carloads per mile.....	43.2
Average carloads per train.....	4.0
1973 operating information:	
Number of round trips per year.....	75
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Public response was light but indicated a definite community dependence upon rail.

The Auburn Foundry, one of the area's largest employers, would be forced to relocate—a serious blow to the local economy. Auburn Foundry is currently half-way through a major expansion to double its capacity.

Other testimony concerned the poor and declining service by the PC. The Mayor of Auburn has advocated that service be continued as a spur off the B&O. Negotiations are also underway for the community possibly to purchase the line.

Total traffic of 670 carloads is projected for 1975 by three shippers.

Loss of service would cost the local economy 300 jobs, with an associated income loss of \$2.4 million.

The Chessie wishes to provide service to Auburn traffic only. (*Note: The Chessie has disaffirmed interest in this project.*)

The Governor's Rail Task Force reported that PC received \$61,395 in gross freight revenues from the line, paid \$18,785 in branch costs hence their estimated profit was \$42,610. The Task Force also estimated the rehabilitation costs which totaled \$67,639. Additionally, they noted the loss of 15 jobs should service be curtailed. The Task Force recommends inclusion of this line into the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC.....	\$61,805
Average revenue per carload.....	\$208
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	78,982
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	12,472
Cost incurred beyond the branch line.....	40,198
<hr/>	
Total variable (avoidable) cost.....	131,652
<hr/>	
Net contribution (loss): total.....	(69,847)
Average per carload.....	(234)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1974 crossties (an average of 359 crossties per mile).

This line was described incorrectly in the Preliminary System Plan, but is correctly described above.

Service to this line generated a loss of \$69,847 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 113-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

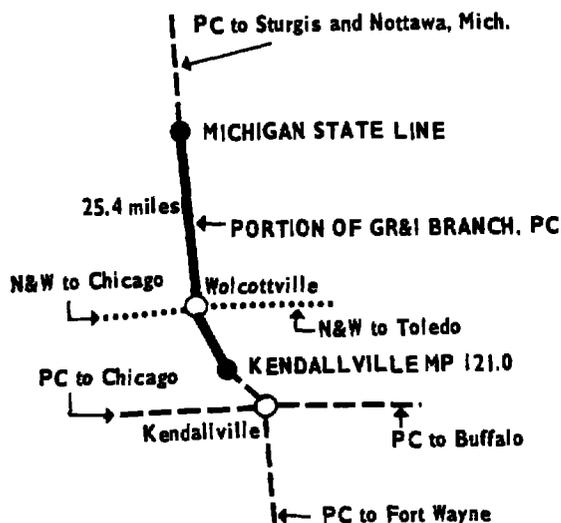
This portion of the Waterloo Branch and the Vandale Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail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

PORTION OF GR&I BRANCH

USRA Line No. 418

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Kendallville* (Milepost 121.0) to the *Michigan State line* (Milepost 146.4), a distance of *25.4 miles*, in Noble and LaGrange Counties, Ind. This line is part of the Penn Central's GR&I Branch which continues south to Fort Wayne and north to Nottawa. At Kendallville, the PC's Chicago-Toledo



line connects and at Wolcottville, the Norfolk & Western Ry connects with this line.

Traffic and Operating Information

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

Wolcottville	35
LaGrange	343
Howe	58
<hr/>	
Total carloads generated by the line.....	436
Average carloads per week.....	8.4
Average carloads per mile.....	17.2
Average carloads per train.....	4.2
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Rail Service Research Committee's research indicated nearly three times the revenue which USRA attributed to the line, and that only 5.7 miles of the trackage is below FRA Class I standards.

Duo-Therm Division of Motor Wheel Corporation, the largest employer in LaGrange, is dependent upon rail to remain competitive. Duo-Therm reported that the additional cost of alternate transportation would be \$250,000. The company is currently considering a new line of production which would increase rail usage 50 percent.

Shippers at Kendallville insist they must be served by Line No. 418.

The Indiana Farm Bureau estimated potential traffic of 1,550 tons per year.

The LaGrange County Chamber of Commerce estimated unemployment of 200 with accompanying income loss of \$3,000,000 as a result of loss of service.

Sturgis Iron & Metal Company located adjacent to the line three years ago because of availability of through service and a daily switch from Ft. Wayne to

Kalamazoo. The Company would retain actual service but would lose the through link. The company is just developing its 55-acre complex and estimates annual traffic of 3,000 cars.

The number of round trips attributed to the line should be reviewed.

The State of Indiana in its report: *USRA Segments in Indiana: State Analysis and Recommendations* reached a conclusion that this line in its entirety between Kendallville and the State line was profitable by \$510 per mile or \$13,269 (total segment). Estimated rehabilitation costs were estimated to be \$550,000. Indiana credited this branch with 1,607 total cars at Kendallville, 0 at Wolcottville, 343 at LaGrange, and 58 at Howe. Letters objecting to the 304(f) abandonment proceedings concentrated on disruption of business at LaGrange, Ind.

Information for Line-Transfer Decision

Revenue received by PC.....	\$110,900
Average revenue per carload.....	\$254
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	216,889
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)...	43,530
Cost incurred beyond the branch line.....	62,977
<hr/>	
Total variable (avoidable) cost.....	323,396
<hr/>	
Net contribution (loss): total.....	(212,436)
Average per carload.....	(487)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 256 crossties per mile).

This line was reanalyzed and the number of trips reduced to 156. The addition of 1,551 tons per year would be 31 cars at 50 tons per car. This would not make the line viable. No specific details are available concerning the other traffic projections.

As Line Nos. 418, 456/457/458 fail the viability criteria, service to Kendallville traffic will be from Fort Wayne.

Service to this line generated a loss of \$212,436 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 191-percent rate increase.

Disposition

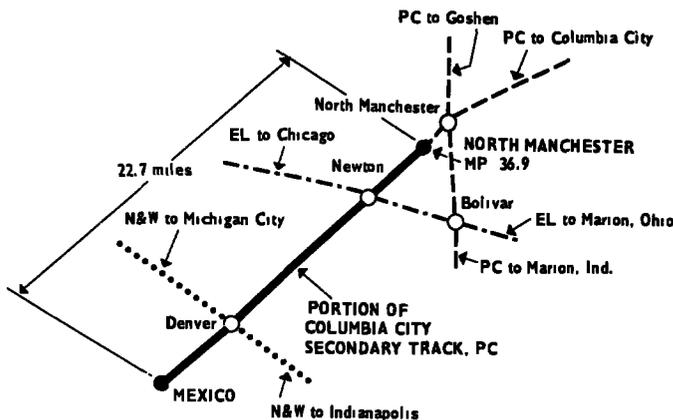
This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available

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

PORTION, COLUMBIA CITY SECONDARY TRACK

USRA Line No. 419

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from Mexico (Milepost 14.2) to North Manchester, Ind. (Milepost 36.9), a distance of 22.7 miles, in Miami and Wabash Counties, Ind. At North Manchester, the line continues in a northeasterly direction to Columbia City (see Line No. 420). This line connects at North Manchester with PC's Michigan Branch. At Newton, it connects with the Eric Lackawanna line from Chicago to Hoboken (see Line No. 1262). The Norfolk & Western Ry's Michigan City-Indianapolis line connects with this line at Denver.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Roann	52
Chilli	7
Denver	7
Mexico	90
<hr/>	
Total carloads generated by the line.....	156
Average carloads per week.....	3.0
Average carloads per mile.....	6.8
Average carloads per train.....	3.9
1973 operating information:	
Number of round trips per year.....	40
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Indiana Rail Services Planning Commission challenged the USRA's figures. There were fewer than

40 round trips in 1973. The Plan reported substantial rehabilitation costs, but the Commission finds that the line already exceeds FRA Class I standards.

Loss of rail service on this line would cause three grain elevators to close; the loss would cost the local economy 32 jobs, \$259,000 in personal income, and \$26,200 in tax revenues.

The Indiana Farm Bureau estimates potential traffic of 6,900 tons of phosphates and potash per year.

Over the past five years, the elevator at Mexico has spent \$200,000 on rail facilities to accommodate ten-car lots.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The report prepared by the Governor's Task Force of Indiana indicated that the line lost \$6,954 in 1973 and requires rehabilitation costing \$546,720.

Information for Line-Transfer Decision

Revenue received by PC.....	\$79,460
Average revenue per carload.....	\$509
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	164,762
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	53,218
Cost incurred beyond the branch line.....	53,511
<hr/>	
Total variable (avoidable) cost.....	271,491
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Net contribution (loss): total.....	(192,031)
Average per carload.....	(1,231)

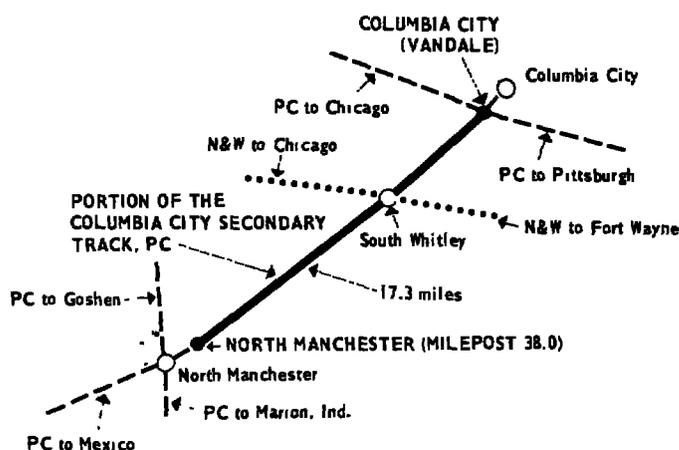
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,900 crossties (an average of 430 crossties per mile).

This line was reanalyzed and the number of trips reduced to 40. There is an 8-m.p.h. slow order, indicating that at least a portion of the line does not meet Class I standards. The elimination of the rehabilitation cost would not make this line viable.

Service to this line generated a loss of \$192,031 in 1973. Recovery of this loss would require approximately a sevenfold increase in traffic or a 242-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

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

PORTION, COLUMBIA CITY SECONDARY TRACK**USRA Line No. 420****Penn Central**

This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from *North Manchester* (Milepost 38.0) to *Columbia City (Vandale) Ind.* (Milepost 55.3), a distance of *17.3 miles*, in Whitley, Kosciusko and Wabash Counties, Ind. A continuation of this line extends from North Manchester to Mexico (see Line No. 419). At Columbia City, this line connects with the PC's Chicago-Pittsburgh line and at North Manchester with the PC's Anderson-Goshen line. At South Whitley the Norfolk & Western Ry's Chicago-Fort Wayne line crosses.

Public Comments on Preliminary System Plan

The Association reported that this line has been approved for abandonment. It is kept open only as access to Line No. 419.

The Rail Services Planning Commission reported that the Farmers Coop Elevator at South Whitley has invested \$200,000 over the past 5 years on rail facilities to handle 10-car lots.

The South Whitley elevator shipped 130 cars last year and would have shipped 66 more if the cars had been available.

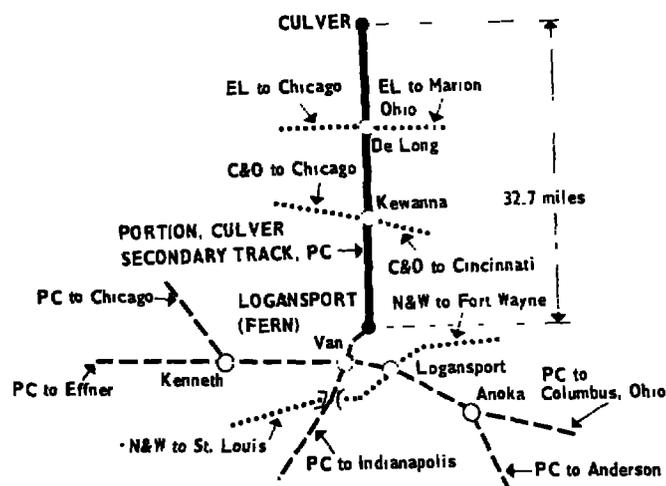
See comments on Line No. 419.

Information for Line-Transfer Decision

The ICC approved this line for abandonment on April 12, 1973 (Docket No. AB-5 Sub. No. 25). It has been kept in service to handle traffic generated on USRA Line No. 419. Line No. 419 is not designated for transfer to Consolidated Rail Corp. The existence of 130 carloads, as reported by the RSPO, will not support viable rail service on this 17.3 mile line.

Disposition

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

PORTION OF CULVER SECONDARY TRACK**USRA Line No. 423****Penn Central**

This portion of the Culver Secondary Track, formerly part of the Pennsylvania RR, extends from *Logansport (Fern)* (Milepost 115.9) to *Culver, Ind.* (Milepost 148.6), a distance of *32.7 miles*, in Cass, Fulton and Marshall Counties, Ind. At Logansport this line connects with the PC Chicago-to-Columbus line, the Norfolk & Western Ry., and the I&F Branch, PC. Kewanna is served by the Chesapeake & Ohio Ry's Chicago-Cincinnati line and De Long is served by the Erie-Lackawanna Ry's Chicago-Marion, Ohio line (see Line No. 1262).

Traffic and Operating Information

Stations (with their 1978 carloads) served by this line:	
Lucerne	96
Grass Creek	26
Kewanna	20
De Long	0
Culver	9
<hr/>	
Total carloads generated by the line.....	151
Average carloads per week.....	2.9
Average carloads per mile.....	4.6
Average carloads per train.....	3.8
1973 operating information:	
Number of round trips per year.....	40
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

The Indiana Farm Bureau projected annual traffic of 5,750 tons of phosphates and potash on this line.

Information for Line-Transfer Decision

Revenue received by PC.....	\$65,366
Average revenue per carload.....	\$433
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	224,328
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost).....	75,106
Cost incurred beyond the branch line.....	43,141
<hr/>	
Total variable (avoidable) cost.....	342,575
<hr/>	
Net contribution (loss): total.....	(277,209)
Average per carload.....	(1,836)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information this upgrading would include the replacement of a total of 16,350 crossties (an average of 500 crossties per mile). This additional traffic would not support viable rail service.

The addition of 5,750 tons, as indicated by the Indiana Farm Bureau, is the equivalent of 115 carloads at 50 tons per car.

Service to the line generated a loss of \$277,210 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 424-percent rate increase.

Disposition

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

FORT WAYNE SECONDARY TRACK

USRA Line No. 428

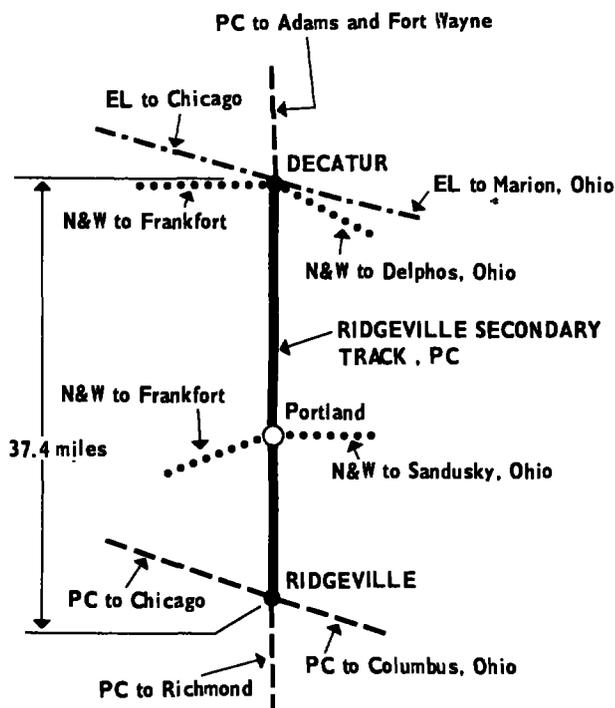
Penn Central

The Fort Wayne Secondary Track, extending from Decatur (Milepost 70.4) to Adams, Ind. (Milepost 86.6), a distance of 16.2 miles, in Allen and Adams Counties, Ind., a line which was recommended for inclusion on page 438 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

RIDGEVILLE SECONDARY TRACK

USRA Line No. 429

Penn Central



The Ridgeville Secondary Track, formerly part of the Pennsylvania RR, extends from Ridgeville (Milepost 33.0) to Decatur, Ind. (Milepost 70.4), a distance of 37.4 miles, in Adams, Jay and Randolph Counties, Ind. This line connects at Ridgeville with PC's Fort Wayne Branch to Winchester (see Line No. 557) and at Decatur with the Fort Wayne Secondary Track to Adams (see Line No. 428). N&W lines cross at Decatur and Portland; the EL Chicago-Marion, Ohio line crosses at Decatur (see Line No. 1261), and there is a connection with the Penn Central's Chicago-Columbus line at Ridgeville.

Traffic and Operating Information

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

Collett	1
Portland	359
Briant	5
Geneva	67
Berne	159
Monroe	106
Decatur ¹	16
Ridgeville ¹	32

Total carloads generated by the line	775
Average carloads per week	14.9
Average carloads per mile	20.6
Average carloads per train	4.8

1973 operating information:

Number of round trips per year	156
Estimated time per round trip (hours)	11.0
Locomotive horsepower	1,000
Train crew size	4

¹ Includes only traffic on this segment.**Public Comments on Preliminary System Plan**

The Indiana Farm Bureau estimated that the potential local traffic on this line could be 7,025 tons of agricultural shipments per year.

The Adams County Farm Bureau estimated that its members would be forced to pay \$68,000 yearly for alternative modes of transportation, if service is discontinued. They also stated that 145 cars were shipped out of Monroe and 200 cars were shipped out of Berne.

The Riverside Warehouse, Inc. in Berne reported a potential capital investment loss of \$72,000.

Economy Printing Concern, Inc. in Berne projects that its 1977 traffic will be nearly double its 1974 traffic. The company could not remain competitive without rail service. Abandonment would result in an immediate loss of 84 jobs at Economy.

The Rail Study Committee indicated that USRA's traffic figures for this line are considerably understated. The Committee estimated a personal income loss of \$350,000 based on an estimate of 37 jobs lost due to discontinuance of service.

The Berne Chamber of Commerce reported that Riverside Warehouse, Inc., Berne Coal and Supply Co., and McIntosh Corp. indicated that rail was necessary for their continued operation.

The Committee stated that the Berne Coal and Supply Co. supplies residential heating coal for 900 families. They are dependent on this fuel.

Naas Foods, Inc., at Geneva, ships approximately 50 cars per year, and would double its shipments if the cars were available. In 1973 Naas invested in new processing system equipment. This new addition has increased the potential of considerable traffic growth.

Concorde Homes, at Monroe, contracted with the PC to build a spur line into its plant. It has suspended

further plant development until rail service is assured. Concorde projects 10-15,000 tons per year.

Testimony indicates that the number of round trips per year is overstated in the PSP. Naas Foods reported only two switches per week.

The N&W is interested in acquiring a two-mile segment only in the immediate area of Portland and would serve the three industries presently located on the PC at Portland.

The Governor's Task Force found that the Ridgeville-Adams Line operates at a substantial profit; its abandonment would cause the loss of 135 jobs, and recommends inclusion in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC	\$311,134
Average revenue per carload	\$401

Variable (avoidable) cost of continued service:

Cost incurred on the branch line	353,026
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost) ..	38,616
Cost incurred beyond the branch line ..	130,622

Total variable (avoidable) cost

581,264

Net contribution (loss) total

(220,130)

Average per carload

(284)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 280 crossties.

This line was reanalyzed and the number of trips reduced to 156. The segment from Decatur to Portland was analyzed as a subsegment and would require a 114 percent increase in traffic or a 63 percent rate increase to become viable.

Service to this line generated a loss of \$220,129 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 71-percent rate increase. The existence of an additional 80 carloads on this line in 1973, as indicated in the testimony would reduce this loss to approximately \$202,500. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

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

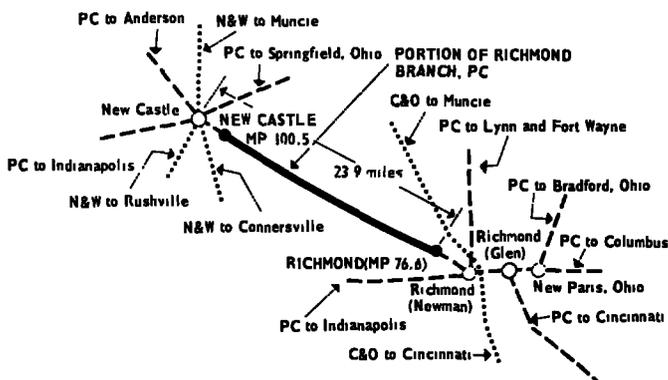
way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Portland shall be offered for sale to the Norfolk & Western Ry. This sale would preserve rail service to an estimated 389 carloads or approximately 50 percent of the traffic generated on this line.

PORTION OF RICHMOND BRANCH

USRA Line No. 521

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 76.6) to *New Castle, Ind.* (Milepost 100.5), a distance of 23.9 miles, in Wayne and Henry Counties, Ind. This is a segment of the Richmond Branch, PC's line from Logansport, Ind. to Cincinnati, Ohio (see Line Nos. 520a and 522). Other lines serving Richmond are: C&O Cincinnati to Muncie; PC Richmond to Ft. Wayne (see Line No. 556), and PC Columbus, Ohio to Indianapolis (see Line Nos. 633 and 638).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Greens Fork.....	0
Hagerstown	23
Millville	0
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Total carloads generated by the line.....	23
Average carloads per week.....	0.4
Average carloads per mile.....	1.0
Average carloads per train.....	0.4
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	3.5
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Mayor of Richmond protested discontinuing service, arguing that development of the community would be severely harmed.

Lack of rail service would force a 250-acre industrial park to divert completely to trucking.

Several area residents wished that the line would be abandoned as soon as possible and suggested the land be returned to the adjoining tracts.

The Indiana Federation of County Taxpayers Association, Inc., argued that the right-of-way is not properly maintained and its return to adjacent land owners would increase the tax base.

The Indiana Farm Bureau estimated traffic at 2,935 tons per year.

The Wayne County Farm Bureau indicated a \$20,000 investment loss if service is discontinued.

The Chessie is interested in providing service to *Richmond customers only* on the condition that suitable connections exist or can be reasonably established.

According to the Governor's Rail Task Force, employment lost would be 45 jobs representing \$382,608 in wages.

The Task Force concludes that this line currently operates at a loss and should be abandoned.

Information for Line-Transfer Decision

Revenue received by PC.....		\$4,341
Average revenue per carload.....	\$189	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	162,477	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	16,701	
Cost incurred beyond the branch line....	2,901	
<hr/>		
Total variable (avoidable) cost.....	182,079	
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Net contribution (loss) : total.....	(177,738)	
Average per carload.....	(7,728)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,080 crossties (an average of 45 crossties per mile).

This line was redefined at Richmond to allow continued service to the switching limits. The 101 carloads shown in the PSP at Richmond should not have been attributed to this line. The 250-acre industrial park will continue to receive service.

Service to this line generated a loss of \$177,738 in 1973. Recovery of this loss would require approximately

a one hundred twenty-threefold increase in traffic or a 4,094 percent rate increase.

Disposition

This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region.

This sale would preserve rail service to 23 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF RICHMOND BRANCH

USRA Line No. 522

Penn Central

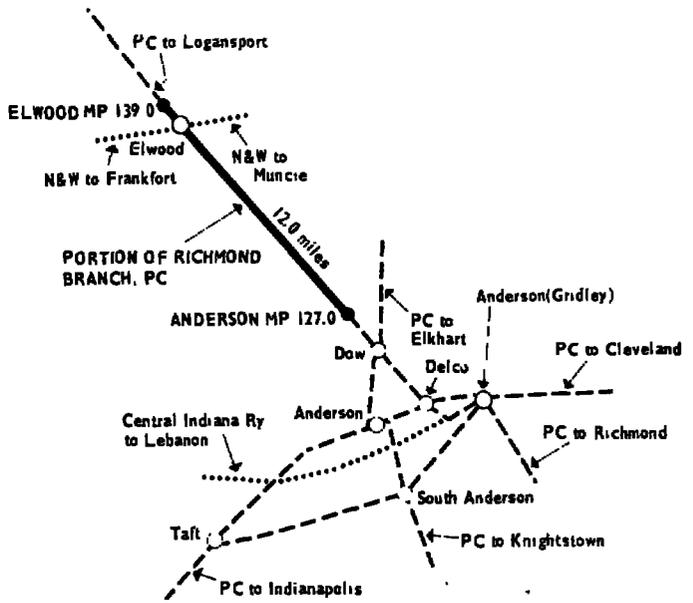
This portion of the Richmond Branch, extending from *New Castle* (Milepost 100.5) to *Anderson, Ind.* (Milepost 121.5), also from Milepost 95.3 to Milepost 96.9 on the Springfield Branch at *New Castle*, a total distance of 22.6 miles, in Henry and Madison Counties, Ind., a line which was recommended for inclusion on page 441 of the Preliminary System Plan shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region, for use as an overhead route *only*; ConRail will provide the local freight service (see section 206(g) of the act). If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF RICHMOND BRANCH

USRA Line No. 523

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Anderson* (Milepost 127.0) to *Elwood, Ind.* (Milepost 139.0), a distance of 12.0 miles, in Madison County, Ind. This segment is part of the Logansport-Richmond-Cincinnati Branch (see Lines Nos. 522 and 524.) At Anderson the Penn Central's Cleveland-Indianapolis line, Michigan Branch and a line to Emporia and Knightstown cross. The Central Indiana Ry to Lebanon also intersects at Lebanon (see Line No. 622/623), and at Elwood the N&W Frankfort-to-Muncie line crosses.



Traffic and Operating Information

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

Frankton -----	58
Elwood -----	455

Total carloads generated by the line-----	518
Average carloads per week-----	9.9
Average carloads per mile-----	42.8
Average carloads per train-----	3.4

1973 operating information:

Number of round trips per year-----	150
Estimated time per round trip (hours)-----	2.5
Locomotive horsepower-----	1,750
Train crew size-----	4

Public Comments on Preliminary System Plan

Testimony suggested that the line should be considered a through route; it is the most direct link between Cincinnati and Chicago.

The line has served as an alternate route for Amtrak service between Indianapolis and Chicago when the regular lines have been out of service for repairs.

If the line were to be considered a local line, the loss of the southern 8 miles would not affect shipping. The majority, if not all, of the users are located on the northern half of the line.

The Research Committee organized on line 523 identified 16 shippers with projected annual traffic of 890 cars.

The N&W is interested in acquiring segment 523 from Anderson to Elwood including all industries in the immediate vicinity of Elwood.

The Governor's Rail Task Force submitted information pertaining to the line extending from Anderson to Kokomo. This line generated freight revenues of \$220,367 in 1973 as opposed to branch costs of \$139,009 equalling an estimated profit of \$81,363. Although traffic

volume is light, freight revenues per mile are high. Therefore, the Task Force recommends retention of service on this line.

Information for Line-Transfer Decision

Revenue received by PO.....	\$184,066
Average revenue per carload.....	\$261
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	109,375
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line....	68,898
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Total variable (avoidable) cost.....	178,273
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Net contribution (loss): total.....	(44,207)
Average per carload.....	(86)

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

This line was redefined at Anderson to allow continued service to all shippers at Anderson.

Service to this line generated a loss of \$44,207 in 1973. Recovery of this loss would require approximately a 68 percent increase in traffic or a 33 percent rate increase. No specific data is available concerning projected traffic growth.

Disposition

This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry. a profitable railroad operating in the Region. This sale would preserve rail service to 513 carloads or 100 percent of the traffic generated on this line.

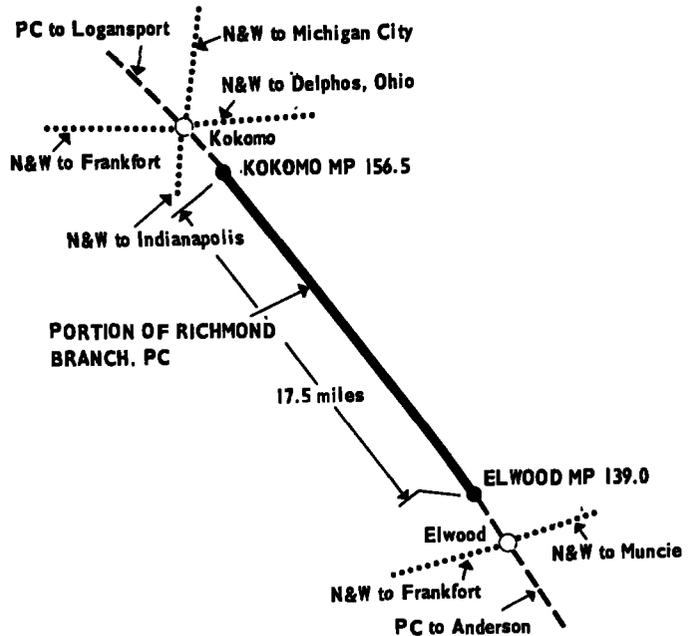
If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For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

PORTION OF THE RICHMOND BRANCH

USRA Line No. 524

Penn Central

This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Elwood* (Milepost 139.0) to *Kokomo, Ind.* (Milepost 156.5), a distance of 17.5 miles, in Madison, Tipton and Howard Counties,



Ind. Continuations of this line extend northwestward from Kokomo to Logansport and beyond, and southeastward from Elwood to Anderson and beyond (see Line No. 523). This line connects at Elwood with the N&W to Frankfort and Muncie, and at Kokomo with N&W lines to Delphos and Frankfort and to Indianapolis and Michigan City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Curtisville	46
Windfall	64
Nevada	5
Hemlock	75
<hr/>	
Total carloads generated by the line.....	190
Average carloads per week.....	3.7
Average carloads per mile.....	10.9
Average carloads per train.....	3.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Indiana & Michigan Electric Power Co. said it owns a site 3 miles northeast of Elwood on which a transformer station will be built in the next 3 years. Lack of rail service would seriously affect the possibility of their being able to move in the heavy and large equipment needed to establish the station.

Testimony received from Butcher Manufacturing & Grain Co., Hemlock, Ind., stated 83 carloads were shipped in 1973.

The Governor's Task Force indicates freight revenues

of \$220,367 in 1973 as opposed to branch costs of \$139,009 equaling an estimated profit of \$81,363. The analysis of this line suggests that it is viable, therefore the Task Force recommends retention of the line.

Information for Line-Transfer Decision

Revenue received by PC.....	\$86,294
Average revenue per carload.....	\$454
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	125,333
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	55,370
<hr/>	
Total variable (avoidable) cost.....	180,703
<hr/>	
Net contribution (loss): total.....	(94,409)
Average per carload.....	(497)

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

Service to this line generated a loss of \$94,409 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 109-percent rate increase. The additional traffic at Hemlock, as indicated by Butcher Manufacturing & Grain Co. would not reduce this loss significantly.

Disposition

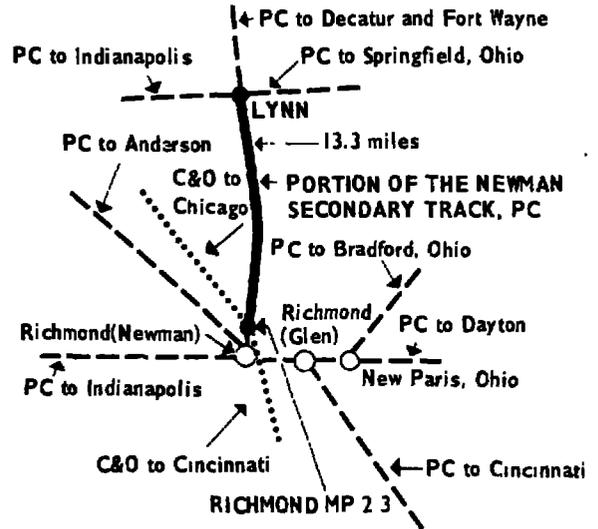
This portion of the Richmond Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific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

PORTION OF THE NEWMAN SECONDARY TRACK

USRA Line No. 556

Penn Central

This portion of the Newman Secondary Track, formerly part of the Pennsylvania RR, extends from *Richmond* (Milepost 2.3) to *Lynn, Ind.* (Milepost 15.6), a distance of 13.3 miles, in Wayne and Randolph Counties, Indiana. A continuation of this line extends northward from Lynn to Adams (see Line No. 557). Connections include the PC Indianapolis-to-Columbus line, the PC Richmond Branch (see Line Nos. 633, 638, 520a, and 521), and the Chesapeake & Ohio Ry Cincinnati-to-



Chicago line at Richmond. At Lynn, there is a connection with the PC Springfield Branch (see Line No. 554).

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required. The line was redefined at Richmond to include the Richmond switching district in ConRail.

Disposition

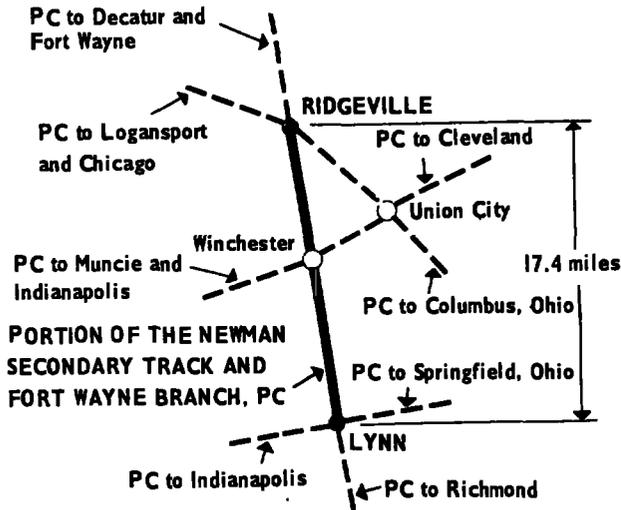
This portion of the Newman Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way to be used for other public purposes if rail service is discontinued.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

PORTION OF THE NEWMAN SECONDARY TRACK AND THE FORT WAYNE BRANCH

USRA Line No. 557

Penn Central

This portion of the Newman Secondary Track and the Fort Wayne Branch, formerly part of the Pennsylvania RR, extend from *Lynn* (Milepost 15.6) to *Ridge-*



ville, Ind. (Milepost 33.0), a distance of 17.4 miles, in Randolph County, Ind. A continuation of this line extends southward from Lynn (see Line No. 556). At Ridgeville, the line connects with PC's Ridgeville Secondary Track (see Line No. 429). Other connections are the PC Springfield Branch at Lynn (see Line No. 554), the PC Cleveland-to-Indianapolis line at Winchester, and the PC Columbus-to-Chicago line at Ridgeville.

Public Comments on Preliminary System Plan

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

An analysis by the Governor's Rail Task Force gives total annual branch cost as \$67,626, while total branch freight revenue is listed as \$3,872. Rehabilitation costs are estimated at \$225,760. To continue operations, an annual estimated subsidy of \$63,756 would be needed. The main economic activity in the area is agriculture and light industry. The Task Force noted that there is no potential for traffic growth and recommended abandonment of this line segment.

Information for Line-Transfer Decision

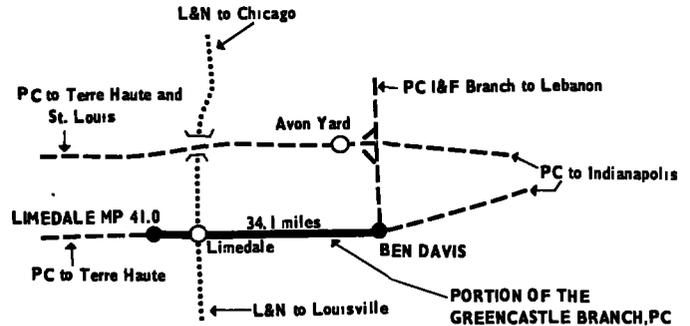
This line has been used as an overhead detour route; it serves no local traffic. Since the PC line through Goshen and Anderson has been upgraded, this line is no longer required.

Disposition

This portion of the Newman Secondary Track and the Fort Wayne Branch is *not* designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for

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

**PORTION OF THE GREENCASTLE BRANCH
USRA Line No. 565
Penn Central**



This portion of the Greencastle Branch, formerly part of the Pennsylvania RR, extends from Ben Davis (Milepost 6.9), to Limedale, Ind. (Milepost 41.0), a distance of 34.1 miles, in Marion, Hendricks and Putnam Counties, Indiana. Continuations of this line extend eastward from Ben Davis to Indianapolis and westward from Limedale to Terre Haute (see Line No. 566). This line connects with the I&F Branch of the PC at Ben Davis (see Line No. 634).

Traffic and Operating Information

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

Bridgeport	5
Plainfield	40
Clayton	14
Amo	0
Coatesville	4
Fillmore	14
Greencastle	1,210
Limedale	950
Total carloads generated by the line	2,237
Average carloads per week	43.0
Average carloads per mile	65.6
Average carloads per train	6.4

1973 operating information:

Number of round trips per year	350
Estimated time per round trip (hours)	6.5
Locomotive horsepower	1,200
Train crew size	4

The Governor's Rail Task Force stated that the main economic activities along this segment are agriculture and agri-business. The Task Force estimated that an annual subsidy of \$100,576 would be required to keep the line in operation. The estimated rehabilitation was listed at \$354,560. Abandonment would mean the loss of about 60 jobs.

Public Comments on Preliminary System Plan

The Coatesville Elevator & Feed Co., Inc., has invested \$382,000 in grain storage and loading facilities in anticipation of rail service. The Penn Central notified Coatesville that the company could lease the property necessary to build its siding, implying certain rail service.

Coatesville Elevator's estimated traffic would be 645 carloads per year.

Information for Line-Transfer Decision

Revenue received by PC.....	\$999,573
Average revenue per carload.....	\$447
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	386,627
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	365,750
<hr/>	
Total variable (available) cost.....	752,377
<hr/>	
Net contribution: total.....	247,196
Average per carload.....	111

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

This line was redefined and reanalyzed including traffic generated at Greencastle and Limedale.

Disposition

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

PORTION OF THE GREENCASTLE BRANCH

USRA Line No. 566

Penn Central

This portion of the Greencastle Branch, extending from *Limedale* (Milepost 41.0) to *Brazil (Knightsville)*, Ind. (Milepost 54.5), a distance of 13.5 miles, in Putnam and Clay Counties, Ind., a line which was recommended for inclusion on page 446 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GREENCASTLE BRANCH

USRA Line No. 566a

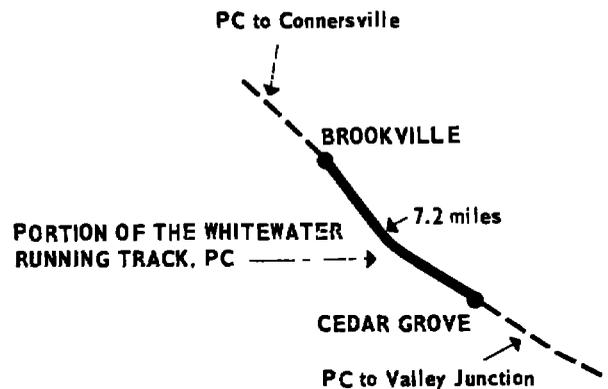
Penn Central

This portion of the Greencastle Branch, extending from *Brazil (Knightsville)* (Milepost 54.5) to *Terre Haute, Ind.* (Milepost 68.5), a distance of 14.0 miles, in Clay and Vigo Counties, Ind., a line which was recommended for inclusion on page 447 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. *It is required for interim through freight service pending rehabilitation of a parallel route.*

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 571

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from *Cedar Grove* (Milepost 36.7) to *Brookville, Ind.* (Milepost 43.9), a distance of 7.2 miles, in Franklin County, Ind. Continuations of this line extend south-eastward from Cedar Grove and northwestward from Brookville (see Line Nos. 571a and 572.)

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cedar Grove.....	60
Brookville	686
<hr/>	
Total carloads generated by the line.....	746
Average carloads per week.....	14.3
Average carloads per mile.....	103.6
Average carloads per train.....	10.7
1973 operating information:	
Number of round trips per year.....	70
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Indiana Farm Bureau estimates local agricultural traffic of 1,400 tons per year on this line.

The Brookville Chamber of Commerce lists eight rail users in Brookville and three in Cedar Grove.

The Chamber of Commerce challenges the logic of breaking lines 571 and 571a at Cedar Grove. Access to 571 is over 571a; the line north of Brookville has been out of service for years. Most of the traffic generated on the line, however, is at Brookville.

The estimated rehabilitation costs for the line should be reviewed. Available information indicates that the tie replacement indicated is too high.

The state of Indiana recommends that this line could be operated as a branch line from Valley Junction, Ohio, to Beeson, Ind., or as a branch from Cambridge City south over Norfolk & Western tracks to Beeson and from Beeson, south to Harrison, Ind.

Information for Line-Transfer Decision

Revenue received by PC.....	\$179,501
Average revenue per carload.....	\$241

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	90,183
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	16,321
Cost incurred beyond the branch line.....	104,478

Total variable (avoidable) cost.....	210,982
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Net contribution (loss) : total.....	(31,481)
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Average per-carload.....	(42)
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This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,645 crossties (an average of 645 crossties per mile).

It was suggested that this line be combined with Line No. 571a. Both lines generated a loss when analyzed separately and they generated a loss when combined.

The upgrading requirements were verified.

Service to this line generated a loss of \$31,481 in 1973. Recovery of this loss would require approximately a 42-percent increase in traffic or an 18-percent rate increase.

Disposition

This portion of the Whitewater Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail

service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 573

Penn Central

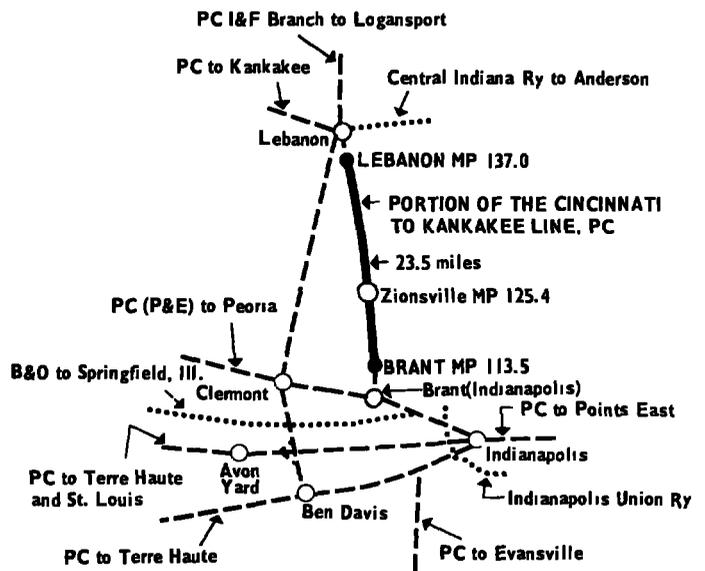
The portion of the Whitewater Running Track, extending from *Connersville* (Milepost 68.0) to *Beeson, Ind.* (Milepost 74.1), a distance of 6.1 miles, in Fayette and Wayne Counties, Ind., a line which was recommended for inclusion on page 448 of the Preliminary System Plan, shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region. If this offer is accepted, the portion of the line from Milepost 67.3 to Milepost 68.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

If this offer is not accepted, the portion of the Whitewater Running Track from Milepost 67.3 to Milepost 74.1 shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 574/574a

Penn Central



This portion of the Cincinnati-to-Kankakee Line, formerly part of the New York Central RR, extends from *Brant* (Milepost 113.5), to *Lebanon, Ind.* (Milepost 137.0), a distance of 23.5 miles, in Marion and Boone Counties, Ind. Continuations of this line extend southeastward from Brant and northwestward from Lebanon (see Line No. 575). This line connects with the PC I&F Branch at Lebanon (see Line No. 634).

Traffic and Operating Information

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

Indianapolis ¹	329
Rock Island	218
Augusta	420
Zionsville	285
Whitestown	9

Total carloads generated by the line	1,261
Average carloads per week	24.3
Average carloads per mile	53.7
Average carloads per train	8.4
1973 operating information:	
Number of round trips per year	150
Estimated time per round trip (hours)	9.8
Locomotive horsepower	1,750
Train crew size	4

¹ Includes only traffic on this segment.

Public Comments on Preliminary System Plan

The response from the Office of the Mayor of Indianapolis described a comprehensive general land use plan indicating considerable industrial growth along this line.

There is great potential along the line as indicated by the presence of two industrial parks, the Mooranci Park and the One Hundred Park.

The One Hundred Park has over 300 companies employing 2,000. Future expansion envisions tripling the present numbers of employees. At least one firm already in the park (Dow Chemical Co.) is planning a major expansion of its facility.

The reply of the Research Committee on Penn Central's Cincinnati-to-Kankakee main line identified at least 21 shippers or receivers distributed over the entire length.

Congressman David Evans estimated that 45 jobs would be lost in Zionsville alone as a result of abandonment.

The Governor's Rail Task Force indicated that this line generated \$274,747 in revenue, \$108,953 in branch line costs and operated at a profit of \$165,793. Estimated rehabilitation costs for the line were set at \$252,000. The Task Force found traffic to consist of 931 carloads or 32 cars per mile. Abandonment of the line would result in 45 jobs being lost, representing \$382,608 in wages. The Task Force could project no traffic growth, but recommended that this line be included as part of the Con-

Rail System. A parallel PC line runs between Lebanon and Indianapolis just to the west of this line.

Information for Line-Transfer Decision

Revenue received by PC	\$398,202
Average revenue per carload	\$316

Variable (avoidable) cost for continued service:

Cost incurred on the branch line	252,162
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	52,283
Cost incurred beyond the branch line	202,854
Total variable (avoidable) cost	507,299
Net contribution (loss): total	(109,097)
Average per carload	(87)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,750 crossties (an average of 500 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 113.5 to Milepost 125.4 (serving shippers at Rock Island, Augusta, Zionsville, and Indianapolis who generated 1,252 carloads in 1973) would generate \$333,860 in revenue and \$371,811 in costs with a resulting loss of \$37,951. The shippers on this portion of the line generated only 1,252 carloads in 1973; they generated 1,400 carloads in 1974. The higher 1974 traffic level resulted in a loss of \$29,242 or \$21 per carload. This line could be viable with either a 20-percent traffic increase or an 8-percent rate increase.

Service to the remainder of the line (from Milepost 125.4 to Milepost 137.0 serving shippers at Whitestown who generated nine carloads in 1973) would generate \$2,685 in revenue and \$108,012 in costs with a resulting loss of \$105,327. Recovery of costs would require approximately a seventyfold increase in traffic or a 3,923-percent rate increase over the 1973 levels.

Disposition

The portion of the Cincinnati-Kankakee line from Milepost 113.5 to Milepost 125.4 shall be transferred to the Consolidated Rail Corp.

The portion of the Cincinnati-Kankakee line from Milepost 125.4 to Milepost 137.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way

575, 576, 577, 578

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

PORTION OF THE CINCINNATI-KANKAKEE LINE

USRA Line No. 575

Penn Central

This portion of the Cincinnati-to-Kankakee line, extending from *Lebanon* (Milepost 139.0) to *Lafayette* (*Altamont*), *Ind.* (Milepost 170.2), a distance of 31.2 miles, in Boone, Clinton and Tippecanoe Counties, *Ind.*, a line which was recommended for inclusion on page 450 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CINCINNATI-TO-KANKAKEE LINE

USRA Line No. 576

Penn Central

These trackage rights over the Norfolk & Western Ry., extending from *Lafayette* (*Altamont*) (Milepost 170.2) to *Templeton, Ind.* (Milepost 192.6), a distance of 22.4 miles, in Tippecanoe and Benton Counties, *Ind.*, which were recommended for inclusion on page 451 of the Preliminary Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CINCINNATI-KANKAKEE LINE

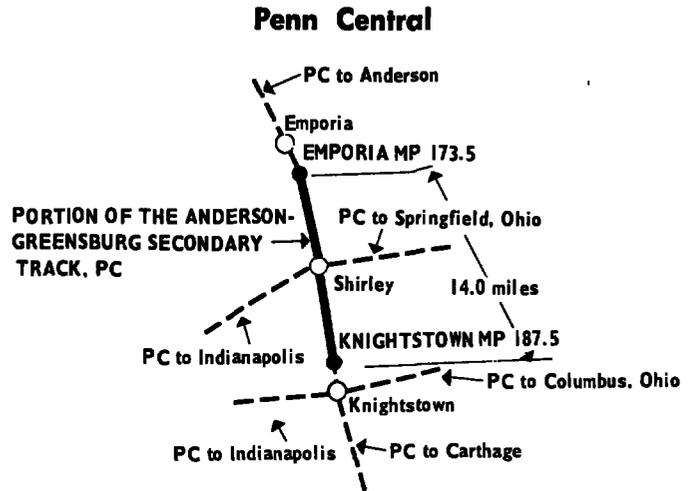
USRA Line No. 577

Penn Central

This portion of the Cincinnati-Kankakee line, extending from *Templeton* (Milepost 192.6) to *Sheff, Ind.* (Milepost 211.3), a distance of 18.7 miles, in Benton County, *Ind.*, a line which was recommended for inclusion on page 451 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 578



This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR, extends from *Emporia* (Milepost 173.5) to *Knights-town, Ind.* (Milepost 187.5), a distance of 14.0 miles, in Madison, Henry and Hancock Counties, *Ind.* Continuations of this line extend southward from *Knights-town* (see Line No. 579a) and northward from *Emporia* (this becomes the PC Michigan Branch). The line connects with the PC Springfield Branch at *Shirley* (see Line No. 554). The PC Columbus-to-Indianapolis line crosses at *Knights-town* (see Line No. 633).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Markleville	3
Shirley ¹	11
<hr/>	
Total carloads generated by the line.....	14
Average carloads per week.....	0.8
Average carloads per mile.....	1.0
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	28
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	1,500
Train crew size.....	3

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

It was pointed out by the Governor's Rail Task Force and by Container Corporation of America that 578 and 579a are actually one continuous branch from Anderson to Carthage. It is felt that breaking the line at *Knights-town* is arbitrary and erroneous. There is no physical connection between No. 579a and No. 633 at *Knights-town*.

Container Corp., a major shipper at Carthage, emphasized the great disparity between USRA's analyses of 578 and 579a regarding track conditions-- in that the two are really the same line.

If the interchange and the mile of track necessary to serve the 6-mile long No. 579a from No. 633 were constructed. Container's traffic would move to Line No. 633 traffic and would certainly affect the viability analysis for that line.

The number of round trips per year and the estimated time per trip appears to be high considering the traffic level and distance involved.

The Governor's Rail Task Force estimated branch costs at \$60,112 with freight revenue amounting to \$372,216. Rehabilitation costs are estimated at \$119,755. The Task Force, noting that intermediate stations between Emporia and Knightstown, Shirley and Markleville, do not generate significant traffic and that Shirley would be served by another line, recommended that this line be abandoned.

Information for Line-Transfer Decision

Revenue received by PC	\$6,185
Average revenue per carload.....	\$142
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	91,167
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	34,847
Cost incurred beyond the branch line.....	1,706
<hr/>	
Total variable (avoidable) cost.....	127,720
<hr/>	
Net contribution (loss): total.....	(121,535)
Average per carload.....	(8,681)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 500 crossties per mile).

It was suggested that this line be combined with Line No. 579a. Since this action would involve a cross-subsidy, it was not undertaken. The time per trip was reduced to 3 hours.

Service to this line generated a loss of \$121,535 in 1973. Recovery of this loss would require approximately a twenty-sevenfold increase in traffic or a 1,965-percent rate increase.

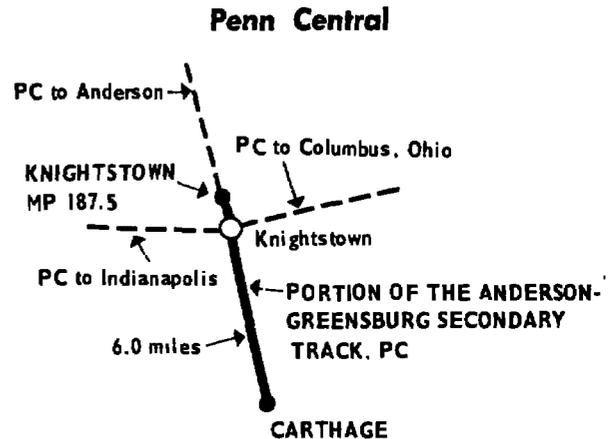
Disposition

This portion of the Anderson-Greensburg Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recom-

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

PORITION OF THE ANDERSON-GREENSBURG SECONDARY TRACK

USRA Line No. 579a



This portion of the Anderson-Greensburg Secondary Track, formerly part of the New York Central RR, extends from *Knightstown* (Milepost 187.5) to *Carthage, Ind.* (Milepost 193.5), a distance of 6.0 miles, in Henry and Rush Counties, Ind. A continuation of this line extends northward from Knightstown (see Line No. 578). This line crosses the PC Columbus-to-Indianapolis line at Knightstown (see Line No. 633).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Carthage	1,299
Knightstown ¹	41
<hr/>	
Total carloads generated by the line.....	1,340
Average carloads per week.....	25.8
Average carloads per mile.....	223.3
Average carloads per train.....	8.9
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	1,500
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Governor's Task Force and the Container Corp. of America pointed out that Line Nos. 578 and 579a should be considered as one line from Anderson to Carthage and that breaking it at Knightstown is arbitrary and erroneous.

Container Corp. said analysis of track conditions on the two segments was wrong.

Container Corp.'s 1974 traffic was nearly 1,100 cars. If an interchange was effected with Line No. 633 (Richmond to Indianapolis), Container's traffic would move on Line No. 633, thus affecting viability of that line positively.

RSPO review indicates that the USRA analysis excluded the Knightstown traffic (41 cars). (Note: The Knightstown traffic area was included in the PSP.)

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: The tie replacement figure was verified.)

The Governor's Rail Task Force recommends retention of service on this line as it generates a sufficient amount of traffic to produce a substantial profit. The Task Force indicates that PC earned \$347,199 in revenue vs. \$18,785 in branch costs. Rehabilitation costs were estimated at \$37,143.

Information for Line-Transfer Decision

Revenue received by PC.....		\$357, 476
Average revenue per carload.....	\$267	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	97, 332	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	24, 685	
Cost incurred beyond the branch line....	210, 832	
<hr/>		
Total variable (avoidable) cost....	332, 849	
<hr/>		
Net contribution: total.....	24, 627	
Average per carload.....	18	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,900 crossties (an average of 650 crossties per mile).

A review of the upgrading requirements contained in the original analysis indicated they were erroneous and have been corrected. Although this line generated a contribution, it is served via Line No. 578. Service to Line No. 578 generated a loss amounting to \$121,535. Recovery of the involved costs would require a 70-percent increase in traffic or a 27-percent rate increase over the 1973 levels. A review of the 1974 traffic showed a total of 1,300 carloads was generated.

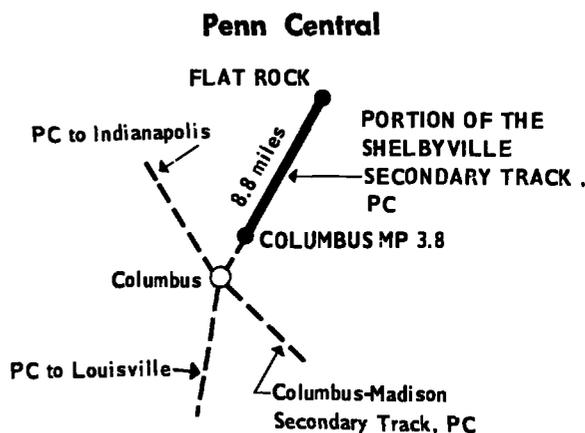
Disposition

This portion of the Anderson-Greensburg Secondary Track is *not* designated for transfer to Consolidated

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

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 582



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from Columbus (Milepost 3.8) to Flat Rock, Ind. (Milepost 12.6), a distance of 8.8 miles, in Bartholomew and Shelby Counties, Ind. Connections include the PC Louisville Branch and the PC Columbus-Madison Secondary Track at Columbus (see Line Nos. 619, 620/620a/620b and 588a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clifford	16
Flat Rock.....	41
<hr/>	
Total carloads generated by the line.....	57
Average carloads per week.....	1.1
Average carloads per mile.....	6.5
Average carloads per train.....	1.1
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours)	2.5
Locomotive horsepower.....	1, 200
Train crew size.....	4

Public Comments on Preliminary System Plan

The Swift Chemical Co. protested discontinuing service on this line. They contend that the data used for analysis was outstanding for its lack of facts based on system averages.

Information received from the Indiana Governor's Rail Task Force indicates that the total carloads and revenues for the PC are well below breakeven cost. The State of Indiana recommends a discontinuation of service unless PC patrons wish to subsidize this line.

Information for Line-Transfer Decision

Revenue received by PC.....	\$15,078
Average revenue per carload.....	\$265
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	64,759
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	9,472
<hr/>	
Total variable (avoidable) cost.....	74,231
<hr/>	
Net contribution (loss): total.....	(59,143)
Average per carload.....	(1,038)

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

Service to this line generated a loss of \$59,143 in 1973. Recovery of this loss would require approximately an elevenfold increase in traffic or a 392-percent rate increase.

Disposition

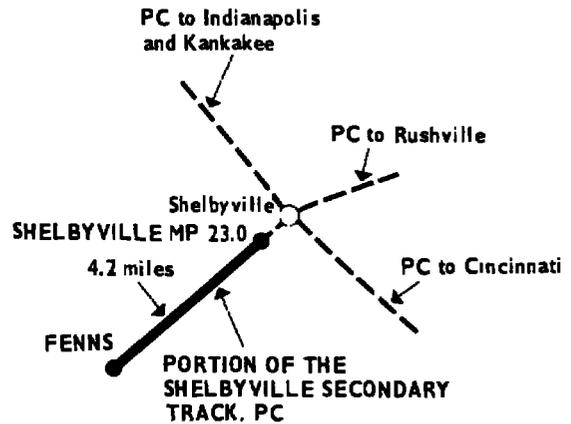
This portion of the Shelbyville Secondary Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued.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

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 584

Penn Central

This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Fenns* (Milepost 18.8) to *Shelbyville, Ind.* (Milepost 23.0), a distance of 4.2 miles, in Shelby County, Ind. A continuation of this line extends northeastward from *Shelbyville* (see Line No. 585/586/587). At *Shelbyville* this line connects with the PC Cincinnati-to-Kankakee line.



Traffic and Operating Information

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

Fenns	1
<hr/>	
Total carloads generated by the line	1
Average carloads per week	0.02
Average carloads per mile	0.2
Average carloads per train	0.5
1973 operating information:	
Number of round trips per year.....	2
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

The Governor's Rail Task Force indicated that the line had a \$14,868 operating loss. The Task Force recommended the abandonment of this line due to insufficient traffic and no growth prospects.

Information for Line-Transfer Decision

Revenue received by PC.....	\$200
Average revenue per carload.....	\$200
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	26,734
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	13,757
Cost incurred beyond the branch line.....	136
<hr/>	
Total variable (avoidable) cost.....	40,627
<hr/>	
Net contribution (loss): total.....	(40,427)
Average per carload.....	(40,427)

The line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,100 crossties (an average of 500 crossties per mile).

Service to this line generated a loss of \$40,427 in 1973. Recovery of this loss would require approximately a 1,277-percent rate increase.

Disposition

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

Public Comments on Preliminary System Plan

The estimated time required per round trip appears to be high considering the distance and traffic involved.

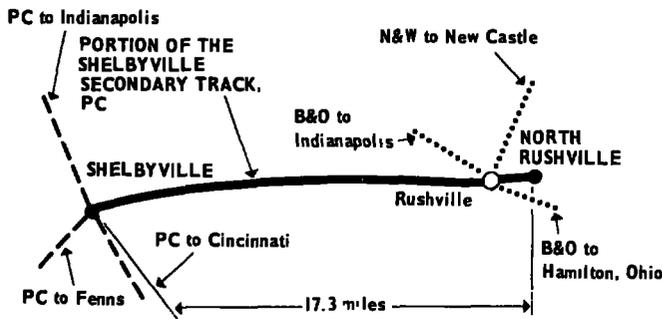
Consideration could be given to reducing the frequency of service and thereby reduce the on-branch costs.

The Governor's Rail Task Force described the area's economic activity as agribusiness. They estimated the loss generated by the line to be \$53,600, indicated that the required rehabilitation would cost \$288,000 and therefore recommended abandonment of the line.

PORTION OF THE SHELBYVILLE SECONDARY TRACK

USRA Line No. 585/586/587

Penn Central



This portion of the Shelbyville Secondary Track, formerly part of the Pennsylvania RR, extends from *Shelbyville* (Milepost 27.0), to *North Rushville, Ind.* (Milepost 44.3), a distance of *17.3 miles*, in Shelby and Rush Counties, Ind. A continuation of this line extends southwestward from Shelbyville to Fenns (see Line No. 584). Connections include the PC Cincinnati-to-Indianapolis line at Shelbyville, the Norfolk & Western Ry. and the Baltimore & Ohio RR at Rushville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ray's Crossing-----	17
Manilla-----	7
Homer-----	20
Rushville-----	361
<hr/>	
Total carloads generated by the line-----	405
Average carloads per week-----	7.8
Average carloads per mile-----	22.1
Average carloads per train-----	4.0
1973 operating information:	
Number of round trips per year-----	100
Estimated time per round trip (hours)-----	8.0
Locomotive horsepower-----	1,750
Train crew size-----	4

Information for Line-Transfer Decision

Revenue received by PC-----	\$93,759
Average revenue per carload-----	\$282
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	166,886
Cost of upgrading branch line to FRA	
Class I: 1/10 of total upgrading cost)	51,006
Cost incurred beyond the branch line--	54,502
<hr/>	
Total variable (avoidable) cost-----	272,394
<hr/>	
Net contribution (loss): total-----	(178,635)
Average per carload-----	(441)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,150 crossties (an average of 500 crossties per mile).

This line was reanalyzed. The number of trips remained the same, based on traffic volume; however, the time required to serve the line was reduced to 8 hours.

Service to this line generated a loss of \$178,635 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 190-percent rate increase.

Disposition

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

**PORTION, COLUMBUS-MADISON SECONDARY
TRACK**

USRA Line No. 588a

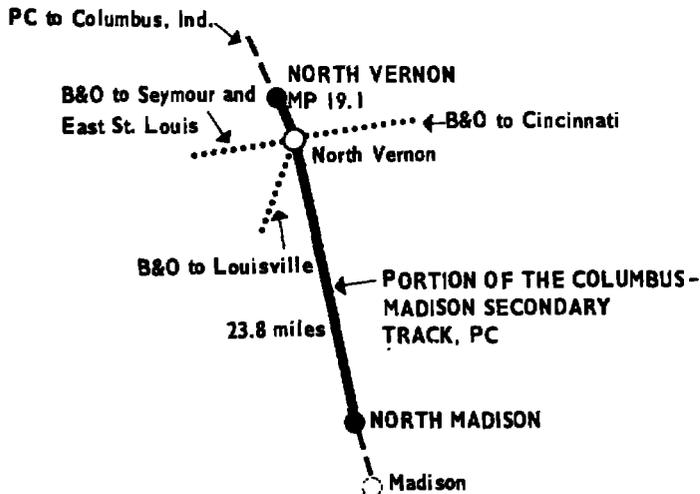
Penn Central

This portion of the Columbus-Madison Secondary Track, extending from Milepost 0.0 to Milepost 2.5, a distance of 2.5 miles at Columbus in Bartholomew County, Ind., a line which was recommended for inclusion on page 456 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

**PORTION OF THE COLUMBUS-MADISON
SECONDARY TRACK**

USRA Line No. 589

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from North Vernon (Milepost 19.1) to North Madison, Ind. (Milepost 42.9), a distance of 23.8 miles, in Jennings and Jefferson Counties, Ind. Continuations of this line extend northwestward from North Vernon and southeastward from North Madison (see Line Nos. 588 and 590). Connections at North Vernon include the Baltimore & Ohio main line and a B&O branch to Jeffersonville, Ind., and Louisville, Ky. A portion of the PC extension from North Vernon to Columbus is out of service, and PC is presently operating via its Louisville Branch to Seymour, thence via the B&O to North Vernon.

Traffic and Operating Information

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

North Vernon	69
Vernon	47
DuPont	0
Wirt	78
North Madison	2
Madison ¹	804

Total carloads generated by the line.....	1,000
Average carloads per week.....	19.2
Average carloads per mile.....	42.0
Average carloads per train.....	6.4
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	9.8
Locomotive horsepower	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

All testimony on this and Line 590 insisted they could not be analyzed other than as a single line.

Respondents expanded or reiterated testimony provided in 1974, as summarized in the Plan on page 457.

The Governor's Task Force designated apparent errors in USRA's analysis, including use of approximately double the actual round trips per year.

Lt. Governor Robert D. Orr listed this line as one of six in Indiana which *must* be kept in service.

Rexnord, Inc., one of the area's major employers, would be forced to relocate if service is discontinued, which would cost the local economy the loss of 425 jobs, personal income of about \$7 million per year, and annual state and local tax revenues of \$119,000.

The city of Madison emphasized the needs of the Indiana-Kentucky Electric Corp.'s power plant for rail service to move oversized loads.

The Greater Madison Chamber of Commerce indicates that the 250 round trips estimated is at least double the actual service frequency. It also points out that abandonment of this line would cut off service to Jefferson Proving Ground, one of the remaining U.S. Army artillery testing centers in the U.S.

The estimated time per round trip appears to be inconsistent with the length of the line and the traffic involved.

The Chessie is interested in providing rail service to the entire line from the Chessie intersection at North Vernon to Madison. *Note: The Chessie System has disaffirmed interest in this project.*

The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the North Vernon to North Madison segment. It says that "the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as needed basis for that station.

The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over USRA segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. The circuitous routing," the Task Force says, "is detrimental to the viability of the North Vernon-Madison line. Beyond the above, industries currently located in Madison need to have rail service due to the size of products produced. Based on the profitability of this line, the State recommends its inclusion in the Final System Plan and transfer to ConRail," the Task Force said.

Information for Line-Transfer Decision

Revenue received by PC.....	\$286, 396
Average revenue per carload.....	<u>\$286</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	258, 720
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	59, 030
Cost incurred beyond the branch line....	<u>165, 924</u>
Total variable (avoidable) cost.....	<u>483, 674</u>
Net contribution (loss) : total.....	(197, 278)
Average per carload.....	(197)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 11,715 crossties (an average of 492 crossties per mile).

This line was reanalyzed and the number of trips reduced to 156. The time serving the branch could not be reduced because it includes running time to get to the branch (no other service is performed by the train when traveling to this line). The above costs do not include the payments to B&O for the trackage rights over that system which are required to serve this line.

Shippers at North Madison are billed at Madison.

Service to this line generated a loss of \$197,278 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 69-percent rate increase.

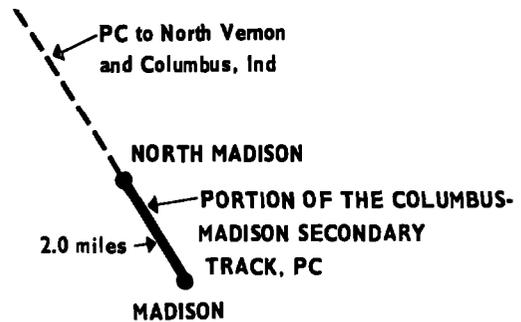
Disposition

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

PORTION OF THE COLUMBUS-MADISON SECONDARY TRACK

USRA Line No. 590

Penn Central



This portion of the Columbus-Madison Secondary Track, formerly part of the Pennsylvania RR, extends from *North Madison* (Milepost 42.9) to *Madison, Ind.* (Milepost 44.9), a distance of *2.0 miles*, in Jefferson County, Ind. Madison is the end of this line. The continuation of this line extends northwestward from North Madison (see Line No. 589).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Madison ¹	178
Total carloads generated by the line.....	178
Average carloads per week.....	3.4
Average carloads per mile.....	89.0
Average carloads per train.....	3.4
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	1, 200
Train crew size.....	4

¹ Includes only traffic segment.

Public Comments on Preliminary System Plan

See comment on USRA Line No. 589.

The Governor's Rail Task Force analyzed the line from Columbus to Madison, almost twice as long as the N. Vernon to N. Madison segment and much longer than N. Madison to Madison. It says that the Columbus to Madison line is a 45-mile line but is not operated as such. A bridge is out at Scipio necessitating local service on an as-needed basis for that station. The same applies for Elizabethtown. In serving Madison, therefore, the line actually runs over segment 619 to Seymour, then over the Chessie (B&O) tracks to North Vernon and then to Madison. "The circuitous routing," the task force says, "is detrimental to the viability of the North Vernon-Madison Line. Beyond the above, industries currently located in Madison need to have rail service due to the

size of products produced. Based on the profitability of this line, the state recommends its inclusion in the Final System Plan and transfer to ConRail."

Information for Line-Transfer Decision

Revenue received by PC.....	\$53,222
Average revenue per carload.....	\$299
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	29,876
Cost of upgrading branch line to FRA class I: (1/10 of total upgrading cost).....	6,830
Cost incurred beyond the branch line.....	31,154
<hr/>	
Total variable (avoidable) cost.....	67,860
<hr/>	
Net contribution (loss): total.....	(14,638)
Average per carload.....	(82)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,278 crossties (an average of 639 crossties per mile).

The service characteristics for this line differ significantly from the service on Line No. 589. No adjustments could be made in the level of service or time per trip.

Service to this line generated a loss of \$14,638 in 1973. Recovery of this loss would require approximately a 66-percent increase in traffic or a 28-percent rate increase.

Disposition

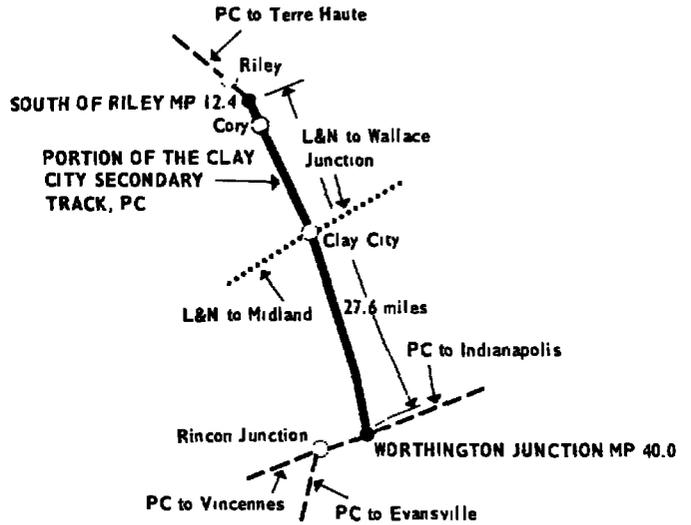
This portion of the Columbus-Madison Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued.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

PORTION OF CLAY CITY SECONDARY TRACK

USRA Line No. 591

Penn Central

This portion of the Clay City Secondary Track, formerly part of the New York Central RR, extends from south of Riley (Milepost 12.4) to Worthington Junction, Ind. (Milepost 40.0), a distance of 27.6 miles, in Clay, Owen and Greene Counties, Ind. A continuation of this line extends northwestward from Cory (see Line



No. 591a). Connections are: a Louisville & Nashville branch to Wallace Junction and Midland at Clay City and the PC Petersburg Secondary Track at Worthington Junction (see Line No. 593).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Riley	0
Cory	15
Clay City.....	55
Lancaster	2
Coal City.....	0
Mancourt	5
<hr/>	
Total carloads generated by the line.....	77
Average carloads per week.....	1.5
Average carloads per mile.....	2.8
Average carloads per train.....	1.5
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Worthington Chamber of Commerce states that Line 591 is necessary to the economy of Greene County and the four rail users on the line.

The line serves a national defense purpose in that the U.S. Naval Ammunition Depot at Crane requires maximum rail flexibility.

The Chamber of Commerce reported that the Peabody Coal Co. was developing a new mine which would be dependent on this line. Peabody Coal, however, did not mention this in its own testimony.

The Indiana Farm Bureau estimated a yearly potential of 5,400 tons of phosphates and potash for the line.

The Governor's Rail Task Force found that the stretch of track between Riley (Milepost 10.0) and

Worthington (Milepost 40.0) would require an annual subsidy of \$115,956. The rehabilitation costs were estimated at \$468,000. The Task Force concluded that the branch should be abandoned.

Information for Line-Transfer Decision

Revenue received by PC.....	\$19,281
Average revenue per carload.....	\$250
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	193,147
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) --	59,550
Cost incurred beyond the branch line.....	12,841
<hr/>	
Total variable (avoidable) cost.....	265,538
<hr/>	
Net contribution (loss) : total.....	(240,257)
Average per carload.....	(3,198)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,296 crossties (an average of 373 crossties per mile).

This line was redefined at Worthington to include all track at that point. Any coal reserves remaining in this area can be served by other rail lines.

Service to this line generated a loss of \$246,258 in 1973. Recovery of this loss would require approximately a thirty-eightfold increase in traffic or a 1,277-percent rate increase.

Disposition

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

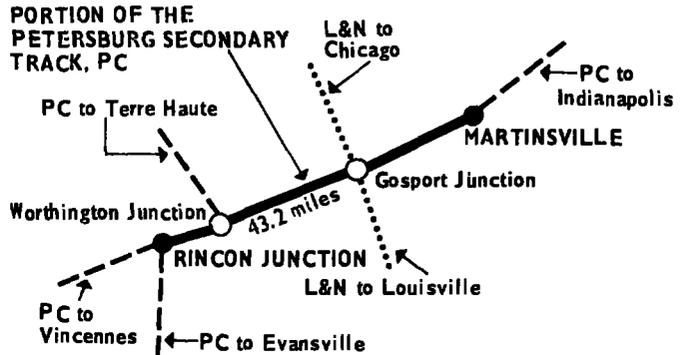
The portion of this line necessary to serve the traffic generated from Clay City to south of Riley shall be offered for sale to the Louisville & Nashville RR. This sale would preserve rail service to an estimated 55 carloads or approximately 71 percent of the traffic generated on this line.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593

Penn Central

This portion of the Petersburg Secondary Track, formerly part of the Pennsylvania RR, extends from



Martinsville (Milepost 30.6) to Rincon Junction, Ind. (Milepost 73.8), a distance of 43.2 miles, in Morgan, Owen and Greene Counties, Ind. Continuations of this line extend northward from Martinsville and southward from Rincon Junction (see Line No. 593a). Connections include the Louisville & Nashville at Gosport Junction (Milepost 44.1), the PC Clay City Secondary Track at Worthington (Milepost 72.3), and the PC Vincennes Secondary Track at Rincon Junction (see Line Nos. 591 and 597).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Paragon	11
Gosport	0
Gosport Junction.....	0
Romona	0
Spencer	1,362
Freedom	1
Worthington	23
<hr/>	
Total carloads generated by the line.....	1,397
Average carloads per week.....	26.9
Average carloads per mile.....	32.3
Average carloads per train.....	5.6
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	7,000
Train crew size.....	4

Public Comments on Preliminary System Plan

This portion of the Petersburg Secondary Track is one of six lines in Indiana which Lt. Governor Robert D. Orr has said must be retained.

The logic of breaking this one segment out and analyzing it separately was challenged by the Governor's Rail Task Force.

Several respondents pointed out that USRA must have been unaware that major rehabilitation has already been completed on parts of the line. Except for two bridges now being upgraded, the entire line from Indianapolis to south of Rincon Junction is 30 m.p.h. track.

A large, to-be-developed gypsum deposit near Freedom offers the potential of heavy traffic.

593a, 593b, 594/594a, 595

Peabody Coal Co. alone shipped over 20,000 carloads of coal to Indianapolis. Elimination of service would double Peabody's length of haul.

The capacity to switch the several thousands of cars annually to the ICG at Switz City doesn't exist.

Whirlpool Corp., Evansville, ships more than 10,000 cars annually and is vitally concerned about distribution patterns and service factors, especially car supply which the company fears could not be maintained without this direct link to Avon Yard.

The Indiana Farm Bureau is projecting local annual agricultural usage of 3,480 tons of phosphates and potash.

Information for Line-Transfer Decision

Revenue received by PC.....	\$121,349
Average revenue per carload.....	\$87

Variable (avoidable) cost of continued service:

Cost incurred on the branch line	630,218
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) -	0
Cost incurred beyond the branch line....	114,401

Total variable (avoidable) cost.....	744,619
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Net contribution (loss): total.....	(623,270)
Average per carload.....	(446)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). USRA studies confirm that this line carries substantial amounts of coal from southern Indiana.

This line is required as a through route for coal trains. Part of the line has been recently upgraded to Class II standards (25 m.p.h.), although substantial work remains to be done. If the coal were routed via the ICG at Switz City, there would be a long back-haul via Indianapolis to Martinsville.

The L&N is seeking trackage rights on ConRail over this line between Gosport and Indianapolis under section 206(g) of the Act.

Disposition

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

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 593a

Penn Central

This portion of the Petersburg Secondary Track, extending from *Rincon Junction* (Milepost 41.2) to

Thomas, Ind. (Milepost 82.6), a distance of *41.4 miles*, in Greene and Daviess Counties, Ind., a line which was recommended for inclusion on page 461 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF PETERSBURG SECONDARY TRACK

USRA Line No. 593b

Penn Central

This portion of the Petersburg Secondary Track, extending from *Thomas* (Milepost 82.6) to *Buckskin, Ind.* (Milepost 115.2), a distance of *32.6 miles*, in Daviess, Pike and Gibson Counties, Ind., a line which was recommended for inclusion on page 463 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PETERSBURG SECONDARY TRACK

USRA Line No. 594/594a

Penn Central

This portion of the Petersburg Secondary Track, extending from *Buckskin* (Milepost 115.2) to *Evansville (Straight Line Junction), Ind.* (Milepost 130.9), a distance of *15.7 miles*, in Gibson, Warrick and Vanderburgh Counties, Ind., a line which was recommended for inclusion on page 463 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

LYNNVILLE SECONDARY TRACK

USRA Line No. 595

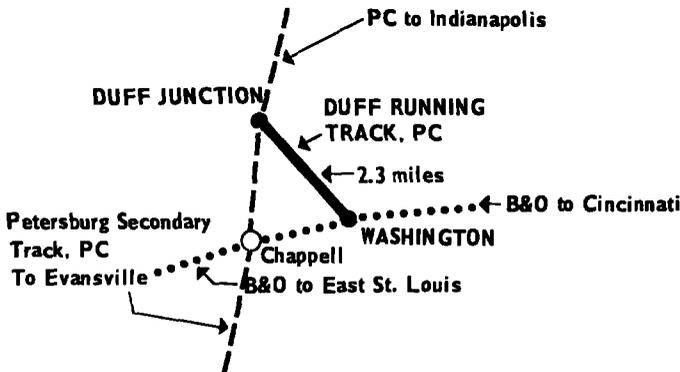
Penn Central

The Lynnville Secondary Track, extending from *Buckskin* (Milepost 0.0) to *Lynnville, Ind.*, (Milepost 7.8), a distance of *7.8 miles*, in Gibson and Warwick Counties, Ind., a line which was recommended for inclusion on page 465 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

DUFF RUNNING TRACK

USRA Line No. 596

Penn Central



The Duff Running Track, formerly part of the New York Central RR, extends from *Duff Junction* (Milepost 77.6) to *Washington, Ind.* (Milepost 79.9), a distance of 2.3 miles, in Daviess County, Ind. At Duff Junction, this line connects with the PC Petersburg Secondary Track (see Line No. 593a). Another connection is with the Baltimore & Ohio Cincinnati-East St. Louis line at Washington.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Washington	86
<hr/>	
Total carloads generated by the line.....	86
Average carloads per week.....	1.7
Average carloads per mile.....	85.8
Average carloads per train.....	1.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per trip (hours).....	1.5
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The city of Washington protested abandonment. McCord Corp., one of the city's largest firms, and several other local industries use the line.

The Whirlpool Corp. is concerned because the Duff Spur is an interchange between Penn Central and the B&O. Loss of the line, it is feared, would result in longer transit times.

RSPO staff recommends that USRA determine whether revenues on the overhead traffic to Whirlpool would be lost to ConRail.

The Chessie is interested in serving PC customers at Washington only. (Note: The Chessie System has disaffirmed interest in this project.)

The Governor's Rail Task Force recommends that

the line be retained because traffic was of sufficient quantity to generate a substantial profit in 1973. The Task Force estimated Penn Central revenue from this line at \$17,062, costs at \$7,514, and profit at \$9,548.

Information for Line-Transfer Decision

Revenue received by PC.....	\$17,062
Average revenue per carload.....	\$198
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred beyond the branch line.....	26,318
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost).....	8,943
Cost incurred beyond the branch line.....	15,093
<hr/>	
Total variable (avoidable) cost.....	50,349
<hr/>	
Net contribution (loss): total.....	(33,286)
Average per carload.....	(387)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,150 crossties (an average of 479 crossties per mile).

An evaluation of coal reserves by USRA staff indicates that this line is currently used as an interchange route for some coal shipments and the Whirlpool business at Evansville. An alternative connection with the Chessie is being constructed.

Service to this line generated a loss of \$33,286 in 1973. Recovery of this loss would require approximately a seventeenfold increase in traffic or a 195-percent rate increase.

Disposition

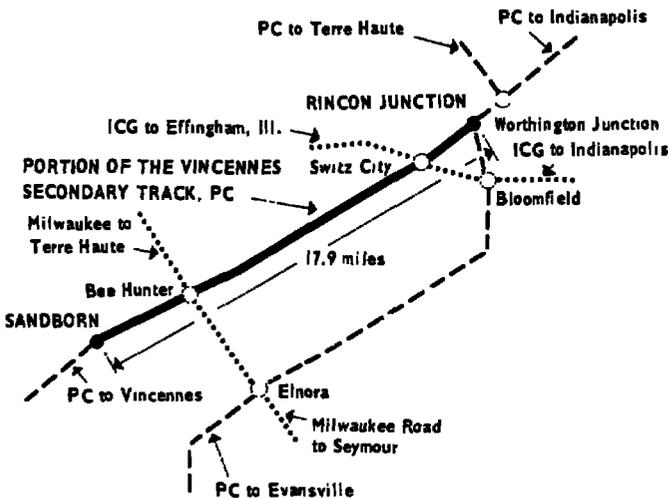
The Duff Running Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations,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

PORTION OF THE VINCENNES SECONDARY TRACK

USRA Line No. 597

Penn Central

This portion of the Vincennes Secondary Track, formerly part of the Pennsylvania RR, extends from *Rincor Junction* (Milepost 73.8) to *Sandborn, Ind.* (Milepost 91.7), a distance of 17.9 miles, in Greene and



Knox Counties, Ind. A continuation of this line extends southwestward from Sandborn (see Line No. 598). Connections include: the PC Petersburg Secondary Track at Rincon Junction (see Line Nos. 593 and 593a); the Illinois Central Gulf RR to Indianapolis and Effingham, Ill., at Switz City, and the Chicago, Milwaukee, St. Paul & Pacific RR to Terre Haute and Seymour at Bee Hunter.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Switz City	22
Lyons	5
Bushrod	25
Bee Hunter.....	24
<hr/>	
Total carloads generated by the line.....	76
Average carloads per week.....	1.5
Average carloads per mile.....	4.2
Average carloads per train.....	1.5
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	8
Locomotive horsepower	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

Segment No. 597 apparently originates little tonnage, but is considered a vital link for the hauling of coal by both Indianapolis Power & Light Co. and the Peabody Coal Co.

Peabody ships 8,000 cars per year in unit trains from its Hawthorn mine to Indianapolis Power & Light Co.'s Pritchard Plant at Campbells, Ind. Without 597 (and 593) the length of haul would double and transit time would increase from the present 6 to 12 hours to an estimated 3 to 5 days, the result of multiple switching and interchanging with the ICG.

According to RSPO and staff analysis the cost calculations reflect the use of four locomotives per trip,

which is an overstatement of requirements for local service.

The costs for upgrading should be reviewed. The background information indicates that existing good ties plus the number USRA states must be replaced exceeds FRA Class I standards.

Information for Line-Transfer Decision

Revenue received by PC.....	\$15,356
Average revenue per carload.....	\$202
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	136,955
Cost of upgrading branch line to FRA	
Class I: (1/10 of cost upgrading cost) ..	39,254
Cost incurred beyond the branch line....	12,059
<hr/>	
Total variable (avoidable) cost.....	188,268
<hr/>	
Net contribution (loss): total.....	(172,912)
Average per carload.....	(2,275)

This line would require minimum upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standard (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,242 crossties (an average of 404 crossties per mile).

This line was reanalyzed. The number of locomotives was reduced to one. The ties required to reach Class I were reviewed and found to be correct.

This line is required for the through movement of coal.

Disposition

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

PORCION OF THE VINCENNES SECONDARY TRACK

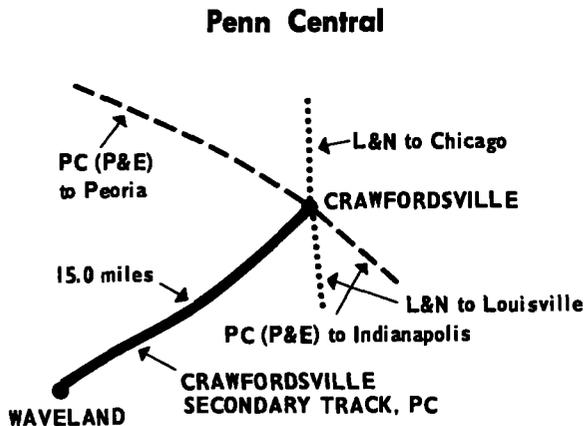
USRA Line No. 598

Penn Central

This portion of the Vincennes Secondary Track, extending from Sandborn (Milepost 91.7) to Bicknell, Ind. (Milepost 102.9), a distance of 11.2 miles, in Knox County, Ind., a line which was recommended for inclusion on page 467 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

CRAWFORDSVILLE SECONDARY TRACK

USRA Line No. 602



The Crawfordsville Secondary Track, formerly part of the Pennsylvania RR, extends from *Waveland* (Milepost 37.0) to *Crawfordsville, Ind.* (Milepost 52.0), a distance of 15.0 miles, in Montgomery County, Ind. There are two connections to and from this line. They are the PC Peoria & Eastern line (see Line No. 616) and the Louisville & Nashville Chicago-Louisville line, both at Crawfordsville.

Traffic and Operating Information

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

Crawfordsville ¹	52
Waveland	0
<hr/>	
Total carloads generated by the line.....	52
Average carloads per week.....	1.0
Average carloads per mile.....	3.5
Average carloads per train.....	1.0
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4
Locomotive horsepower.....	1, 750
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Elston Bank & Trust Co. reported that whereas USRA reported only three cars for the entire line, the Custom Farm Service Co., located near Milepost 42, received 52 cars in 1973.

Testimony indicated that the projected usage for 1976 is 741 cars and for 1980, 933 cars for four shippers on the line if the line were upgraded.

The Governor's Rail Task Force recommends abandonment of this line due to insufficient traffic. A letter received from Otis R. Bowen, M.D., Governor of the State of Indiana, substantiated the Rail Task Force's opinion, and additionally, it noted that total 1973 shipments on this line were 7 carloads.

Information for Line-Transfer Decision

Revenue received by PC.....	\$16, 484
Average revenue per carload.....	\$317
<hr/>	
Variable (avoidable) cost of continued service	
Cost incurred on the branch line.....	108, 482
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	41, 016
Cost incurred beyond the branch line.....	10, 374
<hr/>	
Total variable (avoidable) cost.....	159, 872
<hr/>	
Net contribution (loss) : total.....	(143, 388)
Average per carload.....	(2, 767)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,365 crossties (an average of 691 crossties per mile).

This line was reanalyzed using the shipper figures of 52 carloads in 1973.

Service to this line generated a loss of \$143,388 in 1973. Recovery of this loss would require approximately a twenty-fourfold increase in traffic or an 870-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

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

PORTION OF THE LOUISVILLE BRANCH

USRA Line No. 619

Penn Central

This portion of the Louisville Branch, extending from *Franklin* (Milepost 20.0) to *Columbus, Ind.* (Milepost 40.5), a distance of 20.5 miles, in Johnson and Bartholomew Counties, Ind., a line which was recommended for inclusion on page 469 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

NEW WATSON BRANCH**USRA Line No. 621****Penn Central**

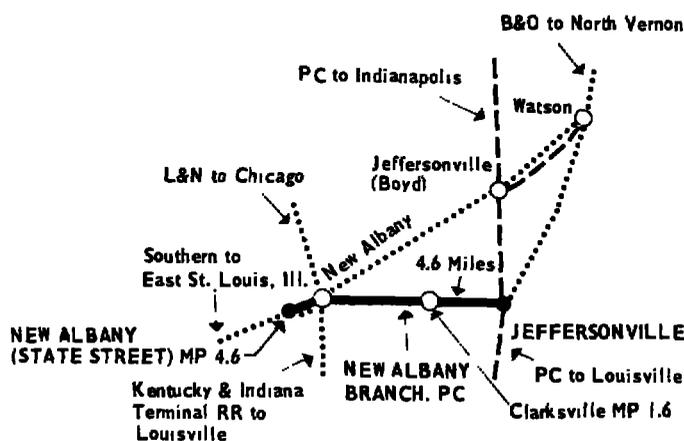
The New Watson Branch, extending from *Jeffersonville (Boyd)* (Milepost 0.0) to *Watson, Ind.* (Milepost 4.0), a distance of *4.0 miles*, in Clark County, Ind., a line which was recommended for inclusion on page 470 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

Average carloads per train.....	8.2
1973 operating information:	
Number of round trips per year.....	125
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

NEW ALBANY BRANCH**USRA Line No. 621b****Penn Central**

The New Albany Branch, formerly part of the Pennsylvania RR, extends from *Jeffersonville* (Milepost 0.0) to *New Albany, Ind.* (Milepost 4.6), a distance of *4.6 miles*, in Clark and Floyd Counties, Ind. At Jeffersonville, this line connects with the PC Louisville Branch (see Line No. 620/620a/620b) and the Baltimore & Ohio line to North Vernon. At New Albany, this line connects with the Southern Ry. main line to East St. Louis, the Baltimore & Ohio to North Vernon, the Louisville & Nashville to Bloomington, Ind. and Chicago and the Kentucky & Indiana Terminal RR to Louisville.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jeffersonville ¹	161
New Albany.....	238
 Total carloads generated by the line.....	 399
Average carloads per week.....	7.6
Average carloads per mile.....	86.7

Information for Line-Transfer Decision

Revenue received by PC.....	\$144,992
Average revenue per carload.....	\$363

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	55,687
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	17,155
Cost incurred beyond the branch line.....	79,378

Total variable (avoidable) cost..... 152,220

Net contribution (loss): total..... (7,228)
Average per carload..... (18)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,290 crossties (an average of 498 crossties per mile).

This line, which was recommended for continued rail service in the PSP, has been reanalyzed. The last 0.6 mile to the Southern crossing was embargoed September 15, 1974 because of poor track conditions. The portion of the line from Milepost 1.6 to Milepost 4.0 was embargoed March 30, 1975.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.6 (serving shippers at Jeffersonville who generated 161 carloads in 1973) would generate \$62,345 in revenue and \$6.455 in costs with a resulting contribution of \$5,890.

Service to the remainder of the line (from Milepost 1.6 to Milepost 4.6 serving shippers at New Albany who generated 238 carloads in 1973) would generate \$82,647 in revenue and \$95,089 in costs with a resulting loss of \$12,442. Recovery of costs would require approximately a 37-percent increase in traffic or a 15-percent rate increase over the 1973 levels. The shippers generating this traffic are also served by the L&N and the Chessie System.

Disposition

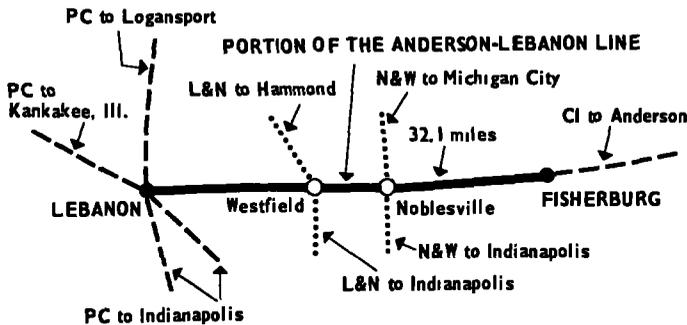
The portion of the New Albany Branch from Milepost 0.0 to Milepost 1.6 shall be transferred to the Consolidated Rail Corp.

The portion of the New Albany Branch from Milepost 1.6 to Milepost 4.6 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ANDERSON-LEBANON LINE

USRA Line No. 622/623

Central Indiana Railway



This portion of the Anderson-Lebanon line of the Central Indiana Railway extends from *Fisherburg* (Milepost 10.6) to *Lebanon, Ind.* (Milepost 42.7), a distance of *32.1 miles*, in Madison, Hamilton and Boone Counties, Ind. A continuation of this line extends eastward from *Fisherburg*. Connections include: the Norfolk & Western to Michigan City and Indianapolis at Noblesville; the Louisville & Nashville to Hammond and Indianapolis at Westfield, and at Lebanon, the PC Cincinnati-to-Kankakee line and the PC I&F Branch (see Line Nos. 574/574a, 575, and 634).

Public Comments on Preliminary System Plan

Confusion was expressed by respondents over the status of the Central Indiana Railway. USRA indicates that the CI was independent and therefore a detailed analysis was not performed. Yet a portion of the line was recommended for exclusion.

The Carter Lumber Co. testified that loss of rail service to their new store at Noblesville would result in an immediate loss of 4-6 jobs with associated personal income of \$60,000.

Brockway Glass Co., Lapel, reported that the terminus of the segment should be Lapel. The track doesn't run through Fisherburg. Brockway's annual traffic is

over 1,700 cars, and the Company is forecasting a 20-percent increase. Brockway must have two switches per day, one from the east and one from the west. To guarantee two-way service, the 9.1 miles from Lapel west to Noblesville must remain open to provide access to the N&W. Without this service, Brockway will be faced with curtailments and/or temporary shut downs. Brockway employs over 500 people.

Information for Line-Transfer Decision

The Central Indiana Railway is owned by the Penn Central but its operations are independent of the PC and therefore has not been subjected to detailed analysis and is not to be a part of the ConRail System. Shippers on this line will continue to receive service unless the line is abandoned under normal abandonment procedures.

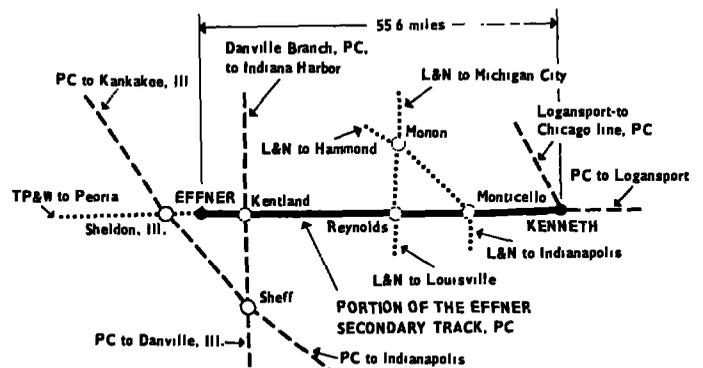
Disposition

This portion of the Central Indiana Railway is *not* designated for transfer to Consolidated Rail Corp.

PORTION OF THE EFFNER SECONDARY TRACK

USRA Line No. 630

Penn Central



This portion of the Effner Secondary Track, formerly part of the Pennsylvania RR, extends from *Kenneth* (Milepost 5.7) to *Effner, Ind.* (Milepost 61.3), a distance of *55.6 miles*, in Cass, White, Jasper and Newton Counties, Ind. A continuation of this line extends eastward from *Kenneth* to *Logansport*. Connections are: the PC Logansport-to-Chicago line at *Kenneth*; the Louisville & Nashville line to Hammond and Indianapolis at *Monticello*; the Louisville & Nashville to Michigan City and Louisville at *Reynolds*; the PC Danville Branch at *Kentland* (see Line No. 616); and the Toledo, Peoria & Western RR to Peoria at *Effner*.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Lake Ciccolt.....	0
Burnettsville	32
Idaville	35
Monticello	899
Reynolds	1,265
Seafield	0
Wolcott	164
Remington	927
Goodland	991
Perkins	18
Effner	5
Kentland ²	271
<hr/>	
Total carloads generated by the line.....	4,007
Average carloads per week.....	88.6
Average carloads per mile.....	82.9
Average carloads per train.....	15.4
1973 operating information :	
Number of round trips per year.....	800
Estimated time per round trip (hours).....	12
Locomotive horsepower.....	3,500
Train crew size.....	4

² Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Effner-to-Kenneth Rail Service Research Committee representing 39 rail users challenged the credibility of USRA's revenue figures, finding that on-line users had paid the PC over \$3.2 million in 1973, double the figure in the Plan.

Several respondents emphasized the value of the line as an east-west link connecting the TP&W with the PC. Congressman George O'Brien of Illinois feared that the TP&W would be forced out of business.

Garvey International, Inc., reported the line was necessary to avoid the delays of the congested Chicago terminals.

The W. R. Grace Co., Remington, distributes approximately 14,000 tons of fertilizer to area farmers annually and is dependent upon rail service for continued operation.

(Griffith Laboratories has just purchased 30 acres at Remington, with an option on an additional 65 acres and intends to build a plant on the site. The plant will use rail.

The Pillsbury Co. operates a grain elevator with a 3½ million bushel capacity at Reynolds. Pillsbury shipped 152,000 tons by rail in 1974. 85 percent of it on the PC. In the past 3½ years, Pillsbury has invested \$500,000 to upgrade its facilities to load 100 car unit trains.

Seven elevators on the line handle 18,000,000 bushels annually; loss of rail service would cost area farmers an estimated \$1.5 million per year.

At Monticello, Chemetron Welding Products has had to go to contract motor carriers because of poor service.

The company is projecting a 30-percent increase in production and emphasized that its traffic on the line would increase if service were improved.

The TP&W is definitely interested in acquiring segment No. 630 subject to successful negotiation with USRA of several conditions which would assure TP&W of full access to ConRail connections at a reasonable cost.

Chesebrough-Pond's received 288 cars at Monticello in 1973. A recent shift in part of its production process will increase rail receipts at Monticello by 79 cars per year. Loss of rail service would cost Chesebrough-Pond's an additional \$180,000 per year in freight charges plus a plant modification investment of \$200,000.

Congressman Floyd J. Fithian of Indiana emphasized that the town of Monticello was just now being rebuilt after a devastating tornado one year ago. Loss of rail service would be a crippling economic blow.

The Railway Industrial Clearance Association has termed Line No. 630 as "a critical transcontinental" and midwestern Chicago bypass route providing clearance from 19'9" to 20' atop rail.

Information for Line-Transfer Decision

Revenue received by PC.....	\$1,757,838
Average revenue per carload.....	8382
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line....	720,733
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,218
Cost incurred beyond the branch line	1,585,052
<hr/>	
Total variable (avoidable) cost.....	2,357,003
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Net contribution (loss) : total.....	(599,165)
Average per carload.....	(130)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,280 crossties (an average of 23 crossties per mile). A subsegment of this line from Kenneth to Reynolds was analyzed. This subsegment would require a 12-percent rate increase to become viable.

Service to this line generated a loss of \$599,167 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 34-percent rate increase.

sole U.S. supplier of some of the machines used in the fabrication of submarine hulls and nuclear reactors. The Company must have rail service.

The Chessie is interested in serving the shippers at both ends of the line. On the west, Chessie wants to serve Indianapolis customers only, a segment one to two miles long. On the east, Chessie wants the Richmond to Centerville section, approximately five miles.

The Governor's Rail Task Force indicated that the line generated \$3,517,754 in freight revenues as opposed to \$240,445 branch costs equaling an estimated profit of \$3,307,306. Estimated rehabilitation costs are \$704,000 (these are all 1973 figures). The segment carload figures are 13,141 or 205 per mile. The analysis indicates that the line appears to be profitable and capable of covering rehabilitation costs. Therefore, the Task Force recommends retention of service on this line.

Information for Line-Transfer Decision

Revenue received by PC	468,598
Average revenue per carload	398
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	480,372
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	236,981
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Total variable (avoidable) cost	717,353
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Net contribution (loss): total	(248,760)
Average per carload	(209)

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

Through freight trains will *not* utilize this route under the ConRail operating plan.

This line was reanalyzed and the mileposts adjusted at Richmond and Indianapolis to allow service to all shippers at these locations as stated in the PSP.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 158.0 to Milepost 180.5 (serving shippers at Gem, Greenfield, Cumberland and Charlottesville who generated 974 carloads in 1973) would generate \$385,839 in revenue and \$418,498 in costs with a resulting loss of \$32,659 or \$34 per carload. This line may become viable with either an 18-percent traffic increase or a 9-percent rate increase.

Service to the remainder of the line (from Milepost 126.0 to Milepost 158.0 serving shippers at German town, Straughn, Cambridge City, Dunreith and Knightstown, who generated 217 carloads in 1973) would generate \$82,754 in revenue and \$282,543 in costs

with a resulting loss of \$199,789. Recovery of costs would require approximately a fourfold increase in traffic or a 241-percent rate increase over the 1973 levels.

Disposition

The portion of the Columbus-Indianapolis line from Milepost 158.0 to Milepost 180.5 shall be transferred to the Consolidated Rail Corp.

If the N&W *does not* acquire the portion of Line No. 573 necessary to serve the traffic generated on that line, the portion of the Columbus-Indianapolis line from Milepost 126.0 to Milepost 136.2 shall be transferred to the Consolidated Rail Corp.

If the N&W acquires the portion of Line No. 573 necessary to serve the traffic generated on that line, the portion of the Columbus-Indianapolis line from Milepost 126.0 to Milepost 136.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Columbus-Indianapolis line from Milepost 136.2 to Milepost 158.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE I&F BRANCH

USRA Line No. 634

Penn Central

This portion of the I&F Branch, extending from *Clermont* (Milepost 12.6) to *Lebanon, Ind.* (Milepost 31.6), a distance of 19.0 miles, in Boone, Hendricks and Marion Counties, Ind., a line which was recommended for inclusion on page 474 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF COLUMBUS-CHICAGO LINE

USRA Line No. 689a

Penn Central

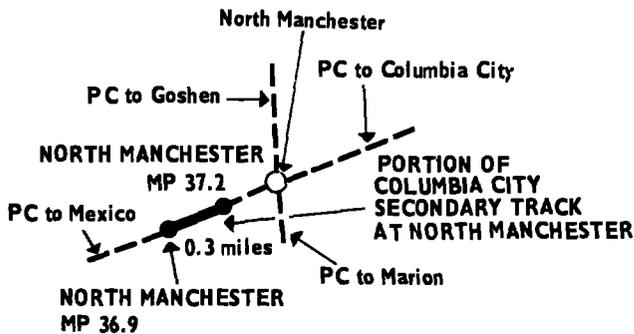
This portion of the Columbus-to-Chicago line, extending from *North Judson* (Milepost 237.5) to *Hartsdale*,

Ind. (Milepost 284.0), a distance of 46.5 miles, in Starke Porter and Lake Counties, Ind., a line which was recommended for inclusion on page 474 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. This line is required as an interim through route pending the rehabilitation of and finalization of the necessary operating agreements with the L&N for the use of their route via Lafayette, Ind. When the contemplated rerouting of through trains is accomplished, ConRail should reevaluate the viability of local freight service on this line. Any future ConRail abandonment would be subject to normal I.C.C. procedures and cannot be accomplished for two years.

PORTION OF COLUMBIA CITY SECONDARY TRACK

USRA Line No. 700

Penn Central



This portion of the Columbia City Secondary Track, formerly part of the Pennsylvania RR, extends from Milepost 36.9 to Milepost 37.2, a distance of 0.3 mile, at North Manchester, Ind. in Wabash County. The line continues northeastward to Columbia City and southwestward to Mexico (see Line Nos. 419 and 420). At North Manchester, the line crosses the PC's Anderson-Goshen line.

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

This line does not directly serve any shippers.

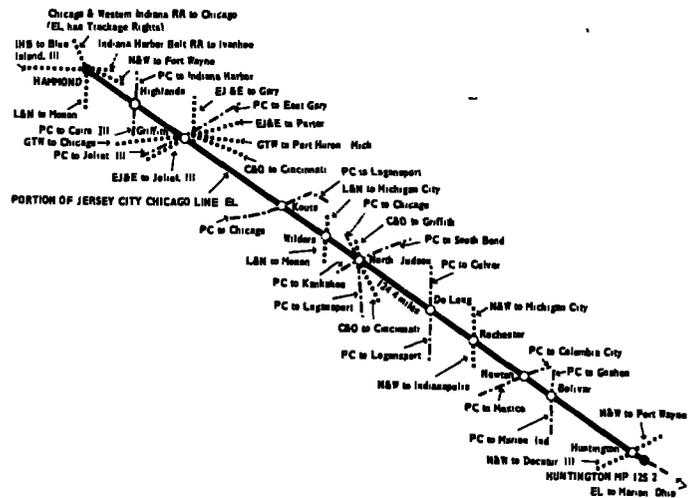
Disposition

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

PORTION OF JERSEY CITY-TO-CHICAGO LINE

USRA Line No. 1262

Erie Lackawanna



This portion of the Jersey City-Chicago line extends from Huntington (Milepost 125.2) to Hammond, Ind. (Milepost 249.6), a distance of 124.4 miles, in Huntington, Wabash, Fulton, Pulaski, Starke, Porter and Lake Counties, Ind. This line continues westward to Chicago via trackage rights over the Chicago & Western Indiana RR and eastward to Marion, Ohio and beyond (see Line No. 1261). At Bolivar, the line connects with the Michigan Branch, at North Judson and Kouts with the Columbus-Chicago line, and at North Judson with the Kankakee Branch, all PC. Highlands is also served by the PC Danville Branch (see Line No. 604). The line connects with the following PC lines: at Newton with the Columbia City Secondary Track, at DeLong with the Culver Secondary Track and at Griffith with the Joliet Branch (see Line Nos. 419, 423 and 414). It also connects with the N&W's Fort Wayne-Decatur, Ill. line at Huntington and Michigan City-Indianapolis line at Rochester, with the C&O Cincinnati-Hammond line at North Judson and Griffith, with the L&N to Michigan City and Monon at Wilders, and at Griffith with the GTW Chicago-Port Huron and the Elgin, Joliet & Eastern Ry. to Joliet, Porter and Gary. At Hammond

it connects with several lines, including the N&W Chicago-Fort Wayne, the L&N Chicago-Monon and the Indiana Harbor Belt RR to Blue Island, Ill., and Ivanhoe.

Traffic and Operating Information

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

Huntington	4,073
Bippus	2
Servia	214
Bolivar	2
Newton	0
Laketon	0
Disko	1
Akron	488
Athens	25
Rochester	456
Leiter's	114
DeLong	0
Monterey	1,054
Ora	4
Bass Lake	0
Aldine	1
North Judson	13
Lomax	0
Wilders	0
Glanricarde	0
Kouts	9
Boone Grove	124
Palmer	0
Crown Point	33
Griffith	29
Highlands	154
Hammond	301
Total carloads generated by the line	7,097
Average carloads per week	136.5
Average carloads per mile	57.0
Average carloads per train	45.5
1973 operating information:	
Number of round trips per year	156
Estimated time per round trip (hours)	21.5
Locomotive horsepower	1,600
Train crew size	4

Public Comment on Preliminary System Plan

See comment on USRA Line No. 1260.

Henderlong Lumber Co., Inc., which employs 40 people at its facility in Crown Point, reported that its incoming rail shipments have increased over recent years as evidenced by its payments to the EL of \$7,700 in freight charges during 1973, \$10,400 during 1974, and \$12,100 during the first half of 1975.

Saager Brothers, Inc., which has plans to develop an industrial park out of the 25 acres it owns along the EL at Crown Point, reported that future demand for rail service may increase due to the tremendous expansion in the Lake County area. The City of Crown Point has already rezoned Saager's 25 acres for industrial purposes and has designated the whole area surrounding the railroad as an industrial usage area.

Moore Business Forms, Inc. reported that it completed the construction of its Rochester, Indiana plant in 1973 and added a \$70,000 rail siding in July 1974. During 1974, Moore moved 485 tons of paper by rail; it projects its 1975 usage to range from 20-65 carloads and 1976 usage to range from 75 to 94 carloads.

Buckeye Feed & Supply, Inc., with facilities at Monterey and Leiter's Ford, testified that future expansion plans have already been cancelled with the prospect of abandonment since the cost of alternative means of transport would be prohibitive.

The Hammond City Council presented a resolution supporting the abandonment of the EL right-of-way in the city of Hammond in the interest of alleviating rail congestion in the city. This resolution was supported by a resolution from the City of Hammond Railroad Relocation Committee.

The Crown Point Chamber of Commerce testified that its planned industrial park expansion is dependent upon continued rail service.

Both Saager Brothers, Crown Point, and the Aubeenabe Township Improvement Association, Inc., Leiter's Ford, have purchased land for industrial parks dependent upon continued rail service by EL.

J. H. Smith, for the Brotherhood of Locomotive Engineers, stated that the actual carload data for Huntington in 1973 should be 5,872. He also noted the omission of the Decatur station on this line which generated 806 carloads in 1973.

Neimeyer Farm Service, Inc. testified that loss of EL service would double its transportation costs and necessitate an investment of \$25,000 to accommodate motor carriers.

It was stated that the Wabash County Farm Bureau Cooperative, Servia, with a capital investment of \$200,000, would probably close if EL service ceased.

Superior Lumber Co., Hammond, receives 80 to 90 cars per year and would be forced to relocate in order to survive if rail service were lost.

Highland Lumber & Supply, Inc., Highland, received 138 cars in 1973. Highland pointed out that in the cities and surrounding areas of Hammond, Highland, Griffith, and Munster there are only four lumber yards, two of which are slated to lose service.

The Mutual Grain Co., Servia, has limited elevator storage capacity and might be forced to close without rail service.

Norfolk & Western is interested in acquiring this line from Huntington, Ind. to Hammond, Ind. (124.4 miles) in conjunction with Line Segments 1260 (Lima, Ohio to Marion, Ohio) and 1261 (Marion, Ohio to Huntington, Ind.). As an alternate, the Norfolk & Western is interested in acquiring approximately 3 miles of this line at Huntington and 1 mile at Rochester, Ind. to serve industries on the Erie Lackawanna.

620/620a/620b, 401

Statements were submitted by the Illinois Central Gulf and the Soo Line Railroads protesting acquisition of this line by any competing carrier or any carrier which could divert traffic from connecting roads in Chicago.

Information for Line-Transfer Decision

Revenue received by EL.....	\$2, 100, 553
Average revenue per carload.....	\$296
<hr/>	
Available (avoidable) cost of continued service:	
Cost incurred on the branch line....	1, 417, 829
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line..	1, 382, 792
<hr/>	
Total variable (avoidable) cost.....	2, 800, 621
Net contribution (loss) : total.....	(700, 068)
Average per carload.....	(99)

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

Huntington, where the majority of the traffic on this line is located, primarily generates piggyback traffic. In 1973, there were approximately 5,800 trailers generated at Hunting. Service to this traffic can be continued by the Norfolk & Western Ry. or other ramps in the area.

Although shippers served by this line indicated traffic growth, the projected volume was not sufficient to achieve viability.

Service to this line generated a loss of \$700,068 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 33-percent rate increase.

Disposition

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

The portion of this line necessary to serve the traffic generated at Rochester shall be offered for sale to the Norfolk & Western Railway. This sale would preserve rail service to an estimated 456 carloads or approximately 6 percent of the traffic generated on this line.

The portion of this line necessary to serve the traffic generated at Huntington shall be offered for sale to the Norfolk & Western Railway. This sale would preserve

rail service to an estimated 4,073 carloads or approximately 57 percent of the traffic generated on this line.

INTERSTATE LINES

PORTION OF THE LOUISVILLE BRANCH

USRA Line No. 620/620a/620b

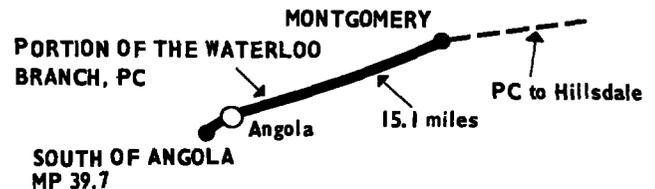
Penn Central

This portion of the Louisville Branch, extending from Columbus, Ind. (Milepost 40.5) to Louisville, Ky. (Milepost 111.2), a distance of 70.7 miles, in Bartholomew, Jackson, Clark and Scott Counties, Ind., and Jefferson County, Ky., a line which was recommended for inclusion on page 486 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE WATERLOO BRANCH

USRA Line No. 401

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from south of Angola, Ind. (Milepost 39.7) to Montgomery, Mich. (Milepost 54.8), a distance of 15.1 miles, in Steuben County, Ind. and Hillsdale and Branch Counties, Mich. Continuations of this line extend northward from Montgomery and southward from south of Angola (see Line Nos. 402 and 401a).

Traffic and Operating Information

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

Ray	0
Fremont	51
Angola	209
<hr/>	
Total carloads generated by the line.....	260
Average carloads per week.....	5.0

Average carloads per mile.....	17.2
Average carloads per train	9.6
1973 operating information :	
Number of round trips per year.....	27
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

The Indiana Farm Bureau estimates annual traffic of 3,555 tons of phosphates and potash.

The Steuben County Farm Bureau has land under option just south of Angola for a new grain elevator which may not be developed without rail. The Farm Bureau also emphasized that 27 carloads of coal were used in 1973 (15 in 1974) for home heating.

USRA's estimate of 100 trips per year is high by a factor of two, at least; the Farm Bureau reported that the branch receives no more than once-a-week service, with only 27 trips in 1973.

Moore Business Forms, Inc., has recently completed a 20,000 square-foot plant expansion; the Company's rail usage increased from 48 cars in 1973 to 122 cars in 1974. Moore expects to continue to increase usage because some waste material now has recycling value. Loss of rail would knock Moore out of the market for some government contract business which specifies rail shipment.

The Governor's Rail Task Force in Indiana found that this line's operation resulted in an estimated loss of \$3,805 between Ray and Pleasant Lake, Ind. Rehabilitation costs are estimated at \$308,000 between these two Indiana points. The Task Force concluded that by dropping service to Pleasant Lake, the line could have a profitable operation of \$21,372 per year between Angola and the state line.

Information for Line-Transfer Decision

Revenue received by PC.....	\$67,574
Average revenue per carload.....	<u>\$260</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	114,304
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	37,617
Cost incurred beyond the branch line....	<u>35,793</u>
Total variable (avoidable) cost.....	<u>187,714</u>
Net contribution (loss) : total.....	(120,140)
Average per carload.....	(462)

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

replacement of a total of 7,550 crossties (an average of 500 crossties per mile).

This line was reanalyzed and the number of trips reduced to 27. The shippers provided a log showing the actual number of trips made by the PC. The increase of 122 cars in 1974 would not make this line viable.

Service to this line generated a loss of \$120,140 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 178 percent rate increase.

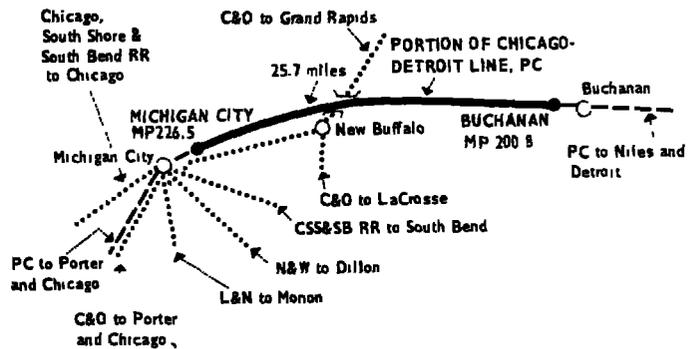
Disposition

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

PORTION OF CHICAGO-TO-DETROIT LINE

USRA Line No. 467

Penn Central



This portion of the Chicago-to-Detroit line, formerly part of the New York Central RR, extends from Buchanan, Mich. (Milepost 200.8) to Michigan City, Ind. (Milepost 226.5), a distance of 25.7 miles, in Berrien County, Mich. and La Porte County, Ind. At Buchanan, Mich., this line continues eastward to Niles and Detroit, and at Michigan City, Ind., west towards Chicago (see Line No. 680). Connections with other railroads include the Chesapeake & Ohio at New Buffalo and Michigan City. Also at Michigan City, connections are made with the Chicago, South Shore & South Bend RR, the Louisville & Nashville RR and the N&W Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Gallon	7
Three Oaks.....	<u>9</u>
Total carloads generated by the line.....	16

INDIANA
637, 520a

Average carloads per week.....	0.3
Average carloads per mile.....	0.6
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	32
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The American Cyanamid Co., Michigan City, suggested that the end-point be redefined as Milepost 226.0 instead of 228.0 to assure continued rail service to all Michigan City industries.

Located at Milepost 201.0, the Buchanan Co-op, Inc. has recently completed \$150,000 grain loading facilities. The company has invested a total of \$750,000 over the past 5 years at this location and is planning another expansion in 3 years. Rail service is essential. Buchanan is estimating 1977 traffic of 222 cars.

Information for Line-Transfer Decision

Revenue received by the PC.....	\$4,237
Average revenue per carload.....	\$265
<hr/>	
Variable (available) cost of continued service:	
Cost incurred on the branch line..... ¹	111,787
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	1,855
<hr/>	
Total variable (avoidable) cost.....	113,642
<hr/>	
Net contribution (loss) : total.....	(109,405)
Average per carload.....	(6,838)

¹ Excludes ownership costs as line is used for passenger operation by Amtrak.

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

This line was reanalyzed as the mileposts were adjusted at both Michigan City and Buchanan. Buchanan traffic was assigned to Line No. 680.

Service to this line generated a loss of \$109,405 in 1973. Recovery of this loss would require approximately a forty-sixfold increase in traffic or a 2,582-percent rate increase.

Disposition

This portion of the Chicago-Detroit line shall be contingently offered for sale to Amtrak pending approval of the recommended statutory amendment to permit designations to Amtrak outside the Northeast Corridor. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. Local freight service will *not* be provided to this line (regardless of Amtrak's acquisition) and is available

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

PORTION OF THE SOUTH BEND SECONDARY TRACK

USRA Line No. 637

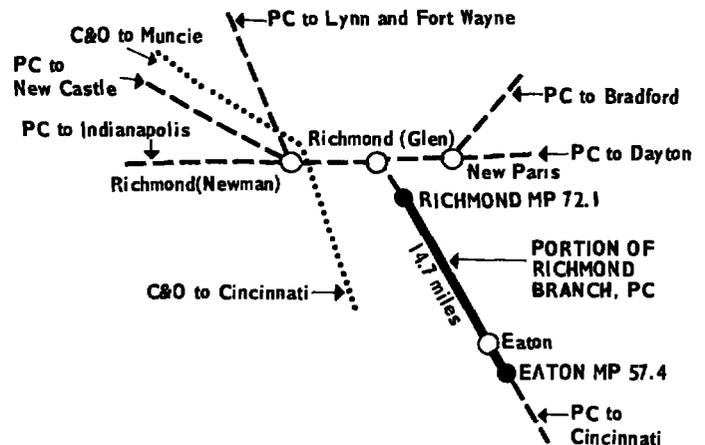
Penn Central

This portion of the South Bend Secondary Track, extending from *Niles, Mich.* (Milepost 3.0) to *South Bend (Webster), Ind.* (Milepost 7.3), a distance of 4.3 miles, in St. Joseph County, Ind. and Berrien County, Mich., a line which was recommended for inclusion on page 485 of the Preliminary System Plan shall be transferred to the Consolidated Rail Corp.

PORTION OF THE RICHMOND BRANCH

USRA Line No. 520a

Penn Central



This portion of the Richmond Branch, formerly part of the Pennsylvania RR, extends from *Eaton, Ohio* (Milepost 57.4) to *Richmond, Ind.* (Milepost 72.1), a distance of 14.7 miles, in Preble County, Ohio and Wayne County, Ind. The Richmond Branch runs south to Cincinnati and continues north beyond Richmond to Logansport (see Line Nos. 519/520 and 521). The Newnan Secondary Track, PC, connects at Richmond (see Line No. 556). At Richmond the C&O Chicago-Cincinnati line and the Penn Central's Indianapolis Columbus line (see Line Nos. 633 and 638) also cross.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Eaton	1,085
New Hope.....	44
Campbellstown	30
<hr/>	
Total carloads generated by the line.....	1,159
Average carloads per week.....	21.9
Average carloads per mile.....	77.5
Average carloads per train.....	3.8
1973 Operating Information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

The Preble County Farm Bureau Cooperative said it serves 2,380 customers. Without rail service the Farm Bureau's transportation costs would go up by \$8,120 a year. To relocate would cost \$600,000 and would result in loss to the community of about \$10,000 per year in tax revenues. Further, it could have used 91 more hopper cars in 1974 had they been available, they plan to install three 30,000 bushel grain storage tanks which will increase rail service requirements, and a Town & Country store plans to locate in Eaton in the near future and will need rail service.

Community Improvement Corp. is negotiating to develop a 100-acre industrial park for Eaton.

Westvaco Corp. will complete its previously reported \$1,750,000 expansion in 1975 and estimates 1975 traffic will total 1,329 carloads, growing to about 1,700 carloads in 1976. Also, the company said the track is in FRA Class III condition. However, because signalling has been removed it is officially only Class II. Finally, Westvaco said it is willing to negotiate immediately with the proper party for establishment of a specific rate increase to cover any deficit associated with movement of its traffic at Eaton.

The Ohio Public Utilities Commission recommended that Line Nos. 520a and 519/520 be considered as a single segment. On the other hand, the Community Corp. for Eaton and Preble Counties suggested that Line No. 520a be extended only to Camden on Line No. 519/520, to pick up the traffic there.

Reported traffic:

Company and location	Carloads		
	1973	1974	Projected
Campbellstown AG Center, Inc., Campbellstown	29	-----	64
Westvaco Corp, Eaton.....	902	-----	1,329-1,716
Preble Landmark, Eaton.....	128	114	130
Letherman Lumber Co., Eaton.....	80	-----	85
Texaco Products, Eaton.....	80	-----	80
Steinke Tractor and Truck Sales, Eaton	14	-----	20
St. Clair Custodial Supply Co., Eaton.....	10	-----	10
Food Filters Corp., Eaton.....	1	-----	1
Armacost Elevator, New Hope.....	44	-----	97

The Chessie is interested in acquiring the entire branch from Richmond to Eaton and would provide service to all shippers who would otherwise lose service.

The Ohio Association of Railroad Passengers testified that Line Nos. 518, 519/520, 520a and 521 should be considered as a secondary passenger corridor between Cincinnati and Indianapolis, providing service to Hamilton, Ohio, and Richmond, Ind.

Information for Line-Transfer Decision

Revenue received by PC.....	\$275,628
Average revenue per carload.....	\$242
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	153,613
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	161,446
<hr/>	
Total variable (avoidable) cost.....	315,059
Net contribution (loss): total.....	(30,432)
<hr/>	
Average per carload.....	(35)

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

By the end of 1975, Westvaco Corp. at Eaton will have completed a \$1,750,000 expansion program which will result in a 410 carload-per-year traffic increase over their 1973 level. An analysis of the origins and destinations of this traffic indicates an immediate increase in ConRail revenues of approximately \$111,300 based on 1973 rate levels. With this increase in traffic and revenue, the line will generate a net contribution of approximately \$3,000.

Disposition

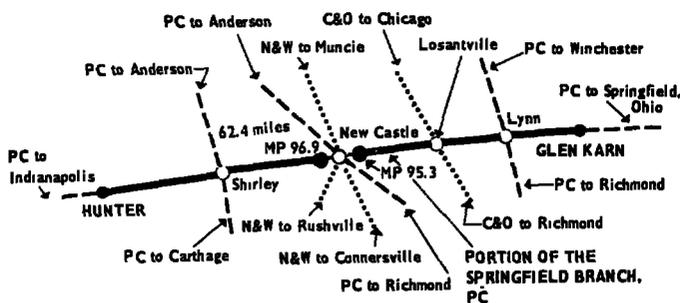
This portion of the Richmond Branch shall be offered for sale to the Norfolk & Western Ry., a profitable railroad operating in the Region, for use as an overhead route only; ConRail will provide local freight service (see section 206(g) of the Act). If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF THE SPRINGFIELD BRANCH

USRA Line No. 554

Penn Central

This portion of the Springfield Branch, formerly part of the New York Central RR, extends from *Glen Karn, Ohio* (Milepost 60.4) to *Hunter, Ind.* (Milepost



131.2) (except between Milepost 95.3 and Milepost 96.9 at New Castle, which has been assigned to Line No. 522), a distance of 62.4 miles, in Marion, Hancock, Henry and Randolph Counties, Ind., and Darke County, Ohio. At Hunter this line continues west to Indianapolis and at Glen Karn it continues east to Springfield (see Line No. 553). Connections with other lines are: the PC Anderson-Greensburg Secondary Track at Shirley, the PC Richmond Branch (see Line Nos. 521 and 522) and the Norfolk & Western Ry. to Rushville, Connersville and Muncie at New Castle, the Chesapeake & Ohio Ry. at Losantville and the PC New-man Secondary Track to Richmond and Winchester at Lynn (see Line Nos. 556 and 557).

Traffic and Operating Information

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

Glen Karn	43
Crete	10
Lynn	70
Carlos City	0
Modoc	19
Losantville	30
Mooreland	19
Kennard	10
Wilkinson	44
Willow Branch	1
Maxwell	44
Mohawk	1
Mount Comfort	6
Hunter	53

Total carloads generated by the line	350
Average carloads per week	6.7
Average carloads per mile	5.6
Average carloads per train	3.9

1973 operating information:

Number of round trips per year	90
Estimated time per round trip (hours)	12
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Indianapolis' Chamber of Commerce is particularly concerned about the precise definitions of line end-points in the Indianapolis area. Hunter is actually 1,900 feet west of the present switching limit. The C. W. Jackson Co. has a 300 acre industrial park just beyond Hunter.

The Maxwell Grain Co. is constructing major new facilities at Maxwell, Ind., and has submitted convincing evidence that the line can be operated profitably at least as far east as Maxwell.

Maxwell Grain is projecting traffic of at least 480 cars per year, mostly jumbo hoppers, from its facilities at Mohawk and Maxwell. Long-range prospects are good due to the planned construction of a new metropolitan airport between Hunter and Mount Comfort.

Allegheny Ludlum Steel Corp. has a major installation on the line 1½ miles west of New Castle.

The Governor's Rail Task Force lists estimated branch cost at \$255,476 with freight revenue amounting to \$179,107. A subsidy of \$76,364 is listed. Rehabilitation cost is estimated at \$870,400. The Task Force considers future traffic potential as "stable." The Task Force said that even though the line is losing money that if certain other lines are abandoned this line segment would pick up all the New Castle traffic of the Penn Central. Under that circumstance, the line would be above the break-even point and therefore should be included in the new ConRail System.

Information for Line-Transfer Decision

Revenue received by PC	\$98,534
Average revenue per carload	\$282
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	466,692
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost	54,472
Cost incurred beyond the branch line	47,863
Total variable (avoidable) cost	569,027
Net contribution (loss): total	(470,493)
Average per carload	(1,344)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 625 crossties.

The milepost limit at Hunter is the Indianapolis switching district. The portion of the line from Hunter to Maxwell was analyzed using 1974 traffic and 1975 projections. Even with cost adjustments for unit-trains and the shipper paying a portion of engine and crew costs, the line would require a 34-percent rate increase to become viable.

Shippers at New Castle between Mileposts 95.3 and 96.9 will continue to receive service from Line No. 522.

Service to this line generated a loss of \$470,493 in 1973. Recovery of this loss would require approximately

a ninefold increase in traffic or a 477-percent rate increase.

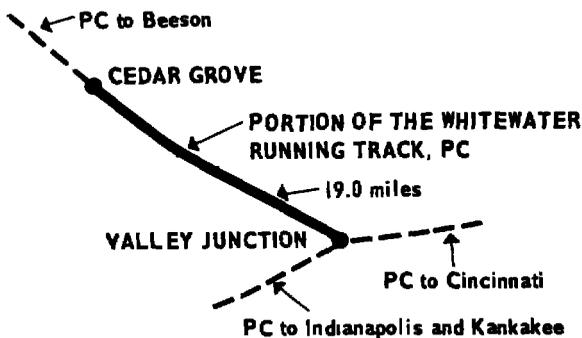
Disposition

The portion of the Springfield Branch from Milepost 60.4 to Milepost 95.3 and from Milepost 96.9 to Milepost 131.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WHITEWATER RUNNING TRACK

USRA Line No. 571a

Penn Central



This portion of the Whitewater Running Track, formerly part of the New York Central RR, extends from Valley Junction, Ohio (Milepost 17.7) to Cedar Grove, Ind. (Milepost 36.7), a distance of 19.0 miles, in Hamilton County, Ohio and Dearborn, Franklin, Fayette and Wayne Counties, Ind. At Valley Junction, this line connects with the PC Cincinnati-to-Kankakee Line, and at Cedar Grove it continues to Brookville (see Line No. 571).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Valley Junction	7
Whitewater	104
Harrison	278
<hr/>	
Total carloads generated by the line	387
Average carloads per week	7.4
Average carloads per mile	20.4
Average carloads per train	4.8
1973 operating information:	
Number of round trips per year	90
Estimated time per round trip (hours)	7
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Greater Cincinnati Chamber of Commerce reported that loss of rail service would hamper the future expansion of Cincinnati, Inc., Crest Component Homes, and Seasongood Folding Box; affect expansion plans of Arling Lumber Co. which could amount to 300 carloads per year and jeopardize the employment of 860 people.

The Cincinnati Gas & Electric Co. reported that it owns two industrial sites along the line, one being 190 acres and the other being 120 acres. Discontinuance of rail service on this line could dampen Cincinnati's chances of attracting industrial users to these sites. It also reported that Crest Component Homes, which generates 240 carloads annually, recently located along this line. Thus, its rail usage was not considered in USRA's analysis.

The Greater Cincinnati Chamber of Commerce reported that the J. Cornelius Grain Elevator generates 4 carloads per year and that the Seasongood Folding Box Co. generates 24 carloads per year.

According to the Public Utilities Commission of Ohio, all traffic generated along this line originates or terminates between Valley Junction and Harrison, a distance of 7.7 miles. The PUC thinks that USRA should recalculate the net contribution of this line using only the 7.7 mile segment.

Cincinnati, Inc., which generates 120 carloads annually, reported that some of its heavy machinery parts weigh up to 125,000 pounds, and cannot be moved other than by rail.

Information for Line-Transfer Decision

Revenue received by PC	\$136,608
Average revenue per carload	\$353
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	166,080
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	57,191
Cost incurred beyond the branch line	51,690
<hr/>	
Total variable (avoidable) cost	274,961
<hr/>	
Net contribution (loss): total	(138,353)
Average per carload	(358)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,260 crossties (an average of 540 crossties per mile).

Service to this line generated a loss of \$138,353 in 1973. Recovery of this loss would require approximately

a twofold increase in traffic or a 102-percent rate increase.

A subsegment of this line from Valley Junction to Harrison was analyzed. This portion of the line would require a 40-percent rate increase to become viable. Total traffic for the line in 1974 was 10 carloads higher than in 1973.

Disposition

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

**PORTION OF COLUMBUS-TO-INDIANAPOLIS
LINE**

USRA Line No. 638

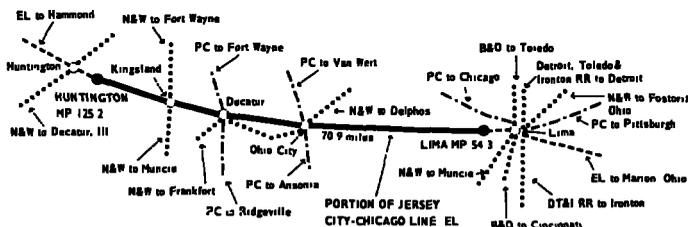
Penn Central

This portion of the Columbus-to-Indianapolis line, extending from *New Paris, Ohio* (Milepost 113.8) to *Richmond, Ind.* (Milepost 119.6), a distance of 5.8 miles, in Preble County, Ohio and Wayne County, Ind., a line which was recommended for inclusion on page 482 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF JERSEY CITY-TO-CHICAGO LINE

USRA Line No. 1261

Erie Lackawanna



This portion of the Jersey City-to-Chicago line extends from *Lima, Ohio* (Milepost 54.3) to *Huntington, Ind.* (Milepost 125.2), a distance of 70.9 miles, in Allen and Van Wert Counties, Ohio and Adams, Wells and Huntington Counties, Ind. This line continues westward to Hammond and eastward to Marion, Ohio (see

Line Nos. 1262 and 1260). At Decatur, Ind. this line connects with the PC Fort Wayne and Ridgeville Secondary Tracks and at Ohio City with the PC Northern Branch (see Line Nos. 428, 429 and 533/534/534a/535). The N&W Decatur Ill.-to-Fort Wayne line crosses at Huntington, the Fort Wayne-Muncie line at Kingsland, the Delphos-Frankfort line at Decatur, Ind. and Ohio City, and the Fostoria-Muncie line at Lima. Also serving Lima are the PC Pittsburgh-Chicago line, the B&O Toledo-Cincinnati line and the Detroit, Toledo & Ironton RR main line from Detroit to Ironton.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line¹:

Hercules Torpedo Spur.....	0
Kemp	0
Spencerville	106
Converse	0
Elgin	299
Ohio City.....	6
Glenmore	18
Wren	0
Preble	14
Tocsin	100
Kingsland	3
Uniondale	174
Markle	383
Simpson	178

Total carloads generated by the line.....	1,226
Average carloads per week.....	23.6
Average carloads per mile.....	17.3
Average carloads per train.....	7.9
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	1,600
Train crew size.....	4

¹ Excludes Decatur, Ind. traffic (see text).

Public Comment on Preliminary System Plan

See comment on USRA Line No. 1260.

Russell I. Pisle, for the Farm Service Center in Spencerville, testified that his company would be forced out of business due to prohibitive costs for alternative transport, resulting in the loss of 25 jobs and an annual payroll of \$200,000. He added that the Center's traffic was 113 carloads in 1973.

Simpson Grain Co. testified that actual carload data for 1973 should have been 194. Abandonment of this line would force Simpson to transport by truck and to absorb an additional 8 to 10 cents per bushel transportation cost.

Stanley H. Matheny, for the city of Huntington, testified that abandonment would force the elimination and/or relocation of approximately 300 EL employees in Huntington, which represents 8 percent of that city's total population.

It was stated that the Adams County Farm Bureau,

Monroe, would have to expend \$10,000 to upgrade truck loading facilities and pay an additional \$5 to \$7 per ton. The additional increases in costs would be passed on to farmers in the county should this line be abandoned.

William R. Black, Director of Rail Planning for the Public Service Commission of Indiana, protested the segmenting of this double tracked main line into two branch lines. He added that most of the track is at FRA Class III and capable of 50 miles per hour speeds.

J. H. Smith, Chairman of the Indiana State Legislative Board, Brotherhood of Locomotive Engineers, testified that the amount of traffic now handled by the EL could not be efficiently accommodated by the C&O, N&W and ConRail lines which also serve the area. He added that the EL line is one of the few lines capable of handling high and wide cars between Chicago and New York.

Norfolk & Western is interested in acquiring this line from Lima, Ohio to Huntington, Ind. (70.9 miles), in conjunction with line segments 1260 (Lima, Ohio to Marion, Ohio) and 1262 (Huntington, Ind. to Hammond, Ind). N&W states that it would be necessary to acquire, in addition, 2.3 miles of line at Lima, Ohio and 1.4 miles of line at Huntington, Ind. in order to connect this line segment with existing N&W lines. As an alternate, the Norfolk & Western is interested in acquiring about 1.5 miles of this line at Decatur, Ind. to serve industries on the Erie Lackawanna.

Statements were submitted by the Illinois Central, Gulf and the Soo Line Railroads protesting acquisition of this line by any competing carrier or any carrier which could divert traffic from connecting roads in Chicago.

The Farm Service Center in Spencerville reported that in 1973 the Flexible Foam Co. shipped 78 cars, the Spencerville Farmers Union shipped 25 cars, and the Farm Service Center shipped 113 cars, for a total of 216 cars.

Information for Line-Transfer Decision

Revenue received by EL.....	\$872,046
Average revenue per carload.....	\$304
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	687,827
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) .	0
Cost incurred beyond the branch line....	211,183
<hr/>	
Total variable (avoidable) cost.....	899,009
<hr/>	
Net contributions (loss): total.....	(526,963)
Average per carload.....	(430)

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

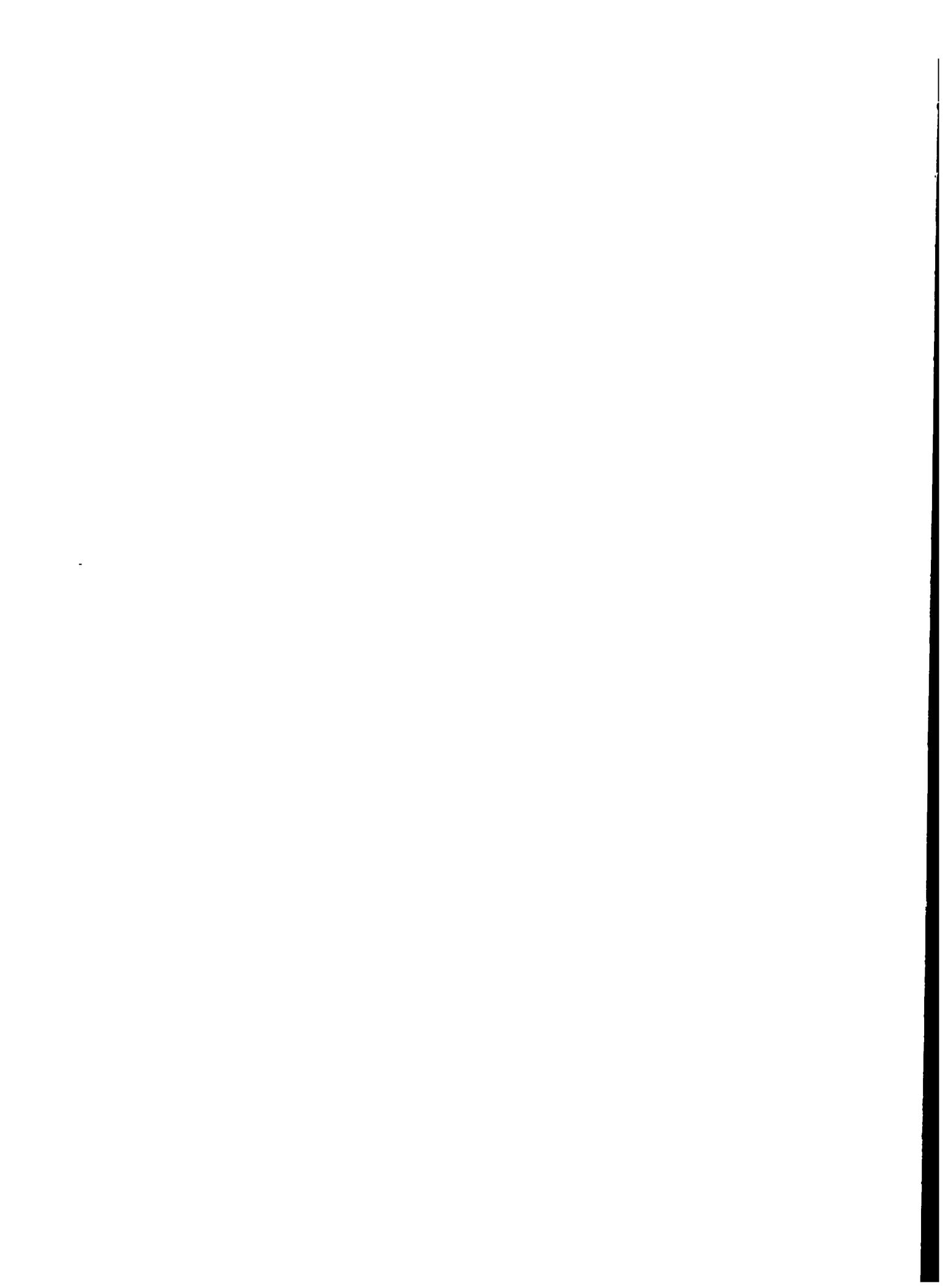
Service to this line generated a loss of \$526,963 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 142-percent rate increase.

Traffic generated at Decatur will continue to receive service via Penn Central trackage.

Disposition

The portion of the Jersey City-to-Chicago line from Milepost 95.8 to Milepost 96.9 shall be transferred to the Consolidated Rail Corp. to serve Decatur traffic.

The portion of the Jersey City-to-Chicago line from Milepost 54.3 to Milepost 95.8 and from Milepost 96.9 to Milepost 125.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.



MARYLAND

Intrastate

PC

USRA Line Number	Terminals	Page
148	Massey to Centreville	125
149	Massey to Chestertown	126
150	Queen Anne to Denton	127
151	Queen Anne to Queenstown	128
152	Hurlock to Preston	129
153	Hurlock to Vienna	130
156	Salisbury to East of Salisbury	131
163	Kings Creek to Crisfield	131
676	Salisbury to Hebron	132

Interstate

Maryland to Delaware (these lines are discussed under Delaware)

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

Maryland to Pennsylvania

198	North of Frederick, Md. to Spring Grove, Pa.	133
204a	Hagerstown, Md. to Chambersburg, Pa.	135

Maryland to Virginia

166	Pokomoke, Md. to Cape Charles, Va.	135
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Maryland to West Virginia and Virginia

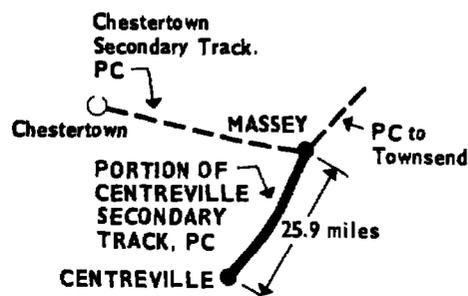
205	Hagerstown, Md. to Winchester, Va.	137
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PORTION OF CENTREVILLE SECONDARY TRACK

USRA Line No. 148

Penn Central

This portion of the Centreville Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 9.2) to *Centreville, Md.* (Milepost 35.1), a distance of *25.9 miles*, in Kent and Queen Annes Counties, Md. At Massey, this line continues toward Townsend, Del. where it connects with the PC Delmarva Branch (see Line No. 147). At this point, it also connects with the PC Chestertown Secondary Track (see Line No. 149).



Traffic and Operating Information

Stations (with their 1974 carloads) served by this line:

Millington	29
Sudlersville	51
Barclay	57
Price	3
Centreville	349
Roberts	0

Total carloads generated by the line	489
Average carloads per week	9.4
Average carloads per mile	18.0
Average carloads per train	6.5
1973 operating information:	
Number of round trips per year	75
Estimated time per round trip (hours)	9
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Hurricane Agnes caused a washout of a section of the Massey-to-Centreville route. Several shippers formed C. M. Associates which, under agreement with the Penn Central, in 1973 rebuilt the roadbed and relaid the destroyed tracks at the shippers expense. Since this work was not completed until late 1973 the carload figure used by USRA covers only a small portion of the year. According to Tidewater Publishing Co., figures based on the calendar year October 8, 1973 to October 7, 1974 show the following:

	Actual	USRA
Carloads generated on the line	456	91
Revenue received by PC	\$223,793	\$35,718
Average revenue per car	484.65	382.00
On branch cost of service	110,525	206,540

Tidewater Publishing Co. states that if rail service is discontinued it might be forced to close. Delmarva Sash and Door would relocate rather than be placed in a noncompetitive position.

A soy bean processing plant is planned which will require rail service over this line.

Maryland DOT in its Railroad Planning Project states "Currently operated under a unique agreement between a shipper's group and PC, this line appears to generate operating results far worse than the current subsidy would indicate. Whereas the shippers now pay a \$65.40 surcharge per car, the operating deficit in the 1973 adjusted time frame comes to \$153 per car according to the present analysis. Even worse, the 1978 *conservative* time frame produces an operating deficit of \$238 per car before infrastructure costs are deducted. (With infrastructure costs deducted, the deficit becomes \$535 per car.) These estimates for 1978—*conservative*—are in fact generous to the Massey-Centreville line because they allocate all crew costs at 25 miles per hour to the Townsend-Chestertown branch!

"In the long run, the only hope for this branch would appear to be a short line operation consolidated with Townsend-Chestertown. Also dramatic increases in rail use would be necessary. Even then, it is anticipated that considerable subsidy assistance will be required."

Based upon 1973 traffic, revenue and operational data developed by USRA, and USRA costs adjusted to the categories included under the RSPO subsidy standards, the estimated subsidy is \$113,630, excluding upgrading costs.

Agrico estimated that its new facility in Centreville would receive 175 to 225 carloads in 1976-77.

Information for Line-Transfer Decision

Revenue received by PC.....	\$237, 655
Average revenue per carload.....	\$486
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	219, 822
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost).....	27, 585
Cost incurred beyond the branch line.....	132, 469
<hr/>	
Total variable (avoidable) cost.....	379, 876
<hr/>	
Net contribution (loss) : total.....	(142, 221)
Average per carload.....	(291)

Available information indicates that this line requires a total of 3,880 ties (an average of 149 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Because this line was out-of-service during most of 1973, a reevaluation of this line was undertaken based on the 1974 traffic volume. The results of this reevaluation are shown above. In addition, the shippers on this line subsidize operations at the rate of \$65.40 per carload or \$31,981. The combined loss of this line and Line No. 147 (which is required to serve this line) is \$214,525. Inclusion of the shipper subsidy reduces the loss to

\$183,544 or \$373 per carload. Recovery of this loss would require a 135-percent increase in traffic or a 75-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

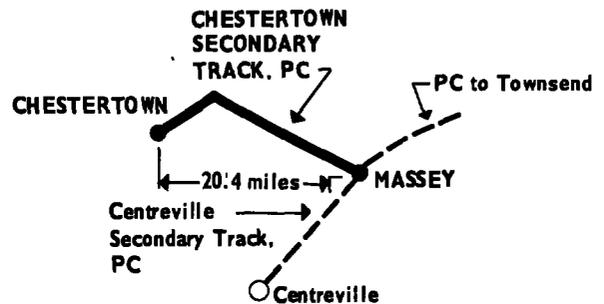
Disposition

This portion of the Centreville Secondary Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 489 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CHESTERTOWN SECONDARY TRACK

USRA Line No. 149

Penn Central



The Chestertown Secondary Track, formerly part of the Pennsylvania RR, extends from *Massey* (Milepost 0.0) to *Chestertown, Md.* (Milepost 20.4), a distance of 20.4 miles, in Kent County, Md. At Massey, this line connects with the PC Centreville Secondary Track (see Line Nos. 147 and 148).

Traffic and Operating Information

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

Massey	12
Kennedyville	47
Still Pond.....	11
Lynch	53
Chestertown	302
<hr/>	
Total carloads generated by the line.....	425
Average carloads per week.....	8.2
Average carloads per mile.....	20.8

Average carloads per train.....	5.7
1973 operating information:	
Number of round trips per year.....	75
Estimated time per round trip (hours).....	8.5
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

Royster, Inc., which shipped 175 cars in 1973 and 244 in 1974, and which projects handling 275 carloads for the year ending June 30, 1975, estimates that if this line is excluded from ConRail they would be compelled to reduce their Eastern Shore operations by 50 percent. Similarly, Baltimore Business Forms indicated that it would relocate its plant if rail service is discontinued causing unemployment of 127 people. Tenneco Chemicals of Chestertown reports 259 carloads in 1973, 316 in 1974, and projects 432 for 1975.

The Delmarva Advisory Council points out an inconsistency in the Plan. USRA included an annual cost of \$40,461 for upgrading this line to Class I standards but then states that "This line would not require upgrading . . ."

Maryland DOT in its Railroad Planning Project stated "Under 1973 conditions, this line generates remarkably favorable operating results: an operating surplus of \$227 per carload, the highest of any line on the Maryland Eastern Shore. However, under the 1978 conservative time frame, the line cannot meet its infrastructure costs, although it still produces an operating surplus. With some subsidy assistance, especially for rehabilitation expenses the Townsend-Chestertown line could be a viable operation. In view of the poor financial results of the Massey-Centreville line, and the necessary interdependence of the two branches, a short line operation over both might prove feasible."

Information for Line-Transfer Decision

Revenue received by PC.....	\$270,505
Average revenue per carload.....	\$637

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	178,020
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) -	40,461
Cost incurred beyond the branch line.....	163,255
Total variable (avoidable) cost.....	381,736
Net contribution (loss): total.....	(111,143)
Average per carload.....	(261)

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

the replacement of a total of 11,851 crossties (an average of 587 crossties per mile).

The comments provided above by Maryland DOT indicate that this line generates an *operating* surplus of \$119,017 or \$227 per carload. However, their analysis also states that the inclusion of lease, rehabilitation and property tax costs results in a significant deficit.

Service to this line generated a loss of 111,143 in 1973. Recovery of this loss would require approximately a 105-percent increase in traffic or a 40-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The portion of the Chestertown Secondary Track from Milepost 0.0 to Milepost 0.5 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 12 carloads or approximately 3 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

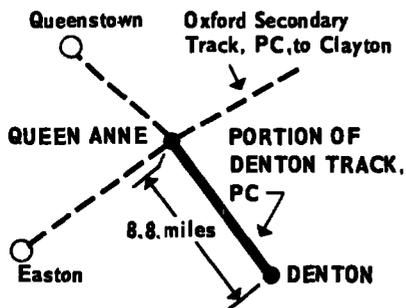
The portion of the Chestertown Secondary Track from Milepost 0.5 to Milepost 20.4 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF DENTON TRACK

USRA Line No. 150

Penn Central

This portion of the Denton Track, formerly part of the Pennsylvania RR, extends from *Queen Anne* (Milepost 0.0) to *Denton, Md.* (Milepost 8.8), a distance of 8.8 miles, in Queen Annes and Caroline Counties, Md. At Queen Anne, this line connects with the Oxford Secondary Track and with its own continuation to Queenstown (see Line Nos. 169 and 151).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsboro	14
Denton	167
<hr/>	
Total carloads generated by the line.....	181
Average carloads per week.....	3.5
Average carloads per mile.....	21.5
Average carloads per train.....	3.6
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

Koppers Co., Inc. operates a sawmill at Denton which generated 125 carloads of untreated cross-ties in 1974 and has a potential of 200 per year. Such data was not included in the analysis since it is not revenue producing freight used by PC. The company points out that, though this volume is insufficient alone to justify inclusion of this track, the critical need for cross-ties must be considered.

Smith Douglas division of Borden Chemical has a plant at Denton handling 69 carloads per year. This company, commenting on coordination project Sou-4, states that the expense of maintaining and repairing the Choptank Bridge on this branch may be an influencing factor in the Southern Ry.'s intention not to acquire the Queenstown-to-Denton spur. Smith Douglas would urge the Southern to acquire the Queen Anne to Denton portion eliminating the bridge. The unloading facilities at Denton Supply Center could be used by rail patrons.

Maryland DOT in its Railroad Planning Project states "Although the present analysis discloses a relatively profitable service from Queen Anne to Denton, the continued operation of this line depends exclusively on the fate of the Clayton-Easton branch. Unless Clayton-Easton is rehabilitated, Queen Anne-Denton will have no outlet to the world. In addition, under this analysis the operating results for Queen Anne-Denton benefit from the exclusion of any crew costs at 25 miles per hour; such crew costs are assumed to be borne by Clayton-Easton exclusively. When final subsidy require-

ments are calculated under the newly revised standards of the Rail Services Planning Office, a portion of the Clayton-Easton crew costs will have to be allocated to Queen Anne-Denton, thus hurting the operating results. In any event, if Clayton-Easton continues operation, there is no reason to allow the abandonment of Queen Anne-Denton."

Information for Line-Transfer Decision

Revenue received by PC.....	\$61,412
Average revenue per carload.....	\$339
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	71,427
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost).....	9,302
Cost incurred beyond the branch line.....	46,363
<hr/>	
Total variable (avoidable) cost.....	127,092
<hr/>	
Net contribution (loss): total.....	(65,680)
Average per carload.....	(363)

Available information indicates that this line requires a total of 450 ties (an average of 53 ties per mile) to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

To reach the cross-tie source at Denton, 41.3 miles of track would have to be kept. The cross-tie source does not justify this expense because the ties can be trucked to Harrington for loading.

Service to this line generated a loss of \$65,680 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 107 percent rate increase.

Disposition

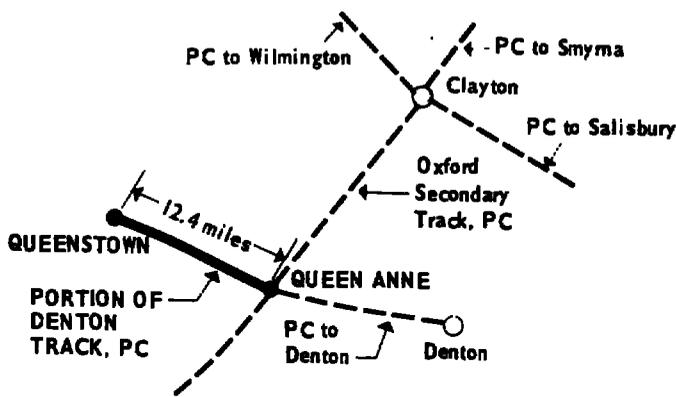
This portion of the Denton Track is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued.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

PORTION OF THE DENTON TRACK

USRA Line No. 151

Penn Central

This portion of the Denton Track extends from Queen Anne (Milepost 0.0) to Queenstown, Md. (Milepost 12.4), a distance of 12.4 miles, in Queen Annes County, Md. At Queen Anne, this line connects with the Oxford



Secondary Track (see Line No. 169) and with its own continuation to Denton (see Line No. 150).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Queenstown.....	38
Wye Mills.....	15
Willoughby.....	0
<hr/>	
Total carloads generated by the line.....	53
Average carloads per week.....	1.0
Average carloads per mile.....	4.3
Average carloads per train.....	1.0
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

The S. E. W. Friel Co. and Friel Lumber Co. testified that the social security and unemployment taxes paid for its employees in one year far exceeds the operating losses projected for the Queen Anne to Queenstown branch line. The company stated that curtailed rail service could result in unemployment of 435. With improved service this firm expects to use 400 carloads per year by 1978. Its two facilities are located at Milepost 12.4 and between Mileposts 6.0 and 7.0.

The Nuttle Lumber Co. states that due to distance it is not feasible to ship the raw materials the company depends upon by truck. The alternative of shipping to a railhead and then delivery by truck would increase costs and render Nuttle noncompetitive.

The Maryland DOT in its Railroad Planning Project stated "This 13.4-mile line cannot financially sustain an operation which generated only 54 carloads in 1973. Unless other mitigating circumstances can be found, there is very little hope that subsidies of any kind will be justified for the line. It is likely that shippers will be forced to use team track facilities at Queen Anne should the line be abandoned."

Information for Line-Transfer Decision

Revenue received by PC.....	\$30,388
Average revenue per carload.....	\$743
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	94,807
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	13,672
Cost incurred beyond the branch line.....	26,003
<hr/>	
Total variable (avoidable) cost.....	135,082
<hr/>	
Net contribution (loss): total.....	(95,604)
Average per carload.....	(1,800)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,169 crossties (an average of 175 crossties per mile).

Service to this line generated a loss of \$95,693 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 243-percent rate increase. Although one shipper served by this line provided information indicating some traffic growth, the projected traffic level is significantly less than that required in the immediate future for viability.

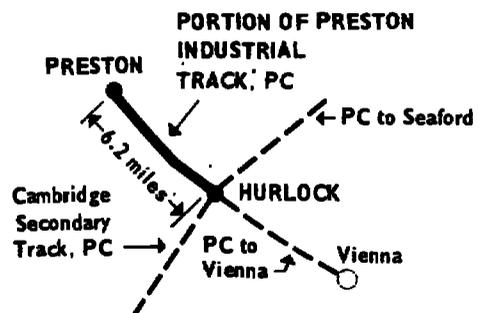
Disposition

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

PORCION OF THE PRESTON INDUSTRIAL TRACK

USRA Line No. 152

Penn Central



This portion of the Preston Industrial Track extends from *Preston* (Milepost 10.0) to *Hurlock, Md.* (Milepost 16.2), a distance of *6.2 miles*, in Dorchester and Caroline Counties, Md. At Hurlock, this line continues to *Vienna* (see Line No. 153) and it also connects with the Cambridge Secondary Track (see Line No. 168).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Preston	314
Hurlock ¹	44
<hr/>	
Total carloads generated by the line.....	358
Average carloads per week.....	6.9
Average carloads per mile.....	57.7
Average carloads per train.....	6.0
1973 operating information:	
Number of round trips per year.....	60
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Maryland DOT in its Railroad Planning Project stated "Although requiring capital for rehabilitation, this line produces operating surpluses and should be acquired by the carrier which assumes operation of the Cambridge branch."

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC.....	\$145,483
Average revenue per carload.....	\$406
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	63,763
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	16,716
Cost incurred beyond the branch line.....	114,044
<hr/>	
Total variable (avoidable) cost.....	194,523
<hr/>	
Net contribution (loss): total.....	(49,040)
Average per carload.....	(137)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,307 crossties (an average of 533 crossties per mile).

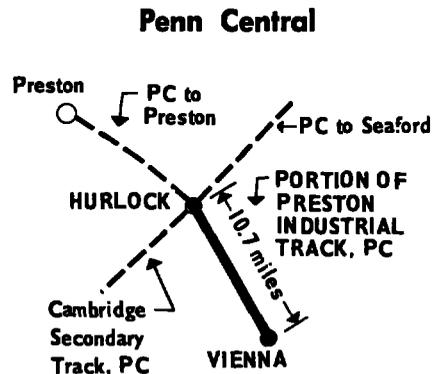
Service to this line generated a loss of \$49,039 in 1973. Recovery of this loss would require approximately a

155-percent increase in traffic or a 34-percent rate increase.

Disposition

This portion of the Preston Industrial Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 358 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For lien-specific recommendations, see section C of this appendix.

PORTION OF THE PRESTON INDUSTRIAL TRACK
USRA Line No. 153



This portion of the Preston Industrial Track extends from *Hurlock* (Milepost 16.2) to *Vienna, Md.* (Milepost 26.9), a distance of *10.7 miles*, in Dorchester County, Md. At Hurlock, this line connects with the Cambridge Secondary Track of the PC (see Line No. 168). At this point, it also continues to *Preston* (see Line No. 152).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hurlock ¹	151
Vienna	14
<hr/>	
Total carloads generated by the line.....	165
Average carloads per week.....	3.2
Average carloads per mile.....	15.4
Average carloads per train.....	3.3
1973 Operating Information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Maryland DOT, in its Railroad Planning Project, stated "This line cannot sustain itself financially under present traffic conditions, and abandonment of operations appears inevitable. However, to allow for possible future conversion of the Delmarva Power and Light generating plant in Vienna back to coal, the right-of-way of this line should be maintained intact."

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC.....	\$59,512
Average revenue per carload.....	\$361
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	\$3,481
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	28,062
Cost incurred beyond the branch line.....	33,558
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Total variable (avoidable) cost.....	145,096
<hr/>	
Net contribution (Loss): total.....	(\$5,584)
Average per carload.....	(519)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,336 crossties (an average of 592 crossties per mile).

Service to this line generated a loss of \$85,584 in 1973. Recovery of this loss would require approximately a four fold increase in traffic or a 144-percent rate increase.

Disposition

The portion of the Preston Industrial Track from Milepost 16.2 to Milepost 17.0 shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 151 carloads or approximately 92 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Preston Industrial Track from Milepost 17.0 to Milepost 26.9 is *not* designated for

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

PORTION OF WILLARD'S SECONDARY TRACK

USRA Line No. 156

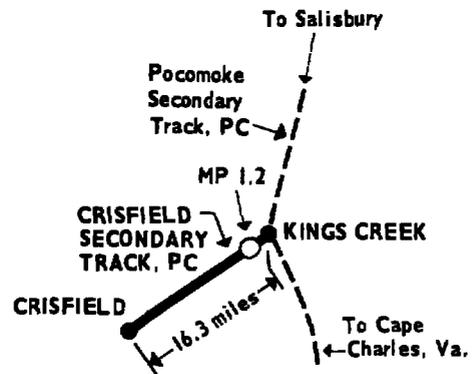
Penn Central

This portion of the Willard's Secondary Track, extending from *Salisbury* (Milepost 42.7) to *east of Salisbury, Md.* (Milepost 45.7), a distance of 3.0 miles, in Wicomico County, Md., a line which was recommended for inclusion on page 493 of the Preliminary System Plan, shall be offered for sale to the Southern Railway, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

CRISFIELD SECONDARY TRACK

USRA Line No. 163

Penn Central



The Crisfield Secondary Track, formerly part of the Pennsylvania RR, extends from *Kings Creek* (Milepost 0.0) to *Crisfield, Md.* (Milepost 16.3), a distance of 16.3 miles, in Somerset County, Md. At Kings Creek, this line connects with the Pocomoke Secondary Track of the PC.

Traffic and Operating Information

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

Westover	3
Kingston	2
Marion	8

Crisfield	52
Kings Creek ¹	315
<hr/>	
Total carloads generated by the line.....	380
Average carloads per week.....	7.3
Average carloads per mile.....	23.3
Average carloads per train.....	9.5
1973 operating information:	
Number of round trips per year.....	40
Estimated time per round trip (hours).....	5.0
Locomotive horsepower	1,200
Train crew size.....	4

¹ Includes only shippers on this segment.

Public Comments on Preliminary System Plan

The first 1.2-mile segment of this line west from Kings Creek to Milepost 1.2 has been reassessed by USRA and recommended for inclusion in ConRail.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan.

Information for Line-Transfer Decision

Revenue received by PC.....	\$239,267
Average revenue per carload.....	\$630
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	126,831
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	25,320
Cost incurred beyond the branch line.....	153,202
<hr/>	
Total variable (avoidable) cost.....	305,143
<hr/>	
Net contribution (loss) : total.....	(66,146)
Average per carload.....	(174)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,150 crossties (an average of 255 crossties per mile).

Information received from Chesapeake Foods at Kings Creek indicated 442 cars in 1973. Association staff verified the existence of 315 carloads in 1973 and the 1.2 miles at Kings Creek was reanalyzed.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 0.0 to Milepost 1.2 (serving shippers at Kings Creek who generated 315 carloads in 1973) would generate \$210,600 in revenue and \$149,660 in costs with a resulting contribution of \$60,939.

Service to the remainder of the line (from Milepost 1.2 to Milepost 16.3 serving shippers at Westover, Kingston, Marion, and Crisfield who generated 65 carloads in 1973) would generate \$28,667 in revenue and

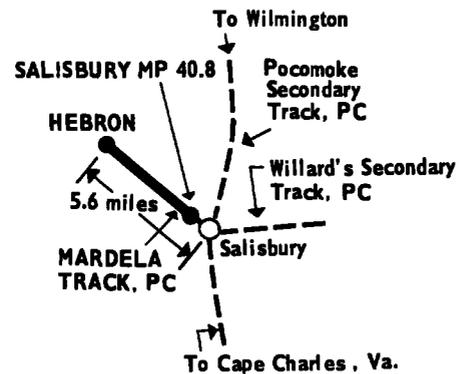
\$162,780 in costs with a resulting loss of \$134,114. Recovery of costs would require approximately a sixfold increase in traffic or a 468-percent rate increase over 1973 levels.

Disposition

The portion of the Crisfield Secondary Track from Milepost 0.0 to Milepost 1.2 shall be offered for sale to the Southern Ry., a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Crisfield Secondary Track from Milepost 1.2 to Milepost 16.3 is *not* designated for transfer to Consolidated Rail Corp. or to Southern Ry. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MARDELA TRACK
USRA Line No. 676
Penn Central



The Marдела Track extends from Hebron (Milepost 35.2) to Salisbury, Md. (Milepost 40.8), a distance of 5.6 miles, in Wicomico County, Md. At Salisbury, this line connects with the Pocomoke Secondary Track and the Willard's Secondary Track of the PC (see Line No. 156).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hebron	825
Salisbury ¹	45
<hr/>	
Total carloads generated by the line.....	870
Average carloads per week.....	16.7
Average carloads per mile	155.4
Average carloads per train.....	7.0

See footnote at end of table.

1973 Operating information:

Number of round trips per year.....	125
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Koppers Co., Inc., operates a sawmill on this line at Hebron capable of supplying 300 carloads per year of crossties to ConRail plus 100 carloads per year of home building lumber.

Southern States Co-op. has a new facility planned on this branch which will receive approximately 60 carloads by the third year of operation.

Marvil Package Co., located at milepost 35.2, estimates 20 to 25 lost jobs in Hebron if rail service is ended.

Based upon 1973 traffic, revenue and operational data developed by USRA, and USRA costs adjusted to the categories included under the RSPO subsidy standards, the estimated subsidy is \$16,863, excluding upgrading costs.

The Delmarva Advisory Council cannot understand how a branch line with a density of 155 cars per mile a year can be calculated a loser.

The traffic increases realized in 1974 and projected in the future should be considered.

Marvil contended that the cost figures attributed to this line should be cut in half, resulting in a \$50 per carload profit rather than a \$50 per carload loss. Marvil generated 951 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC.....	\$118,032
Average revenue per carload.....	\$136

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	77,725
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	8,170
Cost incurred beyond the branch line.....	73,551
Total variable (avoidable) cost.....	159,446

Net contribution (loss): total.....	(41,414)
Average per carload.....	(48)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,350 crossties (an average of 241 crossties per mile).

Service to this line generated a loss of \$41,414 in 1973. Recovery of this loss would require approximately a 95-percent increase in traffic or a 35-percent rate increase. Testimony received from Marvil Package Co. indicated that a total of 853 cars were generated at Hebron. The additional 28 carloads would reduce the above deficit to approximately \$40,000. The crossties located at Hebron can be trucked to Salisbury for loading.

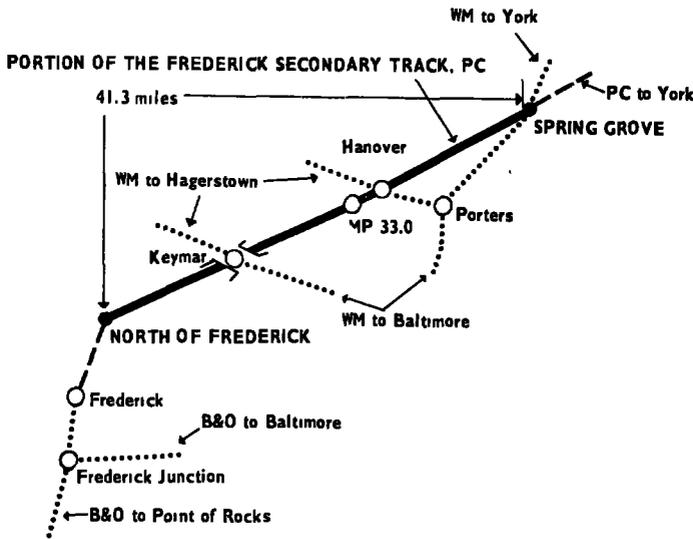
The Maryland DOT analysis of this line which was based on 817 carloads in 1973 resulted in a loss of approximately \$27,000. They noted, however, that acquisition of this line by a southern carrier would dramatically improve its operating results.

Disposition

The Mardela Track shall be offered for sale to the Southern Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 870 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

INTERSTATE LINES**PORTION OF THE FREDERICK SECONDARY TRACK****USRA Line No. 198****Penn Central**

This portion of the Frederick Secondary Track, formerly part of the Pennsylvania RR, extends from *Spring Grove, Pa.* (Milepost 23.9) to *north of Frederick, Md.* (Milepost 65.2), a distance of *41.3 miles*, in York County, Pa., and Carroll and Frederick Counties, Md. Continuations of this line extend southward to Frederick (see Line No. 199) and northward from Spring Grove to York. Connections with the Western Maryland Ry. are made at Hanover and Spring Grove. These connecting lines extend to Hagerstown, York and Baltimore.



Traffic and Operating Information

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

Spring Grove	1,669
Hanover	1,509
Sell	50
Littlestown	406
Taneytown	90
Keymar	33
Legore	1
Woodsboro	137
Walkersville	241
Frederick	1

Total carloads generated by the line	4,137
Average carloads per week	79.6
Average carloads per mile	100.2
Average carloads per train	15.9
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	10.0
Locomotive horsepower	3,500
Train crew size	4

Public Comments on Preliminary System Plan

Kerr McGee Corp. at Keymar, Md. states that the 41.3 mile track generated 4,125 carloads in 1973. Plant operations would be curtailed and increased costs could lead to an eventual closing of the plant.

Testimony was received that this line should be analyzed as a whole along with USRA Line No. 199.

The York-Frederick Rail Committee states that it is fully prepared to organize a railroad company to operate the entire rail line from York, Pa. to Frederick, Md.

P.H. Glatfelter Co. states that the only connections in Spring Grove would be through the Glatfelter private yard facilities. The Western Maryland passes over the Penn Central at a bridge crossing. Glatfelter stressed that it was not interested in having an interchange in its yard.

The Westervelt Co. expanded in 1973 and is building a 40,000 square foot warehouse in 1975.

The United Cabinet Corp., of Littlestown, Pa. projects movements of more than 1,000 carloads in 1976. Exclusion of the line could eventually close the plant. United contends that by using the 1974 carload figure of 486 carloads for Littlestown that portion of the line falls within the high probability of financial viability by the ICC's 34-carload rule. United Cabinet estimated that it would cost it an additional \$106,000 per year to ship by alternate modes.

Testimony supplied the following data:

Company or location	Carloads		
	1973	1974	Projected
Bair	130		
Spring Grove	1,693		
Hanover	4,174		
Sell	94		
Littlestown	457	511	
Taneytown	95		
Keymar	33		
Legore	0		
Woodsboro	166		
Walkersville	239		
Frederick	0		
Westervelt Co.	47	121	
Wm. D. Bowers Co.			150
Kerr McGee		35	

According to USRA calculations, the ties required to upgrade this line plus the good ties already on the line will exceed the FRA Class I standard of 640 good ties per mile by 66 percent.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The Chessie is interested in serving the endpoints only, Spring Grove and Hanover.

Information for Line-Transfer Decision

Revenue received by PC	\$1,143,905
Average revenue per carload	\$277

Variable (avoidable) cost of continued service:

Cost incurred on the branch line	565,550
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	79,800
Cost incurred beyond the branch line	839,273

Total variable (avoidable) cost 1,484,623

Net contribution (loss): total (340,718)

Average per carload (82)

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

the replacement of a total of 14,376 cross-ties (an average of 348 cross-ties per mile).

This line was reanalyzed from Hanover to Littlestown using adjusted trips provided by Pennsylvania OSPD and 1974 traffic levels. The line would still require a 128-percent traffic increase or 28-percent rate increase to become viable.

The tie replacement was reviewed and found to be correct. The 640 figure is a *minimum* number of good ties required.

RSPO testimony indicated an 11 percent increase in 1974 traffic over 1973 levels in Frederick County, Md. This would not meet the sixfold increase to make the line viable.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 23.9 to Milepost 33.0 (serving shippers at Spring Grove and Hanover who generated 3,178 carloads in 1973) would generate \$792,754 in revenue and \$801,524 in costs with a resulting loss of only \$8,770 or \$3 per carload. Either a 4 percent traffic increase or a 1 percent rate increase would make this portion financially self-sufficient.

Service to the remainder of the line (from Milepost 33.0 to Milepost 65.2 serving shippers at Sell, Littlestown, Taneytown, Keymar, Legore, Woodsboro, Walkersville and Frederick who generated 959 carloads in 1973) would generate \$351,151 in revenue and \$689,802 in costs with a resulting loss of \$338,651. Recovery of costs would require approximately a fourfold increase in traffic or a 96-percent rate increase over the 1973 levels.

Disposition

The portion of the Frederick Secondary Track from Milepost 23.9 to Milepost 33.0 shall be transferred to the Consolidated Rail Corp. It is recommended that this portion of the line be sold to the Maryland & Pennsylvania RR and that service be provided by that carrier (see section 206(g) of the Act).

The portion of the Frederick Secondary Track from Milepost 33.0 to Milepost 65.2 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The Maryland & Pennsylvania RR has expressed an interest in acquiring the portion of the Frederick Secondary Track from Milepost 33.0 to Milepost 65.2. This sale would preserve rail service to 959 carloads, all of the traffic generated on this portion of the line.

PORTION OF THE CUMBERLAND VALLEY BRANCH

USRA Line No. 204a

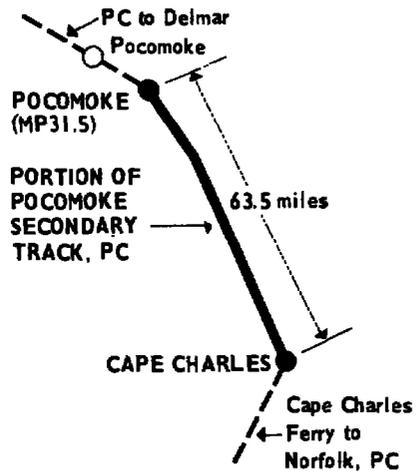
Penn Central

This portion of the Cumberland Valley Branch, extending from *Chambersburg, Pa.* (Milepost 51.6) to *Hagerstown, Md.* (Milepost 74.8), a distance of *23.2 miles*, in Franklin County, Pa., and Washington County, Md., a line which was recommended for inclusion on page 496 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE POCOMOKE SECONDARY TRACK

USRA Line No. 166

Penn Central



This portion of the Pocomoke Secondary Track, formerly part of the Pennsylvania RR extends from *Pocomoke, Md.* (Milepost 31.5) to *Cape Charles, Va.* (Milepost 95.0), a distance of *63.5 miles*, in Worcester County, Md. and Accomack and Northampton Counties, Va. At Pocomoke this line continues north to Delmar. At Cape Charles the line connects with the PC Cape Charles freight-car ferry to Norfolk, Va. (see Line No. 165.)

Traffic and Operating Information

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

New Church	193
Lecato	308
Makemie Park	55
Oak Hall	5

Hallwood	138
Mears	2
Cheriton	372
Bay View	42
Bloxom	164
Hopeton	32
Parksley	131
Green Bush	165
Tasley	209
Onley	387
Cape Charles	914
Melfa	160
Keller	84
Painter	81
Belle Haven	148
Exmore	281
Nassawadox	19
Chesapeake	4
Wierwood	24
Birdsnest	21
Machipongo	86
Kendall Grove	1,439
Eastville	80
Simpkins	7
<hr/>	
Total carloads generated by the line	5,549
Average carloads per week	106.7
Average carloads per mile	87.4
Average carloads per train	27.7
1973 operating information:	
Number of round trips per year	200
Estimated time per round trip (hours)	11
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Salisbury Area Chamber of Commerce states that much of the Delmarva main line is rated Class II and that the use of the line as an alternative North-South route is justification for retaining.

The Railway Industrial Clearance Association calls this route the best clearance route from the East to the South.

The present freight bill for Zapata Haynie Co.'s customers is \$334 for 50 tons of fish meal by rail, and would be an additional \$494 by truck. The company predicts its facility will close if rail service is discontinued on line 166 and the car float.

Smith Douglas sees the possibility of closing its plant if rail service is discontinued.

Perdue, Inc., has a rendering facility which is scheduled to be operative in mid-April 1975, with expected rail shipments to begin in June 1975. They anticipate shipping 300 carloads per year.

Southern States Co-op. recently built a facility on the line and projects a first-year rail movement of 6,000 tons and a third year total of 10,000 tons.

Consideration should be given to analyzing Delmarva main line as a single line.

Reported traffic:

Company	Carloads		
	1973	1974	Projected
Brown and Root			570 to 652.
Economy Feed and Milling Co., Inc.		6-8	
Chesapeake Bay Plywood Corp.		91	
H. & H. Poultry	160		
Golden Poultry	305		
Perdue and Co.	105		300.
Holly Farm	140		812 by 1985.
Red/White Mills, Inc.	561		
Zapata Haynie		358	500.
Smith Douglas		60	
Shore Fertilizer		141	
G. L. Webster Co.	337		
Dulany Foods	35		
General Foods	5,500		
Campbell Soup	450	300	1,200 (with improved service).
Wm. B. Tlghman Co., Inc.		200	
Suburban Propane		74	
Inland Container Corp.	709	450	
Bayshore Concrete	319	413	

Information for Line-Transfer Decision

Revenue received by PC	\$1,442,985
Average revenue per carload	\$260
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	682,483
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	64,643
Cost incurred beyond the branch line	1,001,280
<hr/>	
Total variable (avoidable) cost	1,748,406
<hr/>	
Net contribution (loss): total	(305,421)
Average per carload	(55)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,500 crossties (an average of 102 crossties per mile).

General Foods, reported above as shipping 5,500 carloads in 1973, is not on this line as defined.

This analysis *excludes* the revenues and costs associated with the traffic using the float operation. There are alternative through routes for routing the overhead traffic using the car float.

Service to this line generated a loss of \$305,422 in 1973. Recovery of this loss would require approximately a 70-percent increase in traffic or a 21-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

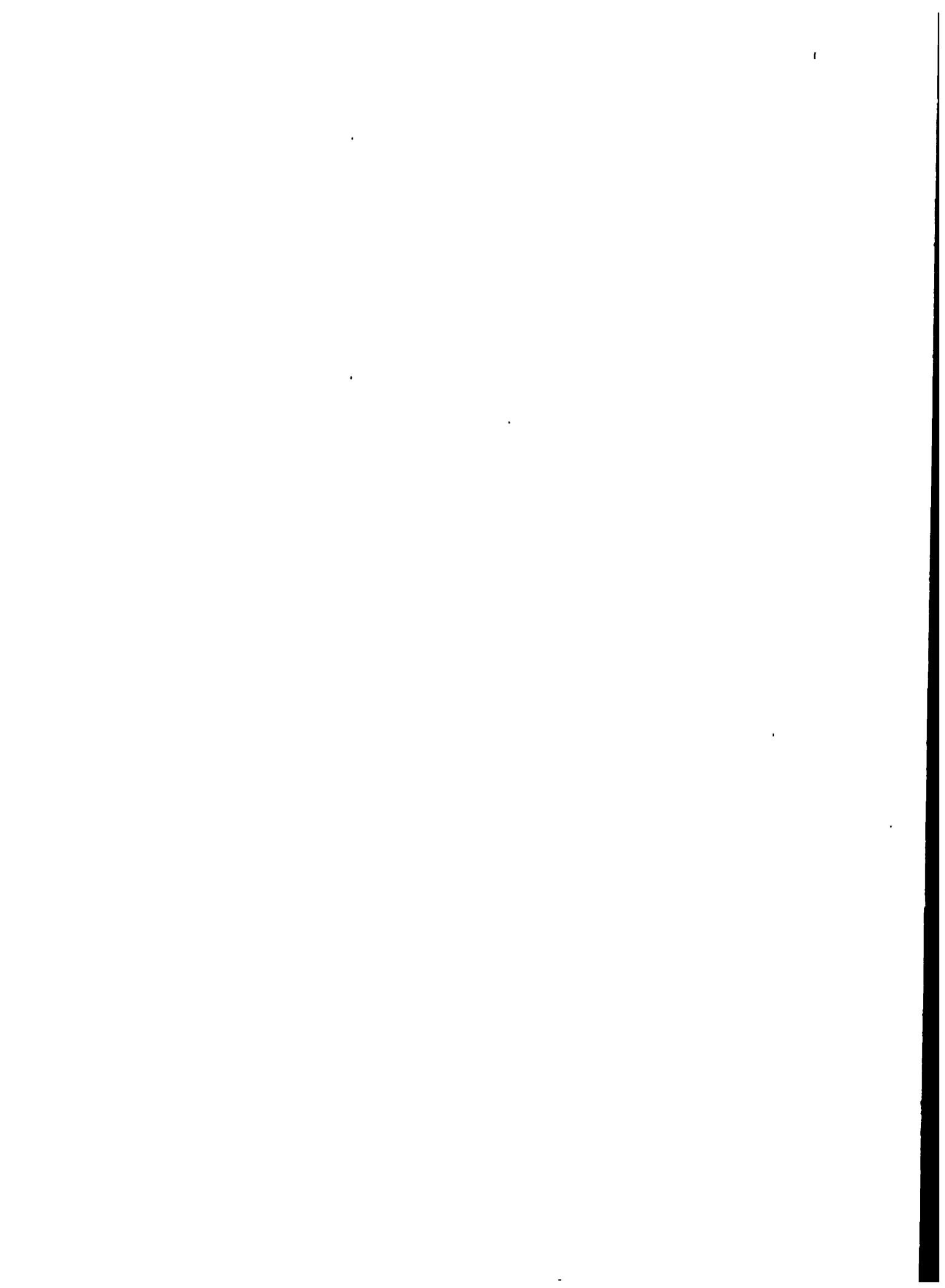
Retention of this route for ConRail through movements has been analyzed and the line is *not* required for such through traffic purposes. Adequate alternative routes exist for ConRail.

Disposition

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

WINCHESTER SECONDARY TRACK**USRA Line No. 205****Penn Central**

The Winchester Secondary Track, extending from *Hagerstown, Md.* (Milepost 74.8) to *Winchester, Va.* (Milepost 115.9), a distance of *41.1 miles*, in Washington County, Md., Berkeley County, W. Va. and Frederick County, Va., a line which was recommended for inclusion on page 499 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.



MASSACHUSETTS

Intrastate

PC

USRA Line Number	Terminals	Page
6	Millbury to Millbury Junction	139
8/8a/9	Palmer to South Barre	140
10/10a/11	North Adams Junction to North Adams	141
13	South Sudbury to Lowell	141
14	Framingham Centre to Clinton	142
14a	Clinton to Fitchburg	142
15	South Braintree to Plymouth	143
16	Plymouth Secondary Track at Plymouth	144
17	North Abington to West Hanover	145
19	Westdale to East Bridgewater	146
20	Middleboro to Buzzards Bay	146
21	Buzzards Bay to Hyannis	147
22	Yarmouth to South Dennis	148
23/24	Buzzards Bay to Falmouth	149
25	Stoughton to Easton	149
26	Dedham to Readville	150
29	Cedar to Wrentham	150
30	Cedar to East Walpole	151
31/32	Walpole to Milford	152
33	Forest Hills to Needham Junction	153
34	Needham Junction to Cook Street	154
35	Needham Junction to Medfield Junction	154
682	Canton Junction to Stoughton	154
683	Westfield to Holyoke	154
684	Westfield to Easthampton	154

Interstate

Massachusetts to Connecticut (these lines are discussed under Connecticut)

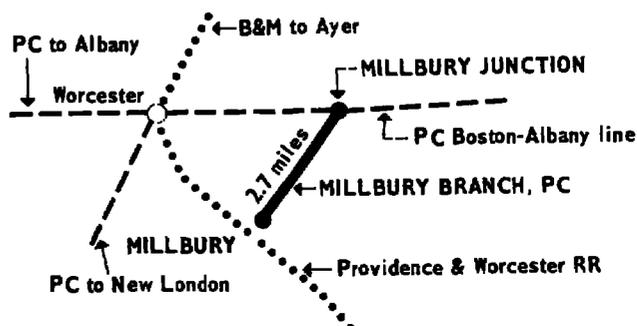
40	Webster, Mass. to Southbridge, Mass.
44	East Longmeadow, Mass. to Hazardville, Conn.
54	Westfield, Mass. to Simsbury, Conn.
59	South Lee, Mass. to Canaan, Conn.
678a	Auburn, Mass. to Putnam, Conn.

MILLBURY BRANCH

USRA Line No. 6

Penn Central

The Millbury Branch, formerly a branch of the New York Central RR, extends from *Millbury Junction*



(Milepost 0.0) to *Millbury, Mass.* (Milepost 2.7), a distance of *2.7 miles*, in Worcester County, Mass. At Millbury Junction it connects with the Boston-Albany line of the Penn Central; Millbury is also served by the Providence & Worcester RR.

Traffic and Operating Information

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

Millbury	91
<hr/>	
Total carloads generated by the line	91
Average carloads per week	1.8
Average carloads per mile	33.7
Average carloads per train	1.8
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	1.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

According to evidence submitted, there are three rail users located on this 2.7-mile branch line.

The New England High Carbon Wire Co. was the only shipper to show any concern over the discontinuance of rail service. In 1974, this company received 18,000 tons of materials and shipped 16,000 tons of finished products. Most of these shipments were transported by motor carriers. In 1975, the firm projects an inbound movement of raw materials amounting to 20,000 tons or 1,000 rail cars. Officials of the company have stated that if rail service is preserved and improved, the entire projected inbound tonnage could be brought in by rail.

The estimated time per trip of 2 hours for the 2.7 mile line should be reviewed.

Information for Line-Transfer Decision

Revenue received by PC	\$86,984
Average revenue per carload	<u>\$406</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	25, 513
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost).....	3, 605
Cost incurred beyond the branch line.....	20, 840
Total variable (avoidable) cost.....	49, 958
Net contribution (loss): total.....	(12, 994)
Average per carload.....	(148)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 530 crossties (an average of 196 crossties per mile).

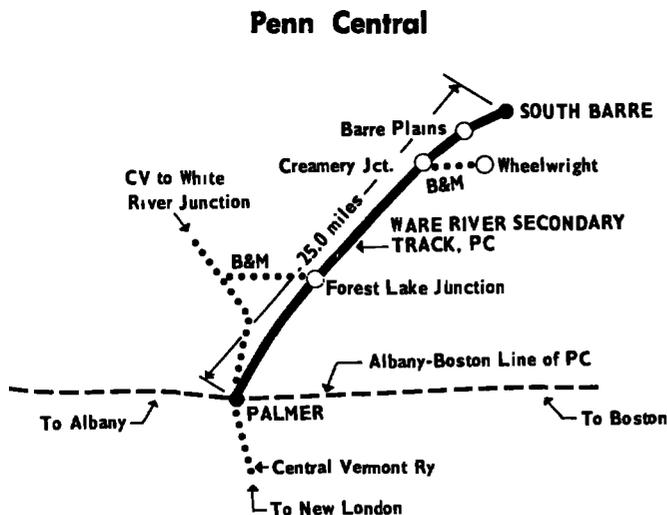
Service to this line generated a loss of \$12,994 in 1973. Recovery of this loss would require approximately an 81-percent increase in traffic or a 35-percent rate increase. In 1974 the shippers on this line generated only 74 carloads.

Disposition

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

WARE RIVER SECONDARY TRACK

USRA Line No. 8/8a/9



The Ware River Secondary Track, formerly a branch of the New York Central RR, extends from Palmer

(Milepost 0.0) to South Barre, Mass. (Milepost 25.0), a distance of 25.0 miles, in Hampden, Hampshire and Worcester Counties, Mass. This line connects with the Albany-Boston line of the Penn Central and with the Central Vermont Railway at Palmer. The Wheelwright Branch of the Boston & Maine comes in from Northampton at Forest Lake Junction (Milepost 7.2) and uses these tracks as far as Creamery Junction (Milepost 18.4), where it diverges for Wheelwright.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Palmer ¹	81
Thorndike	249
Ware	9
Gilbertville	29
Old Furnace.....	54
Barre Plains.....	347
South Barre.....	16

Total carloads generated by the line.....	785
Average carloads per week.....	15.1
Average carloads per mile.....	31.4
Average carloads per train.....	5.0

1973 operating information:

Number of round trips per year.....	156
Estimated time per round trip (hours).....	10.0
Locomotive horsepower.....	2, 000
Train crew size.....	4

¹ Includes only shippers on segment.

Public Comments on Preliminary System Plan

The Ware River Valley Railroad Association (WRVRA) testified that there were numerous errors in USRA's "printout" which was used to determine the viability of this line. For example, the line was charged with 260 trips when in reality only 64 full round trips were made to the end of the line at South Barre.

The companies located on this line are served by both the PC and B&M. The WRVRA contacted all rail users on the line and reported that in 1973 PC customers shipped 879 carloads (not 780 as indicated by USRA) and the B&M customers generated 592 carloads.

The Diamond International Corp. contemplates building a warehouse complex at Thorndike which will generate over 1,000 carloads a year over this line. Ludlow Specialty Papers also projected 276 carloads a year to move over the line.

A proposal has been under study to combine the B&M Wheelwright Branch and the PC Ware River Secondary Track into a 45- to 50-mile short-line operated by the Massachusetts Central RR Company. A bill

will be submitted to the state legislature in March or April 1975 to incorporate the Massachusetts Central RR Co.

Information for Line-Transfer Decision

Revenue received by PC.....	\$297, 855
Average revenue per carload.....	\$380
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	255, 499
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	55, 940
Cost incurred beyond the branch line....	212, 855
<hr/>	
Total variable (avoidable) cost.....	524, 294
<hr/>	
Net contribution (loss): total.....	(226, 339)
Average per carload.....	(288)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,500 crossties (an average of 500 crossties per mile).

The time per trip reported above reflects the fact that many trips do not cover the entire length of the line.

Service to this line generated a loss of \$226,339 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 76-percent rate increase. The existence of an additional 94 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately \$216,200.

A subsegment analysis was undertaken on the portion of this line from Palmer to Thorndike. This subsegment would require a 136-percent increase in traffic or a 35-percent rate increase over the 1973 levels for viability. Diamond International at Thorndike indicated that they contemplated building a warehouse at Thorndike. However, there is no firm commitment to this project.

The remainder of this line (from Thorndike to South Barre) would require a fourfold increase in traffic or a 96-percent rate increase over 1973 levels for viability. The addition of the B&M traffic to this line's traffic volume would not meet the required traffic increase.

Disposition

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

NORTH ADAMS SECONDARY TRACK

USRA Line No. 10/10a/11

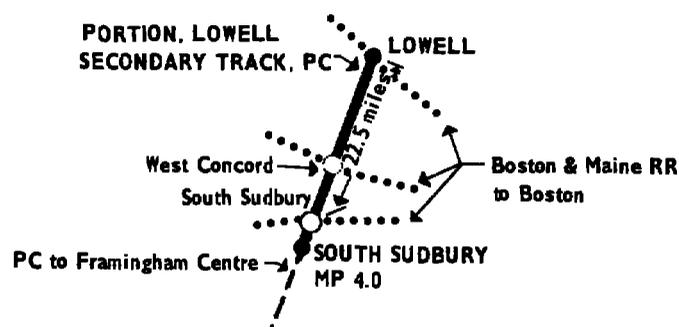
Penn Central

The North Adams Secondary Track, extending from *North Adams Junction* (Milepost 0.0) to *North Adams, Mass.* (Milepost 18.1), a distance of 18.1 miles, in Berkshire County, Mass., a line which was recommended for inclusion on page 504 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF LOWELL SECONDARY TRACK

USRA Line No. 13

Penn Central



This portion of the Lowell Secondary Track, formerly a part of the New Haven RR, extends from *South Sudbury* (Milepost 4.0) to *Lowell, Mass.* (Milepost 26.5), a distance of 22.5 miles, in Middlesex County, Mass. This line connects with its own southerly continuation at South Sudbury, with the Central Massachusetts Branch of the Boston & Maine RR, also at South Sudbury, with the Boston-Mechanicville main line of the Boston & Maine at West Concord (Milepost 11.5), and with the Boston-White River Junction main line of the Boston & Maine at Lowell.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Sudbury.....	30
Sudbury.....	9
West Concord.....	3
Acton.....	128
South Chelmsford.....	3
Chelmsford.....	104
Lowell.....	655
<hr/>	
Total carloads generated by the line.....	927
Average carloads per week.....	17.8
Average carloads per mile.....	41.2
Average carload per train.....	5.9

14, 14a

1973 operating information:

Number of round trips per year.....	156
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Testimony states that USRA's data may be incomplete in describing the line's economic potential.

The Greater Lowell Rail Action Committee reported that transportation charges incurred by the users of this line were \$852,130 in 1974. These revenues, 80 to 90 percent received by Penn Central, are nearly three times higher than the 1973 revenues reported by USRA. The Committee charges that USRA has miscalculated the number of trips per year. The line generates approximately two round trips per week, or 104 per year. The Committee reported that the line generated 1,037 carloads in 1974 and expects to carry 2,062 a year by 1977.

Statements revealed that three businesses would relocate and one shipper would close if service on the line were discontinued.

At least 150 jobs would be lost directly, while indirect effects on employment would result in an overall reduction of 375 jobs.

Total income in the region would be reduced by approximately \$1.4 million. Indirectly, reduced circulation of money in the region would reduce total income by \$6.8 million.

The Wickes Corp. testified that it received 105 carloads at Acton in 1973. The company indicated that alternate methods of transportation are not available on a practical basis and would result in considerably higher transportation costs.

Information for Line-Transfer Decision

Revenue received by PC.....	\$379,093
Average revenue per carload.....	\$409
<hr/>	
Variable (avoidable) cost of continued services:	
Cost incurred on the branch line....	216,076
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	51,030
Cost incurred beyond the branch line..	268,241
<hr/>	
Total variable (avoidable) cost.....	535,347
<hr/>	
Net contribution (loss): total.....	(156,254)
Average per carload.....	(169)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 10,732 crossties (an average of 477 crossties per mile).

This line was reanalyzed as it was described incorrectly in the Preliminary System Plan. The line was shortened to 22.5 miles as a result of a milepost adjustment at South Sudbury. The number of trips was reduced to 156 per year. The carloads generated on this line in 1974 increased 20 cars over 1973. This would not make the line viable.

Service to this line generated a loss of \$156,254 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 41-percent rate increase. Information has been received from businesses on this line indicating their intention to increase their use or begin using rail service. However, the increase in traffic which would occur in the near term is substantially less than the twofold increase required.

Disposition

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

The portion of this line necessary to serve the traffic generated at Lowell shall be offered for sale to the Boston & Maine RR. This sale would preserve rail service to an estimated 655 carloads or approximately 71 percent of the traffic generated on this line.

PORTION OF FITCHBURG SECONDARY TRACK
USRA Line No. 14

Penn Central

This portion of the Fitchburg Secondary Track, extending from *Framingham Centre* (Milepost 0.0) to *Clinton, Mass.* (Milepost 22.0), a distance of 22.0 miles, in Middlesex and Worcester Counties, Mass., a line which was recommended for inclusion on page 505 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF FITCHBURG SECONDARY TRACK

USRA Line No. 14a

Penn Central

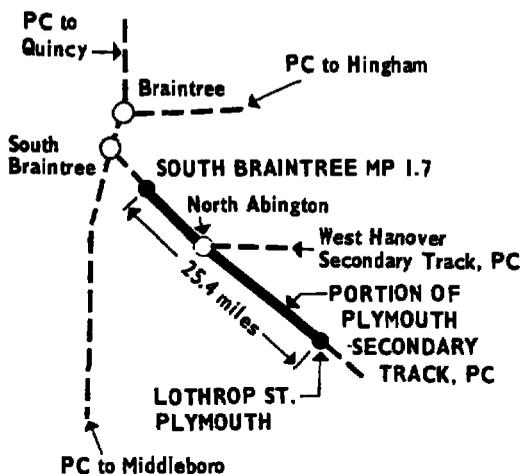
This portion of the Fitchburg Secondary Track, extending from *Clinton* (Milepost 22.0) to *Fitchburg*,

Mass. (Milepost 35.0), a distance of 13.0 miles in Worcester County, Mass., a line which was recommended for inclusion on page 506 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 15

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from South Braintree (Milepost 1.7) to Lothrop Street, Plymouth, Mass. (Milepost 27.1), a distance of 25.4 miles, in Norfolk and Plymouth Counties, Mass. This line connects with the Middleboro Branch of the Penn Central at South Braintree, with the West Hanover Secondary track of the PC at North Abington (see Line No. 17) and with its own southerly continuation at Lothrop Street, Plymouth (see Line No. 16). Although PC operates the freight service on this line, it is owned by the Massachusetts Bay Transportation Authority. MBTA bought the line from the PC in January 1973 for possible future passenger transportation use.

Traffic and Operating Information

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

South Weymouth	79
North Abington	34
Abington	187
Whitman	147
South Hanson	87
Burrage	1
Kingston	84
Cordage	0
North Plymouth	412
Total carloads generated by the line	1,081
Average carloads per week	19.8
Average carloads per mile	40.6

Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	9
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

According to evidence submitted more than 37 firms employing approximately 5,000 people will be affected by discontinuing service on Line Nos. 15, 16 and 17. Four businesses employing a total of 121 people have indicated they will relocate.

Congressman Gerry E. Studds challenged USRA's charge of \$37,348 for upgrading costs because the line is owned by the Massachusetts Bay Transportation Authority so ConRail would not assume ownership and presumably would not pay for upgrading.

The South Shore Chamber of Commerce is concerned that companies located on the South Shore will not be able to meet EPA's air quality standards if trucks are used.

The South Shore Rail Research Committee pointed out that the Preliminary System Plan did not take into consideration two major shippers, the Armstrong Cork Co. and the J. L. Hammett Co., in Braintree, which accounted for 853 shipments in 1974. The Committee estimated that 28 shippers will generate 2,921 carloads in 1975.

Reported traffic:

Company	Location	1974 carloads
Armstrong Cork Co.	S. Braintree	752
J. L. Hammett Co.	S. Braintree	101
Gallagher's Garden Center	S. Weymouth	6
Spencer Press ¹	S. Weymouth	156
Weymouth Naval Air Station	S. Weymouth	2
Brady Enterprises	S. Weymouth	6
South Shore Fence Co.	S. Weymouth	4
Kol-Tar Products	N. Abington	12
Anderson Insulation	Abington	100
Littlefield-Wyman	Abington	24
Rip's Paper Co.	Abington	2
Whitman Board Products	Whitman	97
Whitman Foundry	Whitman	4
Splvack Farms	Whitman	12
D. B. Gurney Co.	Whitman	3
Ocean Spray Cranberries	S. Hanson	37
John Ripley Hay & Feed	S. Hanson	100
Kingston Oil & Gas	Kingston	60
Admiral Petroleum Corp.	Kingston	8
Walter Prince Co.	Kingston	10
Halliday Lithograph	N. Plymouth	577
Superior Pet Foods	N. Plymouth	6
L. Knife & Sons	N. Plymouth	45
Boston Insulated Wire & Cable	N. Plymouth	2
Ad Tec Products	N. Plymouth	14
Fdes Mfg.	N. Plymouth	36
Colonial Candle	N. Plymouth	2
Sullivan's Express	N. Plymouth	63

¹ Spencer Press is now receiving in Plymouth.

Information for Line-Transfer Decision

Revenue received by PC	\$354,940
Average revenue per carload	\$344

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line ¹	250, 535
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	38, 278
Cost incurred beyond the branch line...	266, 876
Total variable (avoidable) cost.....	555, 689
Net contribution (loss) : total.....	(200, 749)
Average per carload.....	(195)

¹This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,856 crossties (an average of 348 crossties per mile).

Although service to this line generated a loss amounting to \$200,749 based on 1973 Penn Central operations, analysis based on 1974 traffic (1,388 carloads) resulted in a total loss of approximately \$49,000, or less than \$35 per carload. This line would then require a 21-percent increase in traffic or only a 9-percent rate increase to become viable.

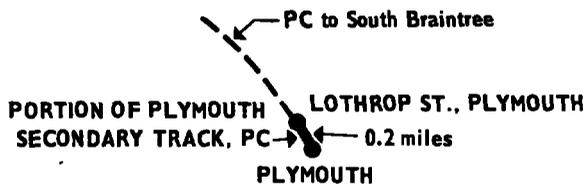
Disposition

Freight service shall be provided over this portion of the Plymouth Secondary Track. The assets are owned by the MBTA.

PORTION OF THE PLYMOUTH SECONDARY TRACK

USRA Line No. 16

Penn Central



This portion of the Plymouth Secondary Track, formerly part of the New Haven RR, extends from *Lothrop Street, Plymouth* (Milepost 27.1) to *Plymouth, Mass.* (Milepost 27.3), a distance of *0.2 miles*, in Plymouth County, Mass. It connects with the northerly continuation of this line at *Lothrop Street, Plymouth* (see Line No. 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Plymouth	103
Total carloads generated by the line.....	103
Average carloads per week.....	2.0
Average carloads per mile.....	515.0
Average carloads per train.....	2.0
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	1, 750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Plymouth Area Chamber of Commerce reported that Plymouth is the fastest-growing community in Massachusetts. In the 5-year period since 1970 the population increased 50 percent, from 18,606 to 27,000 residents. According to the Chamber, Plymouth is now experiencing an unemployment rate of 24 percent and loss of service on this line will aggravate the situation with a direct loss of 28 to 33 jobs. In 1973 and 1974, the tonnage shipped amounted to 25,090 tons and 31,740 tons, respectively. The Chamber projects that 49,112 tons of freight will be transported in 1975, an increase of 95 percent over 1973.

The Plymouth Division of the New England Gas & Electric System uses rail service for oversized equipment and materials and testified that the size of some power transformers prohibits the use of truck shipment because of highway limitations. The lack of rail service would necessitate many oversize items being shipped in a knocked-down state, which would have to be assembled at the job site at greater cost than a factory unit shipped directly by rail. The company reported that it generated 25 carloads in both 1973 and 1974 and it projected 25 for 1975.

Congressman Gerry E. Studds challenged USRA's charge for upgrading costs as the line is owned by the 350th Anniversary of Plymouth, Inc., and ConRail presumably would not pay for upgrading. See comments on USRA Line No. 15.

Information for Line-Transfer Decision

Revenue received by PC.....	\$43, 850
Average revenue per carload.....	\$426

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	8, 552
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	370
Cost incurred beyond the branch line.....	39, 072
Total variable (avoidable) cost.....	47, 994
Net contribution (loss) : total.....	(4, 144)
Average per carload.....	(40)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 108 crossties.

This line was sold to the 350th Anniversary of Plymouth, Inc. on June 17, 1971. PC retained easement to occupy the premises and serve the team-track facility pending ICC approval to abandon (Note: no ownership costs are included in the above data).

Although the line could become viable with a 9.4 percent rate increase, all customers now use the team track at Plymouth and could use the team track facility at North Plymouth.

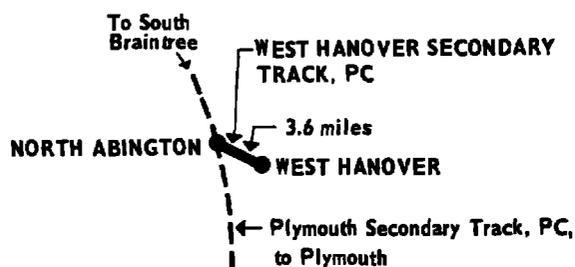
Disposition

Freight service shall *not* be provided to this portion of the Plymouth secondary Track by Consolidated Rail Corp., and it is available for subsidy pursuant to section 304 of the Act.

WEST HANOVER SECONDARY TRACK

USRA Line No. 17

Penn Central



The West Hanover Secondary Track, formerly a part of the New Haven RR, extends from a junction with the PC Plymouth Secondary Track at *North Abington* (Milepost 0.0) to *West Hanover, Mass.* (Milepost 3.6), a distance of *3.6 miles*, in Plymouth County, Mass. (see Line No. 15).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Rockland	41
West Hanover.....	564
<hr/>	
Total carloads generated by the line.....	605
Average carloads per week	11.6
Average carloads per mile.....	168.0
Average carloads per train.....	3.9

1973 Operating information:

Number of round trips per year.....	158
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Wes-Pine Millwork stated it needs rail service to bring in lumber from the West Coast. If rail service is discontinued the company believes that it will cause unemployment for 90 to 125 people with a personal income loss of \$500,000.

The South Shore Rail Research Committee estimated that 8 shippers located on the West Hanover Branch will generate 810 carloads in 1975. The reported traffic at West Hanover:

Company:	1974 Carloads
United Cabinet.....	154
Angelo's Supermarkets, Inc.....	420
Wes-Pine Millwork.....	53
N.E. Sealcoating Co. ¹	25
S & D Rubber Co.....	4
Unfinished Furniture.....	15
Graphic Development, Inc.....	20
Home Gas Corp.....	21
Norman Robbins Co.....	0

¹ N.E. Sealcoating will not use rail in 1975 due to supplier's preference of shipping.

See comment on USRA Line No. 15.

Information for Line-Transfer Decision

Revenue received by PC.....	\$168,007
Average revenue per carload.....	\$274
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	55,734
Cost of upgrading branch line to FRA Class I: 1/10 of total upgrading cost).....	10,960
Cost incurred beyond the branch line.....	150,135
<hr/>	
Total variable (avoidable) cost.....	216,829
<hr/>	
Net contributions (loss): total.....	(50,822)
Average per carload.....	(84)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,944 crossties (an average of 540 crossties per mile).

Service to this line generated a loss of \$50,822 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 31-percent rate increase. Although the shippers served by this line provided information indicating that an additional 107 carloads

were generated on this line in 1974, this increased traffic level is significantly less than that required for viability.

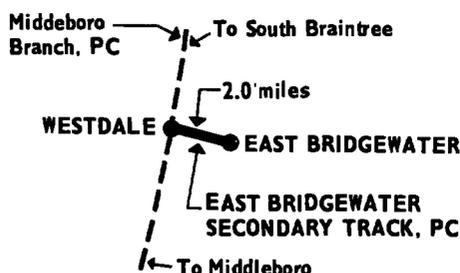
Disposition

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

EAST BRIDGEWATER SECONDARY TRACK

USRA Line No. 19

Penn Central



The East Bridgewater Secondary Track, formerly a part of the New Haven RR, extends from *Westdale* (Milepost 0.0) to *East Bridgewater, Mass.* (Milepost 2.0), a distance of *2.0 miles*, in Plymouth County, Mass. At *Westdale* this line connects with the Middleboro Branch of the Penn Central.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Bridgewater ¹ -----	112
Total carloads generated by the line -----	112
Average carloads per week -----	2.2
Average carloads per mile-----	58.9
Average carloads per train -----	2.2
1973 operating information:	
Number of round trips per year -----	52
Estimated time per round trip (hours)-----	1
Locomotive horsepower-----	1,750
Train crew size-----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

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

Information for Line-Transfer Decision

Revenue received by PC-----	\$38,386
Average revenue per carload-----	\$343
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	20,741
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost)-----	2,505
Cost incurred beyond the branch line-----	22,482
<hr/>	
Total variable (avoidable) cost-----	45,728
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Net contribution (loss): total-----	(7,342)
Average per carload-----	(66)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 50 crossties (an average of 26 crossties per mile).

A former user, Eastern States Steel, has offered to purchase this line if it is abandoned so that the company would be in a position to reclaim the rail for scrap.

Service to this line generated a loss of \$7,342 in 1973. Recovery of this loss would require approximately a 46-percent increase in traffic or a 19-percent rate increase.

Disposition

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

BUZZARDS BAY SECONDARY TRACK

USRA Line No. 20

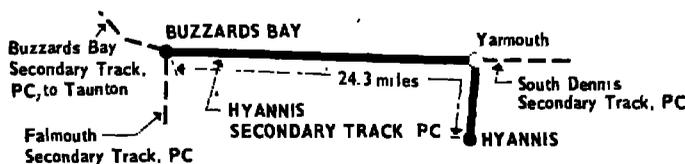
Penn Central

The Buzzards Bay Secondary Track, extending from *Middleboro* (Milepost 1.1) to *Buzzards Bay, Mass.* (Milepost 19.8), a distance of *18.7 miles*, in Plymouth and Barnstable Counties, Mass., a line which was recommended for inclusion on page 510 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

HYANNIS SECONDARY TRACK

USRA Line No. 21

Penn Central



The Hyannis Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Hyannis, Mass.* (Milepost 24.3), a distance of 24.3 miles, in Barnstable County, Mass. At Buzzards Bay, it connects with the Buzzards Bay and Falmouth Secondary tracks of the PC. and at Yarmouth (Milepost 21.2) with the PC South Dennis Secondary Track (see Line Nos. 20, 23/24 and 22).

Traffic and Operating Information

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

Sagamore	204
Sandwich	328
East Sandwich	0
West Barnstable	164
Barnstable	1
Yarmouth	324
Hyannis	531
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Total carloads generated by the line.....	1,552
Average carloads per week	29.8
Average carloads per mile	63.0
Average carloads per train	6.0
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	4
Locomotive horsepower.....	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The Bay Colony Transportation Corp. proposes that Lines 20 through 24 be excluded from ConRail so the State of Massachusetts can acquire the right-of-way. Bay Colony indicated it would operate the Middleboro through Cape Cod lines for the State as a Class II short-line railroad. The company intends to improve the line at its own expense and improve service to the shippers along the lines.

The Cape Cod Chamber of Commerce prefers to have these lines included in the overall system of ConRail.

Reported traffic on this line is as follows:

Company and location	Carloads	
	1973	1974
New England Gas & Electric:		
Sandwich	200	115
Hyannis	35	48
Barnstable County Supply, West Barnstable.....	201	143
Suburban Gas Co., Hyannis.....	130	120

The New England Gas & Electric System indicated that it would be difficult to transport its large transformers and switches by motor carriers.

The firm at Sandwich believes it will generate the same volume in 1973-82 as it did in 1973-74. The company projects receiving approximately 70 cars in 1975 and 97 cars in 1976.

The Suburban Gas Co. anticipates its rail loadings to increase by two cars each year through 1980. The company stated that costs of changing to motor carrier would be \$75,000 per year.

The Barnstable County Supply Co. estimated that discontinuance of rail service would increase its expenses between \$700 and \$800 per carload.

The Environmental Protection Agency believes that this line is an important transportation link between Boston and Cape Cod. Only two highway bridges cross the Cape Cod Canal. Loss of the railroad bridge would require alternate construction of roads and bridges.

The Department of the Interior stated that the line should be considered for recreational use if a mass transit alternative is not found desirable.

See Line No. 22.

Information for Line-Transfer Decision

Revenue received by PC	\$743,994
Average revenue per carload.....	\$479
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	259,739
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line	424,995
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Total variable (avoidable) cost.....	684,734
<hr/>	
Net contribution (loss): total.....	59,260
Average per carload.....	38

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

Although service to the entire line generates a contribution service to that portion of the line from Milepost 0.0 to Milepost 7.5 (serving shippers at Sagamore and Sandwich who generated 532 carloads in 1973) would generate \$370,305 in revenue and \$257,393 in costs with a resulting contribution of \$112,192.

Service to the remainder of the line (from Milepost 7.5 to Milepost 24.3 serving shippers at W. Barnstable, Barnstable, Yarmouth, and Hyannis who generated 1,020 carloads in 1973) would generate \$373,689 in revenue and \$446,537 in costs with a resulting loss of \$72,848. Recovery of costs would require approximately a 61-percent increase in traffic or a 19-percent rate increase over the 1973 levels.

Disposition

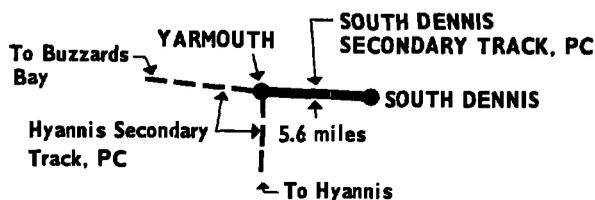
The portion of the Hyannis Secondary Track between Milepost 0.0 and Milepost 7.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Hyannis Secondary Track between Milepost 7.5 and Milepost 24.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

SOUTH DENNIS SECONDARY TRACK

USRA Line No. 22

Penn Central



The South Dennis Secondary Track, formerly a part of the New Haven RR, extends from *Yarmouth* (Milepost 0.0) to *South Dennis, Mass.* (Milepost 5.6), a distance of 5.6 miles, in Barnstable County, Mass. At Yarmouth, it connects with the Hyannis Secondary Track of the PC (see Line No. 21).

Traffic and Operating Information

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

Bass River.....	21
South Dennis.....	422
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Total carloads generated by the line.....	443
Average carloads per week.....	8.5
Average carloads per mile.....	79.1
Average carloads per train.....	2.8

1973 operating information:

Number of round trips per year.....	156
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Estimates show abandonment of the line will result in immediate loss of 250 jobs plus 450 to 500 potential job opportunities.

Testimony finds that an estimated 7,500 trucks would be needed to replace rail service. The increased truck traffic could adversely affect Cape Cod's tourist trade.

The Mid-Cape Center, Inc., at South Dennis, reported that it has averaged 359 carloads per year during the past 5 years. The company stated that the elimination of rail freight service would force major price increases.

The Environmental Protection Agency stated that this line is an important link between Boston and Cape Cod. Loss of the railroad bridge would require construction of new roads and bridges.

The Department of the Interior stated that the line should be considered for recreational use if a mass transit alternative is not found desirable.

Information for Line-Transfer Decision

Revenue received by PC.....	\$188,516
Average revenue per carload.....	\$426
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	64,107
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	190,040
<hr/>	
Total variable (avoidable) cost.....	254,147
<hr/>	
Net contribution (loss): total.....	(65,631)
Average per carload.....	(148)

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

Service to this line generated a loss of \$65,631 in 1973. Recovery of this loss would require a 35-percent rate increase.

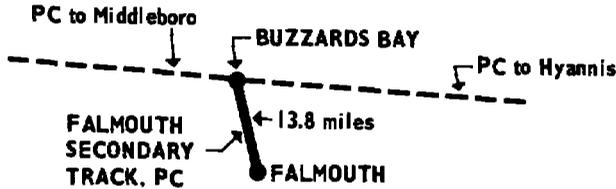
Disposition

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

FALMOUTH SECONDARY TRACK

USRA Line No. 23/24

Penn Central



The Falmouth Secondary Track, formerly a part of the New Haven RR, extends from *Buzzards Bay* (Milepost 0.0) to *Falmouth, Mass.* (Milepost 13.8), a distance of 13.8 miles, in Barnstable County, Mass. This line connects at Buzzards Bay with the Buzzards Bay and Hyannis Secondary Tracks of the PC, to Middleboro and Hyannis, respectively (see Line Nos. 20 and 21).

Traffic and Operating Information

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

Cataumet	0
North Falmouth	125
Falmouth	97
<hr/>	
Total carloads generated by the line.....	222
Average carloads per week.....	4.3
Average carloads per mile.....	16.1
Average carloads per train.....	4.3
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Testimony shows evidence of increased activity at Otis AFB. Otis projects that it will receive approximately 50,000 tons of coal, liquid fuels and supplies in the near future. The base uses rail to transport oversized vehicles and other equipment. In 1974 it shipped more than 50 M-48 tanks weighing 98,000 lbs. each.

The Falmouth Chamber of Commerce surveyed four shippers on the line and found that they expect to generate 105 carloads in 1975. This figure does not include the projections by Otis AFB.

Reported traffic data on this line is as follows:

Company	Carloads		
	1973	1974	Projected
Falmouth Lumber.....	10	12	24
Grain Mill.....	38	42	48
Grossman's Lumber.....	24	18	18
Wood Lumber.....		15	15
Otis Air Force Base.....		290	

The estimated number of round trips per year and the estimated time required per trip should be reviewed.

Significant savings of on-branch costs would result from estimates that are compatible with the traffic and length of the line.

See comments under Line 21 and Line 22.

Information for Line-Transfer Decision

Revenue received by PC.....	\$85,270
Average revenue per carload.....	\$384
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	104,907
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line..	60,432
<hr/>	
Total variable (avoidable) cost.....	171,339
<hr/>	
Net contribution (loss): total.....	(86,063)
Average per carload.....	(388)

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

This line was reanalyzed with the number of trips per year reduced to 52 and the time per trip reduced to 4 hours. Carloads for Otis AFB totaled 119 in 1973, 52 in 1974 and 22 in the first quarter of 1975. It is recommended that, if this line is required for defense purposes, it should be acquired by the Defense Department.

Service to this line generated a loss of \$86,063 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 100-percent rate increase. The existence of an additional 177 carloads on this line, as indicated by the state of Massachusetts, would reduce this loss to approximately \$71,038. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

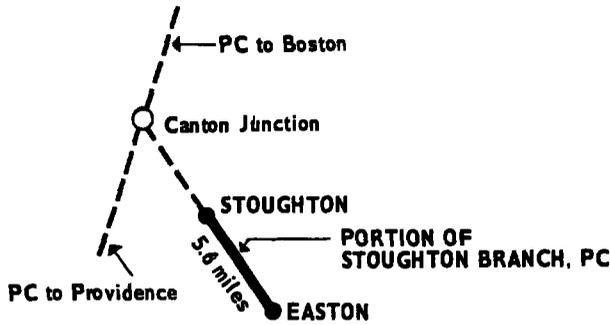
The Falmouth Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific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

PORTION OF STOUGHTON BRANCH

USRA Line No. 25

Penn Central

This portion of the Stoughton Branch, formerly part of the New Haven RR, extends from *Stoughton* (Milepost 4.4) to the *End of track near Easton, Mass.* (Mile-



post 10.0), a distance of 5.6 miles, in Norfolk and Bristol Counties, Mass. At Stoughton, this line connects with its own northerly continuation to Canton Junction (see Line No. 682). The PC sold the line in January 1973 to the Massachusetts Bay Transportation Authority. The PC continues to provide freight service over the line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Easton	88
North Easton	0
<hr/>	
Total carloads generated by the line	88
Average carloads per week	1.6
Average carloads per mile	14.8
Average carloads per train	1.6
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Transportation Committee of Easton is concerned that the discontinuance of rail service will have a significant impact on employment in the area. The unemployment rate in the area is now above 10 percent.

According to the Committee, this line generated 88 carloads in 1973. It feels that USRA overstated maintenance costs.

The Committee points out that the salvage value belongs to the Massachusetts Bay Transportation Authority which owns the track between Stoughton and Easton.

Cirelli Foods, Inc., testified that it uses this line even though the firm is not located on it.

Information for Line-Transfer Decision

Revenue received by PC	\$81,609
Average revenue per carload	\$881

Variable (avoidable) cost of continued service:	
Cost incurred on branch line ¹	35,280
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0

Cost incurred beyond the branch line	28,687
Total variable (avoidable) cost	58,967
Net contribution (loss): total	(27,358)
Average per carload	(830)

¹This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

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

It was suggested that this line be combined with 682-MA. Because this action would involve cross-subsidization, it was not undertaken. Ownership costs were removed in both this analysis and the PSP analysis due to MBTA ownership of the line.

Freight service to this line generated a loss of \$27,358 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 90-percent rate increase.

Disposition

Freight service shall *not* be provided to this portion of the Stoughton Branch by Consolidated Rail Corp. and this service is available for subsidy pursuant to section 304 of the Act. The rail property is owned by MBTA which has responsibility for its disposition.

DEDHAM SECONDARY TRACK

USRA Line No. 26

Penn Central

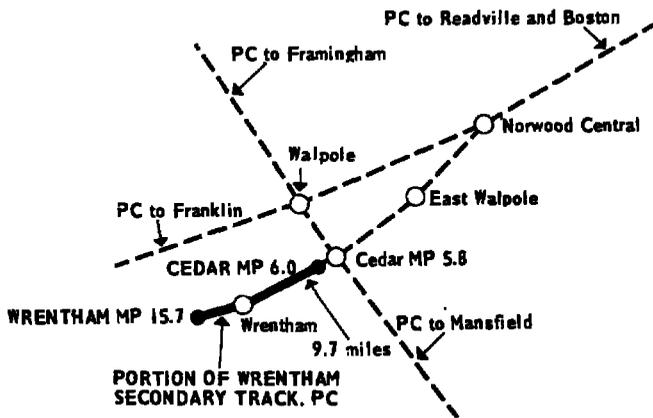
Freight service shall be provided to the Dedham Secondary Track, extending from *Readville* (Milepost 0.0) to *Dedham, Mass.* (Milepost 2.2), a distance of 2.2 miles, in Suffolk and Norfolk Counties, Mass., a line which was recommended for continued freight service on page 514 of the Preliminary System Plan, by the Consolidated Rail Corp. The assets are owned by the MBTA.

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 29

Penn Central

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



Cedar (Milepost 6.0) to Wrentham, Mass. (Milepost 15.7), a distance of 9.7 miles, in Norfolk County, Mass. This line connects at Cedar with its own continuation to Norwood Central (see Line No. 30), and with the Framingham Branch of the PC.

Traffic and Operating Information

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

Wrentham	143
<hr/>	
Total carloads generated by the line.....	143
Average carloads per week.....	2.8
Average carloads per mile.....	14.7
Average carloads per train.....	2.9
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Massachusetts Secretary of Transportation reported that there are 390 industrially-zoned acres along this line.

Information for Line-Transfer Decision

Revenue received by PC.....	\$42,472
Average revenue per carload.....	\$297
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	79,308
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	24,897
Cost incurred beyond the branch line.....	27,107
<hr/>	
Total variable (avoidable) cost.....	131,307
<hr/>	
Net contribution (loss): total.....	(88,835)
Average per carload.....	(621)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on

available information, this upgrading would include the replacement of a total of 1,297 crossties (an average of 134 crossties per mile).

Service to this line generated a loss of \$88,835 in 1973. Recovery of this loss would require approximately a sixfold increase in traffic or a 209-percent rate increase. The Massachusetts Office of Transportation and Construction reported that Masslite generates 290 carloads per year. This traffic volume could not be verified by any source and the agent reported only 82 carloads on this line in 1974. The existence of an additional 290 carloads would reduce the above loss to approximately \$57,700.

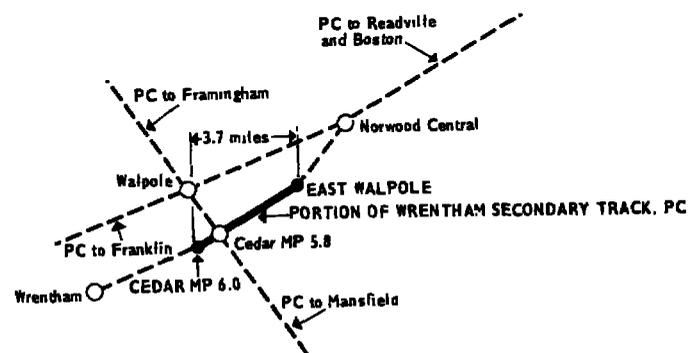
Disposition

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

PORTION OF WRENTHAM SECONDARY TRACK

USRA Line No. 30

Penn Central



This portion of the Wrentham Secondary Track, formerly part of the New Haven RR, extends from *East Walpole (Milepost 2.3) to Cedar, Mass. (Milepost 6.0), a distance of 3.7 miles, in Norfolk County, Mass. This line connects with its own continuations at both Cedar (to Wrentham) (see Line No. 29) and East Walpole (to Norwood Central). This line also connects at Cedar with the Framingham Branch of the PC.*

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

Information for Line-Transfer Decision

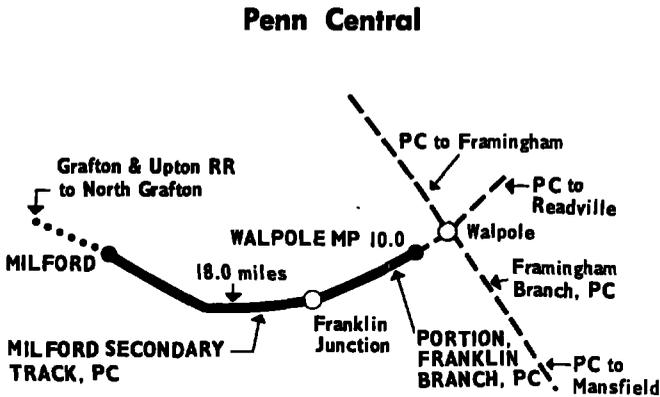
This line does not serve any shippers directly. It is used as an overhead line to USRA segment No. 29. Line No. 29 will not be transferred to Consolidated Rail Corp.

Disposition

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

**PORTION OF FRANKLIN BRANCH AND MILFORD
SECONDARY TRACK**

USRA Line No. 31/32



This portion of the Franklin Branch, formerly part of the New Haven RR, extends from *Walpole* (Milepost 10.0) to *Franklin Junction, Mass.* (Milepost 18.8). The Milford Secondary Track, also formerly a part of the New Haven RR, extends from *Franklin Junction* (Milepost 0.0) to *Milford, Mass.* (Milepost 9.2). Taken together as a single line, it is *18.0 miles* long and is in Norfolk and Worcester Counties, Mass. From *Walpole* the line continues in a northeasterly direction to *Readville*. Also at *Walpole*, the line connects with the *Framingham Branch* of the PC. The line connects at *Milford* with the *Grafton & Upton RR*. The PC sold the portion of this line from *Walpole* to *Franklin Junction* (Milepost 18.8) to the Massachusetts Bay Transportation Authority in *January 1973*. The PC continues to provide freight service over the line, and passenger service operates between *Boston* and *Franklin Junction*.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Milford	395
Norfolk	9
City Mills	1
Franklin	436
Unionville	0
<hr/>	
Total carloads generated by the line.....	841
Average carloads per week.....	16.2
Average carloads per mile.....	46.7
Average carloads per train.....	5.4
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

Foster Forbes Glass Co. started full production at its Milford plant in April 1974 and projects the following rail movements: 1,300 cars in 1975, 1,700 cars in 1976, 2,000 cars in 1977 and 2,000 cars in 1978. If rail service is discontinued Foster Forbes would have to close down its \$10 million operation. It would take 5,000 trucks per year to handle sand and other commodities needed for operating its plant.

The J & J Corrugated Box Corp. began production at its new plant located in Franklin, Mass., on March 10, 1975. The J & J projects 650 carloads in 1975 and 1,100 carloads by 1976.

Testimony revealed that traffic on this line in 1974 totalled 1,600 cars and it is anticipated to be 2,450 carloads in 1975. It was projected that this line will produce 3,109 carloads by 1976 and 3,609 carloads by 1977.

If rail service is discontinued, J & J and Foster Forbes would close their plants with a combined loss of investment of \$16 million.

A new company, Franklin Warehousing, is contemplating the construction of a 50,000 square foot building in Franklin which will generate 250 carloads a year.

The major rail users on this line employ a total of 531 people. Of this amount, 471 jobs would be lost which represents \$5.2 million of lost wages if this line is closed.

The USRA should reconsider its recommendation based upon the traffic increases since 1973.

Information for Line-Transfer Decision

Revenue received by PC.....	\$260,634
Average revenue per carload.....	\$321
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line ¹	165,081
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	18,906
See footnote at end of table.	

Cost incurred beyond the branch line	195,468
Total variable (avoidable) cost	379,455
Net contribution (loss): total	(109,822)
Average per carload	(131)

¹ Excludes ownership costs on that portion owned and operated by MBTA.

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,441 crossties (an average of 191 crossties per mile).

This line was reanalyzed using 1974 traffic which totaled 1,547 carloads. Because of the extremely low rate levels, the line would still require a 48-percent traffic increase or a 16-percent rate increase to become viable. Data supplied by Foster Forbes Glass Co. and J & J Corrugated Box indicates that the required traffic increase will be forthcoming in the immediate future. These two companies have provided thorough documentation supporting the projected movement of an additional 900 carloads on this line in 1975. The realized traffic growth in 1974 met their projections.

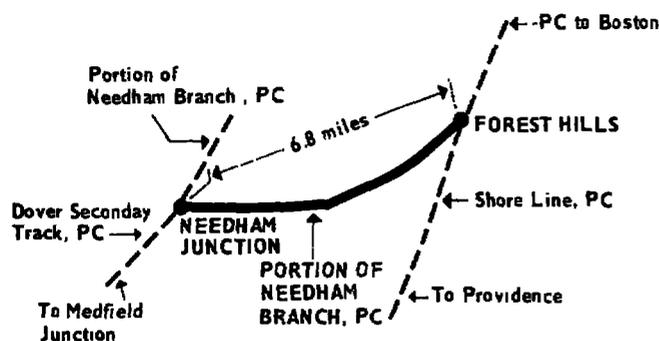
Disposition

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

PORTION OF NEEDHAM BRANCH

USRA Line No. 33

Penn Central



This portion of the Needham Branch, previously a part of the New Haven RR, extends from *Forest Hills* (Milepost 3.3) to *Needham Junction, Mass.* (Milepost

10.1), a distance of *6.8 miles*, in Suffolk and Norfolk Counties, Mass. This line connects with the Shore Line of the PC at Forest Hills and with its own northerly continuation at Needham Junction to Cook Street (see Line No. 34). At Needham Junction, it connects with the Dover Secondary Track of the PC (see Line No. 35).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
West Roxbury	49
Total carloads generated by the line	49
Average carloads per week	0.9
Average carloads per mile	7.2
Average carloads per train	0.9
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	3.0
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

Review by the Rail Services Planning Office revealed no public testimony on this line.

Information for Line-Transfer Decision

Revenue received by PC	\$29,932
Average revenue per carload	\$611
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line ¹	37,454
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	30,228
Total variable (avoidable) cost	67,672
Net contribution (loss): total	(37,745)
Average per carload	(770)

¹ This line is owned by MBTA; therefore, the costs reported are exclusive of ownership costs.

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

Freight service to this line generated a loss of \$11,478 in 1973. Recovery of this loss would require a 126-percent rate increase over the 1973 levels.

Disposition

Freight service shall *not* be provided to this portion of the Needham Branch by Consolidated Rail Corp. and this service is available for subsidy pursuant to Section 304 of the Act. The line is owned by MBTA and passenger service will be continued.

PORTION OF NEEDHAM BRANCH

USRA Line No. 34

Penn Central

Freight service shall be provided by the Consolidated Rail Corp. over the portion of the Needham Branch, extending from *Needham Junction* (Milepost 10.1) to *Cook Street, Mass.* (Milepost 14.1), a distance of 4.0 miles, in Norfolk and Middlesex Counties, Mass., a line which was recommended for continued freight service on page 518 of the Preliminary System Plan. The assets are owned by MBTA.

DOVER SECONDARY TRACK

USRA Line No. 35

Penn Central

Freight service shall be provided over Dover Secondary Track, extending from *Needham Junction* (Milepost 0.0) to *Medfield Junction, Mass.* (Milepost 7.3), a distance of 7.3 miles, in Norfolk County, Mass., a line which was recommended for continued freight service on page 518 of the Preliminary System Plan, by the Consolidated Rail Corp. The assets are owned by MBTA.

PORTION OF STOUGHTON BRANCH

USRA Line No. 682

Penn Central

Freight service shall be provided by Consolidated Rail Corp. to this portion of the Stoughton Branch,

extending from *Canton Junction* (Milepost 0.0) to *Stoughton, Mass.* (Milepost 4.4), a distance of 4.4 miles, in Norfolk County, Mass., a line which was recommended for continued freight service on page 519 of the Preliminary System Plan. MBTA owns this line.

PORTION OF HOLYOKE SECONDARY TRACK

USRA Line No. 683

Penn Central

This portion of the Holyoke Secondary Track, extending from *Westfield* (Milepost 33.6) to *Holyoke, Mass.* (Milepost 43.5), a distance of 9.9 miles, in Hampden County, Mass., a line which was recommended for inclusion on page 521 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

FLORENCE SECONDARY TRACK

USRA Line No. 684

Penn Central

The Florence Secondary Track, extending from *Westfield* (Milepost 0.4) to *Easthampton, Mass.* (Milepost 11.9), a distance of 11.5 miles, in Hampden and Hampshire Counties, Mass., a line which was recommended for inclusion on page 521 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

MICHIGAN

Intrastate PC

USRA Line Number	Terminals	Page
391	Lenawee Junction to Ida	155
392a	N&W Crossing east of Adrian to Adrian	156
394	Grosvenor to Morenci	157
395/395a	Lenawee Junction to Clinton	159
398	Jonesville to Litchfield	160
402	Montgomery to Hillsdale	161
404	Fort Wayne Junction to Horton	162
436	Oakman Spur at Dearborn	162
438	Caro to Colling	163
438a	Vassar to Caro	164
440	Bay City to Gaylord	165
440a	Bay City to Water Street Junction	166
440b	Gladwin Branch at Pinconning	166
441	Gaylord to Mackinaw City	167
442	Mackinaw City to St. Ignace (car float)	168
443	Bay City to Midland	168
444	Munger to Denmark Junction	169
444a	Vassar to Denmark Junction	169
445	Vassar to Millington	170
445a	Millington to Lapeer Junction	171
445b	Lapeer Junction to Oxford	172
446	Saginaw to Harger	173
446a	Denmark Junction to Harger	173
447/447a/ 447b	Saginaw to Bay City	173
451/452/453	Rives Junction to Grand Rapids	173
454	Mackinaw City to Cadillac	175
454a	Cadillac to Cedar Springs	176
455	Lansing to Jackson	177
455a	Lansing to Saginaw	177
456/457/458	Indiana State Line to Vicksburg	179
458a	Kalamazoo to Three Rivers	180
459/459a	Kalamazoo to Vicksburg	180
460	Grand Rapids to Plainwell	180
461	Cedar Springs to Comstock Park	180
461a	Comstock Park to Grand Rapids	182
463	Plainwell to Otsego	182
463a	Otsego to Dorr	182
463b	Dorr to Byron Center	183
463d	Lamar to Grand Rapids	183
464/465	Parchment to Doster and Richland	184
464a	Plainwell to Kalamazoo	185
466	Kalamazoo to Dowagiac	186
470	Traverse City to Walton Junction	187

USRA Line Number	Terminals	Page
472	Muskegon to Fuller	188
472a	Muskegon Heights to Muskegon	189
473	Haires to Three Rivers Junction	190
530a	Hudson to Cement City	190
635	Niles to Benton Harbor	191
636	Carleton to Detroit	191
680	Buchanan to Dowagiac	191
688	Oxford to Utica	192
692a/693a	White Pigeon to Hillsdale	193
698	At Cheboygan (D&M Trackage Rights)	195

AA

1300	Dundee to Owosso	195
1301	Owosso to Thompsonville	197

Interstate

PC

Michigan to Indiana (these lines are discussed under Indiana)

401	Montgomery, Mich. to South of Angola, Ind.	
467	Buchanan, Mich. to Michigan City, Ind.	
637	Niles, Mich. to South Bend, Ind.	

Michigan to Ohio

393	N&W crossing East of Adrian, Mich. to Vulcan, Ohio	199
437	Carleton, Mich. to Alexis, Ohio (C&O Trackage Rights)	200
530	Hudson, Mich. to Bryan, Ohio	201

AA

Michigan to Wisconsin

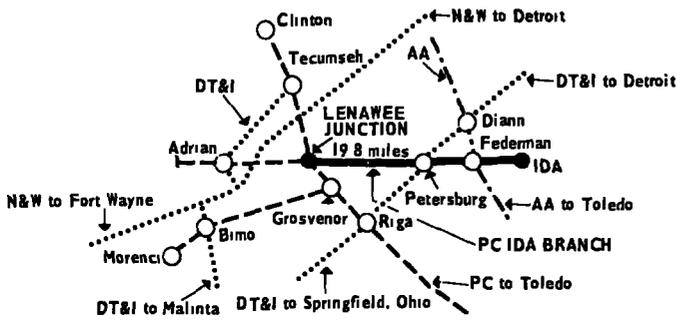
1302/1303	Thompsonville, Mich. to Kewaunee, Wis. (including car ferry)	201
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IDA BRANCH

USRA Line No. 391

Penn Central

The Ida Branch, formerly part of the New York Central RR, extends from *Lenawee Junction* (Milepost 0.0) to *Ida, Mich.* (Milepost 19.8), a distance of *19.8 miles*, in Lenawee and Monroe Counties, Mich. This



line runs east from the Penn Central's Adrian-Toledo Vulcan-Old Road Branch at Lenawee Junction (see Line No. 393). Other connections are the PC line north to Clinton (see Line No. 395/395a) and the Detroit, Toledo & Ironton RR, which crosses near Petersburg. The Ann Arbor RR crosses at Federman.

Traffic and Operating Information

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

Ida -----	143
Petersburg -----	0
Deerfield -----	2
<hr/>	
Total carloads generated by the line-----	145
Average carloads per week-----	2.8
Average carloads per mile-----	7.3
Average carloads per train-----	3.6
1973 operating information:	
Number of round trips per year-----	40
Estimated time per round trip (hours)-----	7.0
Locomotive horsepower-----	1,200
Train crew size-----	4

Public Comments on Preliminary System Plan

James F. Schouman, attorney for the Ida Farmers Co-op Co., testified that the Co-op has made an offer of acquisition for the section of track from Ida to the Ann Arbor crossing at Federman Junction. The cost of upgrading this 3-mile track would be \$120,000.

Paul Treska of the United Transportation Union testified that at the time the Ann Arbor filed for bankruptcy successful negotiations were already under way for service to Ida. Should the alternate service from Federman to Ida occur, costs for this line would be greatly reduced.

Information for Line-Transfer Decision

Revenue received by PC-----	\$45,795
Average revenue per carload-----	\$316
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	142,327
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)---	51,079

Cost incurred beyond the branch line-----	33,718
<hr/>	
Total variable (avoidable) cost-----	227,124
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Net contribution (loss): total-----	(181,329)
Average per carload-----	(1,251)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,900 crosssties (an average of 500 crosssties per mile).

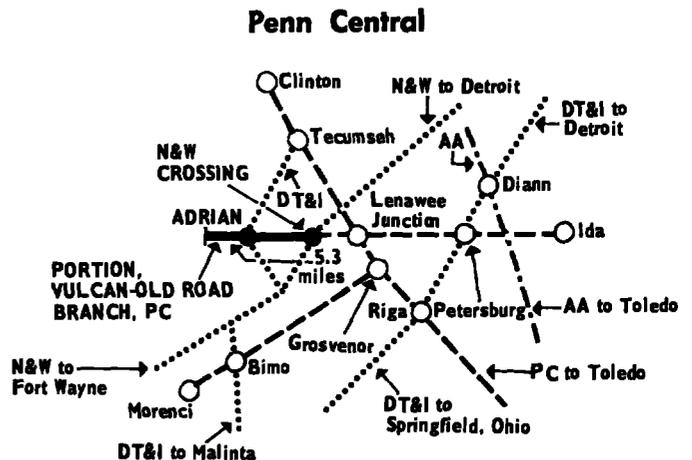
There is no connection between the Ann Arbor and the PC at Federman. The traffic level at Ida (143 carloads) cannot justify the cost of constructing the connection.

Service to this line generated a loss of \$181,329 in 1973. Recovery of this loss would require approximately a fifteenfold increase in traffic or a 396-percent rate increase.

Disposition

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

**PORTION OF VULCAN-OLD ROAD BRANCH
USRA Line No. 392a**



This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from *N&W Crossing east of Adrian (Milepost 328.3) to Adrian, Mich. (Milepost 333.6)*, a distance of 5.3 miles, in Lenawee County, Mich. This is the western portion of the PC's Vulcan-Old Road Line which continues

through Lenawee Junction to Toledo (see Line No. 393). A Detroit, Toledo & Ironton RR branch crosses near Adrian; the N&W line runs between Detroit and Fort Wayne.

Traffic and Operating Information

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

Adrian ¹	1, 145
<hr/>	
Total carloads generated by the line.....	1, 145
Average carloads per week.....	22. 0
Average carloads per mile.....	216. 0
Average carloads per train.....	3. 8
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	1, 500
Train crew size.....	4

¹ Includes only traffic on segment

Public Comments on Preliminary System Plan

Testimony cited that this line is dependent on Line No. 393, not Line No. 391 as stated by USRA.

The Adrian Chamber of Commerce reported that actual carloads for 1973 were 2,383, and the net contribution per carload averaged \$510.

Jackson Iron & Metal and Tri-State Equipment testified that they have many customers who will only receive shipments by rail. Jackson is planning a major expansion involving a capital expenditure of 1 and ½ million dollars. Loss of rail service would mean a loss of more than \$600,000 for Tri-State.

Stubnitz Spring Division of Hoover Ball Bearing Co., which handled 1,634 carloads in 1973, stated it would be forced to close if rail service is lost. This would result in the loss of 565 jobs with an annual payroll of over 4 million dollars and approximately 1 million in rail revenues.

W. A. Leasing & Transport plans to locate on this line only if rail service is continued.

The N&W is interested in acquiring 5.3 miles of the line from the N&W crossing east of Adrian to Adrian.

Information for Line-Transfer Decision

Revenue received by PC.....	\$266, 118
Average revenue per carload.....	\$234
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	89, 594
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	8, 922
Cost incurred beyond the branch line.....	159, 025
<hr/>	
Total variable (avoidable) cost.....	258, 141
<hr/>	
Net contribution: total.....	9, 977
Average per carload.....	9

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 100 crossties (an average of 19 crossties per mile).

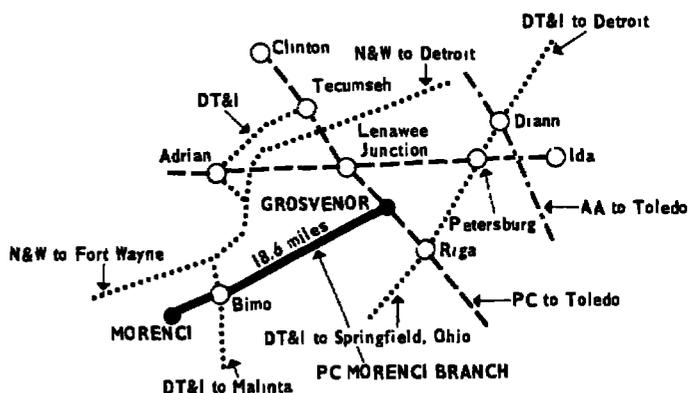
The 1,634 carloads generated by Stubnitz Spring Division of Hoover Ball Bearing were divided between the PC and the DT&I. The cars were switched between the PC, but the DT&I appears as the billing road. The DT&I is interested in serving shippers at Adrian.

Although service to this line generates a contribution, it must be served from the portion of Line No. 393 from Lenawee Junction to N&W crossing. Service from Lenawee Junction to Adrian generates a loss amounting to \$32,684.

Disposition

This portion of the Vulcan-Old Road Branch shall be offered for sale to the DT&I RR, a profitable railroad operating in the Region. This sale would preserve rail service to 1,145 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MORENCI BRANCH USRA Line No. 394 Penn Central



The Morenci Branch, formerly part of the New York Central RR, extends from Grosvenor (Milepost 0.0) to Morenci, Mich. (Milepost 18.6), a distance of 18.6 miles, in Lenawee County, Mich. This line is a branch of the PC Vulcan-Old Road Branch (see Line No. 393). At

Bimo, a branch of the Detroit, Toledo & Ironton RR crosses.

Traffic and Operating Information

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

Grosvenor ¹ -----	80
Ogden -----	19
Jasper -----	13
Weston -----	138
Morenci -----	254
<hr/>	
Total carloads generated by the line-----	504
Average carloads per week-----	9.7
Average carloads per mile-----	27.1
Average carloads per train-----	10.1
1973 operating information :	
Number of round trips per year -----	50
Estimated time per round trip (hours)-----	6.0
Locomotive horsepower-----	1,200
Train crew size -----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Lenawee County Rail Users Task Force found 591 actual carloads shipped on this line.

The Task Force reports that revenues from Sohigro and Jasper Lumber were not included in USRA calculations and found that there was an average contribution of \$510 per carload.

Stauffer Chemical at Weston testified that elimination of rail service would result in placing 450 tank trucks of hazardous materials over heavily travelled two-lane highways which pass through residential communities. They questioned 1973 traffic revenue accruing to Penn Central. Stauffer determined that the net contribution was \$14 per carload for this line.

The Parker Division of Oxy Metal Industries Corp. in Morenci shipped 138 carloads in 1973. They testified that they would resume their former levels of shipment, over 300 carloads, if reliable service were provided.

Baker questioned USRA's contention that service would be provided at Morenci by the N&W if service over the line were discontinued. The N&W is located in North Morenci, 3 to 4 miles from Morenci.

Agrico Chemical Co. stated that their actual carloads for 1973 were 137. They project to ship at least 160 carloads in 1975.

Cousins Iron & Metal Co. reported that if this line were abandoned, they would truck their shipments to their siding in Hudson, which would increase their shipments by 40 percent at Hudson.

A representative of the Lenawee County Farm Bureau stated that the county has approximately 2,588 farms with an annual production of \$1,330,000 in wheat, corn and soybeans and that loss of rail service would

amount to a loss of 10 cents per bushel realized by the farmers.

The Michigan Department of Agriculture determined that continued service on this line was vital to the agriculture needs of the state.

Information for Line-Transfer Decision

Revenue received by PC-----	\$184,565
Average revenue per carload-----	\$366
<hr/>	
Variable (avoidable) cost of continued service :	
Cost incurred on the branch line-----	145,872
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) -----	45,556
Cost incurred beyond the branch line-----	87,717
<hr/>	
Total variable (avoidable) cost-----	279,144
<hr/>	
Net contribution (loss) : total-----	(94,579)
Average per carload-----	(187)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,000 crossties (an average of 484 crossties per mile).

The Sohigro traffic was included in this analysis. Jasper Lumber was not shown on the shipper list completed by the Penn Central; however, the traffic at Jasper was included. Costs were adjusted for Weston cars which are owned by the shipper.

Service to this line generated a loss of \$94,579 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 51-percent rate increase. The existence of an additional 87 carloads on this line in 1973, as indicated by the Lenawee County Rail Users Task Force, would reduce this loss to approximately \$77,900.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

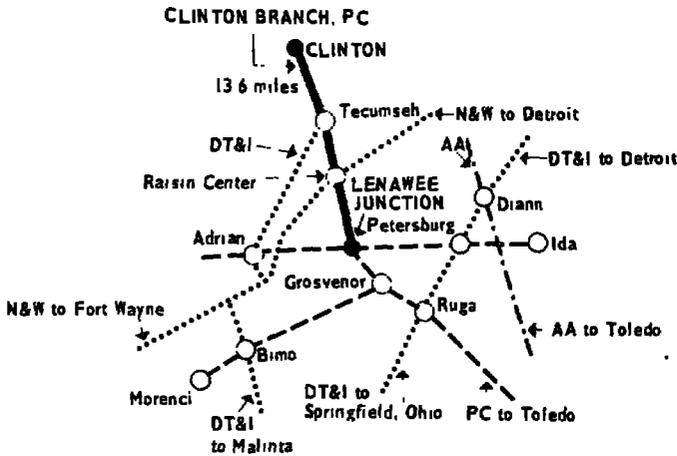
Disposition

The Morenci Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

CLINTON BRANCH

USRA Line No. 395/395a

Penn Central



The Clinton Branch, formerly part of the New York Central Railroad, extends from *Lenawee Junction* (Milepost 0.0) to *Clinton, Mich.* (Milepost 13.6), a distance of *13.6 miles*, in *Lenawee County, Mich.* At *Lenawee Junction* the line connects with the *Vulcan-Old Road Branch* and the *Ida Branch* of the *PC* (see *Line Nos. 392a and 391*). The *Norfolk & Western Ry.* crosses at *Raisin Center*, and a *Detroit, Toledo & Iron- ton RR line* serves *Tecumseh*.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Tecumseh	191
Clinton	1,006
Adrian ¹	68

Total carloads generated by the line	1,260
Average carloads per week	24.2
Average carloads per mile	92.6
Average carloads per train	10.1
1973 operating information:	
Number of round trips per year	125
Estimated time per round trip (hours)	6
Locomotive horsepower	1,200
Train crew size	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Testimony expressed the opinion that *USRA* judge the viability of this line on its profitability, not its dependency on *Line No. 393*.

The *Adrian Chamber of Commerce/Lenawee County Rail Users Task Force* testified that actual figures show a net contribution of \$466 per carload.

Tecumseh Products indicated that if service were improved on this line, they could resume their 1966 shipment level of 420 carloads.

The *Budd Co.* reported 852 carloads in 1973, and projected 1,085 and 1,414 for 1974 and 1979 respectively. They would be forced to close the *Clinton plant* if rail service were lost. The plant employs 338 persons with an annual payroll of \$3,459,000. The assets employed in 1973 were \$16.455 million and the Company paid \$575,000 in state and local taxes.

Ford Motor Co. supports the retention of service to the *Budd Clinton plant* and emphasized that the plant generated \$1,092,000 in gross revenues.

The cost of conversion to tank trucks, safety factors and loss of growth potential might justify closing the *Stauffer Chemical Tecumseh plant*. This would result in a loss of 268 jobs.

Borden, Inc., testified that it would close its *Tecumseh Corp Service* if this line and 393 were abandoned.

The *Michigan Department of Agriculture* considers continued service on this line vital.

The *Department of the Interior* has identified this line as having good recreational potential if the line were abandoned.

The *N&W* is interested in acquiring 11.3 miles of the line from *Raisin Center* to, and including all industries in, *Clinton*.

Information for Line-Transfer Decision

Revenue received by PC	\$512,069
Average revenue per carload	\$406
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	176,501
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	15,925
Cost incurred beyond the branch line	286,167
Total variable (avoidable) cost	478,593
Net contribution: total	33,476
Average per carload	27

This line would require upgrading to meet the requirements of the *Federal Railroad Administration's* minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 73 crossties per mile).

This line generated 1,405 carloads in 1974. The *DT&I* is interested in acquiring this line to serve the *Budd Company* at *Clinton*.

This line is served via the portion of *Line No. 393* from *Ottawa Lake* to *Lenawee Junction*. The service from *Ottawa Lake* to *Clinton* (the combination of this line and the portion of *Line No. 393* from *Ottawa Lake* to *Lenawee Junction*) generates a loss amounting to \$57,285. Recovery of the involved costs would require

an 18-percent increase in traffic or an 8-percent rate increase over the 1973 levels.

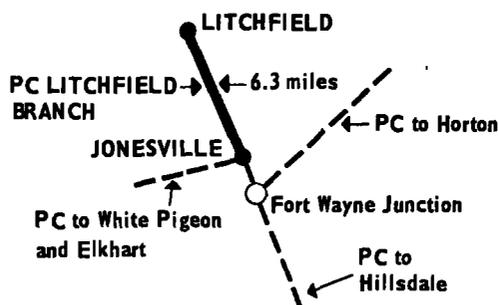
Disposition

The Clinton Branch shall be offered for sale to the DT&I RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

LITCHFIELD BRANCH

USRA Line No. 398

Penn Central



The Litchfield Branch, formerly part of the New York Central RR, extends from *Jonesville* (Milepost 0.6) to *Litchfield, Mich.* (Milepost 6.9) a distance of 6.3 miles, in Hillsdale County, Mich. This line is a branch running north from the Penn Central's line from Elkhart to Hillsdale (see Line No. 692a/693a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Litchfield	188
Jonesville ¹	7
<hr/>	
Total carloads generated by the line.....	195
Average carloads per week.....	3.8
Average carloads per mile.....	31.0
Average carloads per train.....	3.8
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Plymouth Flush Door, in Litchfield, increased its annual carloads by 50. It expects to double its traffic to 500 per year. The additional expenses of converting to alternate transportation would jeopardize their competitive position. Loss of rail service would force the company to close. They reported that Litchfield generated 227 cars in 1973, that hours per trip should be 2 and that crew size should be 4.

The Mayor of Litchfield testified that \$2,792,510 in state and Federal funds have been spent to develop the community and the industrial part at Litchfield. He projects 500-600 carloads annually for the line.

The Vice President of Litchfield State Savings Bank reported that the bank is involved with Government agencies in financing facilities dependent on rail service in the amount of \$3,400,000. He stated that these companies will be unable to continue production without rail service.

Wells Equipment Sales testified that frost regulation weight restrictions apply to motor transportation a third of the year.

Litchfield Grain stated that with rail service they could triple their output to 210 cars per year.

Addison Products of Jonesville testified that they had shipped 340 cars piggyback from Bryan, Ohio in 1973. If a piggyback loading platform were available in Hillsdale or Jonesville, they would ship more than 600 rail cars per year.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: The upgrading requirements were verified.)

Information for Line-Transfer Decision

Revenue received by PC.....	\$58,330
Average revenue per carload.....	\$299
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	56,703
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	26,418
Cost incurred beyond the branch line.....	35,866
<hr/>	
Total variable (avoidable) cost.....	118,987
<hr/>	
Net contribution (loss): total.....	(60,657)
Average per carload.....	(311)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,300 crossties (an average of 1,000 crossties per mile).

This line was reanalyzed and the number of trips reduced to 52. Addition of 50 carloads for Plymouth Flush Door would not make this line viable.

Service to this line generated a loss of \$60,657 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 104-percent rate increase. The existence of an additional 39 carloads on this line in 1973, as indicated in the testimony, would

reduce this loss to approximately \$56,200. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

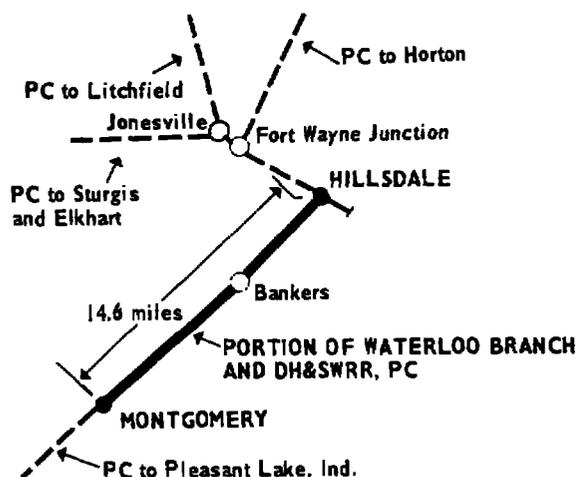
Disposition

The Litchfield Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATERLOO BRANCH AND DH&SW RR

USRA Line No. 402

Penn Central



This portion of the Waterloo Branch and DH&SW RR, formerly part of the New York Central RR, extends from Hillsdale (Milepost 0.0) to Montgomery, Mich. (Milepost 54.8), an actual distance of 14.6 miles, in Hillsdale County, Mich. This line is part of a branch running south from Horton into Indiana (see Line Nos. 401 and 404). It connects at Hillsdale with the PC line to White Pigeon Junction (see Line No. 692a, 693a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Reading	300
Montgomery	198
Total carloads generated by the line.....	
Average carloads per week.....	9.6
Average carloads per mile.....	34.1
Average carloads per train.....	4.0

1973 operating information:

Number of round trips per year.....	125
Estimated time per round trip (hours).....	6.0
Locomotive horsepower	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Reading Feed & Grain testified that they shipped 269 carloads in 1973 and 318 in 1974. They could have shipped 500 more carloads a year if cars had been available.

The Mayor of Reading stated that if Reading Feed & Grain were to close their operation, the community would lose one-eighth of its property tax base.

Testimony indicates that Reading generated a total of 295 carloads in 1973 and Montgomery 276.

This area is not served by Class A highway; therefore, trucks are not permitted to carry full loads during part of the year.

Shipper data shows a small amount of traffic from Jonesville, Hanover and Horton.

The frequency of service and time per trip required to serve the line should be reviewed. Both estimates appear high considering the traffic and distance involved.

Information for Line-Transfer Decision

Revenue received by PC.....	\$264,008
Average revenue per carload.....	\$530
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	145,589
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	22,306
Cost incurred beyond the branch line.....	159,262
Total variable (avoidable) cost.....	327,157
Net contribution (loss): total.....	(63,149)
Average per carload.....	(127)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,605 crossties (an average of 247 crossties per mile).

This line was described incorrectly in the Preliminary System Plan. The portion of the line from Hillsdale to Bankers was omitted. There are no shippers; however, the line is required to serve Montgomery.

The number of trips was reduced to 125 and the hours per trip were reduced to six.

Service to this line generated a loss of \$63,149 in 1973. Recovery of this loss would require approximately a 60-percent increase in traffic or a 24-percent rate increase. The existence of an additional 78 carloads on this

line in 1973, as indicated in the testimony, would reduce this loss to approximately \$46,800.

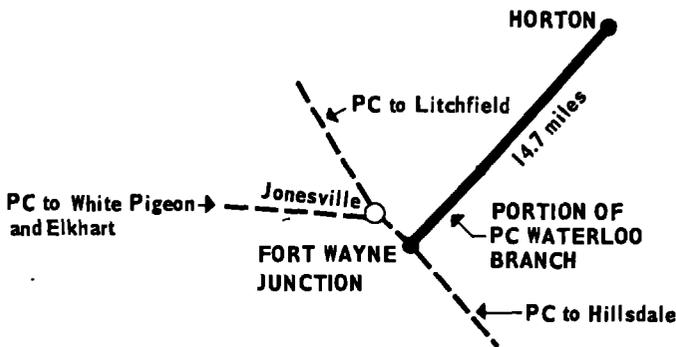
Disposition

This portion of the Waterloo Branch and DH&SW RR is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WATERLOO BRANCH

USRA Line No. 404

Penn Central



This portion of the Waterloo Branch, formerly part of the New York Central RR, extends from *Fort Wayne Junction* (Milepost 71.0) to *Horton, Mich.* (Milepost 85.7), a distance of *14.7 miles*, in Jackson County, Mich. This line, once part of a through route between Jackson and Fort Wayne, now exists solely as a branch off PC's line through Jonesville and Hillsdale (see Line No. 692a/693a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Horton	5
Hanover	1
<hr/>	
Total carloads generated by the line.....	6
Average carloads per week.....	0.1
Average carloads per mile.....	0.4
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	12
Estimated time per round time (hours).....	4.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services

Plannig Office as reflected in their report entitled "Evaluation at the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by Penn Central.....	\$1,402
Average revenue per carload.....	\$234
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	97,190
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	30,523
Cost incurred beyond the branch line....	872
<hr/>	
Total variable (avoidable) cost.....	128,585
<hr/>	
Net contribution (loss): total.....	(127,183)
Average per carload.....	(21,197)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,145 crossties (an average of 350 crossties per mile).

Service to this line generated a loss of \$127,183 in 1973. Recovery of this loss would require approximately a two-hundred-fortyfold increase in traffic or a 9,072-percent rate increase.

Disposition

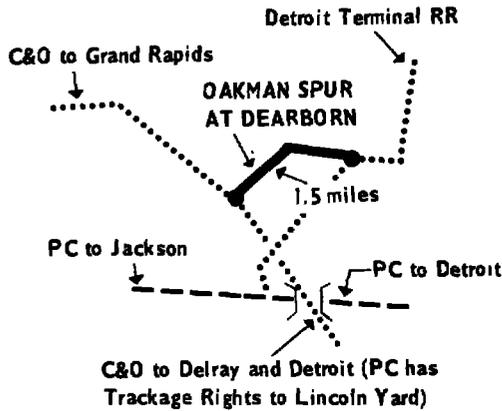
This portion of the Waterloo Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

OAKMAN SPUR AT DEARBORN

USRA Line No. 436

Penn Central

The Oakman Spur, formerly part of the Pennsylvania RR, extends *1.5 miles* at *Dearborn* in Wayne County, Mich. This line runs from the C&O main line approximately *1½ miles* until it joins the Detroit Terminal RR. There are no physical connections with other PC-controlled lines. This line was the former PRR connection with the Detroit Terminal, using trackage rights from Lincoln Yard via Delray over the C&O.



Public Comments on Preliminary System Plan

Louis Drapeau, Mayor of Dearborn, Eugene Forbes, City Attorney for Dearborn and Dearborn City Planner John J. Nagy support the abandonment of the Oakman Spur. They cited lack of opposition to the abandonment, little use and high frequency of accidents on the spur. They added that the area in which the spur is located has been rezoned and residential dwellings have been constructed in the area. Industries that currently use the spur could be serviced by the Detroit Terminal RR line.

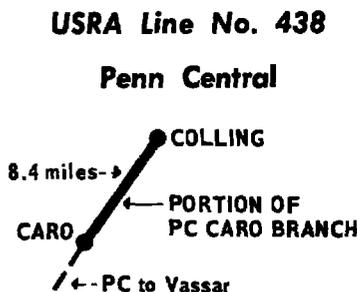
Information for Line-Transfer Decision

All of the industries on this branch will be served by the Detroit Terminal RR.

Disposition

The Oakman Spur is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF CARO BRANCH



This portion of the Caro Branch, formerly part of the New York Central RR, extends from Caro (Milepost 13.8) to Colling, Mich. (Milepost 22.2), a distance

of 8.4 miles, in Tuscola County, Mich. This is the northern portion of the Caro Branch; the southern continuation runs to Vassar (see Line No. 438a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Colling	85
<hr/>	
Total carloads generated by the line	85
Average carloads per week	1.6
Average carloads per mile	10.1
Average carloads per train	2.8
1973 operating information:	
Number of round trips per year	30
Estimated time per round trip (hours)	3
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Caro Development Corp. and the Peoples State Bank of Caro stated that availability of rail service was essential to attract new business and ensure the retention of existing industry.

The J. P. Burroughs, Inc., stated that while it used only 85 carloads in 1973, it used 139 in 1974 and plans to use 202 in 1975. Alternate modes of travel would increase the cost per bushel by \$30.25, which constitutes 15 percent of total revenue in 1972 and 1973.

Colling is located on a Class B restricted highway and the Grand Trunk Western RR has filed for abandonment of the nearest rail siding.

Unemployment in the area was given as 17.7 percent.

Information for Line-Transfer Decision

Revenue received by PC	\$55,836
Average revenue per carload	\$657
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	59,337
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	21,820
Cost incurred beyond the branch line	25,366
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Total variable (avoidable) cost	106,523
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Net contribution (loss): total	(50,687)
Average per carload	(596)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,040 cross-ties (an average of 600 cross-ties per mile).

Service to this line generated a loss of \$50,687 in 1973. Recovery of this loss would require approximately a two-fold increase in traffic or a 91-percent rate increase.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

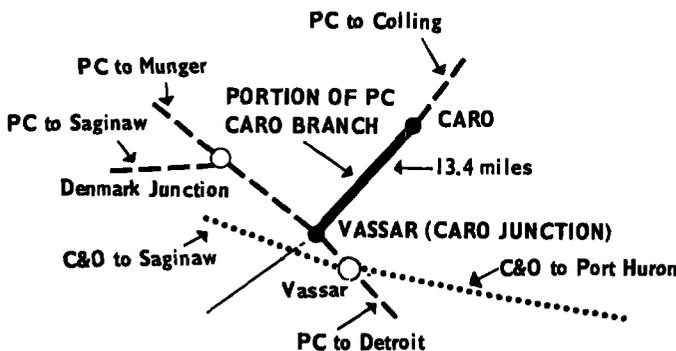
Disposition

This portion of the Caro Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CARO BRANCH

USRA Line No. 438a

Penn Central



This portion of the Caro Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 0.4) to *Caro, Mich.* (Milepost 13.8), a distance of *13.4 miles*, in Tuscola County, Mich. This line is the lower portion of the PC's Caro Branch. A continuation of this line runs from Caro to Colling (see Line No. 438). At Vassar, this line connects with the PC line going south to Detroit and northward to Denmark Junction (see Line Nos. 444a and 445). Also at Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Banksand	0
Wahjamega	0
Caro	879
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Total carloads generated by the line.....	879
Average carloads per week.....	16.9
Average carloads per mile.....	65.6
Average carloads per train.....	5.9

1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	9.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Bay County Planning Commission reported that while the Plan showed 874 carloads for the line in 1973, it found 1,115 carloads for the Detroit Edison Co., Michigan Sugar Co., Caro Building Center and Gun-sells, Inc.

The Caro Building Center, Inc., although using only 21 carloads in 1974, testified it would have to close as it would not be able to compete with other lumber retailers in Saginaw, Bay City and Flint.

Michigan Sugar, with an annual payroll of \$1,100,000, would be forced to severely curtail its operations without rail service. In 1974, it shipped and received 685 carloads, 138 of which consisted of coal from Kentucky.

Eight of eleven lumber yards in Tuscola County are served by this line.

Congressman Traxler reported that the GTW has filed for abandonment of their Imlay City to Caseville line; this line should therefore not be considered an alternate route.

The estimated time per round trip appears to be high considering the traffic and length of the line.

Information for Line-Transfer Decision

Revenue received by PC.....	\$356,726
Average revenue per carload.....	\$406
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	174,710
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	37,954
Cost incurred beyond the branch lines.....	262,308
<hr/>	
Total variable (avoidable) cost.....	474,972
<hr/>	
Net contribution (loss): total.....	(118,246)
Average per carload.....	(135)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,040 crossties (an average of 600 crossties per mile).

Service to this line generated a loss of \$118,246 in 1973. Recovery of this loss would require approximately a 125-percent increase in traffic or a 33-percent rate increase.

The carload discrepancy could not be verified; however, the addition of 236 carloads would not make this line viable. Shipper figures may be based on a crop year (October-April). This line generated 1,011 carloads in 1974. This 1974 traffic level would reduce the above loss to approximately \$104,000. The time serving the branch could not be reduced due to 10 m.p.h. speed limit.

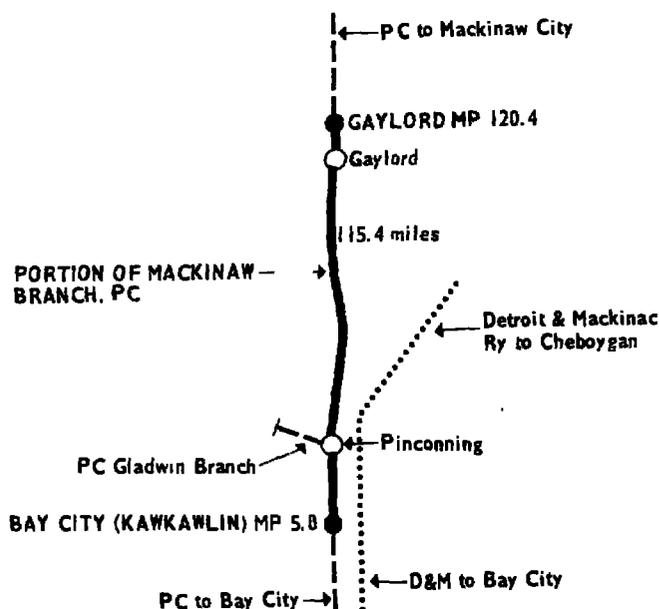
Disposition

This portion of the Caro Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 440

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Bay City* (Milepost 5.0) to *Gaylord, Mich.* (Milepost 120.4), a distance of 115.4 miles in Bay, Arenac, Ogemaw, Roscommon, Crawford and Otsego Counties, Mich. The line continues north to Cheboygan and south to Saginaw (see Line Nos. 441 and 447/447a/447b). The PC Midland Branch connects Bay City with Midland, and a remnant of the PC Gladwin Branch diverges at Pinconning (see Line Nos. 443 and 440b). The Detroit

& Mackinac Ry. from Bay City to Alpena parallels this route between Bay City and Pinconning before angling in towards Alpena. A connection is made with the Chesapeake & Ohio at Bay City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kawkawlin	19
Linwood	4
Pinconning ¹	35
Standish	108
West Branch	314
St. Helen	231
Roscommon	51
Grayling	266
Frederick	1
Gaylord	2,268
<hr/>	
Total carloads generated by the line.....	3,292
Average carloads per week.....	63.3
Average carloads per mile.....	28.5
Average carloads per train.....	11.0
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	11
Locomotive horsepower	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Champion International Corp. testified that they generated 2,400 carloads in 1974. They stated that the added expense of alternate transportation would be approximately \$674,000. This added expense would force them out of competitive markets.

Champion is currently midway through a \$17.5 million plant expansion at their Gaylord facility. They forecast 5,000 carloads for 1977, providing \$1.3 million in additional revenue.

Lake Woods Forest Products, Inc., is in the process of building a \$3 million wood utilization complex on the line. It was constructed on the basis of excellent rail services being available. They project 560-1,400 carloads per year.

The city of Grayling testified that shippers at Grayling accounted for 276 carloads in 1974.

Camp Grayling and the Consite facility at Grayling Army Airfield transport heavy equipment by rail.

Camp Grayling reported 23 carloads in 1973, 34 carloads in 1974 and projects 45 carloads in 1975.

The Department of Defense urged the retention of this line in the interest of national defense.

The Gaylord Chamber of Commerce testified that they have established a 177-acre industrial park on the line. Its establishment was predicated on the availability of rail service.

Semco, Inc., and Osceola Refinery stated that they were able to bid on government contracts because of

MICHIGAN
440a, 440b

their availability to rail service. They ship heavy and oversize loads unsuited to motor transport.

The Department of the Interior has identified this line as having potential as an urban access to outdoor recreation. It also has great recreational potential if service is discontinued.

A review of USRA's calculation by RSPO technical staff indicates the average revenue per carload should be \$413.

Information for Line-Transfer Decision

Revenue received by PC.....	\$1,353,762
Average revenue per carload.....	\$411
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	1,064,644
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	79,588
Cost incurred beyond the branch line	739,085
<hr/>	
Total variable (avoidable) cost.....	1,883,317
<hr/>	
Net contribution (loss): total.....	(529,555)
Average per carload.....	(161)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crossties (an average of 17 crossties per mile).

Repeated cross-checks with the PC could verify only 1,219 carloads generated by Champion International in 1974. Total carloads generated by this line in 1974 were down 1,000 from the 1973 level.

Service to this line generated a loss of \$529,555 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 39-percent rate increase. The existence of 2,400 carloads at Champion International in 1974 would bring the total 1974 traffic for this line to a level only 6 percent above the 1973 level. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Mackinaw Branch shall be offered for sale to the D&M Ry., a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 3,292 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section

304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BAY CITY BELT BRANCH

USRA Line No. 440a

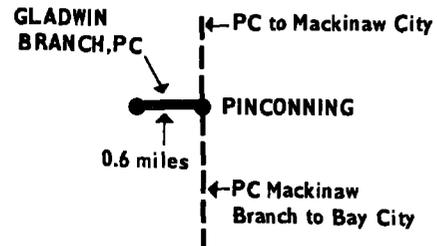
Penn Central

The Bay City Belt Branch, extending from *Water Street Junction* (Milepost 0.0) to *Bay City (Water Street)*, Mich. (Milepost 3.1), a distance of 3.1 miles, in Bay County, Mich., a line which was recommended for inclusion on page 533 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted the line shall be transferred to the Consolidated Rail Corp.

GLADWIN BRANCH

USRA Line No. 440b

Penn Central



The Gladwin Branch, formerly part of the New York Central RR, extends a distance of 0.6 mile at *Pinconning* in Bay County, Mich. This line is a short spur off the Penn Central's Mackinaw Branch (see Line No. 440).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Pinconning ¹	48
<hr/>	
Total carloads generated by the line.....	48
Average carloads per week.....	0.9
Average carloads per mile.....	80.0
Average carloads per train.....	1.0
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	2,000
Train crew size.....	4

¹Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Gaylord Chamber of Commerce reported that user data reflected 75 carloads on this line for 1973.

Information for Line-Transfer Decision

Revenue received by PC.....		\$25,596
Average revenue per carload.....	\$533	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	8,134	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	4,490	
Cost incurred beyond the branch line....	14,889	
<hr/>		
Total variable (avoidable) cost.....	27,513	
<hr/>		
Net contribution (loss): total.....		(1,917)
Average per carload.....		(40)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 600 crossties (an average of 1,000 crossties per mile).

Service to this line generated a loss of \$1,917 in 1973. Recovery of this loss would require approximately an 18-percent increase in traffic or a 7-percent rate increase. The existence of an additional 27 carloads in 1973, as reported by the Gaylord Chamber of Commerce would not significantly reduce this loss. However this line is served via Line No. 440 which generated a loss of approximately \$530,000.

Disposition

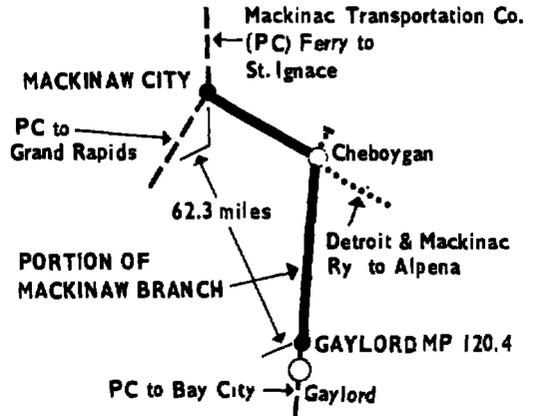
The Gladwin Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 441

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central R.R., extends from *Gaylord* (Milepost 120.4) to *Mackinaw City, Mich.* (Milepost 182.7), a distance of *62.3 miles*, in Otsego, Cheboygan and Emmet Counties, Mich. This segment is the



northern end of Penn Central's Mackinaw Branch. The line continues south from Gaylord to Bay City, and another PC line runs from Mackinaw City to Cadillac and Grand Rapids (see Line Nos. 440 and 454). The Detroit & Mackinac Ry's Main Line connects at Cheboygan.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Mackinaw City.....	75
Vanderbilt	9
Indian River.....	35
Topinabee	0
Cheboygan	232
<hr/>	
Total carloads generated by the line.....	351
Average carloads per week.....	6.8
Average carloads per mile.....	5.6
Average carloads per train.....	6.8
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours)	8.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The McRae Lumber Co., Mackinaw City, reported 10 carloads for 1973 and 1974.

The D&M would consider operating rail service from Cheboygan to Mackinaw City but would be dependent upon some funding being made available.

Information for Line-Transfer Decision

Revenue received by PC.....		\$91,974
Average revenue per carload.....	\$262	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	449,983	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	76,424	
Cost incurred beyond the branch line....	75,338	
<hr/>		
Total variable (avoidable) cost.....	601,725	
<hr/>		
Net contribution (loss): total.....		(509,751)
Average per carload.....		(1,452)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 12,000 crossties (an average of 193 crossties per mile).

Service to this line generated a loss of \$509,751 in 1973. Recovery of this loss would require approximately a thirtyfold increase in traffic or a 554-percent rate increase.

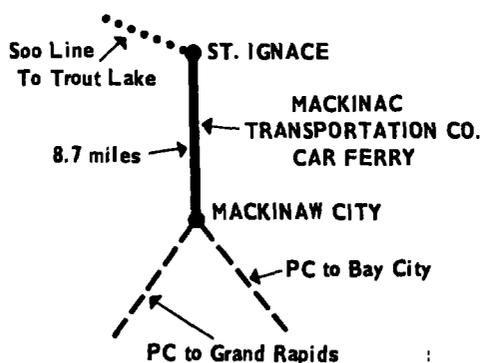
Disposition

This portion of the Mackinaw Branch shall be offered for sale to the Detroit & Mackinac Ry., a profitable railroad operating in the Region. This sale would preserve rail service to 351 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MACKINAC TRANSPORTATION CO.

USRA Line No. 442

Penn Central



The Mackinac Transportation Co. operates railroad car-ferry service extending from *Mackinaw City* to *St. Ignace, Mich.* a distance of *8.7 miles*, in Mackinac, Emmet and Cheboygan Counties, Mich. This line connects at Mackinaw City with the GR&I Branch of the Penn Central extending south to Grand Rapids, and with the Mackinaw Branch of the PC extending to Bay City (see Line Nos. 454 and 441). At St. Ignace the line connects with the Soo Line RR extending north to Trout Lake.

Public Comments on Preliminary System Plan

A substantial number of witnesses testified on behalf of retaining the ferry which serves Mackinaw City and St. Ignace via the Straits of Mackinac.

Congressman Phillip E. Ruppe stated that loss of this service would sever rail movement from the upper and lower peninsulas. All eastern Upper Peninsula traffic would have to be routed through Chicago. He also cited the intention of the Soo Line Railroad to apply for permission to abandon service to St. Ignace.

Denny Woytek, representing the Mackinac Straits area, testified that loss of service would result in an immediate loss of 40 jobs. He added that the bridge over the Straits cannot accommodate certain payloads of machinery because of their weight or weight distribution.

The St. Ignace Planning Commission cited increased demand for the shipment of raw products in their area. The Commission feels that the ferry should be retained in the national interest.

Information for Line-Transfer Decision

Neither of the Penn Central lines into Mackinaw City is recommended for inclusion in the ConRail System, although Detroit & Mackinac Ry. has expressed interest in acquiring the Penn Central line from Cheboygan to Mackinaw City. The D&M has *not* expressed interest in the car-ferry service. A more detailed discussion of ferry services is contained in chapter 9.

Disposition

The Mackinac Transportation Co. car-ferry service is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act.

MIDLAND BRANCH

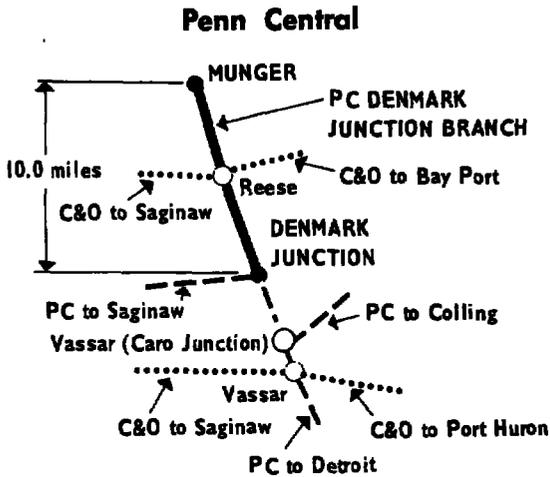
USRA Line No. 443

Penn Central

The Midland Branch, extending from *Bay City* (Milepost 0.0) to *Midland, Mich.* (Milepost 18.2), a distance of *18.2 miles*, in Bay and Midland Counties, Mich., a line which was recommended for inclusion on page 535 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

DENMARK JUNCTION BRANCH

USRA Line No. 444



The Denmark Junction Branch, formerly part of the New York Central RR, extends from *Denmark Junction* (Milepost 91.1) to *Munger, Mich.* (Milepost 101.1), a distance of *10.0 miles*, in Tuscola, Bay and Saginaw Counties, Mich. This line is a branch of the Saginaw-Vassar segment of the PC's Mackinaw line (see Line Nos. 444a and 446a). The C&O line from Saginaw to Bay Port crosses at Reese.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Munger	128
Reese	86
Total carloads generated by the line..... 214	
Average carloads per week.....	4.1
Average carloads per mile.....	21.4
Average carloads per train.....	4.1
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Bay County Planning Commission reported the following traffic data on this line:

Station:	Carloads	
	USRA data	User's data
Munger	121	121
Reese	85	106
Total	206	317

J. P. Burroughs and Son, Inc., reported it could have used 58 more cars if they had been available; Gollin Block and Supply Co., said it could have used 17 more cars. This would bring the total carload figure to 392

which the Commission stated the USRA maintained was needed to make the line profitable.

J. P. Burroughs and Son, Inc., estimated a 10-30 percent decrease in revenue if rail service were discontinued.

Super Food Service reported it would have to close if rail service were not available.

The Chessie is interested in providing service only at the Chessie intersection at Reese. (Note: The Chessie System disaffirmed interest in this project.)

Information for Line-Transfer Decision

Revenue received by PC.....	\$90,480
Average revenue per carload.....	\$423
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	78,683
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	52,263
Total variable (avoidable) cost.....	130,948
Net contribution (loss): total.....	(40,518)
Average per carload.....	(189)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of \$40,518 in 1973. Recovery of this loss would require approximately a 110-percent increase in traffic or a 45-percent rate increase. The existence of an additional 103 carloads in 1973, as indicated by the Bay County Planning Commission, would reduce this loss to approximately \$22,200.

Disposition

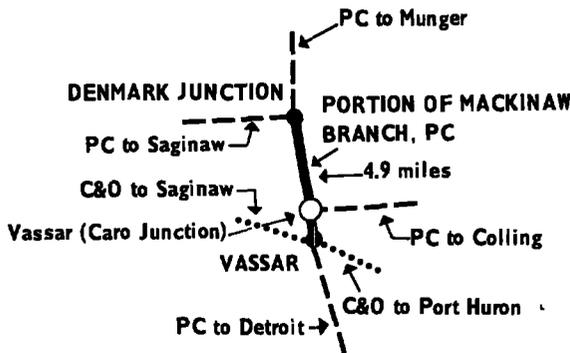
The Denmark Junction Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 444a

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Vassar* (Milepost 86.2) to *Denmark Junction, Mich.* (Milepost



91.1), a distance of 4.9 miles, in Tuscola County, Mich. The Mackinaw Branch continues west to Saginaw, and south to Oxford and Detroit (see Line Nos. 446a and 455). The Penn Central Branch to Munger comes in at Denmark Junction, and the branch to Colling meets at Vassar (see Line Nos. 444 and 438a). The C&O line to Port Huron crosses at Vassar.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Denmark Junction-----	85
Vassar-----	695
<hr/>	
Total carloads generated by the line-----	780
Average carloads per week-----	15.0
Average carloads per mile-----	159.2
Average carloads per train-----	7.8
1973 operating information:	
Number of round trips per year-----	100
Estimated time per round trip (hours)-----	3.0
Locomotive horsepower-----	2,000
Train crew size-----	4

Public Comments on Preliminary System Plan

The Bay City Planning Commission testified that user's data from Vassar showed 1,295 carloads in 1973. They maintained that USRA incorrectly credited this traffic to Line 445. Since there has not been regular service on that line for several years and traffic to and from Vassar moves through Denmark Junction, the Vassar-to-Denmark Junction line is the proper line to accredit.

Wickes Agriculture stated that its traffic originating from Vassar, 695 carloads in 1973, should be attributed to this segment, not Line 445 as reported by USRA. This company plans an 80-percent increase in volume, contingent on continuation of rail service.

Weber Lumber & Millwork, Inc., reporting 94 carloads in 1974, would be forced to close or relocate with loss of rail service. This would result in a loss of 34 jobs and an annual payroll of \$325,000.

Super Foods, which employ 113 persons at their Vassar facility, would be forced to close should rail service be discontinued.

Information for Line-Transfer Decision

Revenue received by PC-----	\$156,522
Average revenue per carload-----	\$201
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	68,457
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)-----	0
Cost incurred beyond the branch line-----	135,276
<hr/>	
Total variable (avoidable) cost-----	203,733
<hr/>	
Net contribution (loss): total-----	(47,211)
Average per carload-----	(61)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed including the traffic generated at Vassar which was assigned to Line No. 445 in the Preliminary System Plan. The report of 1,295 carloads generated at Vassar could not be verified. This traffic may include cars generated on the C&O.

Service to this line generated a loss of \$47,211 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 30-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Mackinaw Branch is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

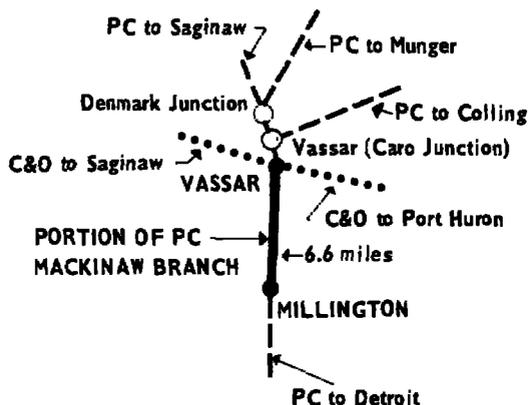
The portion of this line necessary to serve the traffic generated at Vassar shall be offered for sale to the Chessie System. This sale would preserve rail service to an estimated 695 carloads or approximately 89 percent of the traffic generated on this line.

PORTION OF PC MACKINAW BRANCH

USRA Line No. 445

Penn Central

This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from Millington (Milepost 79.6) to Vassar, Mich. (Milepost 86.2), a dis-



tance of 6.6 miles, in Tuscola County, Mich. This segment formed part of the through Detroit-to-Saginaw line. At Vassar, Penn Central lines from Denmark Junction and Colling converge (see Line Nos. 438a, 444a and 445a). At Vassar this line connects with the Chesapeake & Ohio's Port Huron-to-Saginaw line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Millington	34
Total carloads generated by the line..... 34	
Average carloads per week.....	0.7
Average carloads per mile.....	5.2
Average carloads per train.....	0.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Wickes Agriculture testified that their traffic in Vassar, 695 carloads in 1973, should be applied to line 444a. It should not have been credited to this line because there has not been regular through traffic here in several years.

Super Foods, employing 57 persons at their Millington facility, would be forced to close their operation should rail service be discontinued.

The Chessie is interested in serving customers at Vassar only.

Information for Line-Transfer Decision

Revenue received by PC.....	\$18,312
Average revenue per carload.....	\$539
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	55,089
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	12,038

Cost incurred beyond the branch line.....	12,243
Total variable (avoidable) cost.....	79,970
Net contribution (loss): total.....	(61,658)
Average per carload.....	(1,813)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,195 cross-ties (an average of 484 cross-ties per mile).

As indicated in the RSPO testimony, Vassar traffic should have been on Line No. 444a.

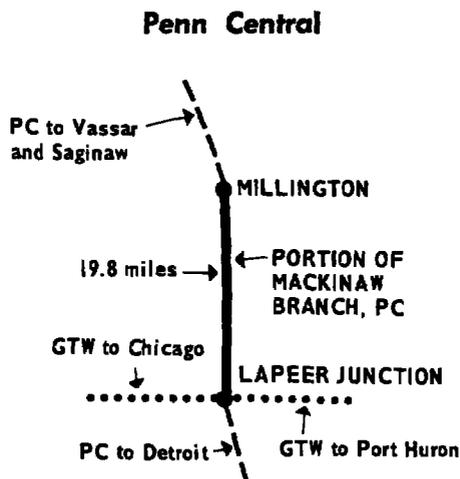
Service to this line generated a loss of \$61,658 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 337-percent rate increase.

Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 445a



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from Millington (Milepost 79.6) to Lapeer Junction, Mich. (Milepost 59.8), a distance of 19.8 miles, in Lapeer and Tuscola Counties, Mich.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

This line does not directly serve any patrons but is occasionally used as an overhead line.

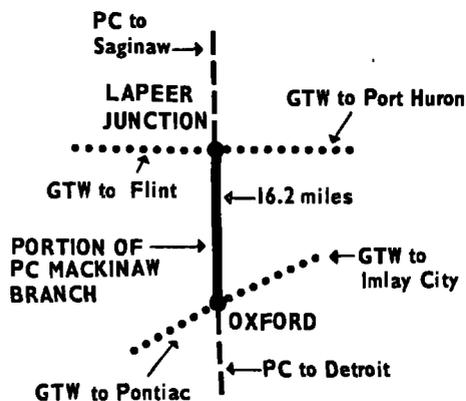
Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH

USRA Line No. 445b

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Oxford* (Milepost 43.6) to *Lapeer Junction, Mich.* (Milepost 59.8), a distance of *16.2 miles*, in Lapeer and Oakland Counties, Mich. This line is part of Penn Central's Detroit-to-Mackinaw City Mackinaw Branch (see Line Nos. 688 and 445a). It connects at Lapeer Junction with the Grand Trunk Western's Main Line to Port Huron and at Oxford with their line to Pontiac.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Metamora	22
Lapeer	380
Total carloads generated by the line.....	402

Average carloads per week.....	7.7
Average carloads per mile.....	24.8
Average carloads per train.....	8.0
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	6.5
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Lapeer Rail Service Research Committee testified that this line should be considered together with Line No. 688; not to do so is "unrealistic and irrational." The Committee found that lack of rail service would cause the direct loss of 150 positions and of payroll and other expenditures throughout the Metamora and Lapeer area of \$1,370,000 a year.

The Metamora Products Corp. testified that they had recently invested \$50,000 in a materials handling system for plastic pellets which can only be served by a rail siding.

The Union Camp Corp. testified that it shipped and received 146 carloads for 1973; Church's Lumber Yard reported 44 carloads for the same period.

The Michigan Department of Agriculture stated that the retention of this line is vital to the agricultural needs of the State.

Pending further study and negotiation, GTW proposes to serve customers at Lapeer *only*.

Information for Line-Transfer Decision

Revenue received by PC.....	\$127,112
Average revenue per carload.....	\$316
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	133,686
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	35,735
Cost incurred beyond the branch line....	82,070
Total variable (avoidable) cost.....	251,491
Net contribution (loss): total.....	(124,379)
Average per carload.....	(309)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,094 crossties (an average of 499 crossties per mile).

It was suggested that this line be combined with Line No. 688. The two lines fail the viability criteria separately and they failed when combined.

446, 446a, 447/447a/447b, 451/452/453

Service to this line generated a loss of \$124,379 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 98-percent rate increase.

Disposition

This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line from Milepost 43.6 to Milepost 45.0 and the portion of this line necessary to serve the traffic generated at Lapcer shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 380 carloads or approximately 95 percent of the traffic generated on this line.

PORTION OF MACKINAW BRANCH

USRA Line No. 446

Penn Central

This portion of the Mackinaw Branch, extending from *Harger* (Milepost 17.7) to *Saginaw, Mich.* (Milepost 20.7), a distance of 3.0 miles, in Saginaw County, Mich., a line which was recommended for inclusion on page 540 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF MACKINAW BRANCH

USRA Line No. 446a

Penn Central

This portion of the Mackinaw Branch, extending from *Denmark Junction* (Milepost 4.9) to *Harger, Mich.* (Milepost 17.7), a distance of 12.8 miles, in Tuscola and Saginaw Counties, Mich., a line which was recommended for inclusion on page 540 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF MACKINAW BRANCH

USRA Line No. 447/447a/447b

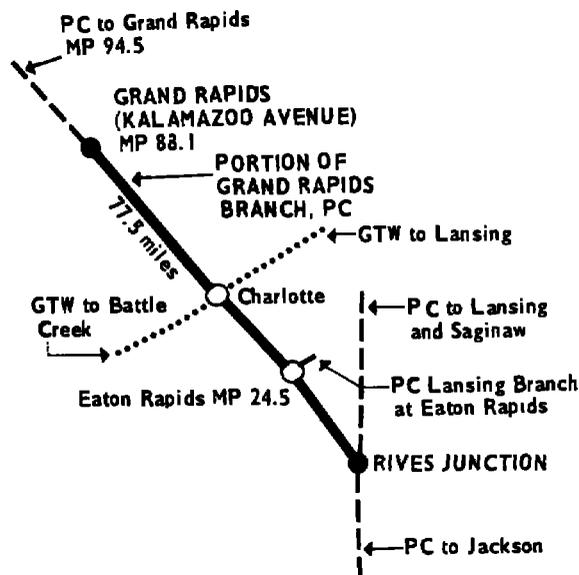
Penn Central

This portion of the Mackinaw Branch, extending from *Saginaw* (Milepost 98.1) to *Bay City* (Milepost 114.6), a distance of 16.5 miles, in Saginaw and Bay Counties, Mich., a line which was recommended for inclusion on page 541 of the Preliminary System Plan, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

PORTION OF GRAND RAPIDS BRANCH

USRA Line No. 451/452/453

Penn Central



This portion of the Grand Rapids Branch, formerly part of the New York Central RR, extends from *Rives Junction* (Milepost 10.6) to *Grand Rapids, Mich.* (Milepost 88.1), a distance of 77.5 miles, in Kent, Barry, Eaton, Ingham and Jackson Counties, Mich. This line connects with the Saginaw Branch (see line No. 455) at Rives Junction. The Saginaw Branch (see Line No. 455) and an industrial spur at Eaton Rapids (see Line No. 449) are also under study in this Report. The main line of the Grand Trunk Western crosses at Charlotte.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Onondaga.....	0
Eaton Rapids.....	692
Charlotte.....	453
Chester.....	2
Vermontville.....	80
Nashville.....	14
Hastings.....	204
Middleville.....	8
Caledonia.....	97
Dutton.....	14
<hr/>	
Total carloads generated by the line.....	1,564
Average carloads per week.....	30.1
Average carloads per mile.....	20.2
Average carloads per train.....	15.6
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	11.5
Locomotive horsepower.....	4,000
Train crew size.....	4

Public Comments on Preliminary System Plan

On March 14, 1975, the United States Railway Association announced that the portion of this line from Rives Junction (Milepost 10.6) to Eaton Rapids (Milepost 24.5) had been reevaluated and found eligible for inclusion in the ConRail System.

Valley Shippers Association reported businesses with 1,528 carloads in 1973. These shippers could have used 410 more cars if they had been available.

Since 1973, two new firms at Dutton have been producing 100 car loads annually.

White Products Corp. in Middleville finds it necessary to truck 200 carloads per month to Grand Rapids for shipment by rail. They cite the undependable service received on this line at Middleville.

The Association stated that the needs of White Products Corp., demands of new businesses and the 410 additional cars would increase the traffic level by 200 percent.

The Valley Shippers took exception to maintenance costs reported by USRA. Their estimate was one-seventh the figure given in the Plan.

The Michigan Department of Highways and Transportation reported that this line was one of the more profitable in the state.

The Eaton Farm Bureau reported that grain receiving terminals were not equipped to handle large amounts of tonnage by truck, nor could the highway system accommodate an increase over the present level of motor carrier. Due to the unavailability of cars in 1973, Eaton lost grain to other mills. They will complete a plant expansion by mid-1975 which will increase their carloads to 195.

Long Bean & Grain Co. testified that they were forced to close for a month last year due to the unavailability of cars. They shipped 159 carloads in 1973.

The E. W. Bliss Co. produces machinery that can only be moved profitably by rail. To disassemble this apparatus, ship by another mode and then reassemble, shipping would result in an additional cost of \$1,150 per unit to be incurred by the consumer. This would place the company at a severe competitive disadvantage.

Testimony stated that users would have shipped many more carloads over this line if the PC had been able to provide cars on request and to furnish regular rail service.

The Department of the Interior had identified this line as having potential access to outdoor recreation areas if discontinued.

Pending further study and negotiation GTW proposes to serve customers at the station of Charlotte only.

Michigan Packing Co. shipped 474 carloads in 1973. They plan to double their capacity, pending the outcome of the rail reorganization.

Information for Line-Transfer Decision

Revenue received by PC.....	\$609,771
Average revenue per carload.....	<u>\$390</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	679,810
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line..	<u>342,219</u>
Total variable (avoidable) cost.....	<u>1,022,029</u>
Net contribution (loss): total.....	(412,258)
Average per carload.....	(264)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

Michigan DOT suggested assigning all Grand Rapids traffic to this line. This action would involve cross-subsidization and was not undertaken. In addition, there is no Grand Rapids traffic on this line as defined.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 10.6 to Milepost 24.5 (serving shippers at Eaton Rapids who generated 692 carloads in 1973) would generate \$280,956 in revenue and \$303,635 in costs with a resulting loss of \$22,679 or \$33 per carload. Service to this portion of the line would be viable with an 18-percent increase in traffic or an 8-percent rate increase over the 1973 levels.

Service to the remainder of the line (from Milepost 24.5 to Milepost 88.1 serving shippers at Charlotte, Chester, Vermontville, Nashville, Hastings, Middleville,

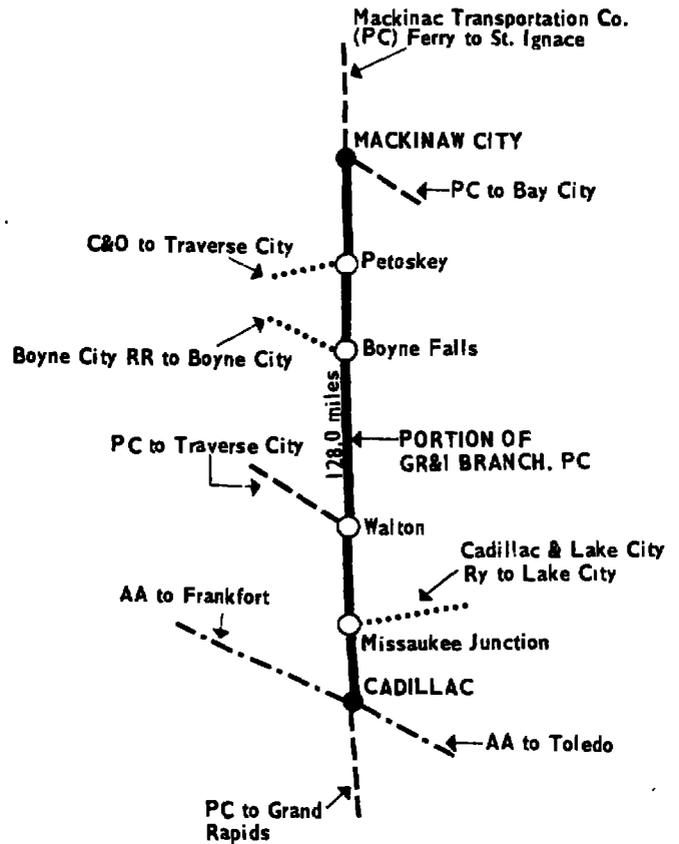
Caledonia and Dutton who generated 872 carloads in 1973) would generate \$328,815 in revenue and \$741,964 in costs with a resulting loss of \$413,149. Recovery of costs would require approximately a threefold increase in traffic or a 125-percent rate increase over the 1973 levels.

Disposition

The portion of the Grand Rapids Branch from Milepost 10.6 to Milepost 24.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Grand Rapids Branch from Milepost 24.5 to Milepost 88.1 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Charlotte shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 453 carloads or approximately 52 percent of the traffic generated on this line.



PORTION OF THE GR&I BRANCH

USRA Line No. 454

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cadillac* (Milepost 331.8) to *Mackinaw City, Mich.* (Milepost 459.8), a distance of *128.0 miles*, in Wexford, Kalkaska, Grand Traverse, Antrim, Emmet, Charlevoix and Cheboygan Counties, Mich. This line is the northern portion of Penn Central's GR&I branch. The line extends south to Grand Rapids (see Line No. 454a). At Walton Junction the PC Traverse City Secondary Track diverges, and at Cadillac the Ann Arbor RR connects (see Line Nos. 470 and 1301). At Missaukee Junction, the Cadillac & Lake City Ry. connects, and at Boyne Falls the Boyne City RR connects.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Cadillac	271
Missaukee Junction	155
Manton	78
Walton Junction	20
Fife Lake	2
South Boardman	65
Kalkaska	351
Antrim	33

Mancelona	40
Alba	1
Elmira	29
Boyne Falls	56
Petoskey	237
Kegonic	8
Atanson	0
Pellston	34
Levering	0

Total carloads generated by the line	1,384
Average carloads per week	20.6
Average carloads per mile	10.8
Average carloads per train	27.7

1973 operating information:

Number of round trips per year	50
Estimated time per round trip (hours)	24
Locomotive horsepower	4,000
Train crew size	4

Public Comments on Preliminary System Plan

Michigan Consolidated Gas Co. testified that system average costs were higher than the cost of the line involved. They pointed out that substantial new traffic would be generated by new gas and oil discoveries on the line. Weather conditions render year round motor carrier service difficult.

Halliburton Services stressed their potential growth and future expansion plans.

West Side Salvage, at Petoskey, ships 20-25 carloads a year. They testified that they would be forced out of business without rail service. Motor carriers are not able to move their shipments.

Loss of service over this line would put 150 persons out of work at McLaughlin Co.

The Cadillac Area Chamber of Commerce estimated a loss of at least 2,500 jobs if rail service were discontinued.

The Director of Planning for Charlevoix County testified that loss of rail service would jeopardize the competitive nature of firms on this segment. It would also dim prospects in attracting new industrial and commercial investors to the area.

Northern Propane Gas Co. stated that its Cadillac Plant received 72 tank cars last year. If frequency of rail service were increased, virtually all of its propane gas would be received by rail.

The Department of the Interior has identified this line as having potential as an urban access to outdoor recreational areas. It also is claimed to have the best recreation potential if rail service is abandoned.

Michigan Dept. of Commerce stated 606 carloads were generated in Cadillac. (Note: this traffic volume includes traffic generated on the Ann Arbor.)

As a result of a 304(f) abandonment notice, USRA has received correspondence from a wide cross-section of people. Governor Milliken stated that public hearings will be held both for USRA's preliminary plan and the State's own preliminary plan, and that no abandonments should take place until Michigan's plan is final. This action will preserve the State's option to seek Title Four rail subsidy funds. The Michigan Association of Railroad Passengers objected to the abandonment and expressed the hope that the State's Rail Bond Issue could be used to restore passenger service on the Grand Rapids to Mackinaw City line. Inco Services, Northern Propane Gas (Cadillac) and the Northwest Michigan Planning Commission also filed letters of objection. Inco Services said that they had 2 years to run on a contract for a warehouse at Kalkaska where delivery pipe is received.

Information for Line-Transfer Decision

Revenue received by PC.....	\$542, 178
Average revenue per carload.....	\$393
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	943, 135
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	225, 423

Cost incurred beyond the branch line....	276, 809
Total variable (avoidable) cost.....	1, 445, 367
Net contribution (loss) : total.....	(903, 189)
Average per carload.....	(653)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 38,846 crossties (an average of 303 crossties per mile).

Service to this line generated a loss of \$903,189 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 167-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF GR&I BRANCH

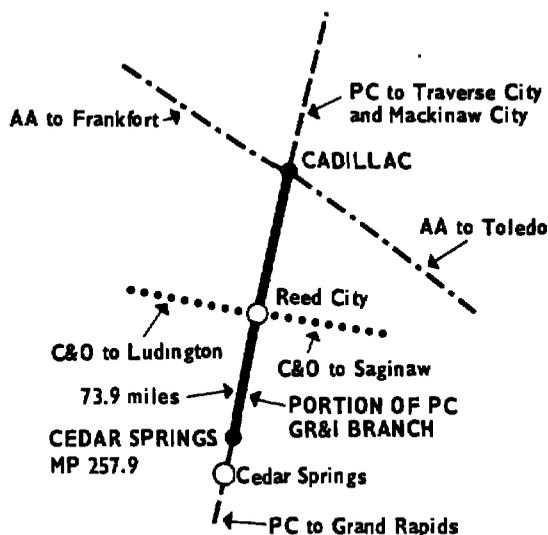
USRA Line No. 454a

Penn Central

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from *Cedar Springs* (Milepost 257.9) to *Cadillac, Mich.* (Milepost 331.8), a distance of *73.9 miles*, in Mecosta, Kent, Montcalm, Osceola and Wexford Counties, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch (see Line Nos. 454 and 461). At Reed City, the C&O Ludington-Saginaw line crosses and at Cadillac the Ann Arbor Railroad (see Line No. 1301) crosses en route from Toledo and Owosso to Frankfort.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Sand Lake.....	8
Pierson	9
Howard City.....	3
Morley	0
Stanwood	15
Big Rapids.....	111
Reed City.....	82



Cost incurred beyond the branch line.....	46,158
Total variable (avoidable) cost.....	690,337
Net contribution (loss): total.....	(619,264)
Average per carload.....	(2,613)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 20,118 cross ties (an average of 272 cross ties per mile).

Service to this line generated a loss of \$619,264 in 1973. Recovery of this loss would require approximately a twenty-fivefold increase in traffic or an 871-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

Leroy	7
Tustin	2

Total carloads generated by the line.....	237
Average carloads per week.....	4.6
Average carloads per mile.....	3.2
Average carloads per train.....	4.7
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	4,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Michigan Consolidated Gas Co. testified that substantial increases in traffic would be generated by new gas and oil discoveries along the line. They forecast increased freight revenues in their plans for pipeline expansion.

The Northwest Michigan Regional Planning and Development Commission cited the lack of direct highway linkage with downstate metropolitan areas. This could affect available marketing of manufactured goods. Additional traffic on existing highways would require major road improvement.

Martin Marietta shipped 725 carloads in 1974.

The Chessie is interested in serving customers at Reed City only. (*Note: The Chessie System has disaffirmed interest in this project.*)

Information for Line-Transfer Decision

Revenue received by PC.....	\$71,078
Average revenue per carload.....	\$300

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	517,728
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	126,451

PORTION OF THE SAGINAW BRANCH

USRA Line No. 455

Penn Central

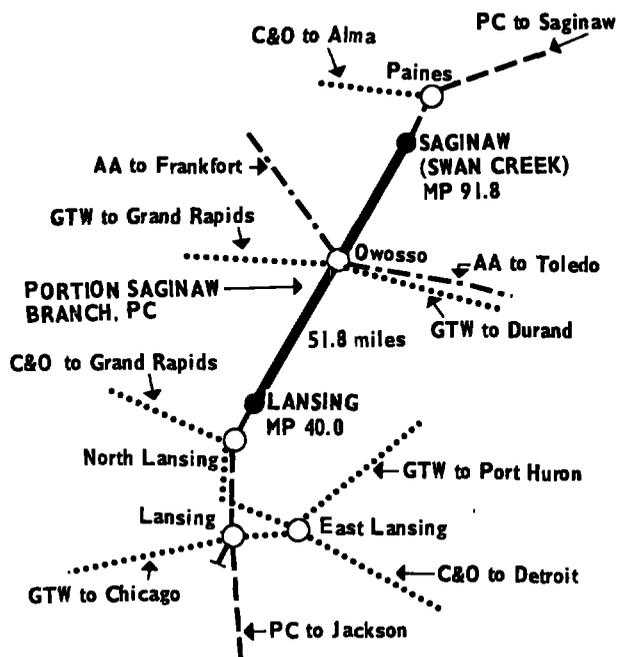
This portion of the Saginaw Branch, extending from Jackson (Milepost 0.0) to Lansing, Mich. (Milepost 40.0), a distance of 40.0 miles, in Jackson, Ingham, Clinton, Shiawassee and Saginaw Counties, Mich., a line which was recommended for inclusion on page 545 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE SAGINAW BRANCH

USRA Line No. 455a

Penn Central

This portion of the Saginaw Branch, formerly part of the New York Central RR, extends from Lansing (Milepost 40.0) to Saginaw (Milepost 91.8), a distance



of 51.8 miles, in Clinton, Shiawassee, and Saginaw Counties, Mich. At Lansing, this line connects with the southern portion of the Saginaw Branch (see Line No. 455). At Saginaw, this line connects with the PC lines to Bay City and to Vassar (see Line Nos. 447/447a/447b and 446). The Grand Trunk Western and the Ann Arbor (see Line Nos. 1300 and 1301) cross this branch at Owosso. Other carriers with which the PC branch connects include the C&O and GTW at both Lansing and Saginaw.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :

Bath	0
Laingsburg	5
Bennington	1
Owosso	222
Henderson	91
Oakley	25
Chesaning	249
Fergus	10
St. Charles	29
Total carloads generated by the line.....	632
Average carloads per week.....	12.2
Average carloads per mile.....	12.2
Average carloads per train.....	4.1
1973 operating information :	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	2,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Consumers Power Co. testified that this line is essential in the movement of 1.4 million tons of coal to its

plant in Essexville from Sunny Hill, Ohio, moving north on the Ann Arbor to Owosso and then to the Bay City area. They feel the Toledo-Owosso-Bay City rail route is in their best interest as it is shorter, less congested than the suggested ConRail route through Lansing and Jackson. They stated it was essential to have two carriers serving the Tri-City area (Saginaw, Bay City and Midland) and felt confident that the volume of traffic would permit profitable operation by two carriers.

Dow Chemical Co. testified that this line was essential in their transport of 10,000 carloads of coal annually to their plant in Midland from Toledo via Owosso.

Wickes Agriculture testified that their Chesaning operation shipped 12 hopper cars in 1973, 29 in 1974; their Henderson operation shipped 83 hopper and boxcars in 1973, 115 in 1974. Expansion plans call for a production increase from 365,000 bushels in 1974 to 700,000 bushels contingent on rail service.

The Chesaning Chamber of Commerce stated that 290 carloads were shipped or received in the township during 1973 and that many businesses in the area project a 20 to 50 percent increase in rail use. All rail users in the township stated they could not remain competitive without rail service.

The Chesaning Chamber of Commerce reported that they are working with the Michigan Department of Commerce in the location of a large midwestern firm which would employ a minimum of 200 people and provide a \$7 to \$8 million tax base to the area, contingent on adequate rail service of 50 carloads per week.

Information for Line-Transfer Decision

Revenue received by PC.....		\$288,416
Average revenue per carload.....	\$456	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	424,633	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line.....	151,692	
Total variable (avoidable) cost.....	576,325	
Net contribution (loss) : total.....		(287,909)
Average per carload.....	(456)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). This line was redefined to allow service to all shippers at Saginaw. The addition of 44 more carloads at Chesaning would not make this line viable. The unit coal trains to

Essexville and Midland will be rerouted via Grand Trunk Western.

Service to this line generated a loss of \$287,909 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 100-percent rate increase.

Disposition

This portion of the Saginaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated at Owosso shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 222 carloads or approximately 35 percent of the traffic generated on this line.

If the GTW does not acquire Line Nos. 443, 446 and 447, and if ConRail cannot obtain trackage rights over another carrier in order to serve these three lines, the portion of this line from Owosso to Saginaw shall be transferred to Consolidated Rail Corp.

This portion of the GR&I Branch, formerly part of the Pennsylvania RR, extends from the *Indiana State Line* (Milepost 146.4) to *Vicksburg, Mich.* (Milepost 171.9) (except for Milepost 147.2 to Milepost 150.4 at Sturgis, which is now part of Line No. 692a/693a), a distance of 22.3 miles, in St. Joseph and Kalamazoo Counties, Mich. At Vicksburg the Grand Trunk Western RR crosses. At Wasepi, the Penn Central's Three Rivers-Jackson-Elkhart Branch crosses (see Line No. 473) and at Sturgis the line from Elkhart to Hillsdale intersects the GR&I Branch (see Line No. 692a/693a). The crossing at Wasepi has been removed and the northern portion of this line has been connected to the PC's Elkhart-Jackson line to allow through movement: Wasepi-Three Rivers-Kalamazoo. At Vicksburg, the line continues north to Kalamazoo (see Line No. 459/459a) and at the state line it continues south to Kendallville, Ind. (see Line No. 418).

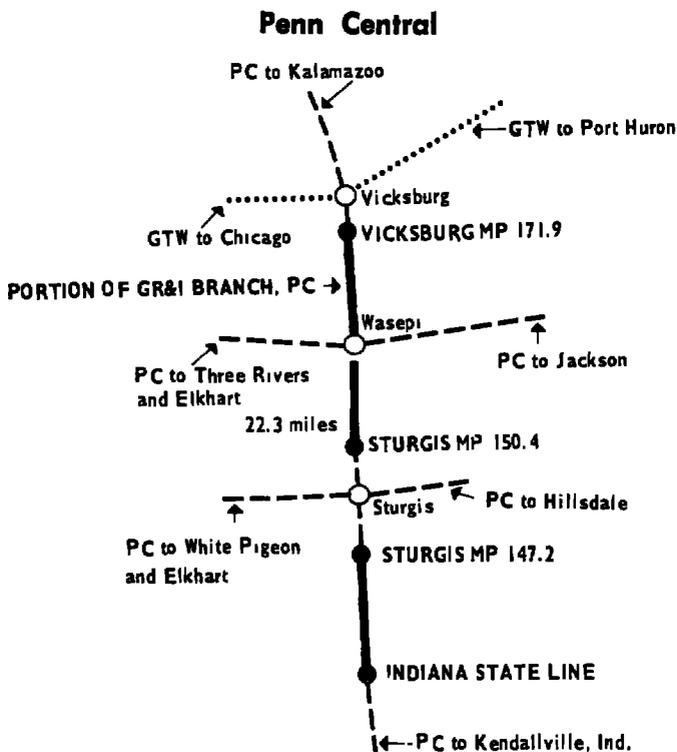
Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :

Nottawa	5
Mendon	94
<hr/>	
Total carloads generated by the line.....	99
Average carloads per week.....	1.9
Average carloads per mile.....	4.4
Average carloads per train.....	1.6
1973 operating information :	
Number of round trips per year.....	62
Estimated time per round trip (hours).....	2.2
Locomotive horsepower.....	1,000
Train crew size.....	4

PORTION OF GR&I BRANCH

USRA Line No. 456/457/458



Public Comments on Preliminary System Plan

Alden Peterson, director of industrial development for the city of Sturgis, testified that the actual carloads on this line were 1,627 in 1973 and 1,812 in 1974. Projected carloads for 1975 are 2,917. None of the 903 carloads at Vicksburg were credited to this segment. Further, since Penn Central has removed .7 mile of track at Wasepi, it is impossible for any train to make the complete run from state line to Vicksburg.

Mr. Peterson proposed service from the state line to Nottawa (11.1 mi.). If 1,473 carloads were generated on this proposed segment, the result would be an average profit of \$140 per carload.

Mr. James Peterson of Borden Chemical, stated that the Wasepi to Vicksburg portion is served by switch trains from the Kalamazoo yard to Wasepi and terminate at Three Rivers Junction. Operations personnel of the Penn Central have not supported the abandonment of this portion because of ease of operation. Without the Kalamazoo-Wasepi line, the switch engine would deadhead from Three Rivers Junction to Kalamazoo. Therefore, the only avoidable cost of providing service

MICHIGAN

180

458a, 459/459a, 460, 461

between Kalamazoo and Wasepi is the maintenance-of-way cost.

The city of Sturgis testified that over one-half of its 4,400 industrial jobs would be lost if rail service were discontinued. The city generated 1,473 carloads in 1973, and 1,630 in 1974. Investments have been made in a new industrial park which would be dependent on rail service.

Sturgis Iron & Metal testified that delays by PC in installing siding have cost the company \$18,500, and increased transportation costs.

Information for Line-Transfer Decision

Revenue received by PC.....	\$34, 537
Average revenue per carload.....	\$349

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	145, 589
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	42, 073
Cost incurred beyond the branch line....	16, 050

Total variable (avoidable) cost.....	203, 712

Net contribution (loss): total.....	(169, 175)
Average per carload.....	(1, 709)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 324 crossties per mile). This line was reanalyzed as the portion between Milepost 158.9 and 159.6 is out of service and the track has been removed. Shippers at Sturgis between Mileposts 147.2 and 150.4 will receive service from Line No. 692a/693a.

Service to this line generated a loss of \$169,175 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 490-percent rate increase.

Disposition

The portions of the GR&I Branch from Milepost 146.4 to Milepost 147.2 and from Milepost 150.4 to Milepost 171.9 are *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 458a

Penn Central

This portion of the Kalamazoo Branch, extending from *Three Rivers* (Milepost 9.5) to *Kalamazoo (South Yard), Mich.* (Milepost 34.1), a distance of *24.6 miles*, in Kalamazoo and Saint Joseph Counties, Mich., a line which was recommended for inclusion on page 548 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 459/459a

Penn Central

This portion of the GR&I Branch, extending from *Vicksburg* (Milepost 171.9) to *Kalamazoo, Mich.* (Milepost 185.4), a distance of *13.5 miles*, in Kalamazoo County, Mich., a line which was recommended for inclusion on page 548 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 460

Penn Central

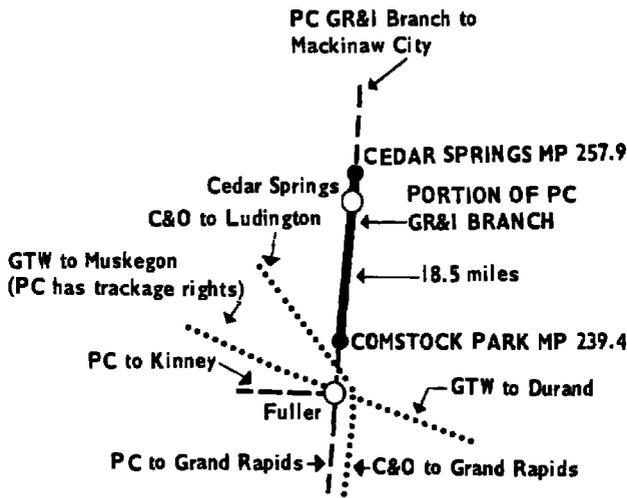
This portion of the GR&I Branch, extending from *Plainwell* (Milepost 196.7) to *Grand Rapids (Fisher Block Limit Station), Mich.* (Milepost 227.5), a distance of *30.8 miles*, in Kent, Allegan and Kalamazoo Counties, Mich., a line which was recommended for inclusion on page 549 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF GR&I BRANCH

USRA Line No. 461

Penn Central

This portion of the G.R. & I. Branch, formerly part of the Pennsylvania RR. extends from *Comstock Park* (Milepost 239.4) to *Cedar Springs, Mich.* (Milepost



257.9), a distance of 18.5 miles, in Kent County, Mich. This line is a segment of the Penn Central's Grand Rapids & Indiana Branch (see Line Nos. 454a and 461a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

South Rockford.....	74
Rockford	169
Cedar Springs... ..	337

Total carloads generated by the line.....	580
Average carloads per week.....	11.2
Average carloads per mile.....	31.4
Average carloads per train.....	11.6

1973 operating information:

Number of round trips per year.....	50
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	4,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Rail Service Research Committee testified that there were 580 carloads in 1973, 998 in 1974, and projected that future usage will continue to increase to 1,100 carloads without new business.

A new shipper, Rockford Paper Inc., which projects 200 additional carloads annually, began shipments in March of this year.

The Committee stated that 1973 was not a typical year.

Testimony stated that the branch costs were overstated by USRA.

The arbitrary segmentation of this branch discriminates against those shippers located beyond Comstock Park.

Martin Marietta Chemicals testified that it would close its plant at Cedar Springs if rail service were dis-

continued. Its production would cause a pollution problem if forced to locate in Woodville.

Additional transportation costs for Wolverine World Wide would be \$25,000. The company would lose the only viable method for disposing of some of its scrap leather.

The Department of the Interior has designated this line as having potential for urban access to outdoor recreation. It has recreation potential if the line is discontinued.

It appears that two locomotives were included in the viability calculation.

Information for Line-Transfer Decision

Revenue received by PC.....	\$131,285
Average revenue per carload.....	\$226

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	153,022
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	28,953
Cost incurred beyond the branch line...	105,070

Total variable (avoidable) cost..... 287,045

Net contribution (loss) : total..... (155,787)

Average per carload..... (269)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,036 crossties (an average of 272 crossties per mile).

At the request of the shippers, this line was reanalyzed using 1974 traffic which was double the 1973 levels. It was also analyzed as if service were from Grand Rapids rather than from Cadillac. The number of locomotives was reduced to 1. The analysis performed on this basis generated a loss approximating the 1973 level. Service to this line in 1973, resulted in the loss of \$155,787. Recovery of the involved costs would require a sixfold increase in traffic or a 119-percent increase in rates over the 1973 level.

Disposition

This portion of the GR&I Branch is *not* designated for transfer to Consolidated Rail Corp, and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE GR&I BRANCH

USRA Line No. 461a

Penn Central

This portion of the GR&I Branch, extending from *Grand Rapids* (Milepost 234.0) to *Comstock Park, Mich.* (Milepost 239.4), a distance of *5.4 miles*, in Kent County, Mich., a line which was recommended for inclusion on page 551 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF KALAMAZOO BRANCH

USRA Line No. 463

Penn Central

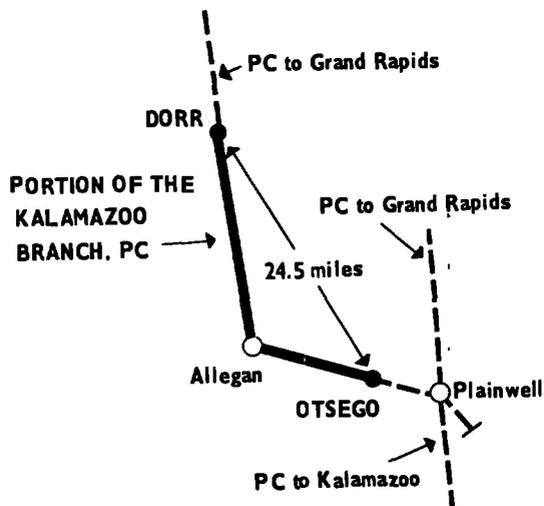
This portion of the Kalamazoo Branch, extending from *Plainwell* (Milepost 48.1) to *Otsego, Mich.* (Milepost 52.5), a distance of *4.4 miles*, in Allegan County, Mich., a line which was recommended for inclusion on page 551 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463a

Penn Central

This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Otsego* (Milepost 52.5) to *Dorr, Mich.* (Milepost 77.0), a distance of *24.5 miles*, in Kalamazoo and Allegan Coun-



ties, Mich. Continuations of this line extend northward from *Dorr* and southeastward from *Otsego* (see Line Nos. 463b and 463).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Allegan	26
Hopkins	23
Dorr	155

Total carloads generated by the line.....	204
Average carloads per week.....	3.9
Average carloads per mile.....	8.3
Average carloads per train.....	4.6
1973 operating information:	
Number of round trips per year.....	44
Estimated time per round trip (hours).....	8
Locomotive horsepower.....	1,750
Train crew size.....	3

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC.....		\$54,026
Average revenue per carload.....	\$265	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	179,157	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	22,073	
Cost incurred beyond the branch line..	33,764	
<hr/>		
Total variable (avoidable) cost.....	234,994	
<hr/>		
Net contribution (loss): total.....	(180,968)	
Average per carload.....	(887)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 792 crossties (an average of 32 crossties per mile).

Service to this line generated a loss of \$180,968 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 335-percent rate increase.

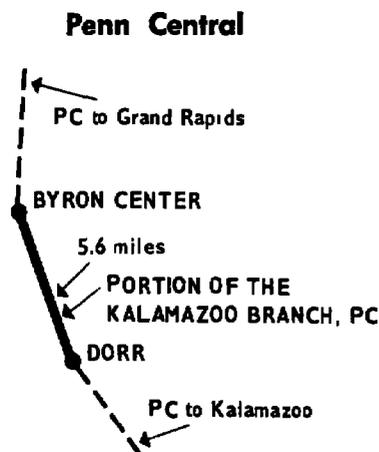
Disposition

This portion of the Kalamazoo Branch is *not* designated for transfer to Consolidated Rail Corp. and is

available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463b



This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Dorr* (Milepost 77.0) to *Byron Center, Mich.* (Milepost 82.6), a distance of 5.6 miles, in Allegan and Kent Counties, Mich. Continuations of this line extend southward from Dorr and northward from Byron Center (see Line Nos. 463a and 463c).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Byron Center.....	41
Total carloads generated by the line.....	41
Average carloads per week.....	0.8
Average carloads per mile.....	7.3
Average carloads per train.....	0.8
1973 operating information:	
Number of round trips per year.....	6
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	1,750
Train crew size.....	3

Public Comments on Preliminary System Plan

No information was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC.....	\$8,735
Average revenue per carload.....	\$213

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	37,582
Cost of upgrading branch line to FRA	
Class 1: (1/10 of total upgrading cost).....	3,848
Cost incurred beyond the branch line.....	5,417

Total variable (avoidable) cost..... 46,847

Net contribution (loss): total..... (38,112)

Average per carload..... (930)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 181 crossties (an average of 32 crossties per mile).

Service to this line generated a loss of \$38,113 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 436-percent rate increase.

Disposition

This portion of the Kalamazoo Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE KALAMAZOO BRANCH

USRA Line No. 463d

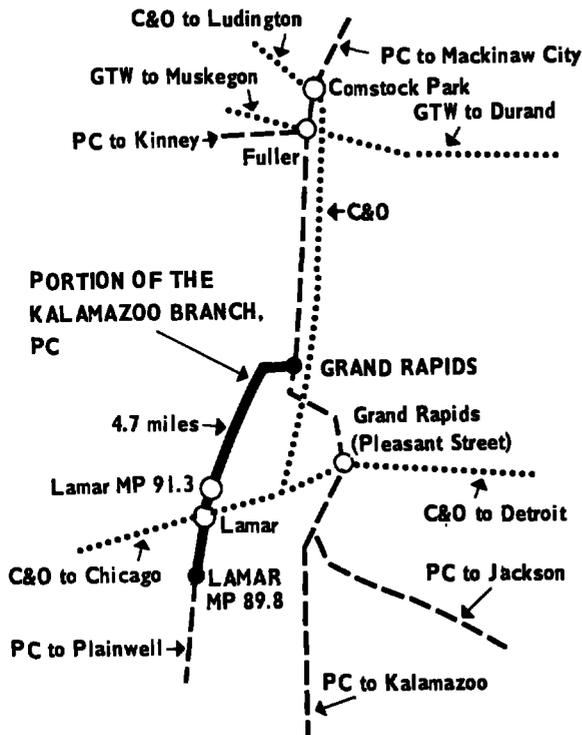
Penn Central

This portion of the Kalamazoo Branch, formerly part of the New York Central RR, extends from *Lamar* (Milepost 89.8) to *Grand Rapids, Mich.* (Milepost 94.5), a distance of 4.7 miles, in Kent County, Mich. A continuation of this line extends southward from Lamar (see Line No. 463c). This line connects with the Chicago-to-Grand Rapids line of the Chesapeake & Ohio at Lamar. In addition, this line connects with the C&O, the PC GR&I Branch and the PC line to Jackson at Grand Rapids (see Line Nos. 461a, 460 and 451/452/453).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Grand Rapids.....	826
Wentworth.....	3
Eagle Mills.....	40
Total carloads generated by the line.....	869
Average carloads per week.....	16.7

See footnote at end of table.



Cost incurred beyond the branch line.....	185,053
Total variable (avoidable) cost.....	284,887
Net contribution (loss) : total.....	(25,057)
Average per carload.....	(29)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 152 crossties.

This line was reanalyzed including traffic generated on this line which is billed at Grand Rapids. This analysis was undertaken on the portion from Grand Rapids to the C&O crossing.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 94.5 to Milepost 91.3 (serving shippers at Grand Rapids and Eagle Mills who generated 866 carloads in 1973) would generate \$259,221 in revenue and \$252,247 in costs with a resulting contribution of \$6,974.

Service to the remainder of the line (from Milepost 91.3 to Milepost 89.8 serving shippers at Wentworth who generated 3 carloads in 1973) would generate \$609 in revenue and \$15,552 in costs with a resulting loss of \$14,943. Recovery of costs would require approximately a forty-eightfold increase in traffic or a 2,454-percent rate increase over the 1973 levels.

Disposition

The portion of the Kalamazoo Branch from Milepost 91.3 to Milepost 94.5 shall be transferred to the Consolidated Rail Corp.

The portion of the Kalamazoo Branch from Milepost 89.8 to Milepost 91.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

**CHICAGO, KALAMAZOO & SAGINAW
BRANCH**

USRA Line No. 464/465

Penn Central

The Chicago, Kalamazoo & Saginaw Branch, formerly part of the New York Central RR, extends from *Richland Junction* (Milepost 35.0) to *Parchment* (Mile-

Average carloads per mile.....	184.9
Average carloads per train.....	8.4
1973 operating information :	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	4.5
Locomotive horsepower.....	1,200
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

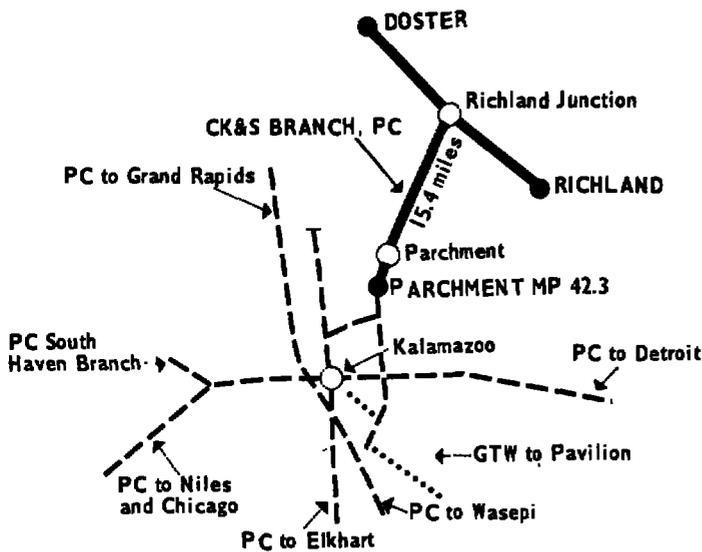
Grand Rapids Gypsum Co. located at Eagle Mills reported 1,385 tons for 1973 and 1,780 for 1974, adding that they would have used rail for up to 25 percent of their annual shipments of 60,000 tons had flat cars been available.

Georgia Pacific Corp. testified that their Eagle Mills facility generated 192 carloads in 1973 and 191 carloads with a freight expenditure of \$144,500 in 1974. The Corporation also stated that there were other shippers in the area in addition to Grand Rapids Gypsum Co., and suggested an additional study be undertaken to determine the actual number of cars generated at Eagle Mills but billed at Grand Rapids.

Information for Line-Transfer Decision

Revenue received by PC.....	\$259,880
Average revenue per carload.....	\$299

Variable (avoidable) cost of continued service :	
Cost incurred on the branch line.....	90,269
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	9,565



post 42.3) and from *Richland* (Milepost 0.0) to *Doster, Mich.* (Milepost 8.1), a total distance of 15.4 miles, in *Kalamazoo* and *Barry* Counties, Mich. This line continues from *Parchment* to *Kalamazoo*.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Richland	101
Doster	44
<hr/>	
Total carloads generated by the line.....	145
Average carloads per week.....	2.8
Average carloads per mile.....	10.1
Average carloads per train.....	8.6
1973 operating information:	
Number of round trips per year.....	40
Estimated time per round trip (hours).....	5.5
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

The *Brown Co.* testified that their 1,745 carloads should have been credited to this line.

The *Michigan Department of State Highways and Transportation* concurred with the *Brown Company*. The Department stated that *USRA* incorrectly included the station at *Highland Park* on this segment.

Doster Lumber Co. reported their actual carloads as 54 in 1973.

Richland Farm Service Co. reported 38 carloads for 1973 and 21 for 1974. They noted that the highway serving *Richland* has two turns which would be hazardous for use by large semitrailers.

Richland Home Service Co. testified that truck service would put them at a competitive disadvantage with lumber firms in *Kalamazoo*.

Information for Line-Transfer Decision

Revenue received by PC.....	\$56,674
Average revenue per carload.....	\$384

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	103,157
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	0
Cost incurred beyond the branch line.....	35,657

Total variable (avoidable) cost..... 138,844

Net contribution (loss): total..... (88,170)
Average per carload..... (574)

This line would require no upgrading to meet the requirements of the *Federal Railroad Administration's* minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Brown Company at *Parchment* is *not* located on this line segment. They are located on the line from *Parchment* to *Kalamazoo* which will continue to receive rail service.

In addition, *Highland Park* should not have been included in the analysis of this line.

Service to this line generated a loss of \$83,170 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 149-percent rate increase. The existence of an additional 10 carloads on this line in 1973, as indicated in the testimony, would reduce this loss to approximately \$81,800.

Disposition

The *Chicago, Kalamazoo & Saginaw Branch* is *not* designated for transfer to *Consolidated Rail Corp.* and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF GR&I BRANCH

USRA Line No. 464a

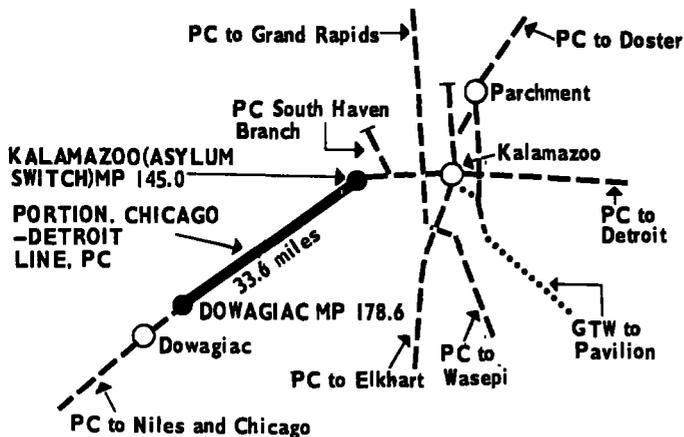
Penn Central

This portion of the *GR&I Branch*, extending from *Kalamazoo (Dock Block Limit Station)* (Milepost 187.1) to *Plainwell, Mich.* (Milepost 196.7), a distance of 9.6 miles, in *Allegan* and *Kalamazoo* Counties, Mich., a line which was recommended for inclusion on page 555 of the *Preliminary System Plan*, shall be transferred to the *Consolidated Rail Corp.*

PORTION OF CHICAGO-DETROIT LINE

USRA Line No. 466

Penn Central



This portion of the Chicago-Detroit line, formerly part of the New York Central RR, extends from *Kalamazoo (Asylum Switch)* (Milepost 145.0) to *Dowagiac, Mich.* (Milepost 178.6), a distance of *33.6 miles*, in Kalamazoo, Van Buren and Cass Counties, Mich. This line is part of the old Michigan Central main line between Chicago and Detroit. The line continues westward from Dowagiac to Niles (See Line No. 680) and eastward from Kalamazoo to Detroit. Amtrak currently operates passenger service over this route.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Mattawan	3
Lawton	128
Decatur	173
<hr/>	
Total carloads generated by the line.....	304
Average carloads per week.....	5.8
Average carloads per mile.....	9.0
Average carloads per train.....	2.9
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	5.0
Locomotive horsepower	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Paul Treska, United Transportation Union, testified that USRA failed to credit Dowagiac traffic of 1,450 carloads to this line.

The Michigan Association of Railroad Passengers stated that the elimination of this line would add 22 miles to the route from Chicago to Detroit. Also that the routes between Kalamazoo and Three Rivers to Elkhart would require passenger trains to be backed up in

Kalamazoo and switch to the south track which would cause further delays.

The City of Kalamazoo stated the need for Amtrak, a solvent carrier or the State to subsidize or purchase this line in order to create a high-speed passenger route from Kalamazoo to Chicago.

The Mayor of Dowagiac testified that State and Federal funds in the amount of \$5,250,000 had been committed to improve facilities in this area of high unemployment and to encourage growth based on continued rail service.

Jessco, Inc., a shipper in this line, has plans for a \$400,000 expansion in facilities also dependent upon continued rail service.

Michigan Power Co. testified that without rail service, inordinately large expenses would be incurred in movement of its oversized transformers.

It was stated that Dowagiac and other cities on this line are not served by Class A Highways.

Jessup Door Co., Inc. testified that they shipped or received 588 carloads in 1973 and 434 carloads in 1974.

The frequency of service attributed to this line should be reviewed.

Information for Line-Transfer Decision

Revenue received by PC.....	\$102,444
Average revenue per carload.....	\$337
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	171,508
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	44,514
<hr/>	
Total variable (avoidable) cost.....	216,022
<hr/>	
Net contribution (loss): total.....	(118,578)
Average per carload.....	(374)

¹ Excludes ownership costs due to Amtrak passenger operations.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

USRA staff has "discussed" with both the State of Michigan and Amtrak the options available for preserving intercity passenger routes should a few routes no longer justify continued freight service. At the present time, this line segment is used as part of the through route for Chicago-Detroit trains and Chicago-Port Huron trains. It has been suggested in previous meetings that both the State of Michigan and Amtrak will be evaluating this route so that a decision can be made at a later date on whether or not either party will

wish to designate this line to be purchased, leased or otherwise acquired.

This line was reanalyzed and the number of trips reduced to 101; the time serving the branch increased to 5 hours. Dowagiac traffic is located on Line No. 680.

Service to this line generated a loss of \$113,578 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 110-percent rate increase.

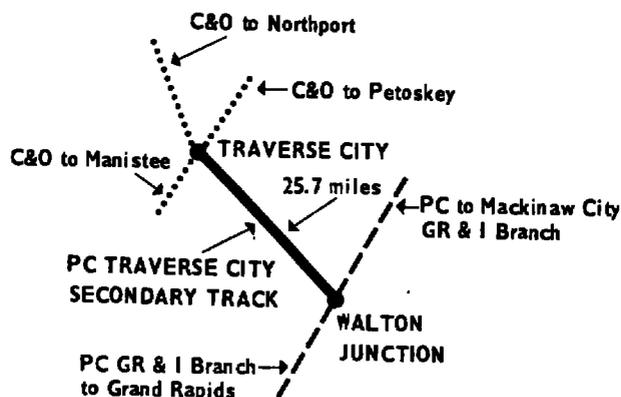
Disposition

This portion of the Chicago-Detroit line shall be contingently offered for sale to Amtrak pending approval of the recommended statutory amendment to permit designations of lines outside the Northeast Corridor to Amtrak. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. Service to this line is available for subsidy pursuant to section 304 of the Act. The continuation of intercity passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to Amtrak or a public body.

TRAVERSE CITY SECONDARY TRACK

USRA Line No. 470

Penn Central



The Traverse City Secondary Track, formerly part of the Pennsylvania RR, extends from *Walton Junction* (Milepost 0.0) to *Traverse City, Mich.* (Milepost 25.7), a distance of 25.7 miles, in Grand Traverse County, Mich. This line connects with the GR&I branch of the PC at Walton Junction (see Line No. 454). At Traverse City the line connects with the C&O lines to Northport, Petoskey and Manistee.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Summit City	0
Kingsley	12

Mayfield	1
Traverse City	189
<hr/>	
Total carloads generated by the line	182
Average carloads per week	3.5
Average carloads per mile	7.1
Average carloads per train	4.0
1973 operating information:	
Number of round trips per year	45
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

Brown Lumber & Supply, Traverse City, testified that their expansion plans, contingent on retention of service on this line, would increase their usage of rail carloads from approximately 6 to 12 in 1973 to at least 100 cars in the near future.

Burwood Products, citing C&O's proposed abandonment of its Bay View-to-Manistee Line, stated it would ship via this line if the C&O is discontinued, which would result in over \$200,000 in additional revenue.

The Northwest Michigan Regional Planning Development Commission testified that according to their calculations, the total number of locomotive hours is 624 rather than 1,400 and crew costs are substantially lower than the \$23,788 as reported by USRA.

The Mayor of Traverse City testified that the Department of Labor has classified the area as one of substantial and persistent unemployment. Half of a 44-acre industrial park, aided by grants from the Economic Development Administration and the Upper Great Lakes Regional Commission, is constructed to receive rail services.

The Department of the Interior has identified this line as having recreation potential if abandoned.

Consideration should be given to reducing service, and thereby substantially reducing on-branch costs.

USRA cost calculations use two locomotives (2,000 horsepower each), while the Plan shows only 2,000 horsepower used.

Information for Line-Transfer Decision

Revenue received by PC	\$67, 208
Average revenue per carload	\$360
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	185, 662
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	39, 256
Cost incurred beyond the branch line	43, 088
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Total Variable (avoidable) cost	267, 950
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Net contribution (loss) : total	(200, 663)
Average per carload	(1103)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,000 crossties (an average of 275 crossties per mile).

This line was reanalyzed with the number of trips reduced to 45 per year and one locomotive. The cost arguments presented in the RSPO hearings were handled by the adjustments in the operating characteristics.

Service to this line generated a loss of \$200,663 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 298-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

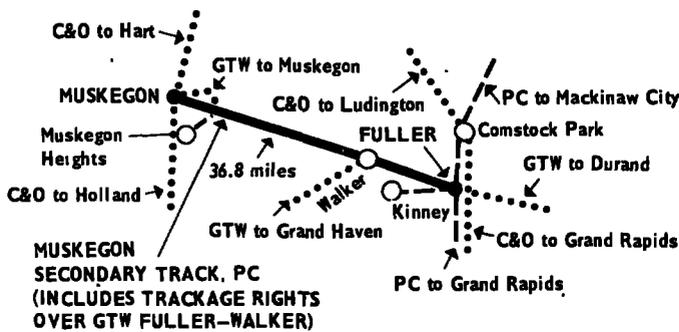
Disposition

The Traverse City Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MUSKEGON SECONDARY TRACK

USRA Line No. 472

Penn Central



The Muskegon Secondary Track, formerly part of the Pennsylvania RR, extends from Fuller (Milepost 2.8) to Muskegon, Mich. (Milepost 39.6), a distance of 36.8 miles, in Muskegon, Ottawa and Kent Counties, Mich. This line uses Grand Trunk Western Ry. trackage from Fuller to Walker (Milepost 10.0) and Penn Central trackage (over which Grand Trunk Western Ry. has trackage rights) from Walker to Muskegon. At Fuller it connects with the PC's GR&I Branch

(see Line No. 461a). At Kinney, Grand Trunk Western's branch to Grand Haven diverges. At Muskegon, C&O's lines to Hart and Holland connect as does a Penn Central industrial line to Muskegon Heights (see Line No. 472a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Grand Rapids ¹ -----	97
Bristol-----	4
Kinney-----	130
Conklin-----	46
Ravenna-----	11
Muskegon-----	447

Total carloads generated by the line-----	735
Average carloads per week-----	14.1
Average carloads per mile-----	20.2
Average carloads per train-----	4.9
1973 operating information:	
Number of round trips per year-----	150
Estimated time per round trip (hours)-----	8.0
Locomotive horsepower-----	1,750
Train crew size-----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Southeastern Wisconsin Regional Planning Commission, the Krause Milling Company, Milwaukee, and other witnesses testified that this line provides the Grand Trunk Western with through trackage rights to southeastern Wisconsin via their car ferry service at Muskegon. They maintain this will effectively terminate the GTW Lake Michigan car ferry. Although the GTW petitioned the ICC for authority to abandon the ferry on February 14, 1975, the witnesses maintained that the abandonment of 472 would circumvent the traditional ICC process.

Krause Milling Company estimates loss of the GTW car ferry would result in more than \$1 million per year in additional freight charges.

The Jos. Schlitz Brewing Company estimated that the loss of the ferry would mean increased freight costs in excess of \$300,000 annually to lower Michigan destinations alone.

The Port Traffic Manager of Milwaukee pointed out that USRA quoted shippers as saying that part of the inadequate service on the line is attributable to the poor condition of the track, while USRA later stated that this line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards.

The Chessie is interested in providing service at Muskegon only.

GTW currently has operating rights on this Branch and wishes to continue to serve the entire segment.

Information for Line-Transfer Decision

Revenue received by PC.....	\$244,757
Average revenue per carload.....	\$333
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	265,961
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	130,271
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Total variable (avoidable) cost.....	396,232
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Net contribution (loss): total.....	(151,475)
Average per carload.....	(206)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony concerning the poor track condition was supplied in the RSPO hearings in 1974. According to the Penn Central, the line is at Class I, but would need to be rehabilitated to meet Class II standards.

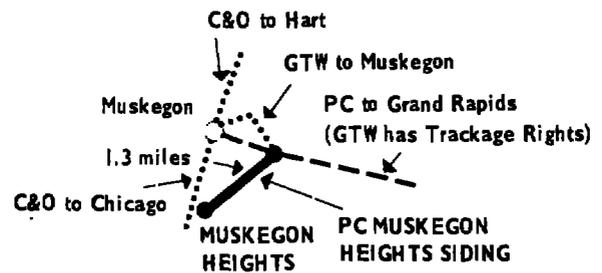
Service to this line generated a loss of \$151,475 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 62-percent rate increase.

Disposition

The portion of the Muskegon Secondary Track, presently owned by the Penn Central, shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. This sale would preserve rail service to 735 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MUSKEGON HEIGHTS SIDING**USRA Line No. 472a****Penn Central**

The Muskegon Heights Siding, formerly part of the Pennsylvania RR, extends from *Muskegon* (Milepost 0.0) to *Muskegon Heights, Mich.* (Milepost 1.3), a distance of 1.3 miles, in Muskegon County, Mich. This line is a short spur off the Penn Central's Muskegon Secondary Track which runs to Grand Rapids (see Line No. 472). The Muskegon Heights Siding connects with the C&O.

**Traffic and Operating Information**

Stations (with their 1973 carloads) served by this line:	
Muskegon Heights.....	887
<hr/>	
Total carloads generated by the line.....	887
Average carloads per week.....	7.4
Average carloads per mile.....	297.7
Average carloads per train.....	3.7
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	1,750
Train crew size.....	4

Public Comments on Preliminary System Plan

The Southeastern Wisconsin Regional Planning Commission, the Krause Milling Co., Milwaukee, and other witnesses testified that this line provides the Grand Trunk Western with through trackage rights to southeastern Wisconsin via their car ferry service at Muskegon. They maintain this will effectively terminate the GTW Lake Michigan car ferry. Although the GTW petitioned the ICC for authority to abandon the ferry on February 14, 1975, the witnesses maintained that the abandonment of 472 would circumvent the traditional ICC process.

Krause Milling Co. estimates loss of the GTW car ferry would result in more than \$1 million per year in additional freight charges.

The Jos. Schlitz Brewing Co. estimated that the loss of the ferry would mean increased freight costs in excess of \$800,000 annually to lower Michigan destinations alone.

The Port Traffic Manager of Milwaukee pointed out that USRA quoted shippers as saying that part of the inadequate service on the line is attributable to the poor condition of the track, while USRA later stated that this line would require no upgrading to meet the requirements of the Federal Railroad Administration Minimum Safety Standards.

The Chessie is interested in provided service at Muskegon only.

GTW currently has operating rights on this Branch and wishes to continue to serve the entire segment.

MICHIGAN
473, 530a

Information for Line-Transfer Decision

Revenue received by PC.....	\$133, 311
Average revenue per carload.....	<u>\$344</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	30, 162
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	5, 849
Cost incurred beyond the branch line.....	85, 581
Total variable (avoidable) cost.....	121, 592
Net contribution; total.....	11, 719
Average per carload.....	30

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 385 crossties per mile).

Although this line generates a net contribution, it is served by USRA segment 472 which generated a loss of \$151,475. The contribution from this line does not offset the loss on Line No. 472.

Disposition

The Muskegon Heights Siding shall be offered for sale to the Grand Trunk Western RR, a profitable railroad operating in the Region. This sale would preserve rail service to 387 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF ELKHART BRANCH

USRA Line No. 473

Penn Central

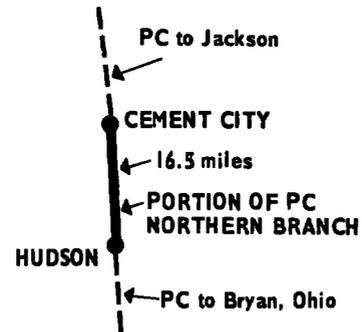
This portion of the Elkhart Branch, extending from *Haires* (Milepost 4.0) to *Three Rivers Junction, Mich.* (Milepost 69.9), a distance of *65.9 miles*, in Jackson, Branch, St. Joseph and Calhoun Counties, Mich., a line which was recommended for inclusion on page 560 of

the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NORTHERN BRANCH

USRA Line No. 530a

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR, extends from *Cement City* (Milepost 13.4) to *Hudson, Mich.* (Milepost 29.9), a distance of *16.5 miles*, in Lenawee County, Mich. This line continues southward to Bryan, Ohio (see Line No. 530). At Cement City it also connects with the PC line to Ackerson Lake (see Line No. 530b).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cement City.....	10
Addison Junction.....	1
Manitou Beach.....	2
Rollin.....	0
Total carloads generated by the line.....	13
Average carloads per week.....	0.3
Average carloads per mile.....	0.8
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	26
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1, 750
Train crew size.....	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

Revenue received by PC.....	\$5, 692
Average revenue per carload.....	<u>\$438</u>

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	107, 087
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	13, 877
Cost incurred beyond the branch line.....	3, 025
Total variable (avoidable) cost.....	123, 989
Net contribution (loss) : total.....	(118, 297)
Average per carload.....	(9, 100)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,770 crossties (an average of 108 crossties per mile).

Service to this line generated a loss of \$118,297 in 1973. Recovery of this loss would require approximately a forty-fivefold increase in traffic or a 2,078 percent rate increase.

Disposition

This portion of the Northern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

BENTON SECONDARY TRACK

USRA Line No. 635

Penn Central

The Benton Secondary Track, extending from *Benton Harbor* (Milepost 0.0) to *Niles, Mich.* (Milepost 28.0), a distance of 28.0 miles, in Berrien County, Mich., a line which was recommended for inclusion on page 561 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF LINCOLN BRANCH

USRA Line No. 636

Penn Central

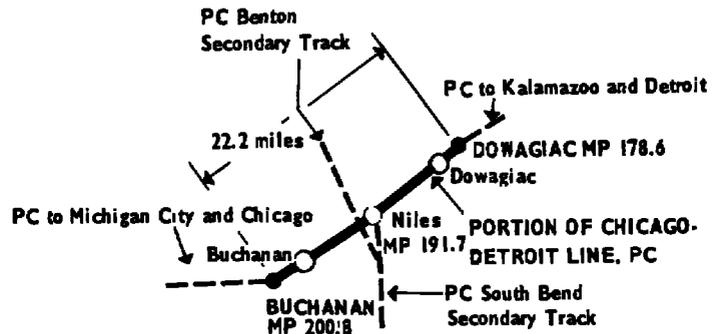
This portion of the Lincoln Branch, extending from *Carleton* (Milepost 116.4) to *Detroit, Mich.* (Milepost

136.8), a distance of 20.4 miles, in Monroe and Wayne Counties, Mich., a line which was recommended for inclusion on page 562 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF CHICAGO-DETROIT LINE

USRA Line No. 680

Penn Central



This portion of the Chicago-Detroit line, formerly part of the New York Central RR, extends from *Dowagiac* (Milepost 178.6) to *Buchanan, Mich.* (Milepost 200.8), a distance of 22.2 miles, in Cass and Berrien Counties, Mich. The eastern and western continuations of this line to Kalamazoo (see Line No. 466) and Michigan City (see Line No. 467) respectively, and the PC Benton and South Bend Secondary Tracks which intersect at Niles (see Line Nos. 635 and 637), are also under study in this Report.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Buchanan	416
Dowagiac	1, 375
Total carloads generated by the line.....	1, 791
Average carloads per week.....	34. 4
Average carloads per mile.....	80. 7
Average carloads per train.....	7. 5
1973 operating information:	
Number of round trips per year.....	240
Estimated time per round trip (hours).....	4. 0
Locomotive horsepower.....	2, 000
Train crew size.....	4

Public Comments on Preliminary System Plan

On March 14, 1975 USRA announced that this line had been reevaluated and divided into two subsegments. The portion from Dowagiac to Niles was reassessed on the basis of traffic data and found profitable and therefore recommended for inclusion in ConRail. The portion from Niles to Buchanan, was reevaluated on the

assumption that the line will be operated by Amtrak, which will bear its maintenance costs. This subsegment will be served by ConRail on the condition that passenger service continue and the fixed plant costs are borne by the passenger entity.

The United Transportation Union testified that USRA did not credit an additional 600 cars from Niles to this segment and added that since this is a portion of the Amtrak route, continuation of passenger service should be considered as well as the condition of the line.

The Chamber of Commerce of Greater Niles reported they conducted their own study of the line, contacting all businesses and industries served, and found that the line generates a profit of \$234,841, not a loss of \$57,190 as reported by USRA.

Information for Line-Transfer Decision

Revenue received by PC.....	\$487, 368
Average revenue per carload.....	\$272
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line ¹	188, 327
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	226, 762
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Total variable (avoidable) cost.....	415, 089
<hr/>	
Net contribution: total.....	72, 279
Average per carload.....	40

¹ Excludes ownership costs due to Amtrak passenger operations.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed. Dowagiac was added as well as all Buchanan traffic. Niles traffic was assigned to Line No. 637. The portions from Niles to Dowagiac and from Niles to Buchanan were analyzed separately. The portion of this line from Niles to Buchanan is viable *only* if Amtrak (or a public body) assumes the ownership costs. If ownership costs are included, this portion of the line generates a loss amounting to \$21,439, requiring a 34-percent increase in traffic or an 18-percent rate increase for viability.

Disposition

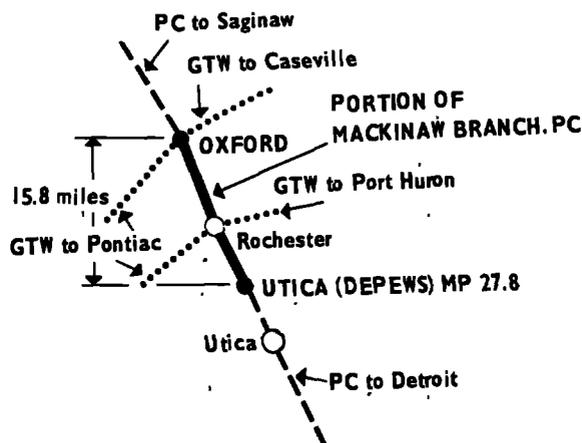
The portion of the Detroit-Chicago line from Milepost 178.6 to Milepost 191.7 shall be offered for sale contingently to Amtrak pending the approval of the recommended statutory amendment to permit designations to Amtrak outside the Northeast Corridor. ConRail will continue to provide local freight service. If

this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

The portion of the Detroit-Chicago line from Milepost 191.7 to Milepost 200.8 shall be offered for sale to Amtrak pending the approval of the recommended statutory amendment to permit designations to Amtrak outside the Northeast Corridor. If this offer is accepted, ConRail will provide local freight service. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MACKINAW BRANCH
USRA Line No. 688

Penn Central



This portion of the Mackinaw Branch, formerly part of the New York Central RR, extends from *Utica* (Milepost 27.8) to *Oxford, Mich.* (Milepost 43.6), a distance of *15.8 miles*, in Oakland and Macomb Counties, Mich. This line continues northward to Lapeer Junction and Saginaw (see Line No. 445b). Southward from Utica, the line continues into Detroit. It intersects two Grand Trunk Western lines—the line from Pontiac to Caseville at Oxford and the Pontiac-to-Port Huron line at Rochester.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Rochester	46
Lake Orion.....	19
Oxford.....	102
<hr/>	
Total carloads generated by the line.....	167
Average carloads per week.....	3.2
Average carloads per mile.....	10.6

Average carloads per train	3.3
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	8
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The first few miles of this line serve the Ford Motor Co. plants of Sterling, Utica and Van Dyke. The three Ford plants generated 22,250 carloads in 1973, employ a total of 14,760 persons with an annual payroll of over \$221 million. USRA credited the line with 168 total carloads in 1973.

The Rochester Paper Division testified that they received 225 cars in 1973. With the return to normalcy of the automobile business, Rochester Paper predicts its rail use will increase by 50 percent.

The Oxford Chamber of Commerce reported that they have recently developed an industrial park along this line.

If this line is abandoned, Church's Lumber Co., who reported 238 carloads for 1973, indicated that they would close their Oxford facility, and the Oxford Lumber Co., employing 25 persons, would either close or relocate their distribution center.

Pending further study and negotiation the GTW proposes to serve customers at Oxford only.

Information for Line-Transfer Decision

Revenue received by PC	\$62,765
Average revenue per carload	\$376
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	132,951
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	35,916
<hr/>	
Total variable (avoidable) cost	168,867
<hr/>	
Net contribution (loss): total	(106,102)
Average per carload	(635)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's maximum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Utica to allow continued service to all shippers located at Utica.

Service to this line generated a loss of \$106,102 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 169-percent rate increase.

Disposition

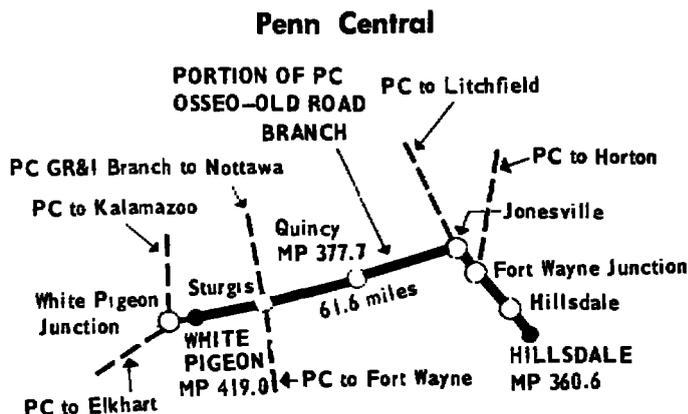
This portion of the Mackinaw Branch is *not* designated for transfer to Consolidated Rail Corp. and is

available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this report.

The portion of this line necessary to serve the traffic generated at Oxford shall be offered for sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 102 carloads or approximately 61 percent of the traffic generated on this line.

PORTION OF THE OSSEO-OLD ROAD BRANCH

USRA Line No. 692a/693a



This portion of the Osseo-Old Road Branch, formerly part of the New York Central RR, extends from Hillsdale (Milepost 360.6) to White Pigeon Mich. (Milepost 419.0), also Milepost 147.2 to Milepost 150.4 on the GR&I Branch at Sturgis, a total distance of 61.6 miles, in St. Joseph. Branch and Hillsdale Counties, Mich. At Hillsdale this line connects with the PC line to Montgomery and continues to Osseo (see Line Nos. 402 and 396). At Jonesville, it connects with the PC branch to Litchfield (see Line No. 398). The line connects with the GR&I Branch at Sturgis (see Line Nos. 456/457/458). At White Pigeon Junction, it continues to Elkhart and meets the PC line running north to Kalamazoo.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Hillsdale	6,101
Jonesville	30
Allen	37
Quincy	742
Coldwater	1,990
Batavia	19
Bronson	47
Burr Oak	44
Sturgis	1,537
<hr/>	
Total carloads generated by the line	10,547

Average carloads per week.....	202.8
Average carloads per mile.....	172.1
Average carloads per train.....	35.2
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	15.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Michael Seward, Executive Director of the Hillsdale County Industrial Development Commission, and many others stated that the Plan did not include carload figures from the cities of Allen, Quincy, Sturgis or White Pigeon. The actual carloads for the line are 11,261 as opposed to 8,211 as reported by USRA. In the Commission's analysis, they found the average carloads per week were 216.6 as opposed to USRA's 157.9, the train crew size was four, not five as reported by USRA, and the net contribution per carload was \$28.97 excluding bridge traffic while USRA reported a loss of \$50 per carload. Mr. Seward added that Hillsdale County was classified as economically depressed by the Economic Development Administration in 1969. A program of industrial development was begun, and, as a result, 22 new industries either relocated or began operations in the County, two industrial parks were improved and construction of a third is in the planning stage. Of these new industries, eight are rail users and together they employ 930 persons, or 80 percent of the total new jobs and represent a payroll of \$7,833,000. In 1973, these eight rail users shipped or received a total of 1,129 carloads. The EDA, Small Business Administration, Farmer's Home Administration and the State of Michigan have provided grants of assistance to the county. Current projections call for 16 new industries over the next 5 years which will employ at least 1,200 workers.

In the City of Hillsdale, there are currently 12 rail users employing 1,077 persons with a payroll of \$8,418,898. The two largest employers, DCA Food Industries, Inc. and Sierra Permancer Furniture Co. have indicated that they would leave Hillsdale if service were lost.

DCA testified that the city of Sturgis handled 1,473 cars which were credited to Line No. 456/457/458 should have been assigned to Line No. 692a/693a.

In Allen, the only rail user, Briskey Elevator with 185 carloads in 1973, indicated they would be forced to close if rail service were lost.

Quincy Milling Co. is the largest user in Quincy, shipping 502 cars in 1973. Loss of rail service would result in closing of the mill, valued at approximately \$1 million, and the loss of 25 jobs.

Half of Sturgis' 4,400 industrial jobs will be lost if rail service is discontinued.

The Board of Public Utilities in Coldwater is dependent upon the use of rail to receive coal to provide

electricity to 15,000 users in Coldwater and portions of three townships.

The City Manager of Coldwater cited 26 rail users in Branch County who reported 2,322 carloads in 1973 as opposed to 2,050 by USRA. A 550-acre industrial park is predicated on rail service availability.

Information for Line-Transfer Decision

Revenue received by PC.....		\$2,905,760
Average revenue per carload.....	\$276	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line....	840,856	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)		0
Cost incurred beyond the branch line	2,138,469	
		<hr/>
Total variable (avoidable) cost.....		2,979,325
		<hr/>
Net contribution (loss) : total.....		(73,565)
Average per carload.....		(7)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The line was reanalyzed to include Quincy, Allen, and all Sturgis traffic. Shippers between Mileposts 147.2 and 150.4 at Sturgis on Line No. 456/457/458 will continue to receive service from Line No. 692a/693a.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 377.7 to Milepost 419.0 and from Milepost 147.2 to Milepost 150.4 (serving shippers at Quincy, Coldwater, Batavia, Bronson, Burr Oak and Sturgis, who generated 4,379 carloads in 1973) would generate \$1,473,798 in revenue and \$1,464,859 in costs with a resulting contribution of \$8,939.

Service to the remainder of the line (from Milepost 360.6 to Milepost 377.7 serving shippers at Hillsdale, Jonesville, and Allen who generated 6,168 carloads in 1973) would generate \$1,431,635 in revenue and \$1,655,597 in costs with a resulting loss of \$223,635. Recovery of costs would require approximately a twofold increase in traffic or a 16-percent rate increase over the 1973 levels.

Disposition

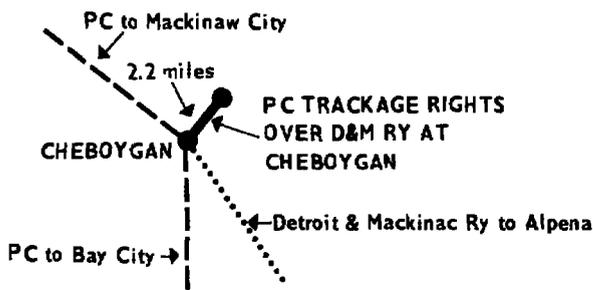
The portion of the Osseo-Old Road Branch from Milepost 377.7 to Milepost 419.0 and from Milepost 147.2 to Milepost 150.4 on the GR&I Branch shall be transferred to the Consolidated Rail Corp.

The portion of the Osseo-Old Road Branch from Milepost 360.6 to Milepost 377.7 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

D&M TRACKAGE RIGHTS

USRA Line No. 698

Penn Central



These PC trackage rights over the Detroit & Mackinac Railway are located at *Cheboygan*, in Cheboygan County, Mich.

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan."

Information for Line-Transfer Decision

ConRail Trackage rights over this line are not required.

Disposition

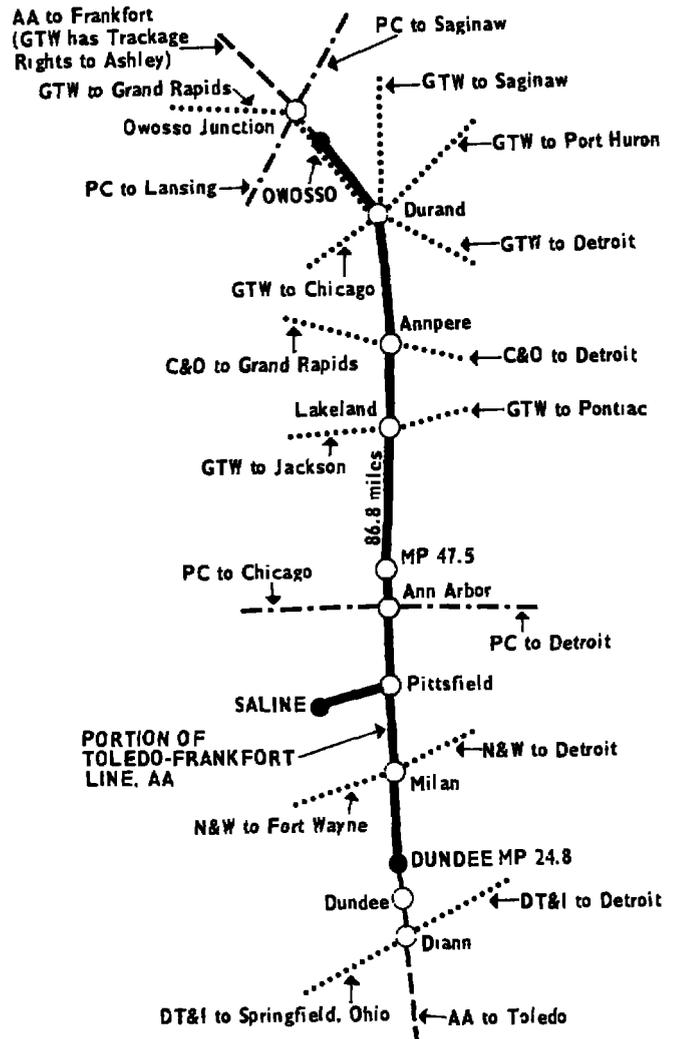
Trackage rights over this portion of the Detroit & Mackinac Railway are *not* designated for transfer to Consolidated Rail Corp.

PORTION OF TOLEDO-TO-FRANKFORT LINE

USRA Line No. 1300

Ann Arbor

This portion of the Toledo-Frankfort line extends from *Dundee* (Milepost 24.8), to *Owosso, Mich.* (Milepost 106.0) and from *Pittsfield* to *Saline, Mich.*, a dis-



tance of 5.6 miles, for a total distance of *86.8 miles*, in Monroe, Washtenaw, Livingston and Shiawassee Counties, Mich. (The line from Pittsfield to Saline is a PC line being operated by the Ann Arbor RR.) The line continues north from Owosso (see Line No. 1301) and south from Dundee. This segment connects with the Penn Central's Chicago-to-Detroit line at Ann Arbor and the Saginaw Branch at Owosso (see Line No. 455a). The Grand Trunk Western crosses at Owosso, Durand and Lakeland; the Norfolk & Western crosses at Milan, and the Chesapeake & Ohio crosses at Annpere.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Milan	116
Urania	1
Pittsfield	32
Saline	3,806
Ann Arbor	1,363
Whitmore Lake	1,227
Hamburg	2
Annpere	5
Howell	340

Oak Grove.....	16
Cohoctah	87
Byron	13
Durand	2
Vernon	218
Corunna	112
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Total carloads generated by the line.....	7,340
Average carloads per week.....	141.1
Average carloads per mile.....	84.6
Average carloads per train.....	28.2
1973 operating information:	
Number of round trips per year.....	260
Estimated time per trip (hours).....	12.0
Locomotive horsepower.....	2,500
Train crew size.....	3

Public Comments on Preliminary System Plan

On March 28, 1975, USRA announced that two sub-segments of this line had been reevaluated and recommended for inclusion in ConRail. They are the portion from Dundee (Milepost 22.8) to the Dundee Cement Co. (Milepost 24.8) and the portion from Ann Arbor (Milepost 45.0) to Pittsfield (Milepost 40.5) which continues west for 5.6 miles on a Penn Central line to Saline.

The Dundee Cement Co. Plant, located 2 miles north of Dundee at Milepost 24.8, testified that they generated 10,200 carloads in 1973. None of their traffic was credited to this segment. They could have shipped an additional 1,365 if the cars had been available. Dundee forecasts continuing at the 1973 level for the next 5 years. In 1981, an expansion program should be completed which would increase traffic to 14,900 carloads per year. They stated that should rail service be abandoned they would be faced with relocation costs in excess of \$3 million.

Ford Motor Co. and two of its major suppliers are located on this line. Ford's Saline Parts Plant generated 4,005 carloads in 1973; the Hoover Co. at Whitmore Lake generated 1,295; and the Globe Battery Plant at Owosso, 568. Rail traffic at Globe, Owosso, is expected to increase to over 700 carloads in 1975.

Globe predicts that without rail, they would lose their competitive position. Rail loss would mean a 65-percent reduction in business, a loss of 200 jobs and a payroll of \$3 million.

These three companies, Ford, Globe and Hoover, generate in excess of \$6 million annually in rail revenues, and contribute well over \$40 million annually in wages.

Fingerle Lumber Co. reported 573 carloads in 1973, and testified that rail loss would force them to close.

Owosso Iron & Metal testified that loss of rail service would force it out of business. Reporting 200 carloads in 1973, this company employs 9 persons and contributes annual freight charges of \$125,000.

Standard Lumber & Supply Co. with 44 carloads in 1973, has just completed expanding its physical plant twofold which should result in increased traffic.

Tri-State Hospital Supply has recently purchased a location in Howell based on the anticipation of rail service.

Lumber Distributors, Inc., reported its actual traffic as 64 carloads in 1973 and 1974.

Testimony believed that bridge traffic may not have been considered when the profitability of this line was determined.

The Ann Arbor Chamber of Commerce testified that this line has more bridge traffic than any other segment in the State.

Consumers Power Co. shipped 861,289 tons of coal in 1973, 1,149,961 in 1974, in 140 unit trains over the Ann Arbor from Toledo to Owosso.

Subject to further study and negotiation the GTW proposes to acquire and serve that portion of the line between Owosso and Durand.

The N&W is interested in acquiring 56.9 miles of the Toledo to Frankfort line from Toledo north to Whitmore Lake plus the 5.6 miles from Pittsfield to Saline.

The Chessie is interested in providing service from its Annpere connection over that section of the line from Howell to Saline.

Information for Line-Transfer Decision

Revenue received by AA.....		\$921,400
Average revenue per carload.....	\$126	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	1,180,407	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line.....	429,500	
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Total variable (avoidable) cost.....	1,559,907	
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Net contribution (loss): total.....		(638,507)
Average per carload.....		(87)

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Dundee to allow service to all Dundee shippers. A subsegment analysis from Ann Arbor south to Saline from the PC proved viable. A second subsegment from Ann Arbor north to Whitmore Lake would require a 60-percent rate increase to become viable. North of Ann Arbor all through traffic will be rerouted. South of Ann Arbor, the line is required as a bypass around Detroit for certain ConRail traffic.

Service will continue to Milan and Urania as this portion will be used as a through route.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 40.5 to Milepost 47.5 and from Pittsfield to Saline (serving

shippers at Ann Arbor, Pittsfield, and Saline who generated 5,201 carloads in 1973) would generate \$660,787 in revenue and \$766,210 in costs with a resulting loss of \$105,423 or \$20 per car load. However, this portion of the line was reanalyzed using ConRail revenues, resulting in a contribution of \$299,376.

Service to the remainder of the line (from Milepost 24.8 to 40.5 and from Milepost 47.5 to 106.0 serving shippers at Milan, Urania, Whitmore Lake, Hamburg, Annepere, Howell, Oak Grove, Cohoctah, Byron, Durand, Vernon, Corunna, who generated 2,139 carloads in 1973) would generate \$260,801 in revenue and \$1,017,109 in costs with a resulting loss of \$756,389. Recovery of costs would require approximately an eightfold increase in traffic or a 290-percent rate increase over the 1973 levels.

Disposition

The portion of the Toledo-Frankfort line from Milepost 24.8 to Milepost 47.5 and from Pittsfield to Saline shall be transferred to the Consolidated Rail Corp.

If the GTW *does not* acquire Line Nos. 443, 446 and 447, and if ConRail cannot obtain trackage rights over another carrier in order to serve these three lines, the portion of this line from Milepost 47.5 to 106.0 shall be transferred to the Consolidated Rail Corp. If the GTW *does* acquire Line Nos. 443, 446 and 447, the portion of the Toledo-Frankfort line from Milepost 47.5 to 106.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

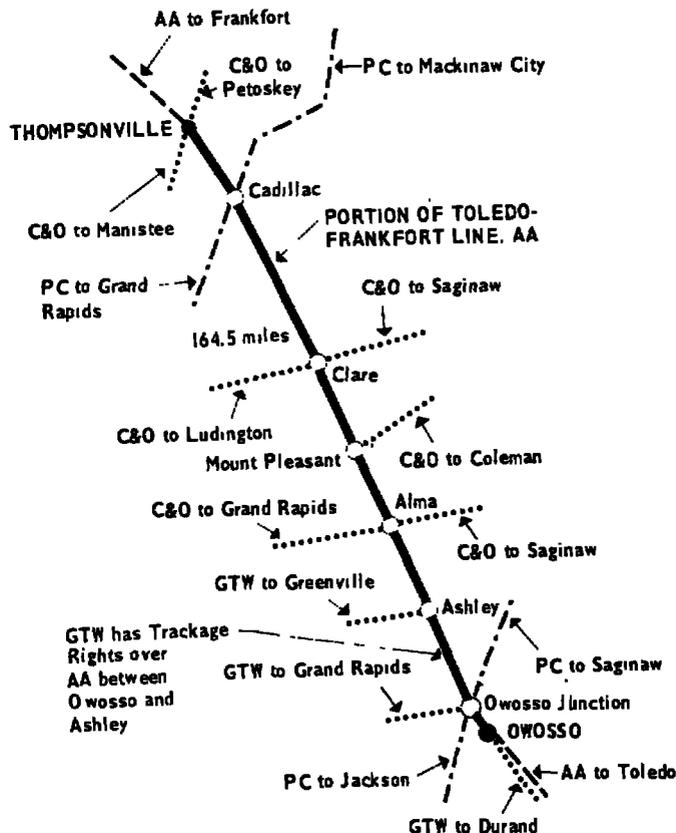
The portion of this line necessary to serve the traffic generated from Durand to Owosso shall be offered for sale to the Grand Trunk Western RR *only* if the GTW acquires Line Nos. 443, 446 and 447. This sale would preserve rail service to an estimated 332 carloads or approximately 16 percent of the traffic generated on this line.

PORTION OF TOLEDO-FRANKFORT LINE

USRA Line No. 1301

Ann Arbor

This portion of the Toledo-Frankfort line extends from *Owosso* (Milepost 106.0) to *Thompsonville, Mich.* (Milepost 270.3), a distance of *164.5 miles*, in Shiawassee, Clinton, Gratiot, Isabella, Clare, Missaukee, Wexford, Manistee and Benzie Counties, Mich. The line continues north to Frankfort and south to Toledo (see Line Nos. 1300 and 1302/1303). This line connects with two Penn Central lines, the Saginaw Branch at Owosso and



the GR&I Branch at Cadillac (see Line Nos. 455a, 454 and 454a). The Grand Trunk Western operates over the Ann Arbor between Owosso and Ashley where it regains its own trackage for movement to and from Greenville. The GTW utilizes its own trackage from Owosso to Durand. Connections are made with the Chesapeake & Ohio at Mount Pleasant (the branch to Coleman), Clare (the Saginaw-Ludington line) and Thompsonville (where the Petoskey-Grand Rapids line crosses). The C&O Grand Rapids-Saginaw line crosses the AA Toledo-Frankfort line at Alma.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :

Owosso	1,686
Carland	1
Elsie	16
Ashley	407
North Star	91
Ithaca	387
Alma	201
Shepherd	201
Mount Pleasant	195
Rosebush	59
Clare	60
Farwell	10
Marion	25
McBain	63
Cadillac	987
Yuma	1,338
Thompsonville	20

Total carloads generated by the line..... 5,727

Average carloads per week.....	110.1
Average carloads per mile.....	34.8
Average carloads per train.....	28.6
1973 operating information :	
Number of round trips per year.....	200
Estimated time per round trip (hours).....	15.5
Locomotive horsepower.....	2,500
Train crew size.....	4

Public Comments on Preliminary System Plan

The Ford Motor Co. testified it plans to move 10,000 carloads of sand annually from the newly developed Sargeant Sand Co. at Yuma. Sargeant is reviewing plans to have 5,000-10,000 carloads of "used sand" returned annually to the northern Michigan area, generating in excess of \$5 million annually in freight revenues. Haupt said that revenue and traffic for this segment in 1973 is grossly understated and that this line needs no rehabilitation.

Congressman Elford A. Cederberg testified that Line 1301 has 5,227 carloads a year. He stated that if one-half of Sargeant Sand Co.'s projections are accurate the line would be profitable.

The Mount Pleasant Area Chamber of Commerce testified the removal of rail service would force relocation of the agricultural industry in the area. It is not profitable for smaller agricultural organizations to transport goods via truck.

It was noted that the C&O from Coleman to Mount Pleasant has filed an application for abandonment, which would leave the Mount Pleasant area without any rail service.

Ithaca Roller Mills stated that approximately 700 carloads were not attributed to this line. The shipments were from Ithaca Elevator, Prima Donna Pullets and Paragon (which is no longer in business but did ship in 1973).

Alma Plastics testified that it could have provided the line with substantial traffic if cars had been available. If the line were abandoned they would be forced to relocate, resulting in a loss of \$1,357,752 in payroll, and \$19,000 in real estate and property taxes.

Cadillac Rubber & Plastics cites a current need for nine boxcars a month; Brooks & Perkins, Inc. three to six a month; and Western Concrete needs three boxcars a month.

Gratiot County Farm Bureau stated that if the AA were abandoned, the Grand Trunk would be forced to abandon its trackage in the county. Nearest rail would then be 29 miles away. Many of the shippers who would use this line are not located on all-weather roads.

The Department of the Interior designated this line as having potential as urban access to outdoor recreation.

The Chessie is interested in providing service only to customers at Chessie intersections, Alma and Clare.

(Note: The Chessie System has disaffirmed interest in these projects.)

Subject to further study and negotiation the GTW proposes to acquire and serve that portion of the line between Owosso and Ashley.

Gregory Herbert testified that this line carries five unit trains of coal per week.

Information for Line-Transfer Decision

Revenue received by AA.....	\$1,122,655
Average revenue per carload.....	\$196
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	1,588,421
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	403,703
Total variable (avoidable) cost.....	1,992,124
Net contribution (loss) : total.....	(869,469)
Average per carload.....	(152)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Every attempt was made to reroute the sand traffic generated at Yuma. The 1974 traffic levels were used as well as analyses based on ConRail operations, costs and revenues. Yuma to Cadillac to Comstock Park would require a 51-percent rate increase. Yuma to Clare to the C&O would require a 24-percent rate increase. The C&O line through Thompsonville is the subject of an abandonment application.

Paragon traffic is billed at Ashley. Ithaca Elevator and Prima Donna Pullets are billed at Ithaca.

Service to this line generated a loss of \$869,469 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 77-percent rate increase. The traffic projections provided by Sargeant Sand at Yuma are long range and depend on the level of automobile production.

Disposition

This portion of the Toledo-Frankfort line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of this line necessary to serve the traffic generated from Owosso to Ashley shall be offered for

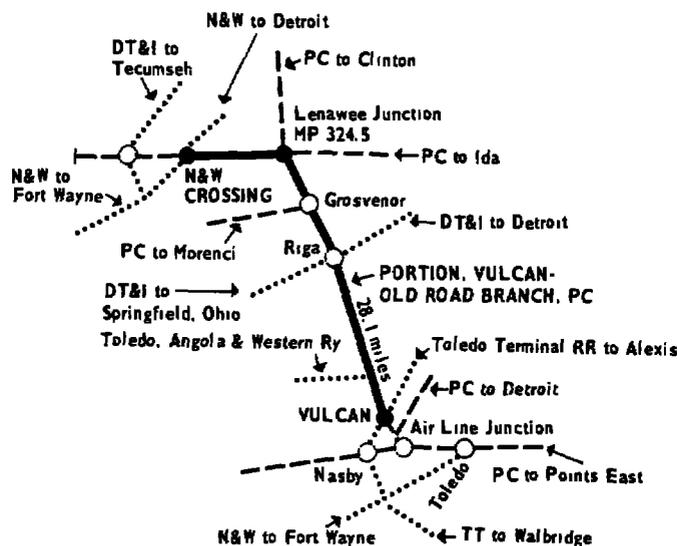
sale to the Grand Trunk Western RR. This sale would preserve rail service to an estimated 2,110 carloads or approximately 37 percent of the traffic generated on this line.

INTERSTATE LINES

PORTION OF VULCAN-OLD ROAD BRANCH

USRA Line No. 393

Penn Central



This portion of the Vulcan-Old Road Branch, formerly part of the New York Central RR, extends from Vulcan, Ohio (Milepost 300.2), to N&W Crossing east of Adrian, Mich. (Milepost 328.3), a distance of 28.1 miles, in Lucas County, Ohio, and Lenawee and Monroe Counties, Mich. This line continues west to Adrian (see Line No. 392a). The Norfolk & Western Ry's Detroit-St. Louis line crosses at the west end of this segment. The lines to Clinton (see Line No. 395/395a) and Ida (see Line No. 391) converge at Lenawee Junction and a third branch runs from Grosvenor to Morenci (see Line No. 394). At Riga the main line of the Detroit, Toledo & Ironton RR crosses and at Vulcan this line connects with the Toledo Terminal RR and the Toledo, Angola & Western RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Toledo ¹	1,797
Sylvania	109
Ottawa Lake	15
Riga	323
Blissfield	383
Palmyra	41
Adrian ¹	79

Total carloads generated by the line	2,747
Average carloads per week	52.8
Average carloads per mile	97.8
Average carloads per train	9.2
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	12
Locomotive horsepower	1,500
Train crew size	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

On March 28, 1975, the Association reevaluated the segment of this line from Vulcan, Ohio (MP 300.2) to Ottawa Lake (MP 310.0) and found it eligible for inclusion in ConRail.

The Michigan Elevator Exchange testified that 3,269 carloads shipped from their facilities at Ottawa Lake were incorrectly attributed to the Toledo Freight Station.

The Adrian Chamber of Commerce using the corrected figures of 3,957 carloads for the line which included those for the Michigan Elevator Exchange, found that the complete line generated a net contribution of \$494 per carload as opposed to the USRA reported loss of \$395 per carload.

The Smith-Douglas plant, located at Riga-Blissfield north of Ottawa Lake, moves large amounts of hazardous materials to Riga-Blissfield.

Using 1973 tonnage figures, the company estimates that they would require 1,250 truckloads moving over the local road, a two-lane highway, should the line be excluded. Due to the hazardous nature of these materials and the unsuitability of the highway to accommodate this increased traffic, Smith-Douglas would close its facility resulting in the secondary closings of other Borden facilities in Morenci, Tecumseh, Dundee, Mich., and Bryan, Ohio. This would cause the immediate loss of 73 jobs and an elimination of \$1,333,080 which Borden contributes to the local economy in payroll and local expenditures.

Agrieco Chemical Co., at Blissfield stated that there was no indication that their tonnage was included in the Blissfield station computation. They reported 125 carloads in 1974 and forecast 205 for 1975 and a similar amount for 1978-79.

Consolidated Mills indicated that loss of this line would result in a decrease of \$100,000 in expenditures in the Blissfield area.

Kohlman's International, a dealer in farm equipment, has several shipments every year of large farm implements which cannot be trucked due to their size.

The Home Canning Co. stated that loss of rail would cause approximately 6 persons to be laid off and result in higher costs.

Several parties stressed that all traffic originating or terminating on lines 392, 394, and 395/395a must travel over 393. The bridge traffic over 393 in 1973 amounted to 2,921 carloads and using an average of \$170 revenue per carload, amounted to an additional \$496,570 in revenues.

Information for Line-Transfer Decision

Revenue received by PC.....	\$1, 105, 137
Average revenue per carload.....	\$402
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	405, 955
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost) -	79, 329
Cost incurred beyond the branch line....	723, 155
<hr/>	
Total variable (avoidable) cost.....	1, 208, 439
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Net contribution (loss) : total.....	(108,302)
Average per carload.....	(38)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 14,050 crosstics (an average of 500 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 300.2 to Milepost 310.0 (serving shippers at Toledo, Sylvania, and Ottawa Lake who generated 1,921 carloads in 1973) would generate \$877,960 in revenue and \$669,187 in costs with a resulting contribution of \$208,773.

Service to the remainder of the line (from Milepost 310.0 to Milepost 328.3 serving shippers at Riga, Blissfield, Palmyra, and Adrian who generated 826 carloads in 1973) would generate \$260,177 in revenue and \$467,557 in costs with a resulting loss of \$207,380. Recovery of costs would require approximately a tenfold increase in traffic or an 80-percent rate increase over the 1973 levels.

The DT&I has proposed to acquire this line north of Riga and all of Line Nos. 392a and 395. *If the DT&I does not acquire the portion of this line from Riga to Lenawee Junction and the Clinton Branch, the portion*

of this line from Ottawa Lake to Lenawee will be required by ConRail to serve Line No. 395.

Disposition

The portion of the Vulcan-Old Road Branch from Milepost 328.3 to Milepost 324.5 (N&W Crossing to Lenawee Junction) shall be offered for sale to the DT&I, a profitable railroad operating in the Region. This sale would preserve rail service to an estimated 826 carloads or approximately 30 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Vulcan-Old Road Branch from Milepost 315.5 to Milepost 324.5 (Riga to Lenawee Junction) shall be offered for sale to the DT&I, a profitable railroad operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

If the DT&I *does not* acquire the portion of this line from Milepost 315.5 to Milepost 324.5, the portion of the Vulcan-Old Road Branch from Milepost 315.5 to Milepost 310.0 (Riga to Ottawa Lake) shall be transferred to the Consolidated Rail Corp.

If the DT&I *acquires* the portion of this line from Milepost 315.5 to Milepost 324.5, the portion of the Vulcan-Old Road Branch from Milepost 315.5 to Milepost 310.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

The portion of the Vulcan-Old Road Branch from Milepost 300.2 to Milepost 310.0 (Vulcan, Ohio to Ottawa Lake, Mich.) shall be transferred to the Consolidated Rail Corp.

TRACKAGE RIGHTS OVER C&O RAILWAY

USRA Line No. 437

Penn Central

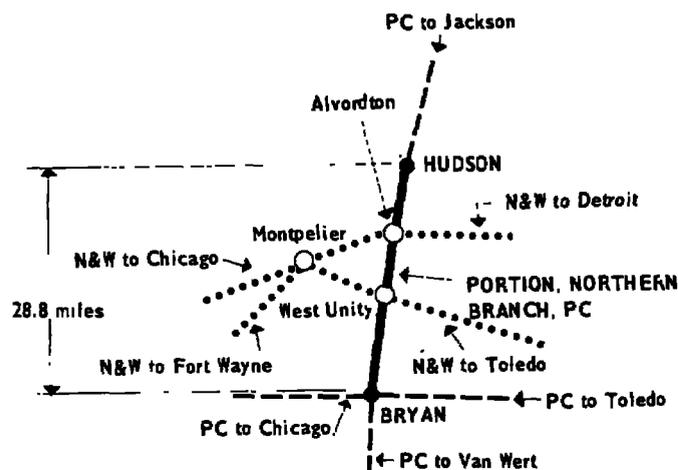
These trackage rights over the C&O Ry., extending from *Alexis, Ohio* (Milepost 90.9) to *Carleton, Mich.* (Milepost 116.4), a distance of *25.5 miles*, in Lucas County, Ohio and Monroe County, Mich., a line which was recommended for inclusion on page 569 of the

Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF NORTHERN BRANCH

USRA Line No. 530

Penn Central



This portion of the Northern Branch, formerly part of the New York Central RR. extends from *Hudson, Mich.* (Milepost 29.9), to *Bryan, Ohio* (Milepost 58.7), a distance of *28.8 miles*, in Lenawee and Hillsdale Counties, Mich. and Williams County, Ohio. Continuations of this line run northward from Hudson and southward from Bryan (see Line Nos. 530a and 531/531a/532). Connections with other lines are: the PC Toledo-to-Chicago line at Bryan, the Norfolk & Western Montpelier-to-Toledo line at West Unity and Fort Wayne-to-Detroit line at Alvornton.

Traffic and Operating Information

Stations (with their 1973 carloads) served by the line:

Alvornton	0
West Unity	39
Pulaski	28
Hudson	126
Prattville	9
Waldron	26

Total carloads generated by the line	228
Average carloads per week	4.4
Average carloads per mile	7.9
Average carloads per train	4.6
1973 operating information:	
Number of round trips per year	50
Estimated time per round trip (hours)	9.5
Locomotive horsepower	1,750
Train crew size	4

Public Comments on Preliminary System Plan

The Cousins Iron and Metal Co., Hudson, Michigan reported 40 carloads in 1974, and cited poor and undependable service from the Penn Central on

that line. It stated that 50 percent of their customers will receive only by rail and that there are no truck line common carriers in Hudson with the equipment essential for hauling metal scrap. They currently receive service 1 week after they request it. Also, if Line No. 394 were abandoned, they would truck their shipments to their siding in Hudson which would increase their shipments 40 percent at this location.

The City of Hudson submitted a resolution calling on the ICC to dismiss the Penn Central petition for abandonment for this line.

The Williams County Farm Bureau Cooperative Association reported 56 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC	\$93,990
Average revenue per carload	\$412

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	214,388
Cost of upgrading branch line to FRA (Class I: (1/10 of total upgrading cost)	29,065
Cost incurred beyond the branch line	52,374

Total variable (avoidable) cost 295,827

Net contribution (loss): total	(201,837)
Average per carload	1885

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,924 cross-ties (an average of 67 cross-ties per mile).

Service to this line generated a loss of \$201,837 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 215-percent rate increase.

Disposition

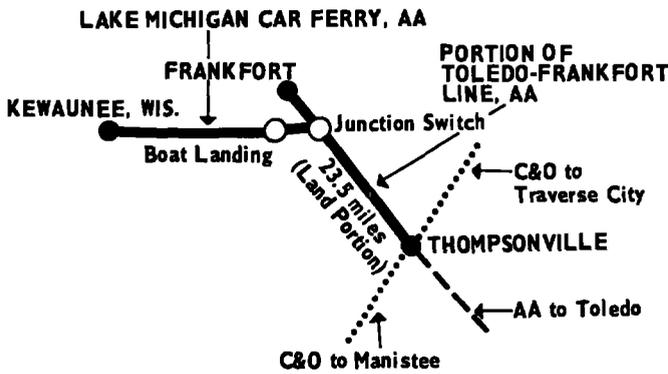
This portion of the Northern Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF TOLEDO-FRANKFORT LINE AND THE CROSS LAKE FERRY

USRA Line No. 1302/1303

Ann Arbor Railroad

This portion of the Toledo-Frankfort Line and the Cross-Lake Car Ferry extend from *Thompsonville*



(Milepost 270.3) to Frankfort, Mich. (Milepost 292.3) and at Frankfort (Milepost 290.3 to Milepost 291.8), a distance of 23.5 miles, plus the Cross-Lake Car Ferry from Frankfort, Mich. to Kewaunee, Wis., in Benzie County, Mich. and Kewaunee County, Wis. The C&O Traverse City-to-Manistee line crosses at Thompsonville. At Kewaunee the line connects with the Green Bay & Western R.R.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :

Benlah	27
Elberta	26
Frankfort	137
Kewaunee	19,637
Manitowoc	7,487
Total carloads generated by the line.....	27,314

Average carloads per week.....	525.3
Average carloads per train.....	52.4

1973 operating information :

Number of round trips per year.....	521*
Estimated time per round trip (hours).....	3.0*
Locomotive horsepower.....	5,000*
Train crew size.....	4*

*For rail service only.

Public Comments on Preliminary System Plan

Testimony stated that the ferry should be viewed as part of a regional transportation system. Witnesses said that the delays, additional switching charges and the loss of a competitive market resulting from loss of rail service were given only superficial consideration.

Governor Lucey stated that USRA based its decision on cost/revenue factors only and failed to document these factors adequately.

Gerald W. Fauth, Jr., a cost and economic consultant specializing in transportation, testified that the A. T. Kearney Study "showed that the ferry route as it exists today makes a profit to the railroad system." He ques-

tioned many of the cost data factors used in the study. The criteria to be addressed, he stated, were the effect of abandonment on the GB&W, the supply of empty cars to northern Wisconsin, the time on the ferry route versus the Chicago route, and the effect of maintaining present competitive rates to and from Wisconsin. He said the Kearney study recommended retention of the car ferry. Many respondents agreed with the possible ill effects presented in these criteria.

Professor James Murray found that abandonment would result in substantial loss to the major industries and employers in the region.

The Wisconsin DOT stated that 35,000 industrial jobs were related to the car-ferry traffic between Frankfort and Kewaunee and Manitowoc.

The vice president of the GB&W testified that the line has been profitable only since their system was extended to Kewaunee and linked with the car ferries that cross Lake Michigan. Previously, the GB&W had gone bankrupt three times. In 1974, AA ferry traffic generated 18,694 carloads, representing 26 percent of total system revenue for the GB&W. This loss in revenue, he maintained, would not enable the GB&W to survive.

It was noted that the Burlington Northern application to obtain control of the GB&W is contingent upon the availability of ferry service.

Fort Howard Paper Co., reporting 2,100 carloads in 1974, testified that abandonment would close the direct gateway to the east and west route. In 1973, Fort Howard announced plans for an expansion in Green Bay, which would employ an additional 600. However, curtailment of rail service could force transfer of expansion to Oklahoma.

The Green Bay Chamber of Commerce stated that the majority of users were pleased with service by the ferry and the GB&W.

Frank Hamachek, manufacturer of food processing equipment, stated that his company would have to close with abandonment of the ferry. This would result in the job loss of 155 persons in Kewaunee.

Herbert J. Saunders, of Freeman Paper Co., testified that the ability of his firm to continue without use of the ferry would be questionable. The firm employs 33 persons with an annual payroll of \$200,000.

Purvis Brothers stated they would be forced to close if the ferry were abandoned. This is the only mode of transporting their 55-60 foot lengths of steel.

The U.S. Fish and Wildlife Service testified that the ferry has provided service in stocking fish in Lake Michigan. Alternative means of stocking would result in excessive costs.

Pet, Inc., Frozen Foods Division, testified it would probably relocate if rail service were lost. The company

employs 140 persons at their Frankfort facility with an annual payroll of \$1,195,000.

Several witnesses, including the Wisconsin DOT, indicated that the Preliminary System Plan treated ferry service from Manitowoc as abandoned rather than embargoed. The vessel serving this port went out of service in August 1973, and an embargo was placed on the Ann Arbor service. No analysis of this still-existing route was made.

Witnesses criticized USRA for failing to consider the passenger service on the Ann Arbor ferry.

The Department of the Interior designated this line as having potential as urban access to outdoor recreation.

Information for Line-Transfer Decision

Revenue received by AA.....	\$5,628,818
Average revenue per carload.....	\$206
	=====
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line....	659,882
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost of float operation.....	2,400,000

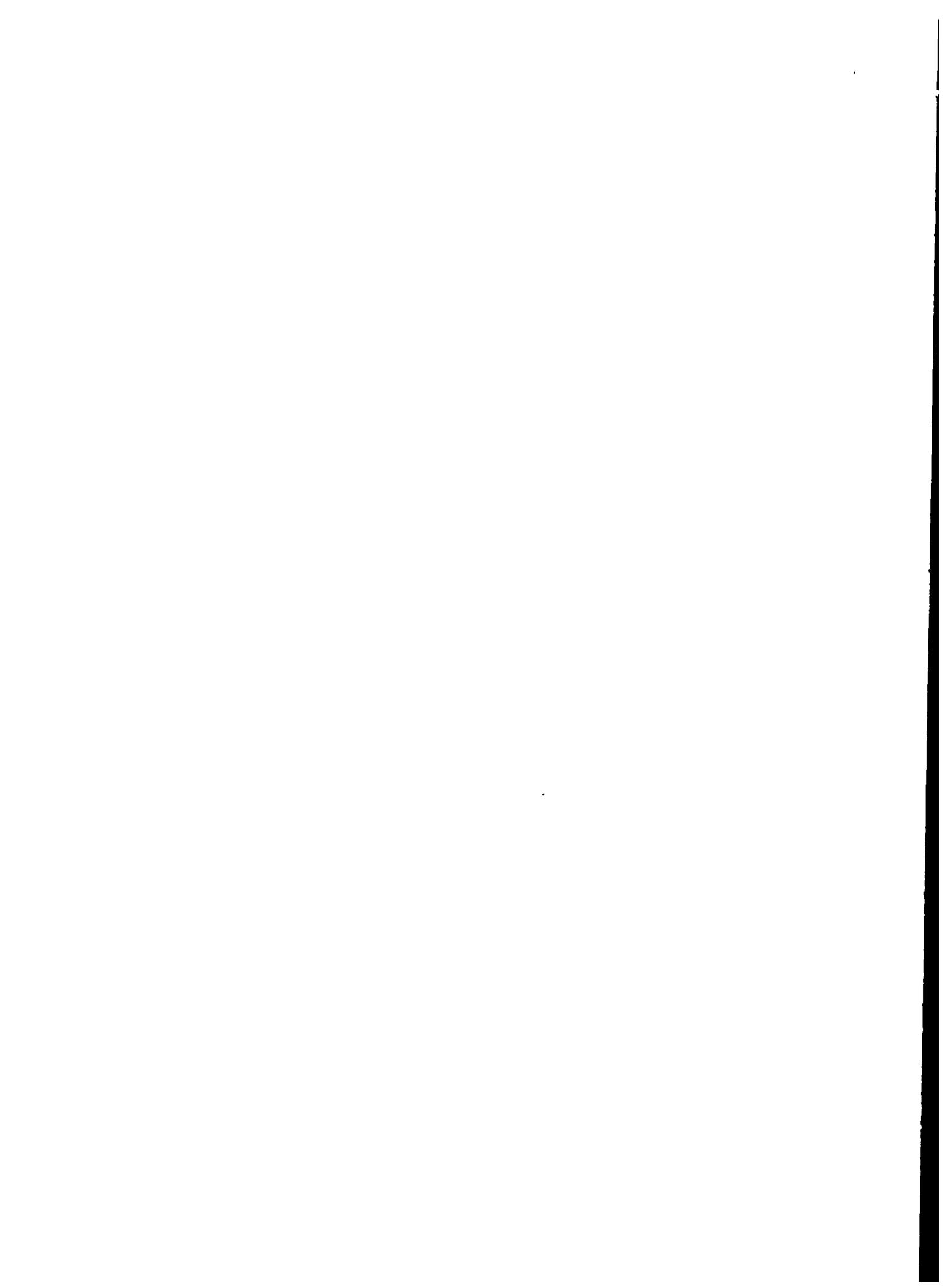
Cost incurred beyond the branch line (rail haul).....	3,802,977
Total variable (avoidable) cost.....	6,961,659
Net contribution (loss): total.....	(1,332,841)
Average per carload.....	(49)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of \$1,332,841 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 25-percent rate increase. A more detailed discussion of the ferry service is contained in chapter 9.

Disposition

This portion of the Toledo-Frankfort Line and the Cross-Lake Car Ferry is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.



NEW JERSEY

Intrastate

USRA Line Number	Terminals	Page
PC		
119	Monmouth Junction to Rocky Hill	205
121	Trenton to Lambertville	206
121a	Lambertville to Phillipsburg	207
121b	Phillipsburg to Martins Creek	209
121c	Martins Creek to Belvidere	209
123/124/124a	Farmingdale to Jamesburg	209
125/125a	Monmouth Junction to Jamesburg	210
126/126a	Hightstown to Jamesburg	210
127/128	Fort Dix to Shrewsbury Road	211
130	Mount Holly to Medford	211
131	Trenton to Bordentown	212
703	Princeton Junction to Princeton	212
RDG		
900	Lawrenceville to East Trenton	213
901	East Trenton to Trenton	213
902	West Trenton to Trenton	213
CNJ		
1100	Communipaw to Jersey Avenue Yard	213
1101	West Side Avenue to Communipaw	214
1102	Newark Bay Bridge	215
1103	Somerville to Royce	216
1104	Matawan to Morganville	216
1105	Asbury Park to Bay Head Junction	217
1106	Toms River to Pinewald	218
1107	High Bridge to Lake Junction	219
1108	Lakehurst to Bridgeton Junction	221
1109	High Bridge to Phillipsburg	222
1112	South of Three Bridges to Flemington	223
EL		
1200	Newark to Orange	223
1201	Orange to Summit	223
1202	Summit to Morristown	224
1203	Denville Junction to Morristown	225
1204	Summit to Gladstone	225
1205	Newark (Roseville Avenue) to Montclair	226
1206	Bloomfield to West Orange	226
1207	Great Notch to Essex Fells	228
1208	Mountain View to Pompton Junction	228
1210	Chester Junction to Succasunna	229
1212	Washington to Phillipsburg	229

USRA Line Number	Terminals	Page
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PRSL

1800	McKee City to Pleasantville	230
1801	Linwood to Pleasantville	231
1803	Vineland to Glassboro	232
1804	Bridgeton to Glassboro	233
1805	Glassboro to Woodbury	234
1806	Bellmawr to Glendora	236
1807	Haddonfield to Lucaston	236
1808	Ocean City to Palermo	237

Interstate

New Jersey to New York

PC

117	Greenville, N.J. to Long Island City, N.Y. (float)	238
709	Little Ferry, N.J. to Kingston, N.Y.	239

EL

1215	North Hackensack, N.J. to Nanuet Junction, N.Y.	239
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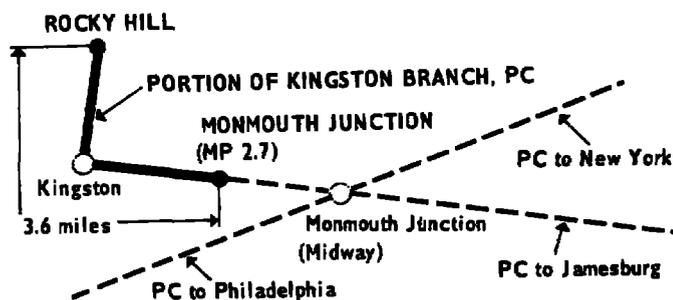
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1701	Belvidere, N.J. to Warwick, N.Y.	239
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PORTION OF THE KINGSTON BRANCH

USRA Line No. 119

Penn Central



This portion of the Kingston Branch, formerly part of the Pennsylvania RR, extends from *Monmouth Junction* (Milepost 2.7) to *Rocky Hill, N.J.* (Milepost 6.3), a distance of *3.6 miles*. in Middlesex and Somerset Counties, N.J. At Monmouth Junction,

this line connects with the PC line running from New York to Philadelphia, and also the PC Jamesburg Branch (see Line No. 125/125a).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Kingston	13
<hr/>	
Total carloads generated by the line.....	13
Average carloads per week.....	0.3
Average carloads per mile	3.6
Average carloads per train.....	0.6
1973 operating information:	
Number of round trips per year.....	22
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,800
Train crew size	4

Public Comments on Preliminary System Plan

The Raritan Valley Chamber of Commerce reported primary employment loss of 154, and secondary employment loss of 190 if this line is abandoned. It reports the area would show a total income loss of \$16 million, and a loss of \$33,022 in property taxes.

The Rail Service Research Committee stated that loss of rail service would increase fuel consumption by 1,360 gallons a year. Atmospheric pollution would also increase. The Committee estimates that the line generated 519 carloads in 1973 and 648 in 1974.

Trap Rock Industries points out that its nonrevenue producing shipments of ballast were not included in USRA calculations. It expects that ConRail rehabilitation efforts will increase the demand for ballast.

TPCO has planned a facility expansion which would increase rail usage by 24 carloads per year. The company states that it would be forced to close without rail service.

Cities Service has planned to construct a new facility on the line.

Many shippers were confused by the designation of MP 2.7 as the segment starting point.

Representatives of Franklin Township felt that the increased use of motor carriers, resulting from cessation of rail service, would present a safety hazard for school children.

Information for Line-Transfer Decision

Revenue received by PC.....		\$4,473
Average revenue per carload.....	\$344	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	26,286	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	7,975	
<hr/>		
Cost incurred beyond the branch line.....	1,676	
Total variable (avoidable) cost.....	85,937	
<hr/>		
Net contribution (loss): total.....		(31,464)
Average per carload.....	(2,420)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,685 crossties (an average of 468 crossties per mile).

Confusion existed about the shippers who would continue to receive service. Shippers between Mileposts 0.0 and 2.7 (U.S. 1) will continue to receive service.

According to the Facilities Planning Department at USRA, the quarry at Rocky Hill has limited capacity and the high cost of service does not warrant inclusion in ConRail.

Service to this line generated a loss of \$31,464 in 1973. Recovery of this loss would require approximately a twelvefold increase in traffic or a 703-percent rate increase.

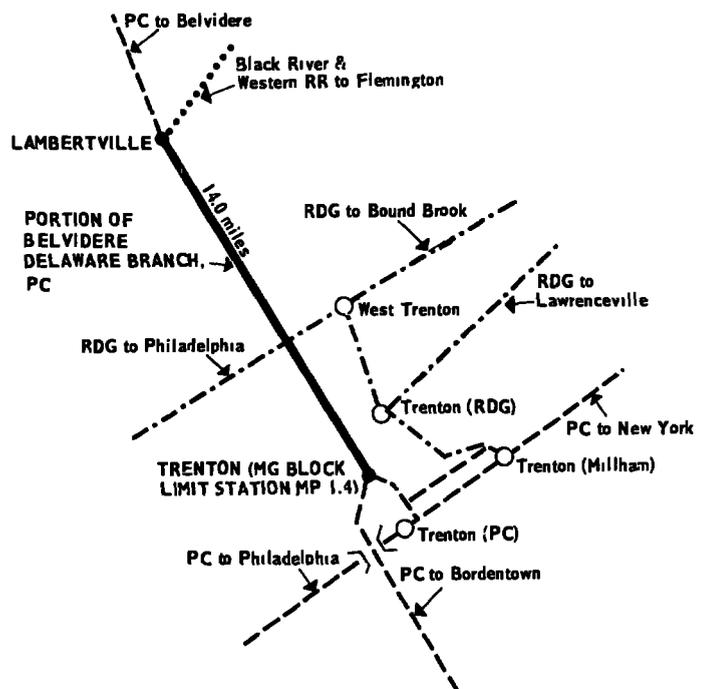
Disposition

This portion of the Kingston Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BELVIDERE DELAWARE BRANCH

USRA Line No. 121

Penn Central



This portion of the Belvidere Delaware Branch, formerly part of the Pennsylvania RR, extends from Trenton (Milepost 1.4) to Lambertville, N.J. (Milepost 15.4), a distance of 14.0 miles, in Mercer and Hunterdon Counties, N.J. This line continues, at Lambertville, north to Belvidere (see Line No. 121a). At Trenton, this line connects with the PC line running from New York to Chicago, and the PC Bordentown Secondary Track (see Line No. 131). It also connects with the Black River & Western RR at Lambertville.

Public Comments on Preliminary System Plan

Testimony indicated that the Delaware Valley Cooperative ships poultry and dairy feed from this line.

The New Jersey DOT reports that elimination of this line, or Line No. 121a, would necessitate rerouting extensive overhead traffic. Past experience shows that rerouting would entail a 240-mile detour and a 2-day delay in shipments.

The New Jersey DOT contends that routing plans by USRA would require the use of the Belvidere Delaware Branch.

The Railway Industrial Clearance Association presented information showing this line to be part of a through clearance route. As such, it extends from the Trenton PC corridor to connections with the L&HR at Phillipsburg. It guarantees through freight movement to New England and Canada. When operable this route can serve as a relief route for the Metroliner.

Hunterdon County Freeholder Benjamin Kirkland stated that there are 1,575 through trips per year on the Belvidere Delaware Branch, carrying 114,125 cars.

During 1973, Pennsylvania Power and Light shipped 9,055 coal cars over the branch. Additions to its Martin's Creek operation required 6,750 cars in 1974, and are expected to require 13,740 in 1975.

Elimination of this line would force the Black River and Western Railroad out of business. The line reports that it handled 730 carloads in 1973 and 1,395 in 1974. The 659 carloads of traffic from Flemington would be lost.

Information for Line-Transfer Decision

This line does not directly serve any shippers. It is used to provide access to the shippers located on Line No. 121a, which will not be transferred to the Consolidated Rail Corp.

Testimony provided at the RSPO hearings indicated that the Black River & Western's only interchange point is at Lambertville. This situation will be corrected when a new connection is built with the LV at Three Bridges, N.J. Delaware Valley Coop., who testified, is actually on the BR&W.

This line now is used to move substantial volumes of

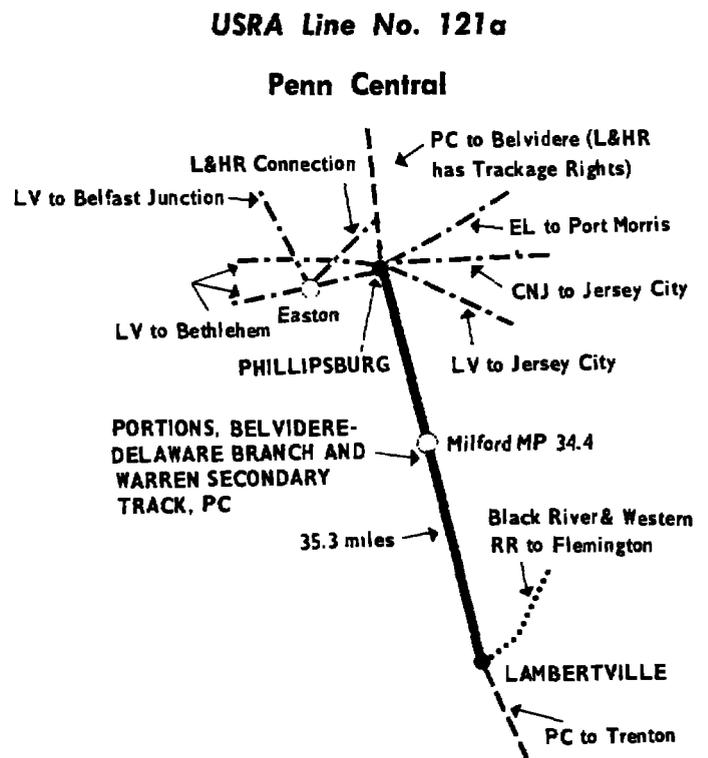
overhead traffic and *may* be required for through freight service.

Disposition

If alternative arrangements for the rerouting of the overhead traffic now using this line *cannot* be made, this portion of the Belvidere Delaware Branch shall be transferred to Consolidated Rail Corp.

If alternative arrangements for the rerouting of the overhead traffic now using this line *can* be made, this portion of the Belvidere Delaware Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTIONS OF BELVIDERE DELAWARE BRANCH AND WARREN SECONDARY TRACK



These portions of the Belvidere Delaware Branch and Warren Secondary Track, formerly part of the Pennsylvania RR, extend from Lambertville (Milepost 15.4) to Phillipsburg, N.J. (Milepost 50.7), a distance of 35.3 miles, in Hunterdon and Warren Counties, N.J. At Lambertville the line continues south to Trenton, and at Phillipsburg north to Belvidere (see Line Nos. 121 and 121c). At Lambertville it also connects with the

Black River & Western RR. At Phillipsburg the line also connects with the Lehigh Valley, CNJ (see Line No. 1109) and EL (see Line No. 1212).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Phillipsburg ¹	18
Riegelsville	382
Holland	1,347
Milford	1,020
Frenchtown	61
Stockton	15
Lambertville	73
Total carloads generated by the line.....	2,914
Average carloads per week.....	56.0
Average carloads per mile.....	82.6
Average carloads per train.....	29.1
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	9
Locomotive horsepower.....	1,750
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The Hunterdon County Board of Chosen Freeholders estimates that loss of rail service between Milford and Phillipsburg would result in unemployment of 900-1,000.

Riegal Products estimates that the 15.5 mile segment of track from Milford to Phillipsburg could generate a \$69,167 profit.

Highways in the northern part of the county would not be able to bear the volume of motor traffic that would be required as an alternative to rail service.

Joseph Shanahan of the South Hunterdon Taxpayers Association points out that the loss of rail service would have disastrous effects on small communities and small businesses.

Hoffman LaRoche, Inc., states that it generates 298 carloads annually.

According to the NJ DOT, restrictions have been placed on the utilization of alternative modes used in transporting #2 fuel oils.

If the Jersey Central Power and Light Co. facility at Martin's Creek were to convert to coal use, a significant increase in rail traffic would be registered.

See comments under Line 121.

According to information available the good ties already on the line exceed the FRA Class I standard of 640 good ties per mile by 120 percent.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: no upgrading costs are included in this cost analysis—nor in the PSP cost analysis.)

Information for Line-Transfer Decision

Revenue received by PC.....	\$922,345
Average revenue per carload.....	\$318
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	385,417
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	661,469
Total variable (avoidable) cost.....	1,046,886
Net contribution (loss): total.....	(124,541)
Average per carload.....	(43)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 34.4 to Milepost 50.7 (serving shippers at Phillipsburg, Riegelsville, Holland, and Milford who generated 2,765 carloads in 1973) would generate \$861,688 in revenue and \$847,302 in costs with a resulting contribution of \$14,386. Traffic to this portion of the line will be routed through Allentown.

Service to the remainder of the line (from Milepost 15.4 to Milepost 34.4 serving shippers at Frenchtown, Stockton, and Lambertville who generated 149 carloads in 1973) would generate \$64,108 in revenue and \$205,910 in costs with a resulting loss of \$141,802. Recovery of costs would require approximately an eightfold increase in traffic or a 221-percent rate increase over the 1973 levels.

This line now is used to move substantial volumes of overhead traffic and *may* be required for through freight service.

Disposition

The portion of the Belvidere Delaware Branch from Milepost 34.4 to Milepost 50.7 shall be transferred to the Consolidated Rail Corp.

If alternative arrangements for the rerouting of the overhead traffic now using this line *cannot* be made, the portion of the Belvidere Delaware Branch from Milepost 15.4 to Milepost 34.4 shall be transferred to Consolidated Rail Corp.

If alternative arrangements for the rerouting of the overhead traffic now using this line *can* be made, the portion of the Belvidere Delaware Branch from Milepost 15.4 to Milepost 34.4 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used

for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121b

Penn Central

This portion of the Warren Secondary Track, extending from *Phillipsburg* (Milepost 50.7) to *Martin's Creek, N.J.* (Milepost 57.6), a distance of 6.9 miles, in Warren County, N.J., a line which was recommended for inclusion on page 573 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF WARREN SECONDARY TRACK

USRA Line No. 121c

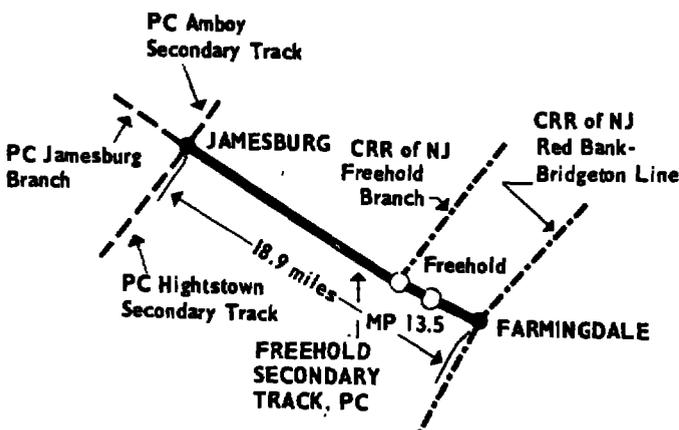
Penn Central

This portion of the Warren Secondary Track, extending from *Martin's Creek* (Milepost 57.6) to *Belvidere, N.J.* (Milepost 64.8), a distance of 6.7 miles, in Warren County, N.J., a line which was recommended for inclusion on page 574 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

FREEHOLD SECONDARY TRACK

USRA Line No. 123/124/124a

Penn Central



The Freehold Secondary Track, formerly part of the Pennsylvania RR, extends from *Farmingdale* (Mile-

post 8.3) to *Jamesburg, N.J.* (Milepost 27.2), a distance of 18.9 miles, in Middlesex and Monmouth Counties, N.J. At Jamesburg this line connects with the Jamesburg Branch (see Line No. 125/125a), the Amboy Secondary Track and Hightstown Secondary Track (see Line No. 126/126a) of the PC. It also connects with the Central RR of New Jersey at Freehold (see Line No. 1113) and Farmingdale.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Englishtown	142
Tennent	153
Freehold	1,733
Howell	8
Farmingdale	70

Total carloads generated by the line	2,106
Average carloads per week	40.5
Average carloads per mile	111.4
Average carloads per train	7.0
1973 operating information:	
Number of round trips per year	300
Estimated time per round trip (hours)	5
Locomotive horsepower	1,000
Train crew size	4

Public Comments on Preliminary System Plan

This line passes all of the USRA viability tests.

The Monmouth County Transportation Coordination Committee estimates 2,000 additional unemployed if this segment is closed.

Witnesses testified that this segment provides a good clearance route connection between the CNJ Southern Division and the Penn Central Jamesburg to Freehold Branch, both of which are to be part of ConRail. Additionally, without this line all of Monmouth County's rail service would depend on the Raritan River Bridge between Perth and South Amboy. This bridge has been out of service for extended periods due to marine accidents in the past.

Assemblyman Kozloski of Freehold calls for increased commuter service over this line. He states that 8,500 residents of Monmouth County now commute.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

The 3M Co. states that it owns property just beyond the 13.9 milepost for which any future plans would be enhanced by it having rail service.

The New Jersey Farm Bureau identifies this line as critical to local agriculture. Clifford Case points out that this line is utilized by the Earle Naval Ammunition Depot.

The Monmouth County Transportation Coordination Committee finds 2,986 carloads generated on the entire 18.9 mile line in 1973 and states that it is profitable.

The New Jersey Department of Transportation states that the 391 carloads generated by Knappe-Smith on the excluded 5-mile segment in 1973 should justify its inclusion in ConRail.

Reported traffic:

Company and location	Carloads		
	1973	1974	Projected
The Nestle Company, Inc.	1,200		
Brockway Glass Co.	1,000		
Minnesota Mining & Mfg.	16		
Charms Candy Co.			420
Cherwell-Rail			200
Truss Systems, Inc.		6	
Knappe Smith Mfg. Co.	391	42	
Rokeach & Son, Inc. of N.J.		14	
Crosslins Cellings System		24	
Foster Canning Co., Inc.		50	

These firms employ a total of 1,949 persons.

Charms Candy indicated that the PSP recommendations erroneously excluded service to its facility in Freehold.

Information for Line-Transfer Decision

Revenue received by PC	\$973,940
Average revenue per carload	\$462
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	256,244
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	44,726
Cost incurred beyond the branch line	617,015
Total variable (avoidable) cost	917,985
Net contribution (loss) : total	55,955
Average per carload	27

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 8,900 crossties (an average of 471 crossties per mile).

A review of the recommendation in the Preliminary System Plan indicated that the milepost limits at Freehold erroneously excluded traffic identified for continued service. The Disposition (below) corrects this situation.

The Association could verify only 21 cars for Knappe-Smith in 1973. A conversation with their traffic manager indicated one to two cars per month, in season, were received.

Although service to the entire line generates a net contribution, service to that portion of the line from Milepost 13.5 to Milepost 27.2 (serving shippers at Englishtown, Tennent and Freehold who generated 2,028 carloads in 1973) would generate \$942,931 in revenue and \$848,455 in costs with a resulting contribution of \$94,476.

Service to the remainder of the line (from Milepost 8.3 to Milepost 13.5 serving shippers at Howell and Farmingdale who generated 78 carloads in 1973) would generate \$31,009 in revenue and \$82,346 in costs with a resulting loss of \$51,337. Recovery of costs would require approximately a fivefold increase in traffic or a 166-percent rate increase over the 1973 levels. Although shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The portion of the Freehold Secondary Track from Milepost 13.5 to Milepost 27.2 shall be transferred to the Consolidated Rail Corp.

The portion of the Freehold Secondary Track from Milepost 8.3 to Milepost 13.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

JAMESBURG BRANCH

USRA Line No. 125/125a

Penn Central

The Jamesburg Branch, extending from *Monmouth Junction* (Milepost 0.0) to *Jamesburg, N.J.* (Milepost 5.0), a distance of *5.0 miles*, in Middlesex County, N.J., a line which was recommended for inclusion on page 575 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

HIGHTSTOWN SECONDARY TRACK

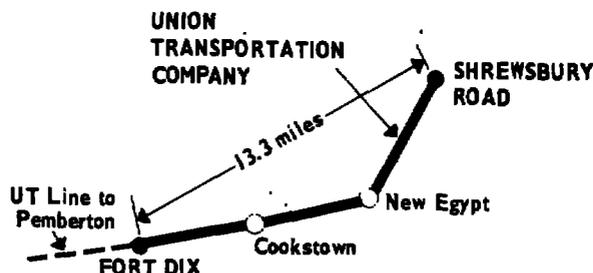
USRA Line No. 126/126a

Penn Central

The Hightstown Secondary Track, extending from *Jamesburg* (Milepost 13.6) to *Hightstown, N.J.* (Milepost 21.7), a distance of *8.1 miles*, in Middlesex and Mercer Counties, N.J., a line which was recommended for inclusion on page 577 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF UNION TRANSPORTATION COMPANY

USRA Line No. 127/128



The portion of the Union Transportation Company extends from *Fort Dix* (Milepost 5.6), to *Shrewsbury Road, N.J.* (Milepost 18.9), a distance of 13.3 miles, in Monmouth and Burlington Counties, N.J. At Fort Dix this line continues to Pemberton.

Public Comments on Preliminary System Plan

The Union Transportation Company reports that the line generates 325 carloads per year.

The Burlington County Rail Research Committee estimates an employment loss of nine if service on this branch is terminated; personal income loss would be \$81,000, and property tax loss of \$6,618.

Agrico states that it generated 60 carloads on this line in 1974.

TAPC, Ltd. estimates that it would use 55 to 65 carloads per year, up significantly from 35 in 1974, if service were improved.

Agway Corporation, 12-14 cars per year, expects a 100-percent traffic increase when a new customer moves on the line in 1975.

McGuire Air Force Base is considering converting two of its central heating boilers to coal. The Union Transportation Company estimates that this could result in an increase in coal traffic of 200 cars per year.

The New Jersey Farm Bureau testified that much of the state's fertilizer production occurs in this area. Rail service is vital in transporting this commodity.

Information for Line-Transfer Decision

This line is leased from the PC and operated by the Union Transportation Company. Therefore, it has not been subjected to detailed analysis. Current operations can be continued by Union Transportation Company.

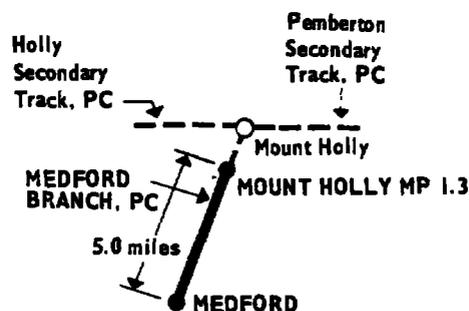
Disposition

This portion of the Union Transportation Company is *not* designated for transfer to Consolidated Rail Corp.

MEDFORD BRANCH

USRA Line No. 130

Penn Central



The Medford Branch, formerly part of the Pennsylvania RR, extends from *Mount Holly* (Milepost 1.3), to *Medford, N.J.* (Milepost 6.3), a distance of 5.0 miles, in Burlington County, N.J. At Mount Holly, the line connects with the PC Holly Secondary Track and the PC Pemberton Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Medford	130
<hr/>	
Total carloads generated by the line.....	130
Average carloads per week.....	2.5
Average carloads per mile.....	26.0
Average carloads per train.....	2.5
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	2
Locomotive horsepower.....	2,250
Train crew size.....	4

Public Comments on Preliminary System Plan

The Brotherhood of Locomotive Engineers said the actual number of round trips on this line is 40.

The New Jersey Farm Bureau stated that the elimination of this line would cause a severe economic loss to the agricultural community.

The New Jersey DOT identified 22 shippers on this line. Seven of these generated 121 carloads in 1973. The other companies stated that their rail usage has ceased due to poor service and unavailability of cars.

Bermico, Inc., located on the 1.5 mile segment to be included in ConRail is currently receiving service twice a week. However, they stated that Medford did not receive services as often.

The New Jersey DOT stated that much of the lost rail usage on this line can be recovered with improved service. It feels that the branch could be profitable.

The Mt. Holly-Medford Rail Research Committee stated that the elimination of this line would result in

the loss of 105 jobs. The total income lost would be \$850,000, and \$10,000 lost in property taxes.

The Committee estimated that use of motor carrier would mean a 500 percent increase in fuel consumption. Ten bridges in the area would require \$1 million rehabilitation.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC.....	\$52, 848
Average revenue per carload.....	\$407
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	46, 139
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	13, 766
Cost incurred beyond the branch line.....	42, 413
<hr/>	
Total variable (avoidable) cost.....	102, 318
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Net contribution: total.....	(49, 470)
Average per carload.....	(381)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,600 crossties (an average of 520 crossties per mile).

Service to this line generated a loss of \$49,470 in 1973. Recovery of this loss would require approximately a fivefold increase in traffic or a 94-percent rate increase.

A reduction in service frequency to 40 trips per year would reduce this loss to approximately \$48,300.

Disposition

The Medford Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BORDENTOWN SECONDARY TRACK

USRA Line No. 131

Penn Central

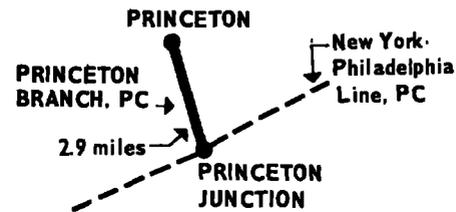
This portion of the Bordentown Secondary Track, extending from *Trenton* (Milepost 0.0) to *Bordentown*,

N.J. (Milepost 6.0), a distance of *6.0 miles*, in Burlington and Mercer Counties, N.J., a line which was recommended for inclusion on page 578 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PRINCETON BRANCH

USRA Line No. 703

Penn Central



The Princeton Branch, formerly part of the Pennsylvania RR, extends from *Princeton Junction* (Milepost 0.0) to *Princeton, N.J.* (Milepost 2.9), a distance of *2.9 miles*, in Mercer County, New Jersey. At Princeton Junction the line connects with the PC line between New York and Philadelphia.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Princeton	56
<hr/>	
Total carloads generated by the line.....	56
Average carloads per week.....	1.1
Average carloads per mile.....	19.3
Average carloads per train.....	1.9
1973 operating information:	
Number of round trips per year.....	30
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1, 800
Train crew size.....	4

Public Comments on Preliminary System Plan

The major concern of testimony received on this line focused on passenger service. A spokesman for Princeton University noted that the Princeton "Dinky" is the only public transportation which provides access to the Penn Central main line for the 4,400 employees and 5,800 students at the university.

Prior to 1970 the university utilized 14 carloads of coal per week. It is hopeful that the line will remain intact in case the university has to revert to coal.

The Princeton Forrestal Center is planned for the area. It would require rail service.

Testimony was presented citing the adverse effects abolition of rail passenger service would have on the environment. The line carries approximately 800 passengers a day.

The New Jersey Department of Transportation, based on its analysis of Penn Central abstract data, credits the line with 56 carloads.

Information for Line-Transfer Decision

Revenue received by PC.....	\$16,393
Average revenue per carload.....	\$298
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	26,340
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	13,583
<hr/>	
Total variable (avoidable) cost.....	39,923
<hr/>	
Net contribution (loss): total.....	(23,530)
Average per carload.....	(420)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using all of the cars generated at Princeton.

Service to this line generated a loss of \$23,530 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 144-percent rate increase. The assumption of ownership and maintenance costs by a public body in order to continue passenger service would reduce this loss to approximately \$6,000.

Disposition

The Princeton Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act.

Continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

**TRENTON-PRINCETON TRACTION COMPANY
INDUSTRIAL TRACK**

USRA Line No. 900

Reading

The Trenton-Princeton Traction Co. Industrial Track, extending from the *East Trenton Branch* (Milepost 1.1) to *Lawrenceville, N.J.* (Milepost 3.4), a distance of 2.3 miles, in Mercer County, N.J., a line which was recommended for inclusion on page 588 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable railroad operating in the region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

EAST TRENTON INDUSTRIAL TRACK

USRA Line No. 901

Reading

The East Trenton Industrial Track, extending from *East Trenton* (Milepost 35.6) to *Trenton, N.J.* (Milepost 38.7), a distance of 3.1 miles, in Mercer County, N.J., a line which was recommended for inclusion on page 589 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

TRENTON BRANCH

USRA Line No. 902

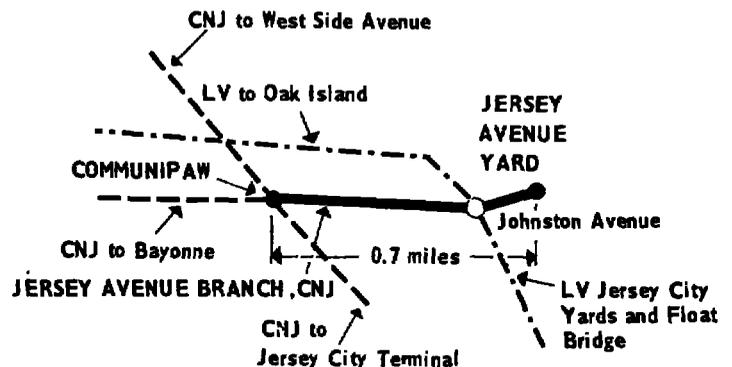
Reading

The Trenton Branch, extending from *West Trenton* (Milepost 32.8) to *Trenton, N.J.* (Milepost 36.2), a distance of 3.4 miles, in Mercer County, N.J., a line which was recommended for inclusion on page 590 of the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, this line shall be transferred to the Consolidated Rail Corp.

JERSEY AVENUE BRANCH

USRA Line No. 1100

Central Railroad of New Jersey



The Jersey Avenue Branch extends from *Communipaw* to *Jersey Avenue Yard, N.J.*, 0.7 miles, at *Jersey City*, Hudson County, N.J. This line connects at Communipaw with the CNJ line to Bayonne and with the West Side Branch (see Line No. 1101). It connects at

Johnston Avenue with the LV lines to Oak Island and to the Jersey City yards and float bridge.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jersey City.....	365
<hr/>	
Total carloads generated by the line.....	365
Average carloads per week.....	7.0
Average carloads per mile.....	521.4
Average carloads per train.....	3.5
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	1.3
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comments on Preliminary System Plan

A rail user survey identified six shippers on this line, generating 294 cars in 1974.

Testimony predicts the loss of at least 38 jobs if the line is eliminated.

Lignum Products estimates a 20-percent annual growth over its 1973 traffic. They would cease operations without rail service.

According to the New Jersey DOT, requests for rail service to the new facility constructed by Schiavone Bonomo have been ignored by the CNJ.

Mr. Allen of the CNJ reported that this line needs considerable rehabilitation.

The Jersey City Development Council of the Chamber of Commerce reports the following shippers on the line:

Company	Carloads		Number of employees
	1973	1974	
Colwell Corp.....	40	40	18
Lignum Products.....	25	25	25
Schiavone-Bonomo.....	146	204	190
U.S. Gypsum Co.....	25	25	250
<hr/>			
Total.....	186	294	478

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: No upgrading costs were included in the analysis of this line in the PSP.)

Information for Line-Transfer Decision

Revenue received by the CNJ.....	\$56,539
Average revenue per carload.....	\$155
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	23,086
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	3,847
Cost incurred beyond the branch line.....	41,928
<hr/>	
Total variable (avoidable) cost.....	68,861
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Net contribution (loss): total.....	(12,322)
Average per carload.....	(34)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would require the replacement of a total of 1,000 crossties.

Although service to this line generated a loss amounting to \$12,322 based on 1973 CNJ operations, analysis based on ConRail (merged) operations revenues and costs resulted in a contribution of \$6,870.

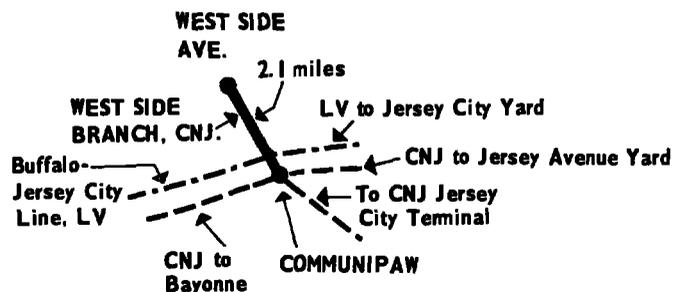
Disposition

The Jersey Avenue Branch shall be transferred to the Consolidated Rail Corp.

WEST SIDE BRANCH

USRA Line No. 1101

Central RR of New Jersey



The CNJ West Side Branch (and extension) runs from *Communipaw* (Milepost 1.0) to *West Side Avenue* (Milepost 3.1), a distance of 2.1 miles in Jersey City, Hudson County, N.J. At *Communipaw*, this line connects with the Central Railroad of New Jersey line running from the Jersey City Terminal to Bayonne and beyond, and with the Jersey Avenue Branch (see Line No. 1100). At *Communipaw*, this line does not connect but it crosses under a branch of the Jersey City-Buffalo line of the Lehigh Valley.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Jersey City.....	1,939
<hr/>	
Total carloads generated by the line.....	1,939
Average carloads per week.....	37.3
Average carloads per mile.....	923.3
Average carload per train.....	7.6
1973 operating information:	
Number of round trips per year.....	255
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comments on Preliminary System Plan

A rail user survey identified 11 shippers generating 2,069 carloads in 1974. Termination of rail service would result in the loss of at least 600 jobs. All planned growth and expansion of these firms would cease if rail service were eliminated.

The New Jersey DOT's survey indicated 510 carloads generated by 5 shippers on this line in 1973.

Metro Containers estimates that alternate transportation costs would be \$293,796. It has a \$3 million expansion planned for 1976.

Armin Polyethylene Film estimates a 15-percent annual growth. However, they would close without rail service.

Malinckrodt Chemicals plans a 50-percent expansion of their operations.

The Jersey City Chamber of Commerce reports the following companies located on this line:

Company Name	1974 Carloads	Number of employees
Metro Container Corp.	1,500	500
Armin Polyethylene Film	75	100
Baldwin Steel Co.	N.A.	00
Foods, Inc.	55	8
Malinckrodt Chemicals	61	160
M. Pashellusky & Sons	45	24
Robert Wood and Wire	(1)	38
J. T. Ryerson & Sons	55	150
Shoe-Taylor Inc	43	21
Stagg Lumber Co.	25	15
Y. & T. Trucking	210	80
Branch total	2,069	1,134

¹ Siding needs repair.

Information for Line-Transfer Decision

Revenue received by CNJ	\$300,351
Average revenue per carload	\$155
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	\$7,567
Cost of upgrading branch line to FRA Class 1: (1/10 of total upgrading cost)	4,520
Cost incurred beyond the branch line	222,152
Total variable (avoidable) cost	314,239
Net contribution (loss): total	(13,888)
Average per carload	(7)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 238 crossties per mile).

Service to this line generated a loss of \$13,888 in 1973. Recovery of this loss would require approximately an 18-percent increase in traffic or a 5-percent rate increase.

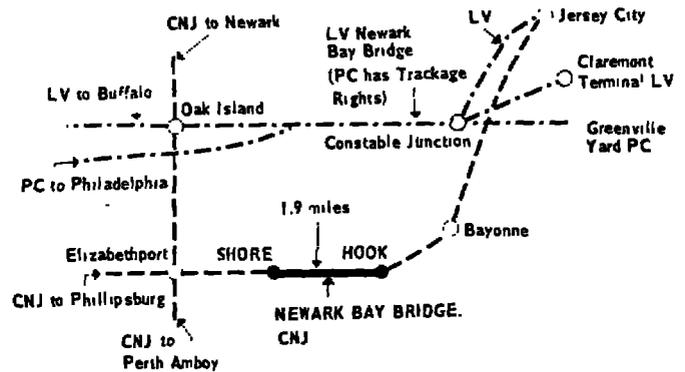
Disposition

The West Side Branch shall be transferred to the Consolidated Rail Corp.

NEWARK BAY BRIDGE

USRA Line No. 1102

Central Railroad of New Jersey



The Newark Bay Bridge extends from Hook (Bayonne) (Milepost 7.0) to Shore (Elizabethport), N.J. (Milepost 8.9), a distance of 1.9 miles, in Hudson and Union Counties, N.J. At Hook and Shore the line continues east to Jersey City and west to Elizabethport.

Public Comments on Preliminary System Plan

The New Jersey DOT finds no shippers affected by cessation of service over this bridge as long as service is continued over the Lehigh Valley bridge 3 miles north.

The City of Bayonne opposes the elimination of rail passenger service via this bridge.

Information for Line-Transfer Decision

Bayonne shippers will continue to be served by Con-Rail via the existing Lehigh Valley bridge which is located 3 miles to the north of the CNJ bridge. Subsequent dismantling of the CNJ bridge will remove a serious navigational hazard for ocean shipping moving between Newark Bay and New York Harbor. Elimination of the bridge will, however, sever a lightly patronized suburban passenger service. (The State of New Jersey has expressed some interest in rerouting this service.)

Disposition

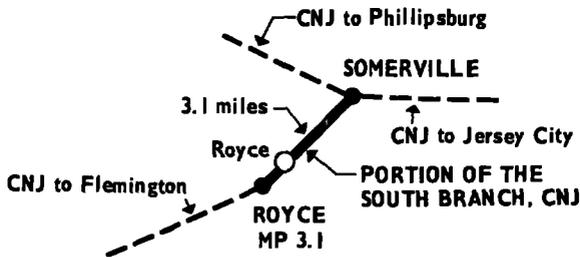
The Newark Bay Bridge is *not* designated for transfer to Consolidated Rail Corp.

Continuation of passenger services using this bridge is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

PORTION OF THE SOUTH BRANCH

USRA Line No. 1103

Central Railroad of New Jersey



This portion of the South Branch extends from *Somerville* (Milepost 0.0) to *Royce, N.J.* (Milepost 3.1), a distance of *3.1 miles*, in Somerset County, N.J. A continuation of this line extends westward from Royce (see Line No. 1111). At Somerville, this line connects with the Central RR of New Jersey's Jersey City-to-Phillipsburg Line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Royce	101
Total carloads generated by the line.....	101
Average carloads per week.....	1.9
Average carloads per mile.....	32.6
Average carloads per train.....	1.9
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

The New Jersey DOT identifies the two main users of this line as the US Postal Service Eastern Area Supply Center, and the Veterans Administration Supply Depot.

The New Jersey DOT feels that on-branch cost estimates by USRA are overstated.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 101 cars on this line generated a total revenue of \$111,368; however, only \$11,721 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ.....	\$11,721
Average revenue per carload.....	\$116

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	32,351
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	4,262
Cost incurred beyond the branch line.....	7,238

Total variable (avoidable) cost..... 43,851

Net contribution (loss) : total..... (32,130)
Average per carload..... (318)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 720 crossties (an average of 232 crossties per mile).

Service to this line generated a loss of \$32,130 in 1973. Recovery of this loss would require approximately a sevenfold increase in traffic or a 274-percent rate increase. This loss was not significantly reduced in the analysis of this line based on ConRail (merged) operations.

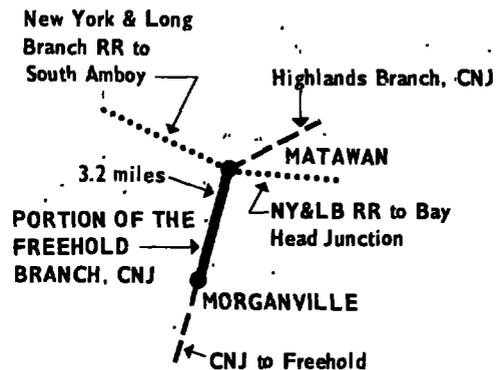
Disposition

This portion of the South Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE FREEHOLD BRANCH

USRA Line No. 1104

Central RR of New Jersey



This portion of the Freehold Branch extends from *Matakwan* (Milepost 10.9) to *Morganville, N.J.* (Milepost 14.1), a distance of *3.2 miles*, in Monmouth County, N.J. At Matakwan, this line connects with the New York & Long Branch RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Froneau	12
Morganville	67
Total carloads generated by the line	79
Average carloads per week	1.5
Average carloads per mile	24.7
Average carloads per train	1.5
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,600
Train crew size	4

Public Comments on Preliminary System Plan

This line segment is in the northern portion of the former Matawan-to-Freehold CNJ branch. The portion of the line south of Morganville is out of service due to a bridge failure.

CNJ trustees have placed rehabilitation costs of this line at \$200,000.

Representative James J. Howard states that the Imperial Oil Co. of Morganville would close if rail service over this line is eliminated.

New Jersey DOT states that from CNJ abstract data it found 44 carloads terminating in Freehold in 1973. However, no CNJ service was provided to customers in Freehold in 1973. The possibility that these carloads were destined to customers located along the branch line should be investigated.

New Jersey DOT states that on branch costs incurred in the USRA figures seem excessive since the service is rendered by a crew assignment that serves other Matawan area industries and will doubtless continue to work the area in the future.

The Monmouth County Transportation Coordinating Committee recommended that service be maintained over Line No. 1104 with the remaining portions of the branch placed in a land bank.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 83 cars on this line generated a total revenue of \$46,460; however, only \$13,593 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ	\$12,955
Average revenue per carload	\$164
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	30,013
Cost of upgrading branch line to FRA class	
1: (1/10 of total upgrading cost)	7,087
Cost incurred beyond the branch line	5,158
Total variable (avoidable) cost	42,858
Net contribution (loss) : total	(29,903)
Average per carload	(379)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 780 crossties (an average of 244 crossties per mile).

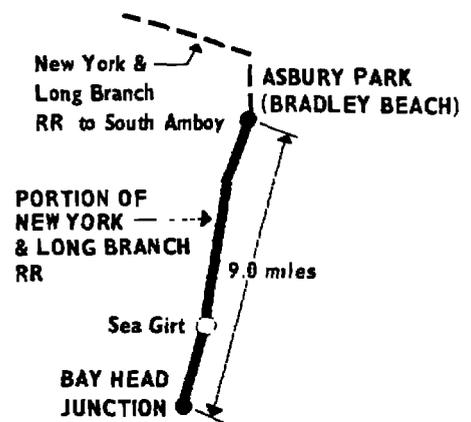
Service to this line generated a loss of \$29,903 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 231-percent rate increase. The existence of an additional 44 carloads on this line in 1973, as suggested by the New Jersey DOT, would reduce the above loss to \$25,560. Similarly, analysis of this line based on ConRail (merged) operations did not significantly reduce the above loss.

Disposition

This portion of the Freehold Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION, NEW YORK & LONG BRANCH RR

USRA Line No. 1105



This portion of the New York & Long Branch RR extends from *Asbury Park (Bradley Beach)* (Milepost 29.0) to *Bay Head Junction, N.J.* (Milepost 38.0), a distance of 9.0 miles, in Monmouth and Ocean Counties, N.J. At *Asbury Park*, this line continues to *South Amboy*.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Belmar (CNJ)-----	8
Spring Lake (CNJ)-----	19
Point Pleasant Beach (CNJ)-----	255
Bay Head Junction (PC)-----	11
Manasquan (PC)-----	8
Sea Girt (PC)-----	4
Spring Lake (PC)-----	35
Belmar (PC)-----	5
Avon (PC)-----	4
Bradley Beach (PC)-----	23
Point Pleasant (PC)-----	93
<hr/>	
Total carloads generated by the line-----	465
Average carloads per week-----	8.9
Average carloads per mile-----	51.7
Average carloads per train-----	4.5
1973 operating information:	
Number of round trips per year-----	104
Estimated time per round trip (hours)-----	3.0
Locomotive horsepower-----	1,600
Train crew size-----	4

Public Comments on Preliminary System Plan

New Jersey DOT states that this line is jointly owned by PC and CNJ. There were 175 carloads handled by PC on the line that were not included by USRA. These generated an additional \$67,392 in revenues for the line.

New Jersey DOT identified 16 shippers on this line. CNJ reports that its carloads increased 25 percent in 1974 to 351. The Monmouth County Transportation Coordinating Committee reports 398 carloads in 1974. Revenue per car is also increasing according to Point Pleasant Distributors which received 170 cars at \$824 per car in 1973 but paid \$993 per car for 203 carloads in 1974. It expects to receive 240 in 1975. Using 1974 carload figures and applying the 20.5-percent rate increase it has experienced, the company finds a \$59 per carload profit for the line.

CNJ contends that USRA has also overstated the on-branch operations and rehabilitation costs and challenges the figure of 8 hours for round trip crew time, stating that only 3 hours of the crew's time is attributable to this segment.

\$4 million has been invested in maintenance for this line by the state of New Jersey in the past 4 years.

This line is an essential commuter route, serving more than 20,000 commuters in Monmouth and Ocean Counties going to the Newark/New York City area.

Reported that \$38 million has been appropriated by the state of New Jersey for electrification of the entire line from South Amboy to Bay Head Junction.

According to the Monmouth County Transportation Coordinating Committee the Asbury Park freight yard is in this segment.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in

ConRail. In 1973 the 282 cars shown by USRA generated a total revenue of \$301,116, however, only \$77,893 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ-PC-----	\$214,424
Average revenue per carload-----	\$461
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line (excludes maintenance)-----	108,156
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)-----	0
Cost incurred beyond the branch line-----	217,163
<hr/>	
Total variable (avoidable) cost-----	325,319
<hr/>	
Net contribution (loss): total-----	(110,895)
Average per carload-----	(288)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using combined PC and CNJ traffic based on ConRail (merged) operations costs and revenues. The number of trips remained unchanged, but the hours per trip were reduced to 3. The mileposts were adjusted at Asbury Park to keep that yard in ConRail.

Service to this line generated a loss of \$110,895 in 1973. Recovery of this loss would require both a traffic and a rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

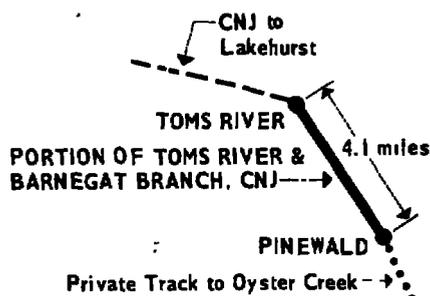
This portion of the New York & Long Branch RR is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *The continuation of passenger service on this line is dependent on the purchase, lease, or other transfer of necessary facilities to a public body.*

PORTION OF TOMS RIVER & BARNEGAT BRANCH

USRA Line No. 1106

Central Railroad of New Jersey

This portion of the Toms River & Barnegat Branch extends from *Toms River* (Milepost 47.4) to *Pinewald, N.J.* (Milepost 51.5), a distance of *4.1 miles*, in Ocean County, N.J. At Toms River, this line continues to Lakehurst.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Pinewald	52
Waretown	4
<hr/>	
Total carloads generated by the line.....	56
Average carloads per week.....	1.1
Average carloads per mile.....	13.7
Average carloads per train.....	1.1
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours)	1.0
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

The portion of the branch from Pinewald to Oyster Creek is presently operated under a contractual agreement between the Jersey Central Power & Light Co. and CNJ. JCP&L pays CNJ \$14,000 per year under this agreement, which runs until 1981. JCP&L estimates the following rail usage:

	Cars	Tons
1975	33	225
1976	17	730
1977	482	18,120
1978	320	13,300

The company has invested \$100,000 in a rail spur to serve the planned Forked River Nuclear Station, adjacent to the Oyster Creek Nuclear Generating Station. Rail service is mandatory for the construction of this facility and for the replacement of any oversize components.

CNJ states that the USRA figure of 4 hours for a round trip on this 4.1 mile segment is incorrect; a 1-hour time is more realistic. Additionally, the cost incurred on branch is listed as \$87,945 but when compared to the costs incurred on Line No. 1105, the cost shown is three times greater for the Toms River Branch on a per-mile basis.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 56 cars on this line generated a total revenue of \$29,599; however, only \$9,221 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ.....	\$9,221
Average revenue per carload.....	\$165
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	49,893
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	5,352
<hr/>	
Total variable (avoidable) cost	55,445
<hr/>	
Net contribution (loss): total	(46,224)
Average per carload	(825)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The CNJ stated in RSPO testimony that they had inadvertently supplied the Association with incorrect information concerning this line. As a result, the time spent serving the branch was reduced to 1 hour.

The rail service needs of JCP&L will not materialize until 1977. It is recommended that this line be acquired by JCP&L.

Service to this line generated a loss of \$46,224 in 1973. Recovery of this loss would require approximately a thirteenfold increase in traffic or a 501-percent rate increase. Reanalysis based on ConRail operations, revenues and costs did not reduce this loss significantly.

Disposition

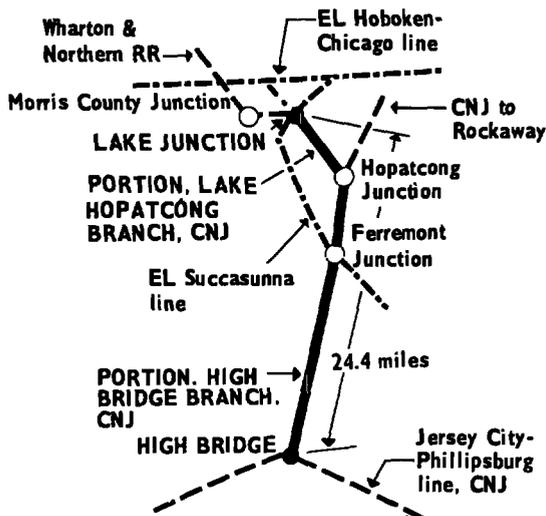
This portion of the Toms River & Barnegat Branch is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTIONS OF HIGH BRIDGE BRANCH AND LAKE HOPATCONG BRANCH

USRA Line No. 1107

Central Railroad of New Jersey

These portions of the High Bridge Branch and the Lake Hopatcong Branch extend from High Bridge (Milepost 0.0), to Lake Junction, N.J. (Milepost 0.6), an actual distance of 2.4 miles, in Hunterdon and Morris Counties, N.J. At High Bridge, this line connects with the Central Railroad of New Jersey line running from Phillipsburg to Elizabethport (see Line No. 1109). It connects with the Erie Lackawanna line



running from Hoboken to Chicago and the EL Chester Branch (see Line No. 1210) at Lake Junction. The Lake Hopatcong Branch of the CNJ continues north at Lake Junction to Morris County Junction. The High Bridge Branch of the CNJ continues north at Hopatcong Junction to Rockaway.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

High Bridge	28
Califon	9
Long Valley	1
Flanders	72
Kenvil	67

Total carloads generated by the line	177
Average carloads per week	3.4
Average carloads per mile	7.3
Average carloads per train	3.4
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours)	5.0
Locomotive horsepower	2,000
Train crew size	4

Public Comments on Preliminary System Plan

The Board of Public Transportation of Morris County testified that 240 carloads were generated on this line in 1973. There is a large concentration of shippers in Wharton, N.J., east of Hopatcong Junction, many of which rely on this line. Morris County stated that if their traffic is included, 1973 usage was 3,523 carloads and 1974 was 3,430.

Thatcher Glass of Wharton was concerned about the circuitous routing its sand shipments would be forced to use without this line.

The Halecrest quarry, located on the Mount Hope Mineral RR which connects with the CNJ near Wharton, went into operation in November, 1974 and had shipped 125 carloads over the High Bridge line by March 1975. It projects 2,000 carloads for 1975, and over 5,000 per year for 1977-1979.

CNJ testified that 40,000 carloads a year of bridge traffic are handled over this line.

Sears Roebuck & Co. is planning a new distribution center which would generate 2,500-3,000 piggyback loads and 500-750 carloads per year. Without rail service Sears states that the facility would be built elsewhere.

Keuffel and Esser projects 150 carloads per year.

Elimination of this line could cut off access to the Mount Hope Mineral RR.

The CNJ testified that USRA rehabilitation and operating costs for this line should be reduced. The company has expended \$350,000 on rehabilitation since 1973; 15,000 rail ties have been replaced and 10,000 are scheduled to be replaced in the summer of 1975. 11½ miles of the track have been rebalasted since 1973 and additional ballasting and surfacing are scheduled.

The South Branch Watershed Association supports discontinuance of service over the High Bridge branch because six derailments and cargo spills in the past 2 years have resulted in tons of material falling into the South Branch of the Raritan River, a primary potable water source for central and northeastern New Jersey, and the bulk of this line runs through residential zones.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 117 cars on this line generated a total revenue of \$198,406; however, only \$33,586 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by CNJ	\$33,586
Average revenue per carload	\$190
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	191,948
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	21,870
Cost incurred beyond the branch line	11,896
Total variable (avoidable) cost	225,714
Net contribution (loss): total	(192,128)
Average per carload	(1,085)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,500 crossties (an average of 61 crossties per mile).

Service to this line generated a loss of \$192,128 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 572-percent rate increase. The existence of an additional 63 carloads on this line in 1973, as indicated by the Board of Public

Transportation of Morris County, would reduce this loss to approximately \$184,000.

Overhead traffic currently using this line will be routed by alternate lines. Shippers at Wharton, Dover, Rockaway, and the Mount Hope Mineral RR will be served from the EL at Lake Junction and Wharton via existing connections.

The Sears Distribution Center at Bartley is projecting 2,500-3,000 trailers per year. While the plans for this facility have been prepared, no construction has been undertaken. It is recommended that Sears discuss the future of rail service to this proposed facility with the Chessie system.

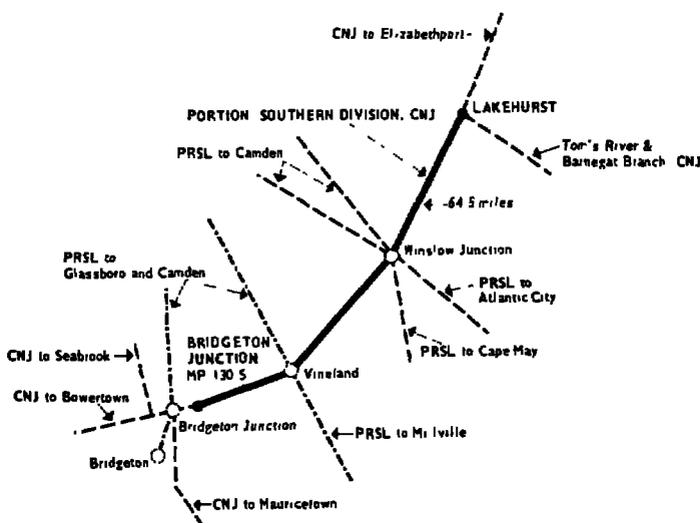
Disposition

These portions of the High Bridge Branch and the Lake Hopatcong Branch are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF SOUTHERN DIVISION

USRA Line No. 1108

Central Railroad of New Jersey



This portion of the Southern Division extends from Lakehurst (Milepost 66.0) to Bridgeton Junction, N.J. (Milepost 130.5), a distance of 64.5 miles, in Ocean, Burlington, Camden, Gloucester, Atlantic and Cumberland Counties, N.J. This line continues north from Lakehurst to Red Bank and south from Bridgeton Junction to Bridgeton. At Lakehurst it connects also with the Toms River & Barnegat Branch of the CNJ.

At Bridgeton Junction it also intersects the PRSL Bridgeton Branch to Glassboro (see Line No. 1804), the CNJ Deerfield Branch to Seabrook and the CNJ C&MR Branch to Mauricetown. Vineland (Milepost 120.1) is also served by PRSL lines to Glassboro and Dorchester (see Line No. 1803). At Winslow Junction (Milepost 104.2), the line intersects PRSL lines to Haddonfield, Camden (via Clementon), Atlantic City and Cape May.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Lakehurst	81
Chatsworth	3,684
Winslow	397
Cedar Lake	185
Landisville	295
Vineland	2,226
Norma	116
Rosenbavn	82
<hr/>	
Total carloads generated by the line	7,016
Average carloads per week	134.9
Average carloads per mile	108.3
Average carloads per train	20.0
1973 operating information:	
Number of round trips per year	350
Estimated time per round trip (hours)	8.0
Locomotive horsepower	5,000
Train crew size	4

Public Comments on Preliminary System Plan

Monmouth County New Jersey Transportation Coordinating Committee stated this is the only North-South rail line in the eastern and southern part of the state.

The Public Service Electric & Gas Co. stated they need this line for trap rock to offshore generating plant. But statement was also make that when construction is completed, shipments will terminate.

The counsel for CNJ Lifeline Committee stated that 3,500 carloads of sand were generated on this line and that 5,000 could be generated if rail was upgraded.

Information for Line-Transfer Decision

Revenue received by CNJ	\$1,052,533
Average revenue per carload	150
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	770,729
Cost of upgrading branch line to FRA Class 1 (1/10 of total upgrading cost)	74,785
Cost incurred beyond the branch line	524,817
<hr/>	
Total variable (avoidable) cost	1,370,331
<hr/>	
Net contribution (loss): total	(317,798)
Average per carload	(45)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 6,400 crossties (an average of 99 crossties per mile).

This line, which was recommended for continued rail service in the PSP, was reanalyzed to reflect the rerouting of the southern New Jersey sand via the PRSL which does not need rehabilitation. This line has been analyzed in four parts: Lakehurst to Chatsworth, Chatsworth to Winslow Junction, Winslow Junction to Norma, and Norma to Bridgeton Junction.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 66.0 to 84.3 and from Milepost 104.2 to 123.9 (serving shippers at Lakehurst, Chatsworth, Winslow, Cedar Lake, Landisville, Vineland, and Norma who generated 6,984 carloads in 1973) was reanalyzed based on ConRail (merged) operations, revenues and costs. This portion of the line would generate \$1,892,950 in revenue and \$1,841,940 in costs with a resulting contribution of \$51,008.

Service to the portion of this line from Milepost 123.9 to Milepost 130.5 serving shippers at Rosenhayn who generated 32 carloads in 1973 would generate \$6,235 in revenue and \$86,004 in costs with a resulting loss of \$79,769. Recovery of costs would require approximately a thirty-onefold increase in traffic or a 1,279-percent rate increase over the 1973 levels. The affected shipper is a team track patron. There are alternate team track facilities in the immediate area. The portion of the line between Chatsworth (Milepost 84.3) and Winslow Junction (Milepost 104.2) does not directly serve any shippers.

Bridgeton traffic will be routed via Line No. 1804.

Disposition

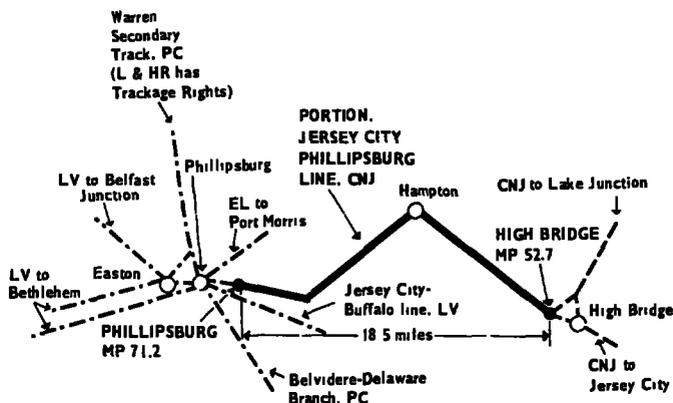
Service to the portion of this line from Milepost 66.0 to Milepost 84.3 and from Milepost 104.2 to Milepost 123.9 shall be transferred to the Consolidated Rail Corp.

The portion of the Southern Division from Milepost 84.3 to Milepost 104.2 and from Milepost 123.9 to Milepost 130.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE JERSEY CITY-TO-PHILLIPSBURG LINE

USRA Line No. 1109

Central Railroad of New Jersey



This portion of the Jersey City-Phillipsburg Line extends from *High Bridge* (Milepost 52.7), to *Phillipsburg, N.J.* (Milepost 71.2), a distance of *18.5 miles*, in Hunterdon and Warren Counties, N.J. At High Bridge, the line continues east to Elizabethport. At Phillipsburg, the line connects with the Lehigh Valley RR line between Jersey City and Buffalo. The line connects with the High Bridge Branch of the CNJ at High Bridge (see Line No. 1107). Limited suburban passenger service was recently inaugurated between Hampton and Phillipsburg.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Hampton	38
Ludlow-Asbury	150
Bloomsbury	41
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Total carloads generated by the line.....	229
Average carloads per week.....	4.4
Average carloads per mile.....	12.4
Average carloads per train.....	4.4
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

Wedco, Inc., West Portal, and Asbury Graphite Mills, Inc., Hampton, state that they would both be forced out of business without rail service. Wedco estimates 35 to 40 job losses and a local tax loss of \$19,000. In 1973 the company received 51 carloads, in 1974, 61, and it projects future usage of 151 with a planned expansion.

Asbury, located at milepost 60 received 167 in 1973 and 134 in 1974.

Grief Bros. reports overhead traffic on the line amounting to 60 cars per day.

Representative Helen Meyner reports that the elimination of service on Line 1109 would jeopardize the planned expansion of CanRon Co. Management estimates a cutback of approximately 100 employees without rail service.

The CNJ testified that the possibility of this line being retained as an auxiliary freight route between Allentown Pa., and Newark, N.J., should be considered. The New Jersey DOT concurs.

Information for Line-Transfer Decision

Revenue received by CNJ.....	\$41, 253
Average revenue per carload.....	\$180
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	152, 748
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	14, 346
<hr/>	
Total variable (avoidable) cost.....	167, 004
<hr/>	
Net contribution (loss): total.....	(125, 841)
Average per carload.....	(550)

This line was reanalyzed to allow Phillipsburg shippers to receive service by ConRail. Also, as there are no shippers between Hampton and High Bridge, the mileposts were extended to a point just west of High Bridge.

This line is required for the movement of through trains.

Disposition

This portion of the Jersey City-to-Phillipsburg line shall be transferred to the Consolidated Rail Corp.

PORTION OF SOUTH BRANCH

USRA Line No. 1112

Central Railroad of New Jersey

This portion of the South Branch, extending from south of Three Bridges (Milepost 13.7) to Flemington, N.J. (Milepost 15.7), a distance of 2.0 miles, in Hunterdon County, N.J., a line which was recommended for inclusion on page 587 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1200

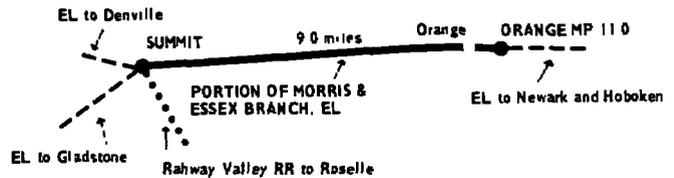
Erie Lackawanna

This portion of the Morris & Essex Branch, extending from Newark (Roseville Avenue) (Milepost 9.0) to Orange, N.J. (Milepost 11.0), a distance of 2.0 miles, in Essex County, N.J., a line which was recommended for inclusion on page 11 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service (see coordination project USRA-1).

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1201

Erie Lackawanna



This portion of the Morris & Essex Branch extends from Orange (Milepost 11.0) to Summit, N.J. (Milepost 20.0), a distance of 9.0 miles, in Essex and Union Counties, N.J. This line continues eastward from Orange to Newark and northwestward from Summit to Denville (see Line Nos. 1200 and 1202). The EL Gladstone Branch diverges at Summit (see Line No. 1204). The Rahway Valley RR connects at Summit.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Highland Avenue	0
Mountain Station	0
South Orange	19
Maplewood	30
Millburn	1
Short Hills	0
Summit	1
<hr/>	
Total carloads generated by the line.....	51
Average carloads per week.....	1.0
Average carloads per mile.....	5.7
Average carloads per train.....	1.0
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	5.0
Locomotive horsepower	1,000
Train crew size.....	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of U.S. Railway Association's Preliminary System Plan-Supplemental Report."

Information for Line-Transfer Decision

Revenue received by EL.....		\$18, 618
Average revenue per carload.....	\$365	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line ¹	56, 373	
Cost of upgrading branch line to FRA Class I (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line.....	13, 770	
<hr/>		
Total variable (avoidable) cost.....	70, 143	
<hr/>		
Net contribution (loss) total.....	(51, 525)	
Average per carload.....	(1, 010)	

¹ Excludes ownership costs due to the use of the line for commuter services.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The above analysis reflects the inclusion of maintenance costs which were excluded from the original analysis due to the use of the line for commuter service. The carrier receives reimbursement only for those expenses incurred as a consequence of passenger service.

Disposition

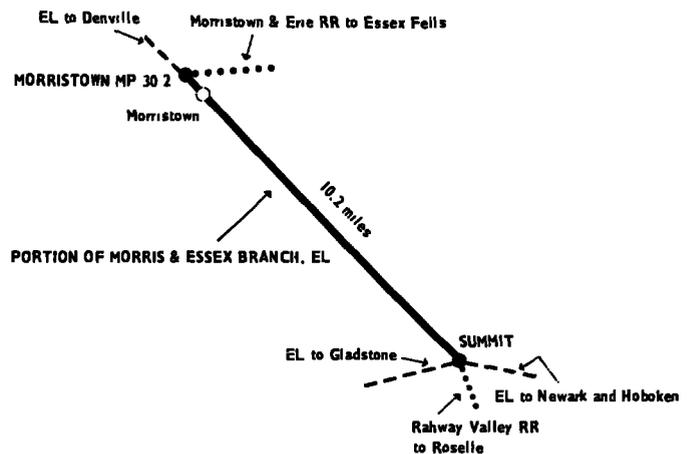
This portion of the Morris & Essex Branch is *not* designated for transfer to the Chessie System or Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1202

Erie Lackawanna

This portion of the Morris & Essex Branch extends from *Summit* (Milepost 20.0) to *Morristown, N.J.* (Milepost 30.2), a distance of *10.2 miles*, in Union and Morris Counties, N.J. This line continues eastward from Summit to Newark and northward from Morristown to Denville. The EL Gladstone Branch diverges at Sum-



mit (see Line Nos. 1201, 1203 and 1204). At Summit the Rahway Valley RR connects, as does the Morristown & Erie RR at Morristown.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Chatham	416
Madison	7
Convent	0

Total carloads generated by the line.....	423
Average carloads per week.....	8.1
Average carloads per mile.....	41.5
Average carloads per train.....	4.1

1973 operating information:

Number of round trips per year.....	104
Estimated time per round trip (hours).....	1.7
Locomotive horsepower.....	1, 600
Train crew size.....	4

Public Comments on Preliminary System Plan

No specific information concerning this line was provided at the hearings conducted by the Rail Services Planning Office as reflected in their report entitled "Evaluation of the U.S. Railway Association's Preliminary System Plan-Supplemental Report."

Information for Line-Transfer Decision

Revenue received by EL.....		\$99, 787
Average revenue per carload.....	\$236	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line ¹	63, 808	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line.....	80, 174	
<hr/>		
Total variable (avoidable) cost.....	143, 982	
<hr/>		
Net contribution (loss): total.....	(44, 195)	
Average per carload.....	(104)	

¹ Excludes ownership costs due to the use of the line for commuter services.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line initially was analyzed excluding all ownership and maintenance costs because it is used for commuter service. However, the passenger service subsidy only reimburses the carrier for the portion of the costs associated with that service. The above analysis reflects the costs associated with providing freight service.

This line generates a loss amounting to \$44,195 or \$104 per carload. A threefold increase in traffic or a 44-percent increase in rates over the 1973 levels would enable financial self-sufficiency. This line is required to serve a portion of Line No. 1204 which generated a contribution of \$31,516.

Disposition

This portion of the Morris & Essex Branch shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service (see coordination project USRA-1).

PORTION OF MORRIS & ESSEX BRANCH

USRA Line No. 1203

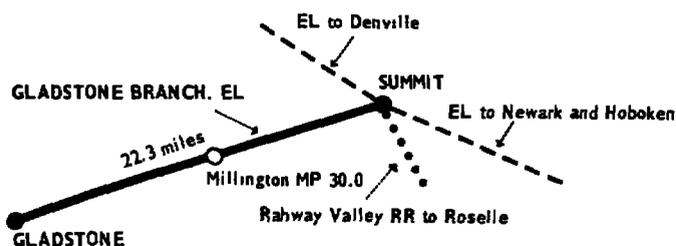
Erie Lackawanna

This portion of the Morris & Essex Branch, extending from *Morristown* (Milepost 30.2) to *Denville Junction, N.J.* (Milepost 36.4), a distance of 6.2 miles, in Morris County, N.J., a line which was recommended for inclusion on page 13 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide local freight service (see coordination project USRA-1).

GLADSTONE BRANCH

USRA Line No. 1204

Erie Lackawanna



The Gladstone Branch extends from *Summit* (Milepost 20.0) to *Gladstone, N.J.* (Milepost 42.3), a distance of 22.3 miles, in Union, Morris and Somerset Counties, N.J. This line connects with the EL Morris & Essex Branch at Summit (see Line Nos. 1201 and 1202), and with the Rahway Valley RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New Providence.....	3
Murray Hill.....	41
Berkeley Heights.....	323
Stirling.....	18
Millington.....	394
Lyons.....	0
Bernardsville.....	25
Mine Brook.....	0
Far Hills-Bedminster.....	6
Peapack.....	30
Gladstone.....	47
<hr/>	
Total carloads generated by the line.....	882
Average carloads per week.....	17.0
Average carloads per mile.....	39.6
Average carloads per train.....	5.7
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comment on Preliminary System Plan

NJ DOT found no significant discrepancies in USRA's attribution of 108 carloads to the portion of this branch south of Millington.

The NJ DOT recommended that the Association review its subsegment analysis on this segment: "The per mile cost for operating beyond Millington is highly questionable. The cost of operating on the nonviable segment should be the actual cost for operation between Millington and Gladstone and not based on a prorated basis for the entire segment."

The NJ DOT also questioned the subsegment analysis procedure: "The data utilized by USRA for this procedure does not appear to be accurate enough to predict conclusively the loss of approximately \$5,000 in revenue."

The NJ DOT questioned the USRA assumption that once a train crew has reached Millington, per mile costs for operational expenses remain constant for the continued trip to Gladstone. On the contrary, no savings would occur in turning the crew back at Millington, and \$38,900.00 in revenue would be lost.

Komline-Sanderson Engineering Corp. generated 30 carloads in 1973, 20 in 1974 and projects 20 for 1975 on the excised subsegment. The company reported that due to the size of its products, there is no viable alternative to rail shipping. The company cited poor service as

the reason for its lessened usage of rail but stated that 20 carloads per year is its absolute minimum usage.

Several witnesses expressed concern regarding present state-subsidized commuter service on this segment.

The New Jersey State Chamber of Commerce noted two producers of crushed stone on line 1204: Houdaille Industries and Anthony Ferrante & Sons. The Chamber believes that the EL has used the Houdaille facility as a major source of track ballast. The Chamber listed the following shippers between Millington and Gladstone:

- National Gypsum Co., Millington
- All Weather Crete Co., Millington
- Houdaille Millington Quarry, Millington
- Anthony Ferrante & Sons, Bernardsville
- Somerset Grain, Feed & Supply Co., Bernardsville
- L. V. Ludlow, Far Hills
- Komline-Sanderson Engineering Co., Peapack
- G. F. Hill & Co., Gladstone

The Chamber stated that the entire length of the Gladstone branch is used for electrified commuter service to Newark and Hoboken, therefore the line can be expected to continue operating west of Milepost 30 for passenger service. Thus the expense to ConRail or to MARC-EL for continuing to serve the needs of the above-mentioned companies would be little more than crew-time and equipment mileage. The selection of Milepost 30, rather than Milepost 42.3 (Gladstone) as a cut-off point for freight service thus seems almost capricious to the Chamber.

Information for Line-Transfer Decision

Revenue received by EL.....	\$332,221
Average revenue per carload.....	\$377
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line ¹	143,966
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	209,879
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Total variable (avoidable) cost.....	353,845
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Net contribution: total.....	(21,624)
Average per carload.....	(25)

¹ Excludes ownership costs due to use of the line for commuter service.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.)

Although service to the entire line generates a loss, service to that portion of the line from Milepost 20.0 to Milepost 30.0 (serving shippers at New Providence, Murray Hill, Berkeley Heights, Stirling, and Millington who generated 774 carloads in 1973) would generate

\$293,286 in revenue and \$261,770 in costs with a resulting contribution of \$31,516.

Service to the remainder of the line from Milepost 30.0 to Milepost 42.3 (serving shippers at Lyons, Bernardsville, Mine Brook, Far Hills-Bedminster, Peapack, and Gladstone who generated 108 carloads in 1973) would generate \$38,935 in revenue and \$286,262 in costs with a resulting loss of \$247,327. Recovery of costs would require both a traffic and a rate increase over the 1973 levels. These costs reflect only the service level required on this portion of the line and exclude ownership costs associated with the passenger operation.

Disposition

The portion of the Gladstone Branch from Milepost 20.0 to Milepost 30.0 shall be transferred to the Consolidated Rail Corp. The local freight service will be provided by the Chessie System (see coordination project USRA-1).

The portion of the Gladstone Branch from Milepost 30.0 to Milepost 42.3 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.

MONTCLAIR BRANCH

USRA Line No. 1205

Erie Lackawanna

The Montclair Branch, extending from *Newark (Roseville Avenue)* (Milepost 9.0) to *Montclair, N.J.* (Milepost 13.2), a distance of *4.2 miles*, in Essex County, N.J., a line which was recommended for inclusion on page 15 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

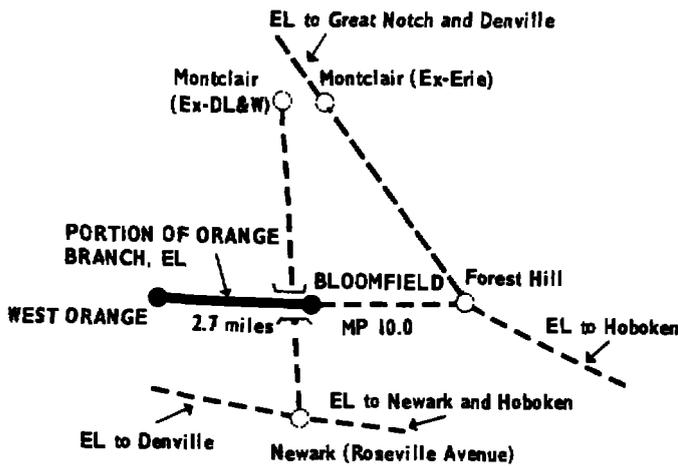
PORTION OF ORANGE BRANCH

USRA Line No. 1206

Erie Lackawanna

This portion of the Orange Branch extends from *Bloomfield* (Milepost 10.0) to *West Orange, N.J.* (Milepost 12.7), a distance of *2.7 miles*, in Essex County, N.J.

This line continues eastward from Bloomfield to Forest Hill. At Bloomfield it passes over the EL's Montclair Branch (see Line No. 1205).



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
East Orange.....	155
West Orange.....	118
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Total carloads generated by the line.....	273
Average carloads per week.....	5.2
Average carloads per mile.....	101.1
Average carloads per train.....	2.6
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comment on Preliminary System Plan

NJ DOT stated that it found no significant discrepancies in the carload figures for the East Orange and West Orange stations. But NJ DOT stated that in the conduct of its investigation of this branch, it located the Orange Station (FSAC 130) and SPLC 191765) at Milepost 11.6. In the Freight Station Accounting Code Directory, published by AAR, there is only one listing for the Orange Station. A shipper survey conducted by NJ DOT identified the following firms along this branch:

Company	Location
Adler Coal Co.....	Orange.
Bailey Whalen Co.....	West Orange.
Canada Dry.....	Orange.
Congdon Lumber, Inc.....	West Orange.
Hasco Industries, Inc.....	West Orange.
CR Hutcheon.....	West Orange.
Jersey Public Warehouse.....	East Orange.
Multiplex Concrete.....	East Orange.
Miracle Adhesives.....	West Orange.
Orange Garden Supply.....	Orange.
Orange Warehouse Corp.....	Orange.
Rheingold Breweries, Inc.....	Orange.
Carl Schaedel & Co., Inc.....	West Orange.
Selecto-Flash, Inc.....	Orange.
Wraps, Inc.....	East Orange.

NJ DOT recommended further investigation of the traffic on this branch. It noted that Erie Lackawanna Railway System abstract data tapes, purchased from USRA, attributed a total of 470 carloads, generating a revenue of \$264,647, to Orange Station. By adding the traffic generated by Orange Station, a 172% increase in traffic is realized which surpasses the requirement for a 100% increase in traffic advocated by USRA in the Supplement to the Preliminary System Plan.

The New Jersey State Chamber of Commerce pointed out that the difference between waybilling stations and points of car service may still not be entirely clear to the USRA staff, citing this segment as an example.

E. L. Congdon and Sons Lumber Company stated that it received 65 cars from the Pacific Northwest in 1973 and 50 cars in 1974 on this segment.

The Bailey Whalen Company receives 25-35 carloads per year. The company stated that there is no feasible alternative to rail for shipment of the wood millwork it receives from the West and Midwest. The company would close without rail service, resulting in the unemployment of 35 workers.

The Apartment House Supply Company stated that it generated 85 cars in 1973 and 184 cars in 1974.

Information for Line-Transfer Decision

Revenue received by EL.....	\$91,118
Average revenue per carload.....	\$334

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	37,145
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	72,570
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Total variable (avoidable) cost.....	109,715
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Net contribution (loss): total.....	(18,597)
Average per carload.....	(68)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

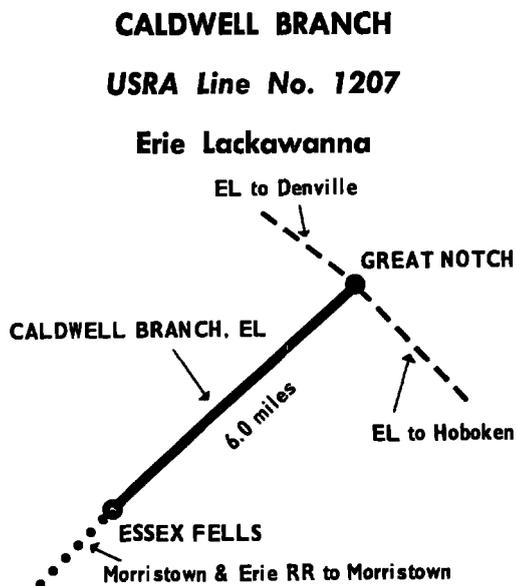
This line has only two stations. East Orange and West Orange. The Orange station is on the ex-DL&W line. All but two of the shippers listed at Orange in the RSPO testimony are located on the line, but generate no traffic. Adler Coal Co. does not exist under that name, and Rheingold Breweries is on the ex-DL&W line.

Service to this line generated a loss of \$18,597 in 1973. Recovery of this loss would require approximately a 100-percent increase in traffic or a 20-percent rate increase.

Bloomfield traffic will continue to receive service.

Disposition

This portion of the Orange Branch is *not* designated for transfer to the Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.



The Caldwell Branch extends from *Great Notch* (Milepost 16.5) to *Essex Fells, N.J.* (Milepost 22.5), a distance of *6.0 miles*, in Passaic and Essex Counties, N.J. This line connects with the EL's Boonton Line at Great Notch and with the Morristown & Erie RR at Essex Fells.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cedar Grove.....	12
Overbrook.....	2
Verona.....	35
Caldwell.....	37
Essex Fells ¹	1
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Total carloads generated by the line.....	87
Average carloads per week.....	1.7
Average carloads per mile.....	14.5
Average carloads per train.....	3.6
1973 operating information:	
Number of round trips per year.....	24
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,000
Train crew size.....	4

¹ Excludes traffic interchanged with the Morristown & Erie RR.

Public Comment on Preliminary System Plan

The NJ DOT determined from the EL abstract data tapes that 12 carloads were generated by the Cedar

Grove Station of the Caldwell Branch, generating \$6,400.00 in revenue. These figures were omitted in the USRA analysis. NJ DOT called for further analysis of the branch, taking into account the total traffic on the segment, prior to any final decision. (*Note: Cedar Grove traffic has been added.*)

Information for Line-Transfer Decision

Revenue received by EL.....	\$88,889
Average revenue per carload.....	\$390
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	45,605
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	24,231
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Total variable (avoidable) cost.....	69,836
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Net contribution (loss): total.....	(35,947)
Average per carload.....	(413)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Traffic now interchanged with the Morristown & Erie RR at Essex Fells will be handled at Morristown (see Line No. 1203).

Service to this line generated a loss of \$35,947 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 106-percent rate increase.

Disposition

The Caldwell Branch is *not* designated for transfer to the Chessie System or to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

GREENWOOD LAKE SPUR

USRA Line No. 1208
Erie Lackawanna

The Greenwood Lake Spur, extending from *Mountain View* (Milepost 21.4) to *Pompton Junction, N.J.* (Milepost 28.1), a distance of *6.7 miles*, in Passaic and Morris Counties, N.J., a line which was recommended for inclusion on page 17 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If

this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

CHESTER BRANCH

USRA Line No. 1210

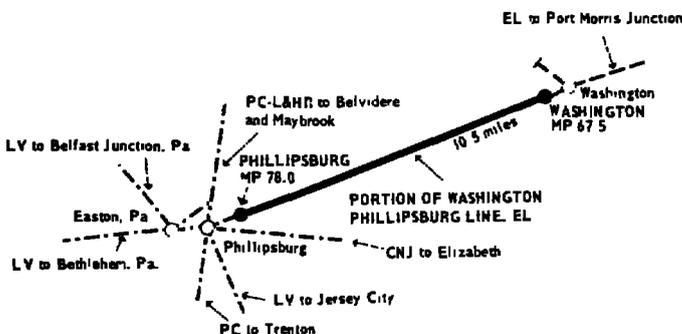
Erie Lackawanna

The Chester Branch, extending from *Chester Junction* (Milepost 41.3) to *Succasunna, N.J.* (Milepost 45.0), a distance of 3.7 miles, in Morris County, N.J., a line which was recommended for inclusion on page 18 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

PORTION OF WASHINGTON-PHILLIPSBURG LINE

USRA Line No. 1212

Erie Lackawanna



This portion of the Washington-to-Phillipsburg line extends from *Washington* (Milepost 67.5) to *Phillipsburg, N.J.* (Milepost 78.0), a distance of 10.5 miles, in Warren County, N.J. This line continues eastward to Port Morris Junction from Washington. At Phillipsburg, it connects with the PC Belvidere-Delaware Branch, the Lehigh & Hudson River Ry and the Central RR of New Jersey (see Line Nos. 121a, 121b and 1109) and with the Lehigh Valley RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Broadway	0
New Village	2
Stewartsville	9
<hr/>	
Total carloads generated by the line.....	11

Average carloads per week	0.2
Average carloads per mile.....	1.0
Average carloads per train.....	0.5
1973 operating information:	
Number of round trips per year.....	22
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comment on Preliminary System Plan

N.J. DOT found no significant discrepancies in the USRA attribution of 11 carloads to the segment.

N.J. DOT listed the following firms as located along the line segment: Apex Galvanizing Corp., Franklin Steel, Inc., Shillinger's Mill, and Wickes Lumber Co.

The New Jersey State Chamber of Commerce suggested an alternative to the USRA plan to abandon this segment. It pointed out that all of the present rail freight users on the line would retain service if the line were retained from Phillipsburg to Hackettstown. The Chamber found only two companies located on the segment beyond Hackettstown, Saxton Falls Sand and Gravel Co. and Certified Aggregates, Inc., whose rail usage should be evaluated. The Chamber contended that operating Phillipsburg to Hackettstown, rather than Netcong to Washington with a stub in Phillipstown, would be more economical and serve all present rail users.

BASF Wyandotte operates a plant 500 feet west of the 66.5 milepost on this segment. In 1973, the company generated 306 carloads and in 1974, 312. The company forecasts 1,078, 1,186, and 1,241 carloads for the years 1977, 1978, and 1979, respectively. Without reliable rail service this facility would close down leaving the employment of 100 workers in jeopardy. Extension of the line 500 feet to its siding would provide the company continued service.

Apex Galvanizing Corp. stated that its future expansion plans incorporate the use of rail service.

The Ad Hoc Citizens Committee of Washington, N.J. pointed out that large quantities of propylene oxide and ethylene oxide are transported over this line, both of which are extremely dangerous. The committee insisted in the interest of public safety that either this line be abandoned or upgraded to a safe condition.

The Ingersoll Rand Co. stated that if the CNJ Hampton-Phillipsburg line (Line No. 1109) and the Washington-Phillipsburg segment are abandoned as recommended in the PSP, the company's Phillipsburg plant will be without rail service. This would result in a loss of more than 300 jobs. Ingersoll Rand manufactures extremely large condensers used in power generation.

The Wickes Corp. stated that it has a lumber and building supply center located at milepost 77.74, 2.56 miles from the end of the line in Phillipsburg. The company projects a minimum of 80 carloads will be generated at this location in 1976.

Information for Line-Transfer Decision

Revenue received by EL.....		\$2, 310
Average revenue per carload.....	\$210	
<hr/>		
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	79, 064	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line....	1, 726	
<hr/>		
Total variable (avoidable) cost.....		80, 790
<hr/>		
Net contribution (loss) : total.....		(78, 480)
Average per carload.....	(7,185)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Traffic generated at Washington and Phillipsburg will continue to receive service and the milepost limits of this line have been adjusted accordingly.

This line is required by the Chessie System as a through freight route.

Disposition

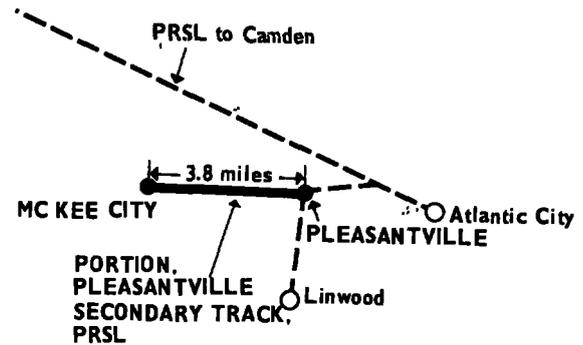
This portion of the Washington-to-Phillipsburg line shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. This sale would preserve rail service to 11 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PLEASANTVILLE SECONDARY TRACK

USRA Line No. 1800

Pennsylvania-Reading Seashore Lines

This portion of the Pleasantville Secondary Track extends from *McKee City* (Milepost 53.1) to *Pleasantville, N.J.* (Milepost 56.9), a distance of 3.8 miles in Atlantic County, N.J. At Pleasantville, this line connects with the Linwood Secondary Track of the Pennsylvania-Reading Seashore Lines (see Line No. 1801), and it also continues to Atlantic City.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
McKee City.....	81
<hr/>	
Total carloads generated by the line.....	81
Average carloads per week.....	1.6
Average carloads per mile.....	21.3
Average carloads per train.....	1.6
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	1.3
Locomotive horsepower.....	1, 200
Train crew size.....	4

Public Comments on Preliminary System Plan

New Jersey DOT states that the USRA used PC cost factors in evaluating all of the PRSL lines and points out that using ConRail figures instead might favorably influence inclusion of some of the lines.

Also, NJ DOT notes that the revenues attributed to the traffic on these lines are only those revenues east of Camden that now accrue to PRSL. A more realistic picture can be obtained if total revenue that would accrue to ConRail are considered. It notes that the cars for the Northfield station were credited to this line while the stations is actually located on Line No. 1801.

The Pleasantville-McKee City Rail Research Committee states that this line generated 512 carloads in 1973 and 551 in 1974. They estimate employment loss at 252 jobs and alteration of facility costs to rail users at \$120,250. (*Note: This traffic is generated at Pleasantville and will continue to receive service.*)

Lumber Distributors, Inc., at Pleasantville reports 90 carloads per year in 1973, 100 in 1974, and expects 105 in 1975. It states that its facility is so close to the included segment that if service were extended just to the lumber company that portion of the segment would be profitable.

Atlantic Plastic Containers, Inc., would halt plans to operate its plant 24 hours a day which would have increased employment by 55 and traffic by 90 cars per year.

SICO Steel Corp., would cancel further plans to develop an industrial park.

Sears, Roebuck and Co. of Pleasantville recently began receiving rail shipments at the McKee City team track, because of frequent pilferage and vandalism at the Pleasantville team track. Sears expects to receive approximately 60 carloads per year at this location.

Atlantic City Electric Co. receives transformers at McKee City whose height and weight characteristics necessitate continued rail service.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (*Note: No upgrading costs were included in the analysis of this line.*)

Consideration must be given to total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 81 cars on the line generated a total revenue of \$113,040 of which only \$15,936 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$13,903
Average revenue per carload.....	\$172
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred beyond branch line.....	31,522
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	4,830
<hr/>	
Total variable (avoidable) cost.....	36,352
<hr/>	
Net contribution (loss): total.....	(22,449)
Average per carload.....	(277)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Northfield was incorrectly assigned to this line in the original analysis. The time spent on the branch was reduced to 1.3 hours. Shippers in Pleasantville will continue to receive service.

Service to this line generated a loss of \$22,449 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 161-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability. Reanalysis based on ConRail operations, costs and revenues did not reduce the above loss significantly.

Disposition

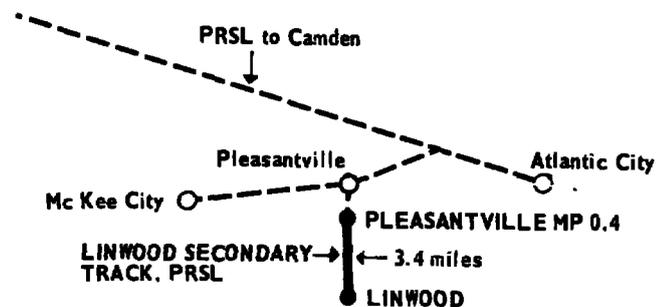
This portion of the Pleasantville Secondary Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of

the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

LINWOOD SECONDARY TRACK

USRA Line No. 1801

Pennsylvania-Reading Seashore Lines



The Linwood Secondary Track extends from *Pleasantville* (Milepost 0.4) to *Linwood, N.J.* (Milepost 3.8), a distance of 3.4 miles, in Atlantic County, N.J. At Pleasantville, this line connects with the Pleasantville Secondary Track of the Pennsylvania-Reading Seashore Lines (see Line No. 1800).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Linwood	254
Northfield	28
<hr/>	
Total carloads generated by the line.....	280
Average carloads per week.....	5.4
Average carloads per mile.....	82.4
Average carloads per train.....	2.7
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	2.0
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

New Jersey DOT reports that results from their rail service survey indicate at least 274 carloads were generated on this line in 1973.

Dee Wood Industries shipped 250 carloads in 1973 and states that it might have to cease operations without rail service. The company contends that the figure

stated by USRA for maintenance is too high. New Jersey DOT also states that according to PRSL timetable and track chart, the 26 carloads at Northfield station attributed to Line No. 1800 is incorrect as the station is really located on Line No. 1801.

Consideration could be given to reducing the round trips per year. Reducing from twice to once a week service would result in substantial on-branch cost reductions.

The estimated time per round trip appears to be high considering the volume of traffic and the length of the line.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 254 cars on this line generated a total revenue of \$388,236; however, only \$54,037 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$56,070
Average revenue per carload.....	\$200

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	41,607
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	19,417
Cost incurred beyond the branch line.....	16,494

Total variable (avoidable) cost..... **77,518**

Net contribution (loss): total..... (21,448)
Average per carload..... (77)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 368 crossties per mile).

Reevaluation of the time required to serve the line resulted in a reduction from 3.5 to 2.0 hours. The upgrading costs were verified. The original analysis of this line erroneously excluded traffic generated at Northfield.

Although service to this line generated a loss amounting to \$21,448 based on 1973 PRSL operations, analysis based on ConRail (merged) operations resulted in a contribution of \$27,064.

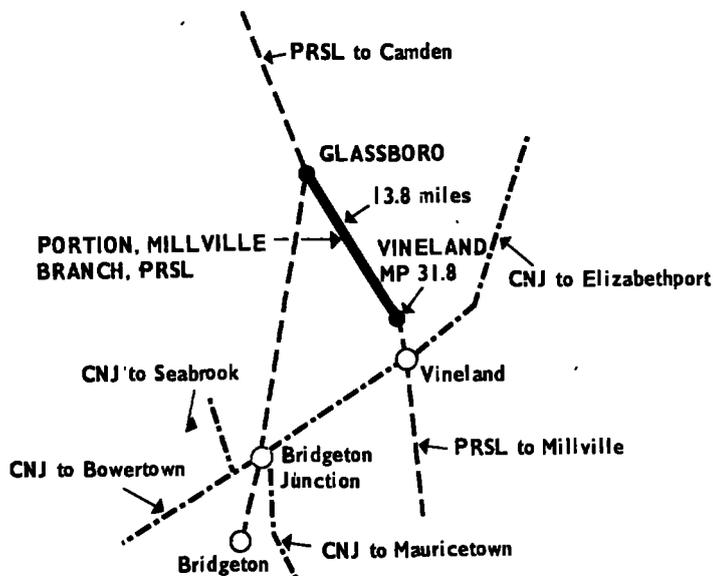
Disposition

The Linwood Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1803

Pennsylvania-Reading Seashore Lines



This portion of the Millville Branch extends from Glassboro (Milepost 18.0) to Vineland, N.J. (Milepost 31.8), a distance of 13.8 miles, in Gloucester and Cumberland Counties, N.J. At Glassboro, this line continues through Woodbury to Camden, and it also connects with the Bridgeton Branch of the Pennsylvania-Reading Seashore Lines. Vineland is also served by the Central RR of New Jersey's Southern Line running from Red Bank to Bridgeton (see Line Nos. 1805, 1804 and 1108). At Vineland the line continues to Dorchester.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clayton	148
Franklinville	3
Newfield	105
<hr/>	
Total carloads generated by the line.....	251
Average carloads per week.....	4.8
Average carloads per mile.....	18.2
Average carloads per train.....	2.4
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

There was much testimony opposing abandonment of the PRSL Line Nos. 1803, 1804, and 1805 while retaining CNJ Line No. 1108 running from Vineland to Lakehurst, with a connection in Winslow Junction for

east-west service. Respondent stated that the PRSL line is in better condition and is a better clearance route.

Mr. Wayne Rodan stated that the PRSL line is a shorter route, handling more carloads (785 versus 470).

Owens Illinois said that the PRSL line from Vineland south to Millville and beyond, included in ConRail, will terminate at Vineland if Line No. 1803 is eliminated as there is no physical connection between this Millville branch and the CNJ. Owens Illinois shipped 1,025 carloads in 1974.

The city of Vineland stated that it understands switching facilities are planned in the vicinity of the Boulevards and Pear Street where the CNJ crosses the PRSL in downtown Vineland. This is an unacceptable plan to the city and 16,000 cars would have to be interchanged in a downtown shopping area. The city also stated that the interchange facilities at Winslow Junction are inadequate. The Vineland Safety Director is concerned about resultant traffic congestion and hindrance to the movement of emergency vehicles.

The Railway Industrial Clearance Association states that the line is part of a through clearance route connecting with CNJ at Bridgeton Junction. It is vital for the movement of excessive-dimension machinery to industries in southern New Jersey.

This route is an overhead route for 10,000-12,000 carloads of sand per year from sand pits south of Vineland to glass plants in Camden and other points.

Many witnesses called for consideration of Line Segments 1803 and 1805 as one branch.

T & T Freezers testified that its traffic was not included because it was billed at Vineland. The company stated that its \$500,000 contribution to the area's economy as well as its plant investment would be lost without rail service.

Reported traffic:

Company and location	Carloads		
	1973	1974	Projected
FMC, Newfield		6	1976-80 1980-40
Seabrook Farms, Seabrook		87	
Shieldalloy, Newfield	01	92	100-125
T & T Freezer, Milepost 39.8	39	90	
Carmen Paladino, Newfield	18	19	
Lawrence Pepper		10,000	
Imasco Foods, Vineland	225	247	1976-525
ECKO	107	138	

¹ Sand.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 251 cars on this line generated a total revenue of \$300,098; however, only \$42,309 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL	\$42,309
Average revenue per carload	\$169

Variable (avoidable) cost of continued service:

Cost incurred on the branch line	117,340
Cost of upgrading branch line to FRA Class 1: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	15,531

Total variable (avoidable) cost 132,871

Net contribution (loss): total (90,562)
Average per carload (361)

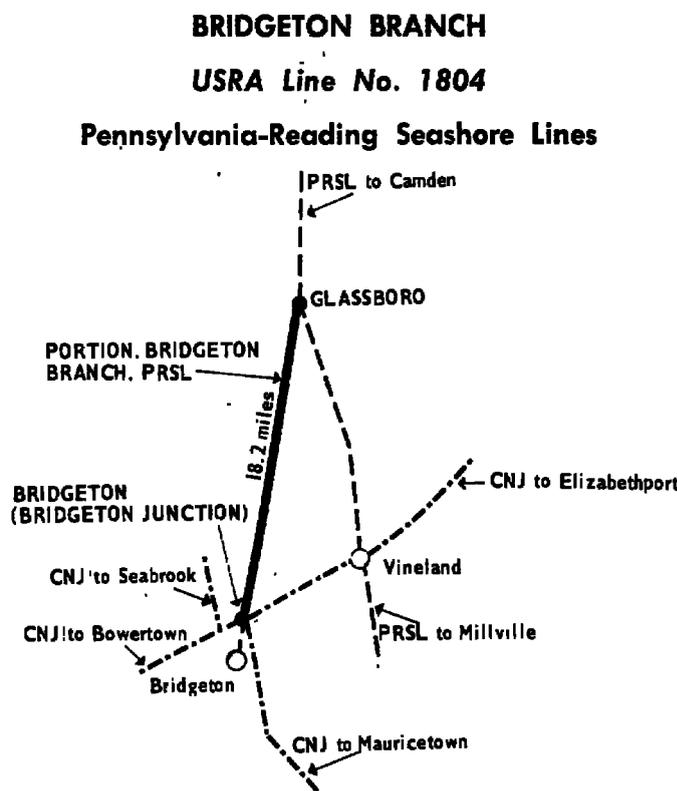
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined at Vineland because that traffic should not have been located on this line. Reevaluation of the line based on ConRail operations, costs and revenues did not alter the above loss to a significant degree.

This line is required for the movement of sand generated in southern New Jersey.

Disposition

This portion of the Millville Branch shall be transferred to the Consolidated Rail Corp.



The Bridgeton Branch extends from Glassboro (Milepost 17.8) to Bridgeton, N.J. (Milepost 36.0), a distance of 18.2 miles, in Gloucester, Salem and Cumberland

Counties, N.J. At Glassboro, this line connects with the Millville Branch of the PRSL. At Bridgeton Junction, it connects with the Red Bank-to-Bridgeton line of the CNJ (see Line Nos. 1803, 1805 and 1108) and the CNJ C&MR Branch.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Glassboro	452
Elmer	223
Husted	4
Bridgeton	1, 215
<hr/>	
Total carloads generated by the line.....	1, 894
Average carloads per week.....	36. 4
Average carloads per mile.....	104. 1
Average carloads per train.....	7. 6
1973 operating information :	
Number of round trips per year.....	250
Established time per round trip (hours).....	8. 0
Locomotive horsepower.....	1, 200
Train crew size.....	4

Public Comments on Preliminary System Plan

The New Jersey Farm Bureau states that elimination of this line would be very detrimental to the agricultural industry in the area.

Schalick Mills, of Elmer, received 158 carloads of grain in 1973. This would increase by as much as 50 cars in the event of reduced Midwest agricultural output, such as occurred in 1974. Loss of service over this line would cause the mill to close since the extra cost for utilizing motor freight and construction of new unloading and storage facilities would be prohibitive. Closing would create a hardship for farmers in the area since Schalick is one of only two suppliers for certain feed products.

Schalick Mills also states that 61 other carloads were received by customers of the PRSL in Elmer.

Hunt Wesson has a new plant on this line which expects to ship 335 carloads in the year beginning April 11, 1975. It estimates a \$2 million annual additional expense if forced to use motor freight.

Seabrook Agricity, a several thousand acre unit development, is in advanced planning stages at this time. Upon completion, it projects a 40,000 population and expects to generate considerable rail traffic,

The Railway Industrial Clearance Association states that this line is part of a through clearance route to southern New Jersey, connecting with the CNJ at Bridgeton. This segment is vital to the movement of outsize machinery to industries in southern New Jersey since alternative routes via CNJ or other PRSL lines have restrictive clearances.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replace-

ment estimate may be high. (*Note: no upgrading costs were included in the analysis of this Line.*)

Consideration must be given to the total revenue that that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 1,894 cars on this line generated a total revenue of \$1,368,094; however, only \$192,900 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$192, 900
Average revenue per carload.....	\$102
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	278, 379
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) -	0
Cost incurred beyond the branch line.....	130, 650
<hr/>	
Total variable (avoidable) cost.....	409, 029
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Net contribution (loss) : total.....	(216, 129)
Average per carload.....	(114)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Information received by the USRA staff indicates that a large industrial development is being located on this line. This complex is known as the Seabrook Development and is near Bridgeton. 4,000 to 5,000 acres of industrial property should be developed over the next several years.

Although service to this line generated a loss amounting to \$216,129 based on 1973 PRSL operations, analysis based on ConRail (merged) operations resulted in a contribution of \$30,751.

Disposition

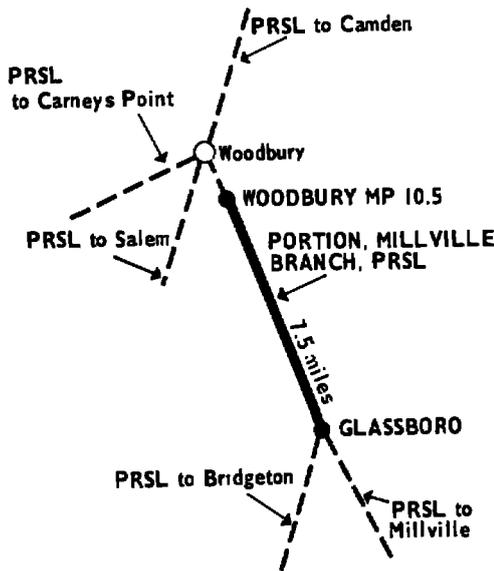
The Bridgeton Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF MILLVILLE BRANCH

USRA Line No. 1805

Pennsylvania-Reading Seashore Lines

This portion of the Millville Branch extends from Woodbury (Milepost 10.5) to Glassboro, N.J. (Milepost 18.0), a distance of 7.5 miles, in Gloucester County, N.J. At Woodbury, this line continues to Camden. At Glassboro, it connects with the Bridgeton Branch of the PRSL, and the line also continues to Vineland (see Line Nos. 1804 and 1803). At Woodbury, this line also intersects the Penns Grove Branch and the Salem Branch, both PRSL.



Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sewell	159
Pitman	31
<hr/>	
Total carloads generated by the line.....	190
Average carloads per week.....	3.7
Average carloads per mile.....	25.3
Average carloads per train.....	3.7
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	2,000
Train crew size	4

Public Comments on Preliminary System Plan

This line would require no upgrading according to Amstar Corp. This is in contrast to Line 1108, the CNJ line to be included in ConRail, which will require substantial rehabilitation and cannot handle the clearance loads that this line can. The Railway Industrial Clearance Association calls for the retention of this line as a through clearance route to southern New Jersey.

Amstar Corp. reported 621 carloads generated on this line in 1973 as follows:

Company:	Carloads 1973
Amstar Corp.....	105
Crown Zellerbach.....	46
Owens Illinois Glass.....	243
Pier 1 Imports.....	68
Sealsweet Packers.....	58
Glassboro Cold Storage Co.....	10
South Jersey Gas Co.....	22
Pitman Cold Storage Co.....	27
Hungerford & Terry.....	
Zeolite Chemical Co.....	40
Inversand Co.....	
Total	621

Middle Atlantic Millwork Co., at Milepost 10.2, received 305 carloads in 1973.

C. M. Kandle Co. of Pitman reported to New Jersey DOT that it received 11 carloads in 1973.

Amstar Corp. projects a 34-percent increase in traffic through 1980 (36 cars), that it will be required to install \$70,000 worth of unloading equipment, and will incur an additional \$38,400 per year for truck deliveries, if rail service is discontinued.

Owens Illinois projects future usage of 800 carloads per year.

New Jersey DOT reports "USRA Line 1805 was, apparently, analyzed primarily on the basis of its local service. However, little weight was given to its value as a bridge route for traffic generated beyond Glassboro. Overhead traffic, alone, accounted for 10 to 12 thousand carloads of sand per year from the sand pits below Vineland, in addition to industrial traffic from both the Bridgeton Branch and the Millville Branch below Glassboro. Also, this line is vital as a through clearance route for oversize freight. These factors must be taken into consideration by the USRA analysis of this portion of the Millville Branch."

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 190 cars on this line generated a total revenue of \$113,740; however, only \$16,034 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$16,034
Average revenue per carload.....	\$84
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	(4,000)
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line	16,108
Total variable (avoidable) cost.....	80,117
Net contribution (loss): total.....	(64,083)
Average per carload	(337)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I truck, which has a maximum safe operating speed of 10 m.p.h.).

The traffic identified in the testimony as being generated on this line is located at Woodbury which is on a line not identified for study. Reanalysis based on Con-Rail operations, revenues and costs did not alter the above result significantly.

This line is required as a through route for sand traffic generated in southern New Jersey.

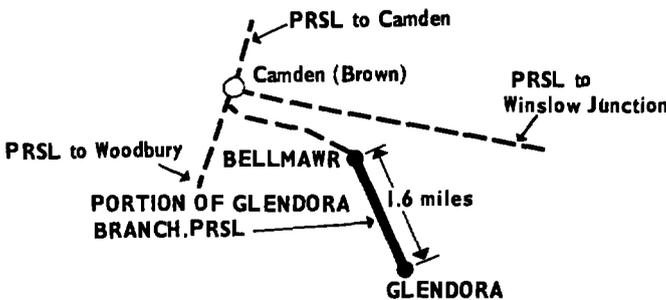
Disposition

This portion of the Millville Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF GLENDORA BRANCH

USRA Line No. 1806

Pennsylvania-Reading Seashore Lines



This portion of the Glendora Branch extends from *Bellmawr* (Milepost 7.9) to *Glendora, N.J.* (Milepost 9.5), a distance of *1.6 miles*, in Camden County, N.J. At Bellmawr, this line continues to Gloucester.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Runnemede	72
Glendora	46
Total carloads generated by the line..... 118	
Average carloads per week.....	2.3
Average carloads per mile.....	73.8
Average carloads per train.....	2.4
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	2.7
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

Consideration should be given to the total revenue that would be lost to ConRail without this segment. The 118 cars on the line generate \$93,419 of which only \$13,171 is attributed to the branch.

The estimated time per round trip appears to be high considering the traffic, and the length and condition of the line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$54,852
Average revenue per carload.....	\$465

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	21,995
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	29,828

Total variable (avoidable) cost..... 51,823

Net contribution (loss) : total..... 3,029
Average per carload..... 26

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to this line generated a loss amounting to \$15,989 based on 1973 PRSL operations, analysis based on ConRail (merged) operations resulted in a contribution of \$3,030.

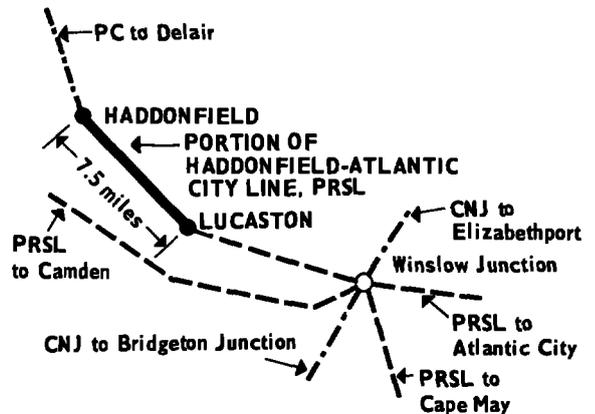
Disposition

This portion of the Glendora Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF CAMDEN-TO-ATLANTIC CITY LINE

USRA Line No. 1807

Pennsylvania-Reading Seashore Lines



This portion of the Camden-to-Atlantic City line extends from *Haddonfield* (Milepost 6.1) to *Lucaston, N.J.* (Milepost 13.6), a distance of *7.5 miles*, in Camden County, N.J. At Haddonfield, this line connects with the PC line running to Delair. At Lucaston, this line continues to Atlantic City.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Woodcrest	25
Kirkwood	4
Total carloads generated by the line..... 29	
Average carloads per week.....	0.6

Average carloads per mile.....	3.9
Average carloads per train.....	0.6
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	1.8
Locomotive horsepower.....	2,000
Train crew size.....	1

Public Comments on Preliminary System Plan

Several commuters report this line is utilized by 100 commuters per day and has potential for greater use. The State of New Jersey subsidizes passenger service on the line.

The Chamber of Commerce states that the line is being considered for an extension of PATCO (mass transit system).

The New Jersey DOT states:

"At this time, local freight service on the line between Haddonfield and Winslow Junction is provided by an assignment operating out of Pavonia Yard, Camden, and operating on the Clementon Branch to Winslow Junction and then back westward to Haddonfield. This arrangement involves considerable circuitry because of Penn Central ownership of the line between Haddonfield and Pavonia Yard. Once ConRail is in existence, the use of the Penn Central from Pavonia to Merchantville then to Haddonfield-Lucaston might be the more desirable method of operating the local freight providing service on the line between Haddonfield and Winslow Junction. The exclusion of this line at this time would foreclose an option of ConRail that could result in considerable operating efficiencies and economics, both goals of the Act.

"On this basis, the line should be recommended for inclusion in the final system."

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 the 29 cars on this line generated a total revenue of \$35,000; however, only \$4,941 was attributed to this line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$4,941
Average revenue per carload	\$170

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	59,030
Cost of upgrading branch line to PRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	2,033
Total variable (avoidable) costs.....	61,063

Net contribution (loss): total	(56,122)
Average per carload.....	(1,935)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A reevaluation of the potential of this line as a through route indicated that it is not needed. Analysis of the line based on ConRail operations, revenues and costs did not alter the above loss to a significant degree.

Service to this line generated a loss of \$56,122 in 1973. Recovery of this loss would require approximately a twentyfold increase in traffic or a 1,136-percent rate increase.

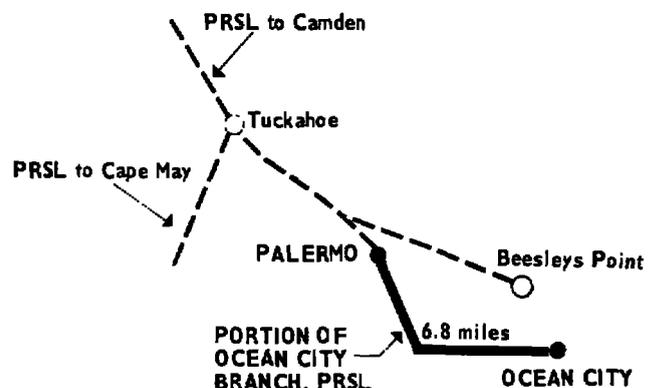
Disposition

This portion of the Camden-to-Atlantic City line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. *The continuation of passenger service on this line is dependent on the purchase, lease or other transfer of the necessary facilities to a public body.*

PORTION OF OCEAN CITY BRANCH

USRA Line No. 1808

Pennsylvania-Reading Seashore Lines



This portion of the Ocean City Branch extends from Palermo (Milepost 59.6) to Ocean City, N.J. (Milepost 66.4), a distance of 6.8 miles, in Cape May County, N.J. At Palermo this line continues until it reaches the PRSL Cape May line at Tuckahoe.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ocean City	116

Total carloads generated by the line.....	116
Average carloads per week.....	2.2
Average carloads per mile.....	17.1
Average carloads per train	2.2
1973 operating information:	
Number of round trips per year	52
Estimated time per round trip (hours).....	1.5
Locomotive horsepower	4,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Mayor of Ocean City and others expressed concern for the retention of passenger service on this line between Palermo and Ocean City.

New Jersey DOT supports the statement of the USRA in its preliminary recommendation that "The inclusion of this smaller bankrupt carrier in ConRail will improve carrier revenue as the acquiring road can 'long haul' the traffic. The present carloads per mile indicate that the line may be viable under this circumstance."

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973 116 cars on this line generated a total revenue of \$82,066; however, only \$11,572 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by PRSL.....	\$23,792
Average revenue per carload.....	\$205
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	58,630
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	9,120
<hr/>	
Total variable (avoidable) cost.....	67,750
<hr/>	
Net contribution (loss): total.....	(43,958)
Average per carload.....	(379)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The above cost and revenue data is based on assumed ConRail (merged) operations.

Service to this line generated a loss of \$43,958 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 185-percent rate increase. The assumption of the maintenance and ownership costs of this line by a public body in order to continue passenger service would change the above loss to a contribution of \$2,000. The acquisition of this line by a public body and the negotiation of an appropriate user fee for freight services would enable the continuation of freight services over this line.

Disposition

This portion of the Ocean City Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act.

Continuation of passenger services on this segment is dependent on the purchase, lease, or other transfer of the necessary facilities to a public body. Should

such negotiations be successful and the costs of owning and maintaining the line be removed from the freight service, freight service would be provided by ConRail.

INTERSTATE LINES

LONG ISLAND CITY CAR FLOAT

USRA Line No. 117

Penn Central

The Long Island City Car Float, extending from Greenville, N.J. to Long Island City, N.Y. in Hudson County, N.J. and Queens County, N.Y., a line which was recommended for inclusion on page 596 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp. This transfer, however, is not a guarantee of service beyond the 2-year statutory requirement in the Act. Affirmative state, local and carrier action is required to assure the long-term viability of this service.

The present car-float services in the New York metropolitan area are characterized by a large amount of duplication, old and deteriorated facilities and equipment, and resulting high operating costs. In USRA's judgment, the revenues derived from the services do not cover the present cost levels (see chapter 9). It therefore is essential that ConRail, Chessie System, and the present independent dock carriers (New York Dock, Brooklyn Eastern District Terminal) in cooperation with public bodies (New York and New Jersey Port Authority, state of New York, city of New York) undertake a program with the following objectives:

(a) Consolidation of facilities and services so as to eliminate the present duplication.

(b) Undertake a capital modernization program in conjunction with a program designed to rationalize facilities and floating equipment so as to improve the operating efficiency.

(c) Investigate the possibility of a single management control for the entire float operations.

In addition, exploration of the possibility for a greater reliance for all rail routes in New York should be undertaken with the understanding that this may not prove cost effective because of circuitry and the resulting reduction in the base traffic load needed for efficient float operations.

If these measures are not successful in totally eliminating the deficits, then the carriers involved should explore revenue increases as required.

PORTION OF THE RIVER LINE**USRA Line No. 709****Penn Central**

This portion of the River Line, extending from *Little Ferry, N.J.* (Milepost 5.9) to *Kingston, N.Y.* (Milepost 87.0), a distance of *81.1 miles*, in Bergen County, N.J. and Rockland, Orange and Ulster Counties, N.Y., a line which was recommended for inclusion on page 597 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

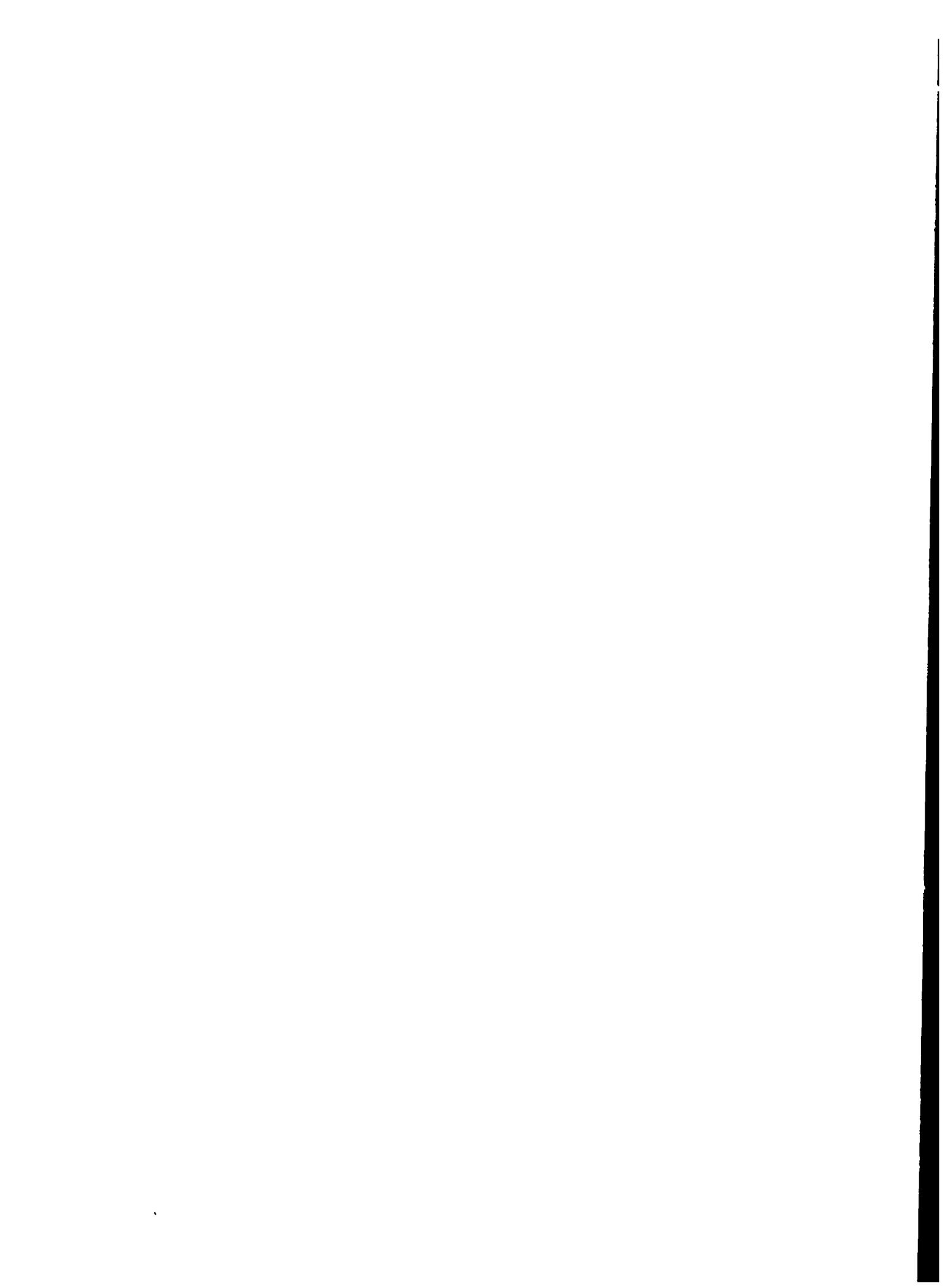
**PORTION OF NEW JERSEY & NEW YORK
RAILROAD****USRA Line No. 1215****Erie Lackawanna**

This portion of the New Jersey & New York Railroad, extending from *North Hackensack, N.J.* (Mile-

post 16.0) to *Nanuet Junction, N.Y.* (Milepost 28.2), a distance of *12.2 miles*, in Bergen County, N.J. and Rockland County, N.Y., a line which was recommended for inclusion on page 20 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie will provide the local freight service (see coordination project USRA -1).

PORTION OF MAYBROOK-PHILLIPSBURG LINE**USRA Line No. 1701****Lehigh & Hudson River**

This portion of the Maybrook-to-Phillipsburg line, extending from *Warwick, N.Y.* (Milepost 21.0) to *Belvidere, N.J.* (Milepost 72.0), a distance of *51.0 miles*, in Orange County, N.Y. and Sussex and Warren Counties, N.J., a line which was recommended for inclusion on page 597 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.



NEW YORK

Intrastate

USRA Line Number	Terminals	Page	USRA Line Number	Terminals	Page
PC			233/234	Seneca Castle to Penn Yan	274
66	Mount Kisco to Brewster	242	238	Canandaigua Track at Stanley	276
66a	Brewster to Dover Plains	243	246	16th Street Track at Olean	276
66b	Dover Plains to Wassaic	243	248	Brocton to Mayville	277
66c	Wassaic to Millerton	243	258	Frédonia to Dunkirk	278
67	Millerton to Ghent	244	666	Rensselaer to Troy	278
68	Bay Ridge to Parkville	245	666a	Green Island to Crescent	278
70	Hudson to Claverack	246	667	Campbell Hall to Highland	279
72	Schenectady to Aqueduct	246	668	Poughkeepsie to Highland	279
76	Selkirk to Port of Albany	246	669	Utica to Boonville	279
79	Boonville to Lyons Falls	247	670	Rome to McConnellsville	279
80	Candlen to McConnellsville	247	671	Geneva to Cayuga	280
81	Rotterdam Junction to South Fort Plain	248	681	30th Street Branch (NY)	281
83a	East New York Mills to near New York Mills	249	686	Oneida Castle to Canastota	281
84	West Shore Secondary Track at New York Mills	250	687	Carthage to Lowville	281
85	Oneida Castle to Vernon	251	708	Poughkeepsie to Hopewell Junction	282
86	East Syracuse to Fayetteville	252	LV		
87	Malone to Canadian Border	253	1000	Rochester to Lima	282
89a	DeKalb Junction to Ogdensburg	254	1002	East Ithaca to Cortland	283
90	Emeryville to Edwards	255	1003	Owego to Mead	284
92/93	Watertown to Limerick	256	1017	Van Etten Junction to Ludlowville	285
95	Cayuga to Auburn	257	1020	Van Etten Junction to Geneva Junction	286
96	Brighton to Pittsford	258	1021	Geneva Junction to Geneva	287
98	Canandaigua to Victor	258	1022	Geneva to Rochester Junction	288
100/101	Akron Junction to Transit	259	1023	Batavia to P & L Junction	289
102	Williamson to Oswego	260	1024	Niagara Junction to Batavia	290
102a	Oswego to Scriba	261	1025	Caledonia to Rochester Junction	291
103/104	Williamson to Windsor Beach	262	EL		
105/107	Charlotte to Riverview	263	1213	Nanuet Junction to Spring Valley	292
106	Suspension Bridge to Riverview	265	1214	Spring Valley to Tallmans	292
108	Newark to Sodus Point	265	1217	Greycourt to Newburgh	292
109/110	Newark to Marion	266	1219	Campbell Hall Junction to Montgomery	293
111	Windsor Beach to Rochester (State Street)	267	1220	Middletown to Fair Oaks	294
112	Batavia to Caledonia	268	1221	Crawford Junction to Pine Bush	294
114a	Rochester to Scottsville Yard	269	1233	Fulton to Oswego	295
136	Montgomery to Kingston	270	1239	Bath to Wayland	297
137	Kingston to Bloomville	270	1240	North Alexander to Avon	298
230a	Southport to Elmira (Southport Junction)	271	1241	Avon to Rochester	299
231	Horseheads to Montour Falls	272	1242	Depew Junction to Lancaster	300
231a	Elmira (Southport Junction) to Horseheads	273	1243	Lockport to Lowertown	301
231b	Montour Falls to Starkey	273	1244	River Junction to Cuba Junction	302
			1246	Buffalo (BC Junction) to Dayton	302
			1247	Dayton to Dunkirk	304
			1248	Dayton to Waterboro	305
			1250	Salamancu to Cattaraugus	306

USRA Line Number	Terminals	Page
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L&HR

1700	Warwick to Maybrook	307
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**International
PC**

New York to Canada (this line is discussed under Canada)

101a	Black Rock, N. Y. to Welland, Ont.
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Interstate

New York to New Jersey (these lines are discussed under New Jersey)

PC

117	Long Island City, N. Y. to Greenville, N.J. (float)
709	Kingston, N. Y. to Little Ferry, N.J.

EL

1215	Nanuet Junction, N.Y. to North Hackensack, N.J.
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L&HR

1701	Warwick, N. Y. to Belvidere, N.J.
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New York to Pennsylvania

PC

249	Mayville, N. Y. to Corry, Pa.	307
260	Falconer, N. Y. to North Warren, Pa.	308

LV

1015	Owego, N. Y. to Sayre, Pa.	309
1016	Van Etten Junction, N. Y. to Sayre, Pa.	310

EL

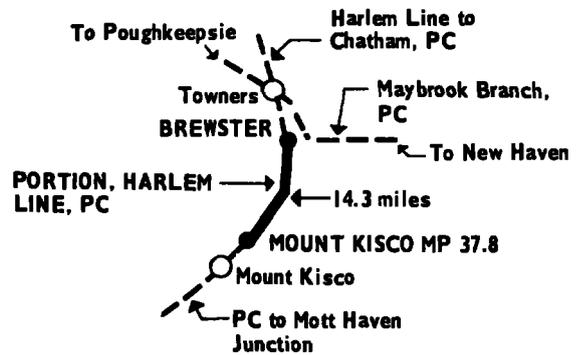
1251	Carrollton, N.Y. to Lewis Run, Pa.	311
1255	Niobe Junction, N.Y. to Corry (CM Junction), Pa. (via Bear Lake)	311

PORTION OF HARLEM LINE

USRA Line No. 66

Penn Central

This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Mount Kisco*



(Milepost 37.8) to *Brewster, N.Y.* (Milepost 52.1), a distance of *14.3 miles*, in Westchester and Putnam Counties, N.Y. A continuation of this line extends northward from Brewster to Chatham (see Line No. 66a). A southerly continuation of this line runs from Mt. Kisco to Mott Haven Junction. Brewster is also served by the Maybrook Branch of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :

Bedford Hills	4
Katonah	0
Golden's Bridge	20
Purdy's	0
Croton Falls	1

Total carloads generated by the line	25
Average carloads per week	0.5
Average carloads per mile	1.7
Average carloads per train	0.5

1973 operating information :

Number of round trips per year	50
Estimated time per round trip (hours)	2.0
Locomotive horsepower	1,750
Train crew size	8

Public Comments on Preliminary System Plan

Consolidated Edison Corp. states that this line is necessary for the shipment of oversized electrical and mechanical equipment to its substations in the area. The company noted that if a major piece of transformer equipment fails while in service, it must be returned to the factory for repair.

New York State Electric and Gas Corporation received two 50-ton transformers at Golden's Bridge team track in 1974. No further shipments are planned. The company stated that rail service is essential. It is the only means of transportation which could carry the transformers to the manufacturer for repair.

General Electric Company reported that it ships large transformers over this line.

Grand Union stated that it needs the Harlem Line for shipment of Plate C cars.

Alternate routes to this line have clearance problems. The Hudson Division has a third rail below Croton-Harmon. Plate C cars can neither move under low

bridges in the Bronx and southern Westchester County, nor next to other moving equipment on the Hudson Division.

Several witnesses noted that there is no connection between the Harlem Line and the PC Maybrook Branch at Brewster. It was estimated that a connection could be built for \$100,000.

The County Executive of Westchester County stated that, according to USRA's statistics, this segment produces more revenue than Line 66a which was included in the system.

The Westchester Planning Board reported that it has adopted land-use planning concepts. These recommend that the most intensive land uses be clustered in centers along transportation corridors. The Northern Saw Mill River Valley and the Harlem Division are the most essential of such corridors in northern Westchester County.

Much of the testimony was concerned with preserving the entire Harlem Valley Line. See other comments under USRA Lines 66c and 67.

The estimated time per round trip appears very high. Even though the line meets FRA Class I track standards, the estimated time per round trip is 12 hours, even though the distance involved is only 15.5 miles. (*Note: The time required to serve the line includes the time spent in sidings holding for passenger trains.*)

Information for Line-Transfer Decision

Revenue received by PC.....	\$12,801
Average revenue per carload.....	\$512
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Variable (avoidable) cost to continued service:	
Cost incurred on the branch line ¹ ..	8,187
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line ..	10,391
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Total variable (avoidable) cost.....	18,578
<hr/>	
Net contribution (loss): total.....	(5,777)
Average per carload.....	(231)

¹ Excludes maintenance and ownership costs due to commuter operation of MTA.

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Testimony was received citing the need to keep this line for oversized shipments to Mount Kisco. A connection will be built at Brewster and ConRail will use this line (66) *only* for the movement of oversized loads when required, providing the required agreement can be reached with MTA.

Freight service to this line generated a loss of \$5,777 in 1973. Recovery of this loss would require approxi-

mately a twofold increase in traffic or a 45-percent rate increase.

Disposition

Trackage rights over this portion of the Harlem Line shall be transferred to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. MTA leases this line for commuter service; these passenger services will be continued.

PORTION OF THE HARLEM LINE

USRA Line No. 66a

Penn Central

This portion of the Harlem Line, extending from *Brewster* (Milepost 52.1) to *Dover Plains, N.Y.* (Milepost 76.6), a distance of 24.5 miles, in Putnam and Dutchess Counties, N.Y., a line which was recommended for inclusion on page 602 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE HARLEM LINE

USRA Line No. 66b

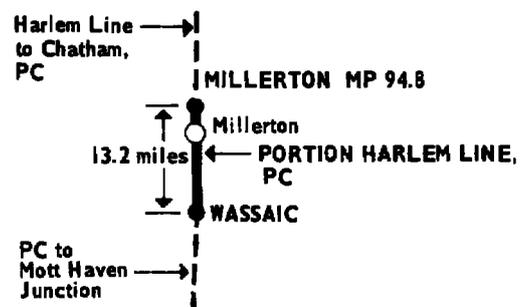
Penn Central

This portion of the Harlem Line, extending from *Dover Plains* (Milepost 76.6) to *Wassaic, N.Y.* (Milepost 81.6), a distance of 5.0 miles, in Dutchess County, N.Y., a line which was recommended for inclusion on page 602 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF HARLEM LINE

USRA Line No. 66c

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Wassaic* (Milepost 81.6) to *Millerton, N.Y.* (Milepost 94.8), a distance of *13.2 miles*, in Dutchess County, N.Y. This line extends northward to Chatham from Millerton (see Line No. 67). A southerly continuation of this line extends from Wassaic to Mott Haven Junction (see Line Nos. 66b, 66a and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Amenia	214
Sharon Station.....	252
Millerton	304
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Total carloads generated by the line.....	770
Average carloads per week.....	14.8
Average carloads per mile.....	58.3
Average carloads per train.....	6.2
1973 operating information:	
Number of round trips per year.....	125
Estimated time per round trip (hours).....	4.6
Locomotive horsepower.....	1,750
Train crew size.....	3

Public Comments on Preliminary System Plan

Agway reported that at Sharon Station it shipped 248 carloads in 1973 (New York DOT pointed out these carloads were overlooked in USRA's calculations) and 275 carloads in 1974. Agway stated that corrected carload data would result in a revised average of 57.9 carloads per mile. With effective service, Agway predicted total shipments could reach 69.8 carloads per mile. The Agway facility projects 450 carloads per year.

At Millerton, Agway received 78 carloads in 1973.

Kerr-McGee Chemical Corp., in Amenia, shipped 80 carloads in 1974, and expects to ship 84 carloads in 1975 and 90 carloads in 1976. The company reported that its plant is operating at only 66 percent of capacity.

According to the town of Northeast, the New York DOT Rail Transportation Program planned for the rehabilitation of this line from Millerton, Milepost 94.8, to Dover Plains, Milepost 76.6. This was planned to restore passenger service from Millerton to New York City. The town pointed out that a passenger service contract would reduce the branch costs of ownership and maintenance.

Information for Line-Transfer Decision

Revenue received by PC.....	\$212,067
Average revenue per carload.....	\$276

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	129,738
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	15,735
Cost incurred beyond the branch line....	208,068

Total variable (avoidable) cost..... 353,541

Net contribution (loss): total..... (141,474)

Average per carload..... (184)

This line would require upgrading to meet the requirements of the Federal Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,179 crossties (an average of 89 crossties per mile).

According to RSPO testimony, Agway at Sharon Station, N.Y. shipped 248 cars in 1973. These cars were transited at Bordentown, N.J.

This line was reanalyzed including the cars generated by Agway.

Service to this line generated a loss of \$141,474 in 1973. Recovery of this loss would require approximately a thirty-fivefold increase in traffic or a 67-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

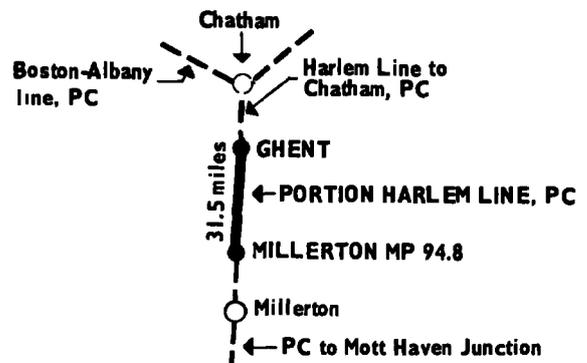
Disposition

This portion of the Harlem Line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF HARLEM LINE

USRA Line No. 67

Penn Central



This portion of the Harlem Line, formerly part of the New York Central RR, extends from *Millerton* (Milepost 94.8) to *Ghent, N.Y.* (Milepost 126.3), a distance of 31.5 miles, in Dutchess and Columbia Counties, N.Y. A northerly continuation of this line extends from Ghent to Chatham, where it connects with the Boston-Albany Line, PC. A southerly continuation extends from Millerton to Mott Haven Junction (see Line Nos. 66c, 66b, 66a and 66).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Copake Falls.....	16
Hillsdale	81
Philmont	28
<hr/>	
Total carloads generated by the line.....	75
Average carloads per week.....	1.4
Average carloads per mile	2.4
Average carloads per train.....	3.0
1973 operating information:	
Number of round trips per year.....	25
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	1,750
Train crew size.....	8

Public Comments on Preliminary System Plan

According to the Columbia County Pomona Grange, this segment serves a high-impact agricultural area with 550 commercial farms. They are operated on 135,000 acres with the annual gross income of \$30 million.

Consolidated Edison Corp. reported that this segment is necessary for shipment of overdimensional electric equipment. It noted that reduced maintenance on this line has already made it inaccessible to the company's shipments.

The Harlem Valley Transportation Association introduced numerous letters from area private schools and environmental organizations which favored resumption of passenger service from Pittsfield, Mass. to New York City over this line.

Donald Walsh reported that the following companies use rail service at Millerton: Suburban Propane, Wayne Feeds, Bloch's Furniture, Inc., and Samuel Deull Lumber Co.

Information for Line-Transfer Decision

Revenue received by PC.....	\$28,539
Average revenue per carload.....	\$881
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	213,182
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	32,132
Cost incurred beyond the branch line.....	21,498
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Total variable (avoidable) cost.....	266,810
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Net contribution (loss): total.....	(238,271)
Average per carload.....	(3,177)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 7,426 crossties (an average of 235 crossties per mile).

RSPO testimony pointed out the necessity to keep this line as a clearance route. A connection will be built at Brewster which would be less expensive than rebuilding and operating this line.

Service to this line generated a loss of \$238,271 in 1973. Recovery of this loss would require approximately a thirty-fourfold increase in traffic or an 835-percent rate increase.

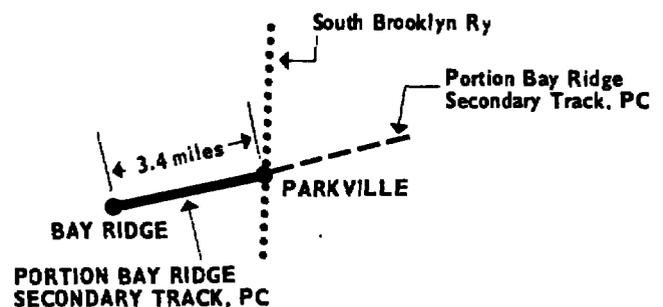
Disposition

This portion of the Harlem Line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE BAY RIDGE SECONDARY TRACK

USRA Line No. 68

Penn Central



This portion of the Bay Ridge Secondary Track, formerly part of the Pennsylvania RR, extends from *Bay Ridge* (Milepost 0.0) to *Parkville, N.Y.* (Milepost 3.4), a distance of 3.4 miles, in Kings County, N.Y. A continuation of this line runs in a northeasterly direction from Parkville to Fremont. At Parkville this line connects with the South Brooklyn Ry.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Bay Ridge-----	45
Parkville ¹ -----	142
<hr/>	
Total carloads generated by the line-----	187
Average carloads per week-----	3.6
Average carloads per mile-----	55.0
Average carloads per train-----	3.6
1973 operating information:	
Number of round trips per year-----	52
Estimated time per round trip (hours)-----	0.8
Locomotive horsepower-----	1,500
Train crew size-----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

According to the New York DOT, G&R Packing Co., the only shipper on this line, generates 187 carloads annually. USRA attributed only 76 carloads to G&R in 1973.

The following companies testified that continued service by the New York Dock Railway is essential to their operation: Prudential Lines, Inc.; Supreme Equipment and System Corp.; Guide Systems Supply; Hellenic Lines; Moore-McCormack; American Export Lines; Universal Maritime Services and Warshaw Manufacturing Co.

Several witnesses pointed out that discontinuing service on this line, coupled with the surcharge on float operations in New York Harbor, could ruin New York as a port city.

Northeast Marine Terminal reported that it handled 568 cars in 1974. When fully developed, the terminal will cover 280 acres and have facilities for 20 ships at once.

Information for Line-Transfer Decision

Revenue received by PC-----	\$134,536
Average revenue per carload-----	\$719
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	29,613
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost)---	1,841
Cost incurred beyond the branch line-----	83,075
<hr/>	
Total variable (avoidable) cost-----	114,529
<hr/>	
Net contribution: total-----	20,007
Average per carload-----	107

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.) Based on available information, this upgrading would include the replacement of a total of 460 crossties (an average of 135 crossties per mile).

Most of the traffic on the Bay Ridge Secondary Track is handled on the eastern portion (East of Parkville) of the track. The G&R Packing Company, located in Bay Ridge, is the only shipper using this segment. Its product is foodstuffs, usually government contracted.

The above reanalysis indicates that the line is viable based on 1973 traffic. However, it also has been shown that the port development activities will result in immediately increasing revenues.

Disposition

This portion of the Bay Ridge Secondary Track shall be transferred to the Consolidated Rail Corp.

CLAVERACK SECONDARY TRACK

USRA Line No. 70

Penn Central

The Claverack Secondary Track, extending from Hudson (Milepost 0.0) to Claverack, N.Y. (Milepost 4.2), a distance of 4.2 miles, in Columbia County, N.Y., a line which was recommended for inclusion on page 606 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

AQUEDUCT BRANCH

USRA Line No. 72

Penn Central

The Aqueduct Branch, extending from Schenectady (Milepost 0.0) to Aqueduct, N.Y. (Milepost 4.1), a distance of 4.1 miles, in Schenectady County, N.Y., a line which was recommended for inclusion on page 606 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

ALBANY SECONDARY TRACK

USRA Line No. 76

Penn Central

The Albany Secondary Track, extending from Selkirk (Milepost 3.7) to Port of Albany, N.Y. (Milepost 10.8), a distance of 7.1 miles, in Albany County, N.Y., a line which was recommended for inclusion on page 607 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 79

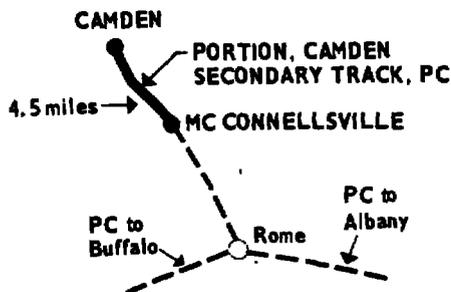
Penn Central

This portion of the Lyons Falls Branch, extending from *Boonville* (Milepost 35.0) to *Lyons Falls, N.Y.* (Milepost 45.0), a distance of 10.0 miles, in Oneida and Lewis Counties, N.Y., a line which was recommended for inclusion on page 608 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 80

Penn Central



This portion of the Camden Secondary Track, formerly part of the New York Central RR, extends from *Camden* (Milepost 22.9) to *McConnellsville, N.Y.* (Milepost 27.4), a distance of 4.5 miles, in Oneida County, N.Y. A continuation of the line runs to Rome where it connects with the Buffalo-Albany Line of the PC (see Line No. 670).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Camden.....	176
Total carloads generated by the line..... 176	
Average carloads per week.....	3.4
Average carloads per mile.....	39.1
Average carloads per train.....	3.4
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	2.5
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

Testimony pointed out that elimination of this line would end all intermodal competition. There are no air, water, or other rail facilities in the area.

Agway noted that its data submitted at RSPO hearings in 1974 was not considered by USRA.

Agway reported that it received 85 carloads at Camden in 1973. They suggested that if shippers on the McConnellsville to Rome segment of the line (USRA Line No. 670) could adjust to the frequency of service on the McConnellsville to Camden segment—60 round-trips per year—the cost of providing service would be reduced. Average carloads per mile for the entire line would be 48.6. Average carloads per train would be 13.8. (Note: Only 52 trips were made in 1973.)

Mohawk Valley Wholesale Grocers, Inc., shipped 25 carloads in 1974. The firm requests that line 80 and line 670 be considered as one segment.

Rochester Shoe Tree Co. received 14 carloads in 1974. The company anticipates its inbound shipments of lumber to increase at the rate of 10 to 15 percent per year for the next 5 years. If the company were to lose rail service, it would either greatly curtail or close its operation.

The Rome Industrial Development Corp. reported that Camden Agway shipped 68 carloads over this line in 1974. It expects to ship 70 carloads in 1975. The corporation also reported that Rowell Feed shipped 12 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC.....	\$68,145
Average revenue per carload.....	\$359
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	48,622
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	7,849
Cost incurred beyond the branch line.....	50,560
Total variable (avoidable) cost.....	101,531
Net contribution (loss): total.....	(38,886)
Average per carload.....	(218)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 178 crossties per mile).

RSPO testimony suggested that this line be combined with Line No. 670 and analyzed as one line. This action would involve cross-subsidization, and therefore was not undertaken.

Service to this line generated a loss of \$38,886 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 61-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the pro-

jected traffic level is significantly less than that required for viability.

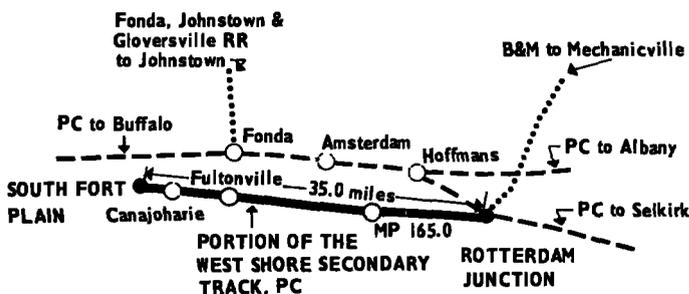
Disposition

This portion of the Camden Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE WEST SHORE SECONDARY TRACK

USRA Line No. 81

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central R.R., extends from Rotterdam Junction (Milepost 159.5) to South Fort Plain, N.Y. (Milepost 194.5), a distance of 35.0 miles, in Schenectady and Montgomery Counties, N.Y. This line connects at Rotterdam Junction with the Hoffmans Branch and the West Shore Branch of the PC, and with the Boston & Maine R.R.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
South Amsterdam.....	145
Fultonville	29
Canajoharie	1,065
South Fort Plain.....	368
<hr/>	
Total carloads generated by the line.....	1,607
Average carloads per week.....	30.9
Average carloads per mile.....	45.9
Average carloads per train.....	10.7
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Both Baker-Beechnut Corp. and Life Savers, Inc. have major operations at Canajoharie which rely on rail service.

Baker-Beechnut generates over 900 carloads annually. The company is a leader in the highly competitive baby food industry and could not absorb the increased cost of trucking.

Wherever possible, Baker-Beechnut is transferring its customers from truck to rail. As a result it now predicts that it will generate an additional 422 carloads in 1975.

Life Savers is considering expanding its confection products line by adding manufacturing facilities at Canajoharie before mid-1976.

Life Savers projects that it will receive 444 carloads in 1976 and 572 in 1977. If the company's planned expansion takes place, it would generate an additional 2,400 tons outbound in 1976 and an additional 10,000 tons outbound in 1977.

It was reported that Baker-Beechnut and Life Savers together employ over 1,700 people. There is no other industry in the Mohawk Valley that could absorb these employees should the two firms restrict or discontinue their operations.

A shift from rail service to truck would cost Baker-Beechnut \$1,797,000 per year. Additional costs to Life Savers would amount to \$200,000.

Agway reported that it has made a down payment on land, track, and an old freight house in South Amsterdam which it intends to use for the storage of bag fertilizer. A nitrogen storage tank would also be erected on the premises. This facility would need rail service.

Agway has a new fertilizer plant in Fultonville which received 6 carloads in 1973 and 26 in 1974. The facility is expected to receive 84 carloads in 1975. Agway noted that 30 percent of the cars received in Fultonville in 1973 and 1974 were tank or covered hopper cars owned by Agway. This means that on-branch car-days and car costs used by USRA for 1973 are overstated.

Texgas, a division of Allied Chemical, reported that it has a distribution center for handling propane gas at South Fort Plain. The facility received 24 privately owned 30,000 gallon tank cars of propane gas in 1974.

Nathan's Waste and Paperstock Co., Inc. shipped approximately 16 carloads over the line in 1974. The company, which is in the recycling business, intends to triple its use of rail service in the next few years.

New York DOT reported that the Penn Central purchased 1,600 carloads of crushed stone from the Cushing Crushed Stone Co. in South Amsterdam. These carloads were carried over Line 81 but were not included in USRA's analysis of the line.

Shaul Farms stated that, if it lost rail service, it

would discontinue growing a large part of its vegetable crop. Consequently, it would lose over \$100,000 per year in sales.

The Montgomery County Farm Bureau reported that county farmers generated 320 carloads over the line in 1974.

Information for Line-Transfer Decision

Revenue received by PC.....	\$806,352
Average revenue per carload.....	\$377

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	372,092
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	26,213
Cost incurred beyond the branch line.....	462,531

Total variable (avoidable) cost.....	860,836
--------------------------------------	---------

Net contribution (loss): total.....	(254,484)
Average per carload.....	(158)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,000 crossties (an average of 85 crossties per mile).

The USRA Office of Facilities Evaluation has determined that the crushed stone at South Amsterdam is required as a source of ballast for ConRail. Company material is not reflected in the traffic tapes, thus is not reported in the above carload figures and was not used in costing the line. In 1974, this line generated 1,222 carloads of trap rock.

Service to the remainder of the line (from Milepost 165.0 to Milepost 194.5) (serving shippers at South Amsterdam, Fultonville, Canajoharie and South Fort Plain who generated 1,600 carloads in 1973) would generate \$605,238 in revenue and \$811,546 in costs with a resulting loss of \$206,308. Recovery of costs would require approximately a twofold increase in traffic or a 34-percent rate increase over the 1973 levels. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

The portion of the West Shore Secondary Track from Milepost 159.5 to Milepost 165.0 shall be offered for sale to the Boston & Maine RR., a profitable railroad operating in the Region. ConRail will retain trackage rights. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

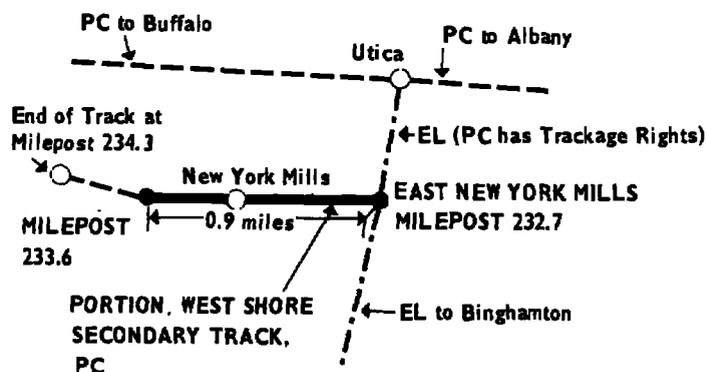
The portion of the West Shore Secondary Track from

Milepost 165.0 to Milepost 194.5 shall be offered for sale to the Boston & Maine RR. This sale would preserve rail service to 1,607 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF WEST SHORE SECONDARY TRACK

USRA Line No. 83a

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR, extends from East New York Mills (Milepost 232.7) to near New York Mills, N.Y. (Milepost 233.6) a distance of 0.9 miles, in Oneida County, N.Y. The continuation of this line runs westward from Milepost 233.6 (see line No. 84). The line connects at East New York Mills with the Erie Lackawanna Ry. over which the PC has trackage rights to Utica.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
New York Mills.....	200
Total carloads generated by the line.....	
	200
Average carloads per week.....	3.8
Average carloads per mile.....	222.2
Average carloads per train.....	4.4
1973 operating information:	
Number of round trips per year.....	45
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	600
Train crew size.....	4

Public Comments on Preliminary System Plan

It was reported that the following companies are users of this line: Vicks Lithograph and Printing

Corp.; Westinghouse Electric Corp.; O. W. Hubbell & Sons; S.C.I. Plywood Co.; Rich Plan of Utica; Bonide Chemical Co.; Alling and Cory; H. Waterbury & Sons; and General Electric Co. (AED).

Alling and Cory reported that these shippers have an annual business volume of over \$31 million and employ over 540 people. The firm disputed USRA's figures, contending that the viability analysis showed 1973 carloads as 199, not 176 as USRA reported. The same analysis showed revenues for the line of \$65,692, which is \$9,048 more than indicated by USRA.

Alling and Cory, a paper distribution firm, constructed a new warehouse on the line in 1972 at a cost of \$1 million. The location was chosen because of its rail service. Many of the firm's suppliers, such as Scott Paper Co. of Chester, Pa., are oriented for rail shipment only.

S. C. I. Plywood of New York Mills receives from 50 to 80 carloads of lumber per year from the West Coast. If the firm lost rail service, it would be forced to close or relocate, at an estimated cost of \$300,000.

General Electric reported that a major portion of its business is with the Department of Defense which requires a secure means of transportation.

D. W. Hubbell & Sons, Inc., guard railing contractors, would ship more by rail if service were improved. The company anticipates receiving increased shipments of steel from Chicago. This could amount to 125 carloads per year.

The Rich Plan of Utica uses the line to receive household freezers.

Bonide Chemical of Yorkville needs rail service to expand its business. Its current location was chosen because of rail availability. Bonide currently receives raw materials by other means which could account for 23 to 25 carloads per year.

The De Lia Industrial site, located on this segment, is a potential generator of new rail traffic.

H. Waterbury & Sons Co., a manufacturer of wet felts for the paper making industry, has a warehouse at New York Mills with a 144-foot dock for rail loading.

Vicks Lithograph and Printing Corp., of Yorkville stated that over 80 percent of its printing paper is shipped by rail. The firm's development was not complete in 1973.

Several witnesses disputed USRA's allocation of costs to this line. State Senator Donovan stated "Does anyone believe that USRA would save \$45,744 by eliminating this less than a mile of track?"

Information for Line-Transfer Decision

Revenue received by PC.....	\$65, 839
Average revenue per carload.....	\$829

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	18, 923
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	1, 814
Cost incurred beyond the branch line..	52, 218
<hr/>	<hr/>
Total variable (avoidable) cost.....	72, 955
<hr/>	<hr/>
Net contribution (loss): total.....	(7, 116)
Average per carload.....	(86)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 200 crossties (an average of 222 crossties per mile).

All of the shippers who testified are on this line and their traffic is reflected in the above data.

Service to this line generated a loss of \$7,117 in 1973. Recovery of this loss would require approximately a 52-percent increase in traffic or a 10-percent rate increase.

This line currently is served by PC via trackage rights over EL. The line will be served directly from local service now provided to the EL line.

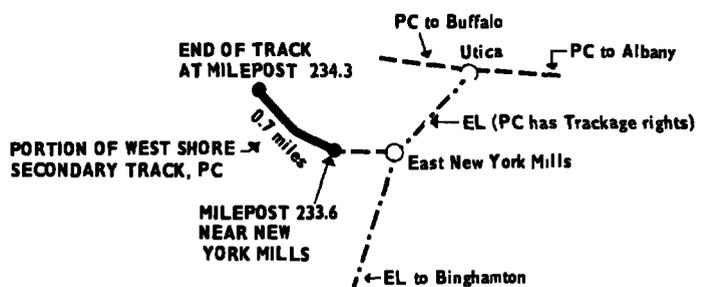
Disposition

This portion of the West Shore Secondary Track shall be transferred to the Consolidated Rail Corp. It is recommended that the Chessie System provide local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will provide local service via trackage rights over the Chessie System (EL tracks).

PORTION OF WEST SHORE SECONDARY TRACK

USRA Line No. 84

Penn Central



This portion of the West Shore Secondary Track, formerly part of the New York Central RR, extends from Milepost 233.6 near New York Mills, N.Y., to End of track at Milepost 234.3, a distance of 0.7 miles, in Oneida County, N.Y. A continuation of this line runs eastward (see Line No. 83a).

Public Comments on Preliminary System Plan

The Delaware Otsego Corp. which operates the Central New York Shortline Railroad, advised USRA that it is willing to acquire the entire EL line, including the Penn Central branch to New York Mills in order to protect its investment in the Central New York.

Information for Line-Transfer Decision

Highway construction now being undertaken by the State of New York would necessitate substantial investment on the bridge on this line. The state is prepared to construct a siding between Niagara Mohawk Power Co. (the only shipper on this line) and the Erie Lackawanna in order to avoid interference with the highway construction.

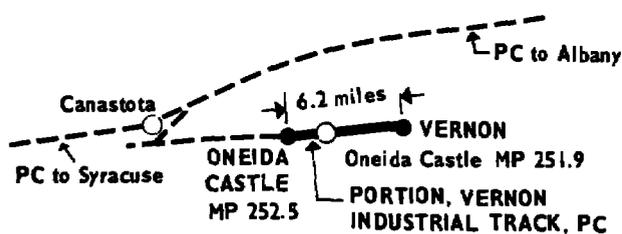
Disposition

This portion of the West Shore Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for acquisition by the shipper, or for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF VERNON INDUSTRIAL TRACK

USRA Line No. 85

Penn Central



This portion of the Vernon Industrial Track, formerly part of the New York Central RR, extends from Vernon (Milepost 246.3), to Oneida Castle, N.Y. (Milepost 252.5), a distance of 6.2 miles, in Oneida County, N.Y. A continuation of this line extends westward from Oneida Castle (see Line No. 686).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Vernon	270
Oneida Castle ¹	95
Total carloads generated by the line-----	
Average carloads per week-----	7.0
Average carloads per mile-----	58.9
Average carloads per train-----	4.9
1973 operating information:	
Number of round trips per year-----	75
Estimated time per round trip (hours)-----	2.0
Locomotive horsepower-----	1,000
Train crew size-----	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Pohl's Agway ships grain mill products and special machinery over the line. Pohl's generated 219 carloads in 1973 and 185 in 1974 and expects to ship 200 carloads per year in the future. Loss of service would mean Pohl's would have to truck from a siding in Oneida or Canastota at an additional cost of \$46,000 which would have to be passed along to farmers.

Vernon Milling Co. received 100 carloads in 1973 and 105 carloads in 1974. The firm expects this volume to continue. It would go out of business if it lost rail service.

Oneida, Ltd., the largest manufacturer of flatware in the world, reported that it received 240 carloads of coal per year until 1972. In that year Oneida changed to oil and natural gas to meet environmental standards. The firm noted that rising costs or new environmental standards could force a reversion to coal, in which case its need for rail service would be renewed.

Oneida Container Corp. chose its present location because of its rail service. The company shipped four carloads in 1973 and four in 1974. It expects its shipments to increase dramatically after 1976. Expansion plans include use of craft linerboards which must be shipped from the South.

Dairylea Corp. had a large volume of rail shipments over the line in the past. It has discontinued use of the line because of poor service and damage to its shipments.

Grant's Building Supply ships five carloads of lumber and dimension stock hardware per year.

Vernon Telephone Co. plans to expand its operation and will need rail service in the future for shipment of telephone poles.

Eastern Crown, Inc. shipped 36 carloads in 1973.

Information for Line-Transfer Decision

Revenue received by PC-----	\$146,797
Average revenue per carload-----	\$402

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	63,937
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	6,239
Cost incurred beyond the branch line..	98,910
<hr/>	
Total variable (avoidable) cost.....	169,086
Net contribution (loss) : total.....	(22,289)
Average per carload.....	(61)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 900 crossties (an average of 145 crossties per mile).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 251.9 to Milepost 252.5 (serving shippers at Oneida Castle who generated 95 carloads in 1973) would generate \$45,231 in revenue and \$45,274 in costs with a resulting loss of \$43.

Service to the remainder of the line (from Milepost 246.3 to Milepost 251.9 serving shippers at Vernon who generated 270 carloads in 1973) would generate \$101,566 in revenue and \$131,673 in costs with a resulting loss of \$30,107. Recovery of costs would require approximately a 100-percent increase in traffic or a 30-percent rate increase over the 1973 levels. The existence of an additional 35 cars on this line in 1973, as reported by the N.Y. DOT, would reduce this loss to approximately \$18,000.

Disposition

The portion of the Vernon Industrial Track from Milepost 251.9 to Milepost 252.5 shall be transferred to the Consolidated Rail Corp.

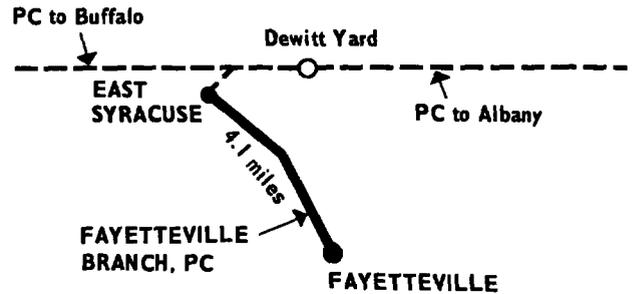
The portion of the Vernon Industrial Track from Milepost 246.3 to Milepost 251.9 is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FAYETTEVILLE BRANCH

USRA Line No. 86

Penn Central

The Fayetteville Branch, formerly part of the New York Central RR. extends from *East Syracuse* (Milepost 5.8), to *Fayetteville, N.Y.* (Milepost 9.9), a



distance of 4.1 miles, in Onondaga County, N.Y. At East Syracuse, this line connects with the Albany-Buffalo line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Fayetteville	117
<hr/>	
Total carloads generated by the line.....	117
Average carloads per week.....	2.3
Average carloads per mile.....	28.5
Average carloads per train.....	2.3
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	1.5
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The New York DOT reported that Penn Central's DICCS Report shows 215 carloads for Fayetteville in 1973, not 111 as reported by USRA. USRA stated that recovery of costs would require approximately a two-fold increase in traffic. Because USRA understated traffic on the line by more than half, the line currently carries sufficient traffic and should be included in the system.

Figures submitted to RSPO indicated that the following 10 users of the line generated 935 carloads: 84 Lumber Co., Inc. 67 carloads; Sears, Roebuck & Co., 656 carloads; McIntosh Box & Pallet Company, 35 carloads; Ceco, Inc., 9 carloads; Wallgene Construction Co., 30 carloads; Energy Gases Co., 2 carloads; Dow Lumber Co., 34 carloads; Precision Castings Co., 23 carloads; McIntyre Brothers Paper Co., 33 carloads; and B. H. Tracy & Sons, Inc. 46 carloads. Lyndon Lawns Furniture Co. and Branch Nursery Co. also received carloads in 1973 at the Fayetteville team track.

McIntyre Brothers Paper Co., Inc., manufactures lightweight, chemically neutral kraft tissue. The product is manufactured from selected grades of sulfate secondary fibers which are received on the team track of the Fayetteville branch. The product cannot be shipped by truck, and the company cannot relocate because the specialization of its product is directly related to the quality and characteristics of the water available from Limestone Creek.

The Town Board of Manlius states its concern that loss of service over the line would adversely affect the ability of its businesses to receive supplies.

B. H. Tracy & Sons would eventually have to close its operation if it lost rail service.

The Daer Road Industrial Park, McIntosh Box and Pallet Co. and Precision Castings would be severely affected by loss of service over the line.

According to the Central New York Regional Transportation Authority, Champion International Corporation has a plant on the branch within the Syracuse switching district.

Lumber Distributors, Inc., generated 50 carloads over the line in 1973 and 80 carloads in 1974.

Information for Line-Transfer Decision

Revenue received by PC.....	\$48,388
Average revenue per carload.....	\$371
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	35,475
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	6,993
Cost incurred beyond the branch line.....	28,337
<hr/>	
Total variable (avoidable) cost.....	70,805
<hr/>	
Net contribution (loss) : total.....	(27,419)
Average per carload.....	(284)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,200 crossties (an average of 292 crossties per mile).

Testimony presented at the RSPO hearings indicated confusion over the limits of this line. Most of the shippers who testified are within 5.8 miles of E. Syracuse and would not be affected by the elimination of service on this line.

It was also stated that the Penn Central DICCS report showed 215 cars in 1973. The DICCS report is not an accurate record for use in waybill accounting.

Service to this line generated a loss of \$27,419 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 63-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

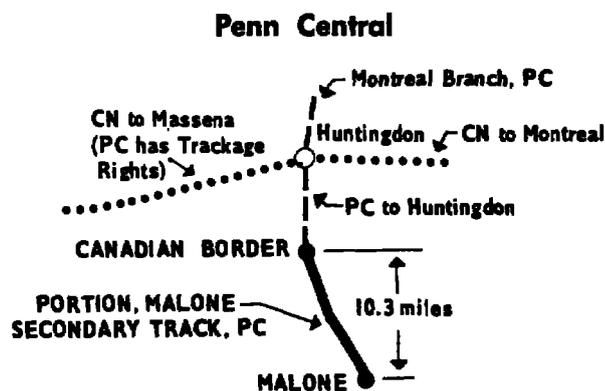
Disposition

The Fayetteville Branch is not designated for transfer to consolidated Rail Corp. and is available for sub-

sidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE MALONE SECONDARY TRACK

USRA Line No. 87



This portion of the Malone Secondary Track, formerly part of the New York Central RR, extends from Malone, N.Y. (Milepost 0.0) to the Canadian Border (Milepost 10.3), a distance of 10.3 miles, in Franklin County, N.Y. A continuation of this line extends northward across the Canadian Border to Huntingdon, Que. where it connects with the Canadian National Railways and the Montreal Branch of the PC. The PC also operates over the CN-GT from Huntingdon to Massena, N.Y.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Malone	482
<hr/>	
Total carloads generated by the line:.....	482
Average carloads per week.....	9.3
Average carloads per mile.....	48.8
Average carloads per train.....	9.6
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Over 300 carloads of feed were shipped over this line in 1973. Without rail service, this feed would have to be trucked from the nearest rail terminal, a distance of 17.5 miles, at greatly increased cost.

Franklin County has the highest unemployment rate—16 percent—in the state of New York.

Malone Feed and Farm Supply, Inc. received 163 carloads in 1973.

Clarence Collins & Son (dairy feeds), stated that trucking would be too expensive and that roads in the area were inadequate. The firm submitted over 225 letters from its customers stating the need of area farmers for continuing rail service.

Several witnesses disputed USRA's figures, especially the 12 hours stated as the estimated time on the line per round trip.

The Town Attorney for the Town of Malone reported that train crews on the Malone run are taxied from Massena, N.Y. to Huntingdon, Que. Another crew is taxied several times a week from Malone to Beauharnois, Que. for switching.

It is noted that, although viability analysis was based on 12 hours per trip, the USRA questionnaire showed only 3 hours per round trip. If the latter figure is valid, the crew and locomotive costs would be only 25 percent of the amounts stated by USRA. It was also noted that upgrading costs were assessed even though the questionnaire reflected that 50 percent of the line's ties are good. The good ties already on the line plus the 500 new ties recommended by USRA would result in 1,408 good ties per mile, a figure substantially in excess of the 640 good ties per mile required by FRA for Class I track.

Information for Line-Transfer Decision

Revenue received by PC.....		\$211, 275
Average revenue per carload.....	\$488	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	99, 597	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	7, 514	
Cost incurred beyond the branch line....	168, 682	
Total variable (avoidable) cost.....	275, 793	
Net contribution (loss) : total.....	(64, 518)	
Average per carload.....	(134)	

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 500 crossties (an average of 48 crossties per mile).

Testimony suggested that 12 hours was far higher than that necessary to serve this branch. The time was reduced to 4 hours per trip. The figure of 640 ties per mile is a *minimum* tie requirement, thus the Association's tie replacement figure is not in conflict with FRA specifications.

Service to this line generated a loss of \$64,518 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 31-percent rate increase.

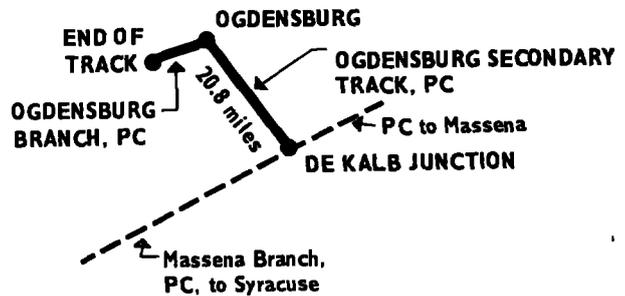
Disposition

This portion of the Malone Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

**OGDENSBURG SECONDARY TRACK AND
OGDENSBURG BRANCH**

USRA Line No. 89a

Penn Central



The Ogdensburg Secondary Track, formerly part of the New York Central RR, extends from *DeKalb Junction* (Milepost 0.0), to *Ogdensburg, N.Y.* (Milepost 19.0), and the Ogdensburg Branch, also formerly part of the New York Central RR, extends from *end-of-track near Ogdensburg* (Milepost 132.5) to *Ogdensburg* (Milepost 134.3), for a combined distance of 20.8 miles, in St. Lawrence County, N.Y. At DeKalb Junction this line connects with the Massena Branch of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Ogdensburg	2, 070
DeKalb Junction.....	0
Heuvelton	252
Total carloads generated by the line.....	2, 322
Average carloads per week.....	44. 7
Average carloads per mile.....	111. 6
Average carloads per train.....	9. 3
1973 operating information:	
Number of round trips per year.....	250
Estimated time per round trip (hours).....	5. 0
Locomotive horsepower.....	2, 000
Train crew size.....	3

Public Comments on Preliminary System Plan

The St. Lawrence County Board of Legislators reported that abandonment of this line would force the

closing of two manufacturing firms and would jeopardize the employment of 1,238 people. Diamond International Corporation, one of the two at Ogdensburg, employs 374 and has an annual payroll of \$6,672,486. The company shipped 1,732 carloads in 1973 and 2,065 carloads in 1974. It would cost Diamond International \$634,000 more per year to ship by truck.

The Standard Shade Division of Joanna Western Mills Co., in Ogdensburg, has an outbound average of 106 plus carloads per year and an inbound average of 48 to 50 carloads per year.

Cooperative Marketing Agency (CMA) (Dairy Lea) in Ogdensburg, estimated that between 800 and 1,200 primary and secondary jobs would be lost if the line were abandoned. Direct economic loss in the area would be between \$7.2 million and \$10.8 million. CMA stated that the cost of transporting milk powder from Ogdensburg to New York City is 68 cents per cwt by rail and \$1 per cwt by truck.

The Northeast Dairy Cooperative Federation, Inc. supported CMA's plea for continued service.

SKF Mills, Inc. in Heuvelton stated that if it had a siding constructed it would ship three to five carloads of wood chips per week and on the average of two cars of lumber per week.

Ogdensburg Bridge and Port Authority noted that St. Lawrence County ranks 61st among New York's 62 counties with per capita income of \$3,362. The only road service to the area is two-lane, and it would be very hard to attract new industry without rail service.

Sperling's, Inc., with retail furniture stores in Ogdensburg, Massena, and Potsdam, has a new warehouse and distribution center in the urban renewal area of Ogdensburg. The warehouse was built in November, 1974. The company receives much of its furniture, most of its bedding, and some of its electrical appliances by rail.

The United Paperworkers International Union submitted copies of a petition containing approximately 4,000 signatures. The petition requested Senators Javits and Buckley and Representative McEwen to take every available step to include the Ogdensburg-DeKalb Junction line in ConRail.

Other users of the line included Heuvelton Agway, which generated 60 carloads in 1973; McAdam Cheese Co., Inc. with 43 carloads in 1973; and Heuvelton Lumber Co., Inc. which generates approximately 10 to 15 carloads per year.

Information for Line-Transfer Decision

Revenue received by PC.....	\$750,865
Average revenue per carload.....	\$323
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	250,857

Cost of upgrading branch line to FRA	
Class I. (1/10 of total upgrading cost).....	23,654
Cost incurred beyond the branch line.....	634,939

Total variable (avoidable) cost.....	909,450
<hr/>	
Net contribution (loss) : total.....	(158,585)
Average per carload.....	(68)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 2,000 crosssties (an average of 96 crosssties per mile).

The time spent on the line allows 4 hours running time (42 miles at 10 m.p.h.) plus 1 hour to switch the cars.

Reanalysis of this line based on 1974 traffic resulted in a deficit and would require an 18-percent rate increase for viability.

Service to this line generated a loss of \$158,584 in 1973. Recovery of this loss would require approximately a 68-percent increase in traffic or a 21-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

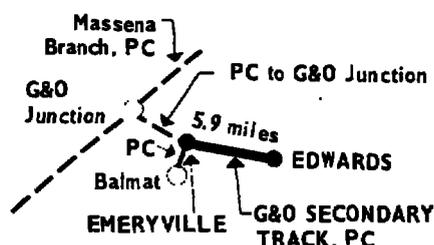
Disposition

The Ogdensburg Secondary Track and Ogdensburg Branch are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE G&O SECONDARY TRACK

USRA Line No. 90

Penn Central



This portion of the G&O Secondary Track, formerly part of the New York Central RR, extends from Emeryville (Milepost 8.0) to Edwards, N.Y. (Milepost 13.9), a distance of 5.9 miles, in St. Lawrence County, N.Y.

A continuation of this line runs from Emeryville to G&O Junction, near Gouverneur, N.Y. At Emeryville an industrial spur diverges.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Edwards	351
<hr/>	
Total carloads generated by the line.....	351
Average carloads per week.....	6.8
Average carloads per mile.....	50.9
Average carloads per train.....	3.4
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	3.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

The St. Lawrence County Board and County Chamber of Commerce reported closing of the line would jeopardize employment of 220 people of the St. Joe Minerals Corp.'s Edwards mining operation characterized as a marginal operation by the company.

St. Joe stated that car costs attributed to the line by USRA should be reduced since 61 percent of the cars it used in 1973 were privately owned and maintained.

St. Joe Minerals also contended that crew costs should be reduced since there would not be any saving from eliminating the branch because the crew would still be needed to serve the Gouverneur-to-Balmat segment. The company suggested that frequency of service on the line could be reduced from 3 to 2 trips per week.

The town of Edwards reported that loss of service would affect more than 50 basic and secondary jobs. Per capita income was reported to be \$2,226. Loss of rail service would lead eventually to a tax increase from \$164.96 to \$217.44 per \$1,000 of assessment.

Niagara Mohawk Power Corp. has two power generating stations at Edwards and land holdings on the Oswegatchie River that had been considered for development.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC.....	\$133,692
Average revenue per carload.....	\$381

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	61,742
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	6,353
Cost incurred beyond the branch line.....	96,743

Total variable (avoidable) cost.....	159,402
Net contribution (loss): total.....	(25,711)
Average per carload.....	(73)

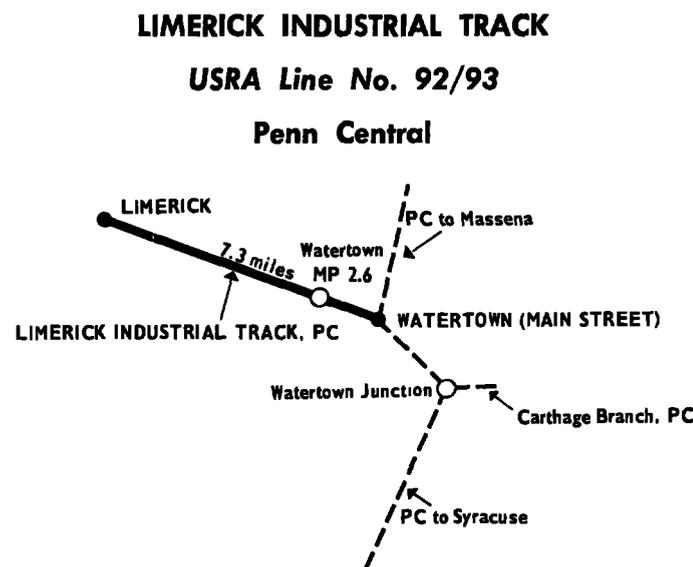
This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of 250 crossties (an average of 36 crossties per mile).

St. Joe Minerals suggested that the service frequency be reduced from three to two times a week. In addition, because St. Joe owns its own equipment, freight car costs were reduced. These changes are reflected in the above data.

Service to this line generated a loss of \$25,711 in 1973. Recovery of this loss would require approximately a 70-percent increase in traffic or a 19-percent rate increase.

Disposition

This portion of the G&O Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.



The Limerick Industrial Track, formerly part of the New York Central RR, extends from Watertown (Milepost 1.5) to Limerick, N.Y. (Milepost 8.8), a distance of 7.3 miles in Jefferson County, N.Y. At Watertown, this line connects with the Massena Secondary Track of the Penn Central.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brownville	240
Limerick	124
Watertown ¹	71
<hr/>	
Total carloads generated by the line.....	485
Average carloads per week.....	8.4
Average carloads per mile.....	59.6
Average carloads per train.....	2.9
1973 operating information:	
Number of round trips per year.....	150
Estimated time per round trip (hours).....	3
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Pargas reported that it shipped 71 carloads over this line in 1973 and 80 carloads in 1974. USRA only attributed 57 carloads to Pargas.

The New York DOT contended that this line should be evaluated as a 1.1-mile branch instead of a 7.3-mile branch. Pargas, the only rail user on the branch, is located 1.1 miles from the main line and generates sufficient traffic to warrant continued service.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high.

Information for Line-Transfer Decision

Revenue received by PC.....	\$178,578
Average revenue per carload.....	\$411
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	82,451
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	7,063
Cost incurred beyond the branch line.....	113,939
<hr/>	
Total variable (avoidable) cost.....	203,453
<hr/>	
Net contribution (loss): total.....	(24,875)
Average per carload.....	(57)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 125 crossties (an average of 17 crossties per mile).

As a result of RSPO testimony from NY DOT and consultation with Penn Central, it was concluded that all of the 1973 traffic at Brownville and Limerick is now being handled at Watertown. The line beyond Milepost 2.6 is now out of service.

Although service to the entire line generates a loss,

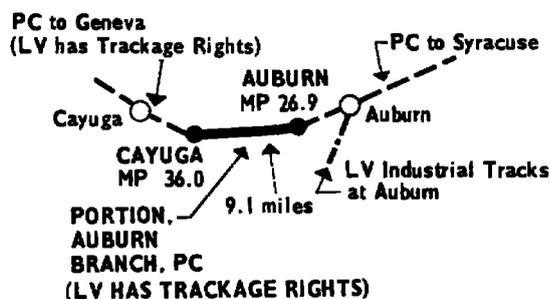
service to that portion of the line from Milepost 1.5 to Milepost 2.6 (serving shippers at Watertown who generated 71 carloads in 1973) would generate \$32,467 in revenue and \$26,992 in costs with a resulting contribution of \$5,475.

The remainder of the line (from Milepost 2.6 to Milepost 8.8 serving shippers at Brownville and Limerick) is now out of service and the traffic is being handled at Watertown.

Disposition

The portion of the Limerick Industrial Track from Milepost 1.5 to Milepost 2.6 shall be transferred to the Consolidated Rail Corp.

The portion of the Limerick Industrial Track from Milepost 2.6 to Milepost 8.8 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF AUBURN BRANCH**USRA Line No. 95****Penn Central**

This portion of the Auburn Branch, formerly part of the New York Central RR, extends from Auburn (Milepost 26.9) to Cayuga, N.Y. (Milepost 36.0), a distance of 9.1 miles, in Cayuga County, N.Y. Continuations of this line extend eastward to Syracuse and westward to Geneva (see Line No. 671). The Lehigh Valley RR also uses these tracks to reach industrial trackage at Auburn.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Relius	84
Auburn (LV).....	799
<hr/>	
Total carloads generated by the line.....	883
Average carloads per week.....	16.0
Average carloads per mile.....	90.5
Average carloads per train.....	5.8

1973 operating information :

Number of round trips per year.....	156
Estimated time per round trip (hours).....	3.5
Locomotive horsepower.....	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Several witnesses pointed out that the USRA did not address the issue of the Lehigh Valley sidings at Auburn which Lehigh Valley serves via trackage rights over Line 95.

New York DOT pointed out that, while Auburn will continue to receive service from the east, the Auburn sidings are not strong enough to support the larger Penn Central locomotives.

New York DOT stressed that USRA should credit the Lehigh Valley traffic as "overhead" to Line 95 or should state specifically that ConRail service will be provided to all customers at Auburn.

Columbia Rope Co. reported that the Lehigh Valley handled 734 carloads over the line in 1974. Although the Preliminary System Plan would provide service to Auburn from Syracuse, there is a 10 mile per hour limit on that segment of track.

Columbia Rope stated that one half of Line 95 has been completely renovated with New York DOT funds at a cost of almost \$500,000.

According to the Cayuga County Planning Board the line is in good condition and requires no upgrading.

Rose State Custom Service, Inc. reported that it shipped 32 carloads in 1973 from the Relius siding. O'Hara Machinery, also at Relius, shipped 2 carloads that year.

The Lehigh Valley handled the following cars between Cayuga and Auburn in 1974: Agway Feed, 253 carloads; Agway Soil, 36 carloads; P&R, 56 carloads; Finger Lakes Bottling, 41 carloads; New York State Electric and Gas Corp., 5 carloads; Lyod Eldren, 4 carloads; Bero Construction, 14 carloads; Alco Products, 42 carloads; Hemingway, 3 carloads; Auburn Prison, 2 carloads; Kruger Feed, 2 carloads; Consolidated Scrap, 26 carloads; Owasco Co. Club, 1 carload; and Columbia Rope Co., 249 carloads.

Information for Line-Transfer Decision

Revenue received by PC.....	\$195,183
Average revenue per carload.....	\$234
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	101,040
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	123,554
Total variable (avoidable) cost.....	224,594
<hr/>	
Net contribution (loss): total.....	(29,411)
Average per carload.....	(35)

This line would require no upgrading to meet requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using PC traffic at Relius and LV traffic at Auburn, and ConRail (merged) operations, revenues, and cost. The result was a net contribution of \$9,071.

Disposition

This portion of the Auburn Branch shall be transferred to the Consolidated Rail Corp.

PITTSFORD RUNNING TRACK

USRA Line No. 96

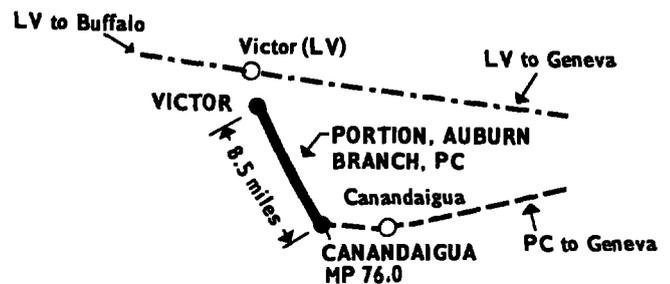
Penn Central

The Pittsford Running Track, extending from *Pittsford* (Milepost 93.9) to *Brighton, N.Y.* (Milepost 98.6), a distance of 4.7 miles, in Monroe County, N.Y., a line which was recommended for inclusion on page 616 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE AUBURN BRANCH

USRA Line No. 98

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from *Canandaigua* (Milepost 76.0), to *Victor, N.Y.* (Milepost 84.5), a distance of 8.5 miles, in Ontario County, N.Y. A continuation of this line runs from Canandaigua to Syracuse.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Victor	241
<hr/>	
Total carloads generated by the line.....	241
Average carloads per week.....	4.6
Average carloads per mile.....	28.4
Average carloads per train.....	4.8

1973 operating information:

Number of round trips per year.....	50
Estimated time per round trip (hours).....	2.0
Locomotive horsepower	2,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Victor Insulators Division of ITE Imperial Corp. (ITE) reported that its records show revenues for this line in 1973 of \$167,400.20 and in 1974 of \$275,625.

ITE also pointed out that traffic over the line could be increased by the construction of a short connecting track to USRA Line No. 1022 at Victor, allowing all shippers in Victor and Farmington to retain service.

ITE estimated that the new line would move 103,430 tons per year and produce revenues of \$2,797,870. No upgrading would be required. The four shippers on Line 1022 that could be served by Line 98 and their carloads per year are as follows: Agway, 31 carloads; Iron City, 44 carloads; Victor Farm Home Center, 50 carloads; and Ryan Homes, 215 carloads. A potential shipper on the Line No. 1022 segment would be Hartman Engineering, which could generate an additional 35 carloads per year.

ITE reported that it ships 239 carloads per year over Line 98.

Georgia-Pacific Corp. recently purchased 17 acres of property in Victor for the construction of a 100,000-square foot building products distribution center. The company reported that the current recession has delayed its construction plans but the facility should be completed in 1977. When operational, the facility will generate between 900 and 1,100 carloads per year.

ITE noted that it also ships 130 piggyback carloads out of Rochester. If the ITE Victor plant loses rail service, it will have to close and these piggyback shipments will be lost to the rail system.

The United Transportation Union noted that the line is 10.5 miles long, not 8.5 as stated by USRA.

Information for Line-Transfer Decision

Revenue received by PC.....	\$88,190
Average revenue per carload.....	\$358

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	87,969
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	71,156
Total variable (avoidable) cost.....	130,125
Net contribution class: total.....	(52,935)
Average per carload.....	(220)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's

minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line is 8.5 miles long as was indicated in the R.SPO testimony.

It was suggested that the LV traffic at Victor be added to this line. There is no physical connection now and the construction of such a connection can be handled under Title IV of the Act.

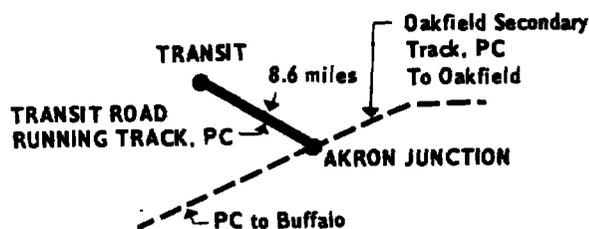
Georgia-Pacific has purchased property at Victor, but construction has *not* begun, and there is no firm indication of when construction actually will be started.

Testimony concerning the status of shippers at Canandaigua was received. These shippers will continue to receive service from ConRail.

Service to this line generated a loss of \$52,934 in 1973. Recovery of this loss would require approximately a fourfold increase in traffic or a 61-percent rate increase.

Disposition

This portion of the Auburn Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRANSIT ROAD RUNNING TRACK**USRA Line No. 100/101****Penn Central**

The Transit Road Running Track, formerly part of the New York Central RR, extends from *Akron Junction* (Milepost 17.9) to *Transit, N.Y.* (Milepost 26.5), a distance of 8.6 miles, in Erie County, N.Y. This line connects at Akron Junction with the Oakfield Secondary Track of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Clarence Center.....	294
Transit	19
Total carloads generated by the line.....	313

Average carloads per week.....	6.0
Average carloads per mile.....	36.4
Average carloads per train.....	3.0
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

The Niagara Frontier Transportation Committee noted that the New York DOT's figures for this line indicate that financial viability is possible. The line could be profitable if the cost of rebuilding were assumed by others.

Jurek Lumber Corp. identified the following users of this line: Gold Bond Building Products and R. B. Fogelsonger, Inc. at Clarence Center; Gary Pool Sales and Service, Fanta-Sea Swim Center, Inc., and Yoder Brothers, Inc. at Clarence; and Fence City, Inc., at East Amherst.

Consideration could be given to reducing the frequency of service and thereby reducing on-branch costs.

Information for Line-Transfer Decision

Revenue received by PC.....	\$152,211
Average revenue per carload.....	\$500
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	85,117
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	23,565
Cost incurred beyond the branch line.....	77,152
<hr/>	
Total variable (avoidable) cost.....	185,834
<hr/>	
Net contribution (loss): total.....	(33,623)
Average per carload.....	(107)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 4,300 crossties (an average of 500 crossties per mile).

It was suggested that the number of trips be reduced to lower on-branch costs. The line was reanalyzed using 104 trips per year. Even with the lower service level, service to this line generated a loss of \$33,623 in 1973. Recovery of this loss would require approximately a 45-percent increase in traffic or a 22-percent rate increase. The assumption of the involved upgrading cost by the shippers or a public body would reduce this loss to approximately \$10,000 and as a consequence, the line would be viable with a 7% rate increase.

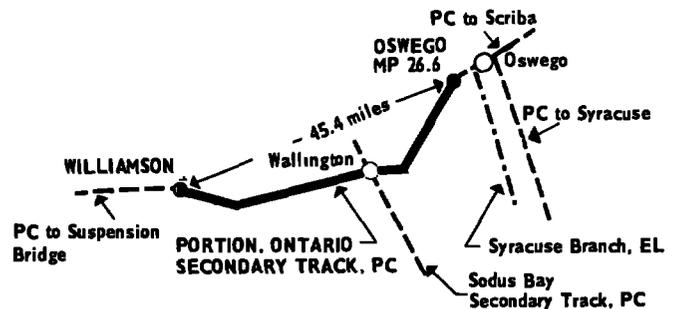
Disposition

The Transit Road Running Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 102

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from Oswego (Milepost 26.6) to Williamson, N.Y. (Milepost 72.0), a distance of 45.4 miles, in Oswego, Cayuga and Wayne Counties, N.Y. A continuation of this line runs from Oswego to Scriba (see Line No. 102a). At Oswego, this line connects with the Phoenix Branch of the PC. The Sodus Bay Secondary Track of the PC intersects at Wallington (see Line No. 108). A westerly continuation of this line runs from Williamson to Suspension Bridge (see Line No. 103/104). The Syracuse Branch of the EL also serves Oswego (see Line No. 1233).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Furniss	4
Hannibal	103
Crocketts	30
Red Creek.....	223
Wolcott.....	330
North Rose.....	50
Alton.....	41
Sodus.....	59
East Williamson.....	72
Williamson.....	548
<hr/>	
Total carloads generated by the line.....	1,460
Average carloads per week.....	28.1
Average carloads per mile.....	32.2
Average carloads per train.....	6.6

1973 operating information:

Number of round trips per year.....	220
Estimated time per round trip (hours).....	11.0
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

This line is a segment of the PC "Hojack Line" which consists of USRA Lines Nos. 102, 102a, 103/104, 105/107 and 106. Considerable testimony was received recommending that all of these segments be evaluated as one line.

The Rochester-Genesee Regional Transportation Authority recommends that an independent regional railroad should be set up to operate the entire Hojack Line and six connecting branches.

Rochester Gas and Electric stated that this line and Line No. 108 are crucial for the supplying of plant components, equipment, aggregate and fuel to the company's planned generating site at Sterling. Plans are already far advanced for locating over 1,200 megawatts of electrical generating capability on the site. It will include both coal-burning and nuclear facilities, with construction to begin in 1976.

Public testimony indicated that 11 shippers now use Line No. 102.

Comstock Foods reported that shipments from its Red Creek facility were low in 1973 because of storm damage. Comstock's seasonal packing facility shipped 157 carloads in 1972, 128 in 1973, and 146 in 1974. Alternate loading facilities are not available.

Curtice-Burns, Inc. has a food processing plant and warehouse at Alton. The company stated that the nearest piggy-back loading facility is 35 miles away. Curtice-Burns shipped 26 carloads in 1974.

Webster Lumber Co. received 12 carloads in 1973 and 11 in 1974. If it could have gotten better service, the company would have received 27 additional carloads in 1973 and shipped 15 carloads.

Duffy-Mott Co. at Williamson shipped 369 carloads in 1973 and 287 carloads in 1974.

According to the Central New York Regional Transportation Authority, the Hammermill Papers Group, located at Oswego shipped 1,460 carloads over the Hojack Line in 1973. If the line were abandoned, Hammermill would incur an additional \$1.5 million per year in transportation costs and would have to spend \$5 million for new facilities. If Hammermill moved, the loss to the community of Oswego would be \$115,000 in taxes and \$2.3 million in payroll.

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	473,328
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	104,634
Cost incurred beyond the branch line.....	451,676
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Total variable (avoidable) cost.....	1,029,638
<hr/>	
Net contribution (loss): total.....	(383,062)
Average per carload.....	(262)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 22,700 crossties (an average of 500 crossties per mile).

Oswego shippers will continue to receive service.

Rochester Gas and Electric indicated plans to build a nuclear power plant at Sterling, with construction beginning in 1976. It is recommended that, if service to Sterling is required over this line, it should be acquired by the utility company. Carloadings in 1974 totaled 1,517 which were not enough to make this line viable.

Service to this line generated a loss of \$383,061 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 59-percent rate increase.

Disposition

This portion of the Ontario Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to Section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK**USRA Line No. 102a****Penn Central**

This portion of the Ontario Secondary Track, extending from *Scriba* (Milepost 22.2) to *Oswego, N.Y.* (Milepost 21.3), a distance of *2.1 miles*, in Oswego County, N.Y., a line which was recommended for inclusion on page 619 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

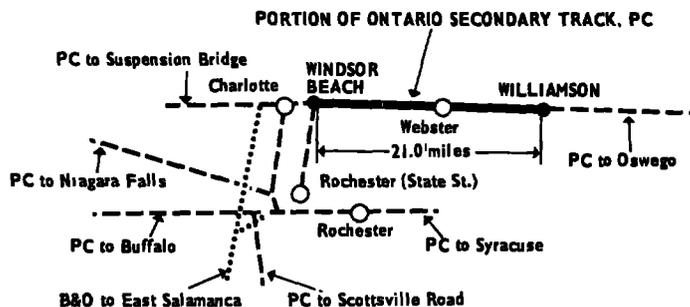
Information for Line-Transfer Decision

Revenue received by PC.....	\$046,576
Average revenue per carload.....	\$443
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PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 103/104

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from *Williamson* (Milepost 72.0) to *Windsor Beach, N.Y.* (Milepost 93.0), a distance of *21.0 miles*, in Wayne and Monroe Counties, N.Y. An easterly continuation of this line runs from Williamson to Scriba (see Line Nos. 102 and 102a). At Windsor Beach, this line connects with the Rochester Running Track of the PC (see Line No. 111). A westerly continuation of this line extends from Windsor Beach to Charlotte.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Ontario	80
Union Hill.....	40
Webster	217
Sea Breeze.....	1
<hr/>	
Total carloads generated by the line.....	388
Average carloads per week.....	6.5
Average carloads per mile.....	18.1
Average carloads per train.....	4.2
1973 operating information:	
Number of round trips per year.....	80
Estimated time per round trip (hours).....	8.0
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

See comment on USRA Line No. 102.

Rochester Gas and Electric has a nuclear power plant at Ginna Station. Plans exist for the construction of two 600 megawatt coal-fired units. The company stated that it is not planning to build such units presently, but would like to keep its options open.

Xerox estimated it would ship 500 carloads per year over the line by 1976 and 1,700 carloads per year by 1980. Xerox also reported the following annual carload projects for other users of the line: Pugsley Marine, 10 carloads; Sportsmen Village, 10 carloads; Union Hill Lumber, 8 carloads; 84 Lumber, 85 carloads; Witmer Brs., 8 carloads; Mason Lumber, 2 carloads.

Xerox stated that Webster shippers generated 260 carloads in 1973, not 217 as reported by USRA. Many contained lumber shipments from the West Coast.

Gordon Beh Excavating Contractors is developing an industrial park at Union Hill. 84 Lumber Co. is located in that park.

1022 Land Development, Inc. has been developing an industrial community at Webster for the past 7 years. This community needs rail service.

American Kitchen Products shipped 37 carloads in 1973 and 35 in 1974 from its plant at Ontario. If service were lost the company would move its operation to New Jersey. The local community would lose 85 jobs and \$600,000 in payroll.

Lumber Distributors, Inc. shipped 49 carloads in 1973 and 53 in 1974 and estimates it will ship 60 carloads in 1975. Lumber Distributors stated that extremely inadequate service by the PC has resulted in a reduction in traffic on this line.

Spartan Beverage Corp., Webster, generated 151 carloads in 1974 and expects 220 carloads in 1975.

The Lawyers Co-operative Publishing Co. stated that it received 99 carloads and 168 truckloads of paper in 1974. Due to a shortage of paper the company had to expedite its deliveries by using truck as well as rail. In 1975, the company expects to receive the same amount of paper but all delivered by rail. It is expected that this will amount to 170 carloads. It would cost the company an additional \$60,602 per year to ship by truck.

Information for Line-Transfer Decision

Revenue received by PC.....	\$114,024
Average revenue per carload.....	\$337
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	180,298
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	43,453
Cost incurred beyond the branch line.....	93,258
<hr/>	
Total variable (avoidable) cost.....	317,009
<hr/>	
Net contribution (loss): total.....	(202,985)
Average per carload.....	(601)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 9,600 cross-ties (an average of 457 cross-ties per mile).

Service to this line generated a loss of \$202,985 in 1973. Recovery of this loss would require approximately a tenfold increase in traffic or a 178-percent rate increase. The existence of an additional 43 carloads on

this line in 1973, as indicated in the RSPO testimony, would reduce this loss to approximately \$200,400. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Reanalysis of the portion of the line from Windsor Beach to Webster based on the 1974 traffic level at Sea Breeze and Webster resulted in a loss of approximately \$66,000.

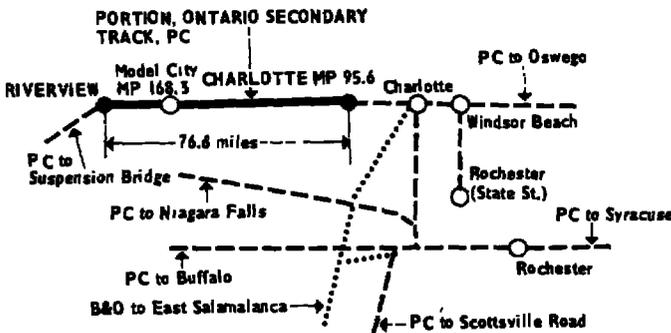
Disposition

This portion of the Ontario Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ONTARIO SECONDARY TRACK

USRA Line No. 105/107

Penn Central



This portion of the Ontario Secondary Track, formerly part of the New York Central RR, extends from Charlotte (Milepost 95.6) to Riverview, N.Y. (Milepost 172.2), a distance of 76.6 miles, in Monroe, Orleans and Niagara Counties, N.Y. An easterly continuation of this line runs from Charlotte to Windsor Beach. At Charlotte, this line connects with the Charlotte Secondary Track of the PC and with the B&O RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :

Odenbach	0
Hilton	18
Walker	1
Hamlin	601
Morton	9
Carlton	3
Waterport	25
Ashwood	0

Lyndonville	45
Millers	0
Barker	50
Appleton	2
Burt	1
Wilson	100
Elberta	8
Ransomville	196
Model City	34

Total carloads generated by the line.....	1,091
Average carloads per week.....	21.0
Average carloads per mile.....	14.2
Average carloads per train.....	10.5
1973 operating information :	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	12.0
Locomotive horsepower	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

See comment on USRA Line No. 102

Several witnesses noted that USRA shows a loss on Line 105/107 of \$506,643 and a profit on Line 106 of \$1,138,245. Originally these segments were joined, however, a .6 mile segment is out of service at Riverview. Witnesses requested that the .6 mile segment be restored and that Lines 106 and 105/107 be evaluated as one line from Charlotte to Suspension Bridge. It was estimated that it would cost \$150,000 to restore the segment and that, once restored, the Charlotte-to-Suspension Bridge segment would generate 13,145 carloads per year and would operate at a profit.

Local residents of Riverview testified in opposition to the reactivation of the .6 mile segment, reporting that there are 30 or 40 homes adjacent to the track, many of which were purchased on the assumption that rail service would not be resumed. Several individuals testified that the roadbed in this area was ideal for a nature trail.

The Niagara Frontier Transportation Committee stated that according to USRA figures, Line 105/107 would be profitable from Riverview to Wilson. The Committee stated that service is essential from Suspension Bridge to Lyndonville. The Committee's figures show 687 cars between Riverview and Wilson, a distance of 16 miles. Net contribution for this segment would be \$8,251.

The Alcan Co. reported that it is planning a plant at Lewisport, near Milepost 170. The plant will only be constructed if rail service is assured. It is expected that the Alcan facility will generate 160 carloads in its first year of activity.

New York State Electric and Gas Corp., is planning one or more electric generating units at Somerset, near Milepost 140. The company has already invested \$12.8 million. The facility will require coal deliveries by 100-car unit trains, 5 days per week. The plant will be in

operation by 1980. In the meantime, it is expected that its construction will generate considerable traffic.

The Chessie is interested in acquiring that portion of the line from Charlotte to Hamlin. (*Note: The Chessie System has disaffirmed their interest in this project.*)

Rochester Gas & Electric reported that it has a coal-fired electrical generating plant at Russell Station, west of Charlotte, which generated 6,501 carloads in 1973 and 7,947 carloads in 1974. RG&E stated that there is no substantial prospect any of the four units at Russell Station will be converted from coal firing and the facility should generate 8,500 carloads in 1975. (*NOTE: This facility is not on the line segment as defined.*)

Reported Traffic:

Company and location	Carloads	
	1973	1974
Duffy-Mott Co., Hamlin	549	397
Allied Chemical, Elberta	189	187
Speas Co., Lyndonville	20	5
Pfeiffer's Foods, Wilson	99	102
Grower's Cold Storage, Waterport	24	
Water Cold Storage, Waterport		55
Lyndonville Canning, Lyndonville	45	
Southland Foods, Barker	50	
Noury Chemical, Burt	1	
Agway, Ransomville	8	
Chem-Trol, ³ Model City	34	

¹ Poor quality service caused decline.

² Would expand and double or triple car shipments if service quality were improved and assured.

³ If service is improved will complete expansion with potential in excess of 1,000 carloads per year.

New York DOT suggested that the following segmentations of this line should be evaluated: Riverview to Wilson, including the replacement of the .6 mile of track now out of service at Riverview; Charlotte to Hamlin; Hamlin to Lyndonville; and Wilson to Lyndonville.

Duffy-Mott Co. at Hamlin shipped 549 carloads in 1973 and 397 carloads in 1974.

Allied Chemical shipped 189 carloads in 1973 and 187 carloads in 1974. Some of the materials which it ships cannot be shipped by any other mode.

Speas Co. in Lyndonville shipped 20 carloads in 1973 and 5 carloads in 1974. Speas stated that the sole reason for the decline in its shipments is the quality of service received. If service were improved, the company could return to what used to be its normal average of 30 carloads per year.

Pfeiffer's Foods, located at Wilson, shipped 99 carloads in 1973 and 102 carloads in 1974. If Pfeiffer were assured of continued and improved rail service, it would proceed with a planned plant expansion which would double and perhaps triple its car usage.

Growers Cold Storage at Waterport, shipped 24 carloads in 1973. Water Cold Storage, at the same location, shipped 55 carloads in 1974.

Lyndonville Canning, milepost 133, shipped 45 carloads in 1973, according to the Association of Niagara County Shippers. The Association also re-

ported that Southland Foods at Barker shipped 50 carloads, Noury Chemical at Burt shipped 1 carload, and Agway at Ransomville shipped 8 carloads, all in 1973.

The Association also reported that Chem-Trol Pollution Service at Model City shipped 34 carloads in 1973. If service is assured and improved, Chem-Trol plans to complete capital expansion plans that include new rail loading and unloading facilities. Chem-Trol's potential is in excess of 1,000 carloads per year.

Information for Line-Transfer Decision

Revenue received by PC	\$591,278
Average revenue per carload	\$542
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	559,717
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	175,729
Cost incurred beyond the branch line	318,581
Total variable (avoidable) cost	1,054,027
Net contribution (loss): total	(462,749)
Average per carload	(424)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards. Based on available information, this upgrading would include the replacement of a total of 38,250 crossties (an average of 525 per mile).

The portion of this line from Model City (Milepost 168.5) to Riverview (Milepost 172.2) has been out of service since 1961 and 0.6 mile of track is missing at Riverview.

The New York DOT recommended the analysis of a subsegment of this line from Riverview to Wilson. This subsegment generated a substantial loss primarily due to the need to completely rebuild a portion of the line.

The remaining subsequent analyses recommended by New York DOT failed the viability criteria by substantial margins.

Service to this line generated a loss of \$458,749 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 78-percent rate increase. It is recommended that New York State Electric & Gas Corp. acquire the facilities necessary to serve its planned Somerset facility.

Disposition

This portion of the Ontario Secondary Track is not designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail

service is discontinued. For line-specific recommendations, see section C of this appendix.

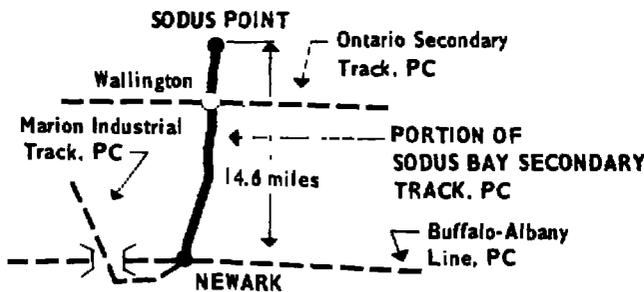
PORTION OF THE ONTARIO SECONDARY TRACK

**USRA Line No. 106
Penn Central**

This portion of the Ontario Secondary Track, extending from *Riverview* (Milepost 172.2) to *Suspension Bridge, N.Y.* (Milepost 175.4), a distance of 3.2 miles, in Niagara County, N.Y., a line which was recommended for inclusion on page 622 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF SODUS BAY SECONDARY TRACK

**USRA Line No. 108
Penn Central**



This portion of the Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from *Newark* (Milepost 18.8) to *Sodus Point, N.Y.* (Milepost 33.4), a distance of 14.6 miles, in Wayne County, N.Y. At Wallington, this line intersects with the Ontario Secondary Track of the PC (see Line No. 102). At Newark, this line connects with the Marion Industrial Track of the PC (see Line No. 109/110), and with the Buffalo-Albany Line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Sodus Center	11
Wallington	21
Sodus Point	47
<hr/>	
Total carloads generated by the line	79
Average carloads per week	1.5
Average carloads per mile	5.4
Average carloads per train	1.0

1973 operating information:

Number of round trips per year	50
Estimated time per round trip (hours)	4
Locomotive horsepower	600
Train crew size	4

Public Comments on Preliminary System Plan

Genesee Brewing Co.'s plant at Sodus received 47 carloads in 1973 and 243 carloads in 1974. Genesee estimates that the plant will require 300 carloads in 1975, 400 in 1976, and 750 in 1979. Without rail service, the plant would have to close.

Genesee Brewing pointed out that the USRA stated recovery of costs would require a sixfold increase in traffic over 1973 levels. Genesee Brewing would almost meet that requirement on its own by 1976. The Company is also planning to alter its facilities to make it possible to ship outbound malt from Sodus to Rochester. This traffic is presently carried by truck.

Although Line 108 crosses USRA Line No. 102 at Wallington, Genesee pointed out that the two lines do not connect as stated in the USRA Plan.

Rochester Gas and Electric stated that this line is crucial for the supplying of plant components equipment, aggregate, and fuel to its planned generating site at Sterling on Line 102.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad comprising the entire Hojack Line and five other connecting branches.

Information for Line-Transfer Decision

Revenue received by PC	\$45,576
Average revenue per carload	\$577
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	111,164
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line	30,342
<hr/>	
Total variable (avoidable) cost	141,526
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Net contribution (loss): total	(95,950)
Average per carload	(1,215)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed using 1974 traffic based on the addition of Genesee Brewing Company. It would still require a 41-percent rate increase to become viable. Rochester Gas & Electric stated the need for this line to reach Sterling on 102-NY. There is no connection between these two lines and no further analysis was undertaken.

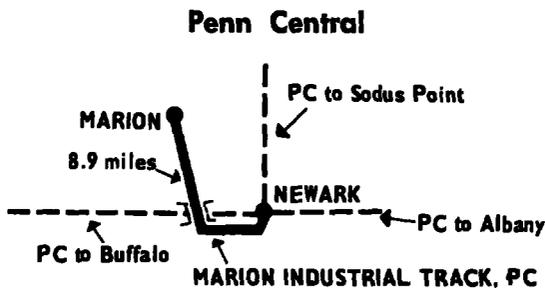
Service to this line generated a loss of \$95,950 in 1973. Recovery of this loss would require approximately a sevenfold increase in traffic or a 211-percent rate increase. Although one shipper served by this line has provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Sodus Bay Secondary Track is not designated for transfer to Consolidated Rail Corp., and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

MARION INDUSTRIAL TRACK

USRA Line No. 109/110



The Marion Industrial Track, formerly part of the Pennsylvania RR, extends from Newark (Milepost 0.0) to Marion, N.Y. (Milepost 8.9), a distance of 8.9 miles, in Wayne County, N.Y. At Newark, this line connects with the Buffalo-Albany line and the Sodus Bay Secondary Track of the PC (see Line No. 108).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Marion	488
Total carloads generated by the line.....	488
Average carloads per week.....	9.4
Average carloads per mile.....	54.8
Average carloads per train.....	3.9
1973 operating information:	
Number of round trips per year.....	125
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	600
Train crew size.....	4

Public Comments on Preliminary System Plan

Howard Hance, representing shippers in Marion, presented the information contained in the following table:

Shippers and commodity	Carloads	
	1973	1974
Corenco Corp., Fertilizer ingredients.....	234	277
Marion Foods.....	201	150
W. M. Storage, Frozen foods.....	50	49
Topping Ladder Co., Ladders.....	3	1
Peter Blief & Sons, Potato and onion products.....	45	58
Totals.....	538	530

Marion shippers propose connecting this line to the Penn Central main line west of Newark. This would eliminate a weight limit now on the line and would also eliminate several miles of track along Pearl Street in Newark.

Corenco would be especially helped if it could receive 80-ton cars instead of 52-ton cars necessitated by the weight limit. Loss of service would force Corenco to close.

Marion shippers' estimates of costs on the 9.3-mile segment of the line show a \$17,330 profit for the branch as now operated as opposed to the loss of \$102,996 shown by USRA figures.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad comprising the entire Hojack Line and five other connecting branches.

Information for Line-Transfer Decision

Revenue received by PC.....	\$197,251
Average revenue per carload.....	\$404
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	100,664
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	42,116
Cost incurred beyond the branch line.....	140,816
Total variable (avoidable) cost.....	283,596
Net contribution (loss): total.....	(86,345)
Average per carload.....	(177)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,340 crossties (an average of 600 crossties per mile).

It was suggested by the Marion shippers that a connection be built from the main line at milepost 2. Construction at this point would involve a 25-foot elevation difference between the two lines resulting in very high construction costs which cannot be justified by the low traffic volume.

Service to this line generated a loss of \$86,344 in 1973. Recovery of this loss would require approximately a

twofold increase in traffic or a 44-percent rate increase. Inclusion of the additional 45 carloads in 1973, as reported by the Rochester-Genesee Regional Transportation Authority would reduce this loss to \$81,140.

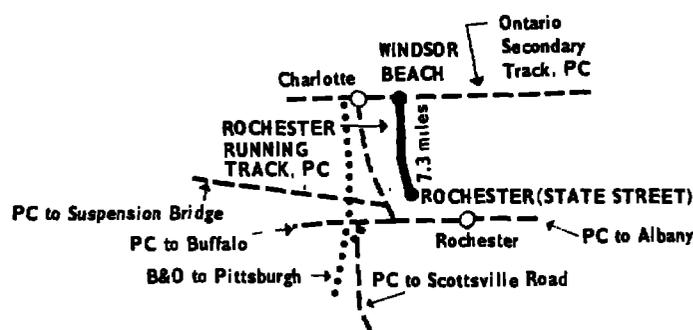
Disposition

The Marion Industrial Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

ROCHESTER RUNNING TRACK

USRA Line No. 111

Penn Central



The Rochester Running Track, formerly part of the New York Central RR, extends from *Windsor Beach* (Milepost 0.0) to *Rochester (State Street)*, N.Y. (Milepost 7.3), a distance of 7.3 miles, in Monroe County, N.Y. At Windsor Beach this line connects with the Ontario Secondary Track of the PC (see Line No. 103/104).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Rochester ¹	3,298
Total carloads generated by the line	
Average carloads per week	63.4
Average carloads per mile	451.8
Average carloads per train	13.7
1973 operating information:	
Number of round trips per year	240
Estimated time per round trip (hours)	8
Locomotive horsepower	3,000
Train crew size	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Rochester Gas and Electric Corp. (RG&E) reported that its Beebee Station plant shipped 2,900 carloads of

coal over the line in 1973 and 2,712 carloads in 1974. The decrease was due to a coal shortage, not to a decrease in coal consumption. RG&E pointed out that its 1973 carload figures alone were more than 7 times the 404 carloads attributed to the line by USRA.

The Preliminary System Plan noted that 5 out of 6 of RG&E's boilers at Beebee Station were converted to oil-firing in 1973. RG&E stressed that it has no intention of converting the sixth boiler from coal-firing to oil and that it is more likely that the five oil-firing boilers might eventually have to be reconverted to coal-firing. If such a conversion took place, RG&E would generate 6,400 carloads per year.

Rochester Germicide Company reported that it generated 102 carloads over this line in 1973. The firm estimated that its 1974 shipments were 132 carloads.

It was pointed out that costs for this line were calculated on the assumption that 2 locomotives were required.

It was suggested that round trips on the line could be reduced to one per week.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad comprising the entire Hojack Line and five other connecting branches.

Information for Line-Transfer Decision

Revenue received by PC	\$787,380
Average revenue per carload	<u>\$239</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	282,161
Class I: (1/10 of total upgrading cost) ..	24,719
Cost of upgrading branch line to FRA ..	
Cost incurred beyond the branch line	<u>356,212</u>
Total variable (avoidable) cost	<u>643,092</u>
Net contribution: total	144,238
Average per carload	44

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 3,650 crossties (an average of 500 crossties per mile).

The original analysis of this line excluded the traffic generated by the Rochester Gas and Electric Beebee Station.

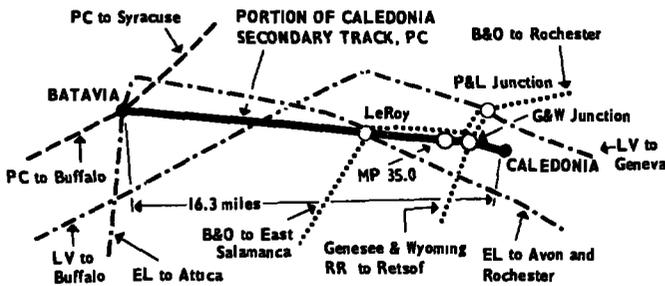
Disposition

The Rochester Running Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CALEDONIA SECONDARY TRACK

USRA Line 112

Penn Central



This portion of the Caledonia Secondary Track, formerly part of the New York Central RR, extends from *Caledonia* (Milepost 32.7) to *Batavia, N.Y.* (Milepost 49.0), a distance of 16.3 miles, in Genesee and Livingston Counties, N.Y. At Batavia, this line connects with the Buffalo-Albany line of the PC and the Eric Lackawanna Attica Branch (see Line No. 1240). At LeRoy, this line connects with the B&O RR and the Eric Lackawanna Attica Branch (see Line No. 1240). At G&W Junction, this line connects with the Genesee & Wyoming RR.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Caledonia	8,104
LeRoy	307
Stafford	10
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Total carloads generated by the line.....	8,421
Average carloads per week.....	161.9
Average carloads per mile.....	516.6
Average carloads per train.....	24.1
1973 operating information:	
Number of round trips per year.....	350
Estimated time per round trip (hours).....	5
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

Jones Chemicals received 374 cars in 1974 at its Caledonia facility.

Information from Jones Chemicals stated that USRA Line 112-NY is de facto abandoned as of February 1, 1975 with service now provided over the B&O track.

Information for Line-Transfer Decision

Revenues received by PC.....	\$3,344,226
Average revenue per carload.....	\$397

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	286,869
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	27,125
Cost incurred beyond the branch line..	2,335,242

Total variable (avoidable) cost.....	2,649,236
<hr/>	
Net contribution: total.....	694,990
Average per carload.....	83

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 5,600 crossties (an average of 392 crossties per mile).

This line, which was recommended for continued rail service in the PSP, was reanalyzed as part of it is out of service (from Milepost 35.0 to Milepost 40.3). Shippers at Caledonia now are served via trackage rights over the B&O. A subsegment analysis was undertaken for the portion of the line from the B&O connection to Caledonia. A second analysis was undertaken for the portion of the line from Batavia to LeRoy.

Although service to the entire line generates a contribution, service to that portion of the line from Milepost 32.7 to Milepost 35.0 (serving shippers at Caledonia who generated 8,104 carloads in 1973) would generate \$3,231,152 in revenue and \$2,386,131 in costs with a resulting contribution of \$845,018. This line will also be used to serve shippers on the LV at Caledonia.

Service to the remainder of the line (from Milepost 35.0 to Milepost 49.0 serving shippers at LeRoy and Stafford who generated 317 carloads in 1973) would generate \$113,074 in revenue and \$222,838 in costs with a resulting loss of \$109,764. Recovery of costs would require approximately a threefold increase in traffic or a 97-percent rate increase over the 1973 levels. It is recommended that the Chessie system consider acquiring that portion of the PC track necessary to serve the traffic generated at LeRoy.

Disposition

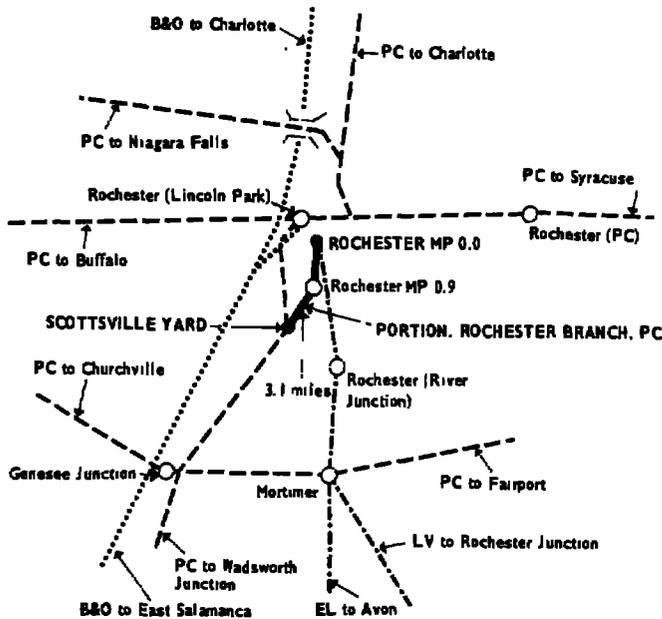
The portion of the Caledonia Secondary Track from Milepost 32.7 to Milepost 35.0 shall be transferred to the Consolidated Rail Corp.

The portion of the Caledonia Secondary Track from Milepost 35.0 to Milepost 49.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ROCHESTER BRANCH

USRA Line No. 114a

Penn Central



This portion of the Rochester Branch, formerly part of the Pennsylvania RR, extends from *Rochester* (Milepost 0.0) to *Scottsville Yard, N.Y.* (Milepost 3.1), a distance of 3.1 miles, in Monroe County, N.Y.

Public Comments on Preliminary System Plan

Specialized Warehouse Corp., presented the information contained in the following table:

Shipper	Carloads	
	1973	1974
M. Egan Co., Inc.	---	21
Exxon Co., U.S.A.	192	191
General Railway Signnl Co.	199	190
Kolko Paper Co., Inc.	61	54
J. Kozel & Sons, Inc.	53	25
Pfandler Co.	175	189
Specialized Warehouse Corp.	361	386
Standard Builders Supply.	114	140
Sun Oil Co.	---	14
United States Plywood	331	273
Willits Lumber Co., Inc.	---	1
Genesee Scrap Tin Baling Corp.	---	---
American Excelsior.	105	105
Mobil Oil Co.	42	34
Totals	1,633	1,603

Genesee Scrap Tin Baling Corp. anticipates a recycling operation which would be operational in 1976. The facility would ship about 50 carloads per month.

Pfandler Co. stated that it must have direct access to the Penn Central to enable it to move large, dimensional loads, many of which comprise a large part of the company's substantial order backlog.

Eastman Kodak received 55 carloads in 1973 and 199 carloads in 1974. All of Kodak's shipments must be re-handled and transferred by truck or rail for outbound shipment. Kodak estimates an annual 5 percent increase in its traffic.

Kodak stated that the Lincoln Park Industrial Complex is served by the Penn Central and the Chessie under an operating switching agreement that has been in effect for over 25 years.

J. Kozel & Son, Inc. is presently making an investment of approximately \$150,000 in an overhead crane to unload rail cars.

Specialized Warehouse Corp. expects its traffic to increase by 17 percent in 1975.

A consultant for the Rochester-Genesee Regional Transportation Authority reported that this line fails to meet FRA Class I standards. USRA reported that the line would require no upgrading. According to the same source, Exxon traffic was credited by USRA to Line 1000 instead of Line 114a.

The Chessie is interested in providing service to customers in Rochester only.

Information for Line-Transfer Decision

This line was described incorrectly in the map in The Preliminary System Plan and is correctly described above.

The shippers on this line (Specialized Warehouse and Kolko Paper) are located between Milepost 0.8 and 0.9 which also is the location of the connection with the Erie Lackawanna (Line No. 1242). These shippers will continue to receive service via this EL line from ConRail.

The remainder of this line does not directly serve any shippers. From Milepost 0.0 to Milepost 0.8 the line is out of service. The portion of the line from Milepost 0.9 to Milepost 3.1 is used only to serve Kolko Paper and Specialized Warehouse (Milepost 0.8 to Milepost 0.9) which generated 261 carloads in 1973.

Disposition

The portion of the Rochester Branch from Milepost 0.8 to Milepost 0.9 shall be transferred to the Consolidated Rail Corp.

The portion of the Rochester Branch from Milepost 0.0 to Milepost 0.8 and from Milepost 0.9 to Milepost 3.1 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

WALKKILL VALLEY BRANCH

USRA Line No. 136

Penn Central

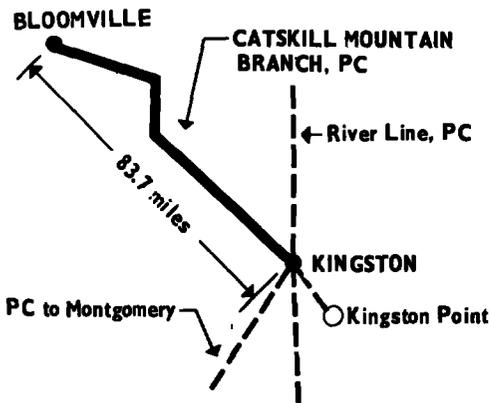
The Wallkill Valley Branch, extending from *Kingston* (Milepost 0.0) to *Montgomery, N.Y.* (Milepost 33.0), a distance of *33.0 miles*, in Ulster and Orange Counties, N.Y., a line which was recommended for inclusion on page 626 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

Average carloads per week.....	16.4
Average carloads per mile.....	10.2
Average carloads per train.....	9.5
1973 operating information:	
Number of round trips per year.....	90
Estimated time per round trip (hours).....	23.0
Locomotive horsepower.....	1,800
Train crew size.....	4

CATSKILL MOUNTAIN BRANCH

USRA Line No. 137

Penn Central



The Catskill Mountain Branch, formerly part of the New York Central RR, extends from *Kingston* (Milepost 2.9) to *Bloomville, N.Y.* (Milepost 86.6), a distance of *83.7 miles*, in Ulster, Delaware and Schoharie Counties, N.Y. At Kingston, this branch connects with the River Line and the Wallkill Valley Branch of the PC (see Line No. 136).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

West Hurley.....	0
Phoenicia.....	3
Grand Hotel Station.....	0
Fleischmann's.....	42
Arkville.....	7
Halcottville.....	1
Roxbury.....	346
Grand Gorge.....	23
Stamford.....	334
Hobart.....	3
South Kortright.....	87
Bloomville.....	6

Total carloads generated by the line..... 852

Public Comments on Preliminary System Plan

The Catskill Mountain Transportation Corp. (CMTC), said this line could show a profit of \$90,701 on the assumption that the line would produce \$100,429 in additional revenues with assurance of improved and expanded service. Included was a surcharge of \$2 per ton which shippers on the line would be willing to pay on all freight shipped or received on the line. Lutz Feed and Briggs Lumber Co. stated that they offered PC such a surcharge 3 years ago but have never received a reply.

CMTC reported it had three qualified men thoroughly check "every inch" of roadbed on the Catskill branch and submitted a 200-page, mile-for-mile report describing the condition of the roadbed. The report concluded that total rehabilitation costs for the branch would be \$467,000 or \$47,000 per year.

CMTC also pointed out the following errors in USRA's analysis of the line:

- USRA stated there were 180 round trips, but there were not more than 90.
- The average number of cars per train was 10, not 4.7.
- The line has only one turnout every 5 miles instead of one every 2 miles as estimated by USRA's average.
- The line has only one crossing every 3 miles instead of one per mile as estimated by USRA's average.

Lutz Feed and Briggs Lumber account for 50 percent of the traffic on the line. These companies stated that the line now meets FRA Class I standards and could be brought to Class II standards with a minimum of work. Lutz predicts that its traffic would grow 25 percent if the line remains in service.

Lutz Feed receives 20,000 tons of feed per year. Lutz, Briggs and Wadler Lumber stated that loss of service would have a serious effect upon their competitive positions.

Williamson Veneer has reopened a plant at Fleischmann's which will generate at least 35 carloads per year.

Husky Industries of Grand Gorge and Stamford would build a new plant with a rail siding if assured of continued service. The plant would produce 90 carloads per year.

The New York DOT noted the following station errors: Roxbury generated 445 carloads and Stamford generated 449 carloads. New York DOT recommended

that the line be evaluated as the Kingston to Stamford branch since service is not warranted beyond Stamford.

Information for Line-Transfer Decision

Revenue received by PC.....	\$404,358
Average revenue per carload.....	\$473
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	659,730
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost).....	97,579
Cost incurred beyond the branch line.....	328,175
<hr/>	
Total variable (avoidable) cost.....	1,085,483
<hr/>	
Net contribution (loss): total.....	(681,135)
Average per carload.....	(799)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 18,000 crossties (an average of 215 crossties per mile).

This line was reanalyzed using 90 round trips per year and 23 hours per round trip.

Service to this line generated a loss of \$681,135 in 1973. Recovery of this loss would require approximately a ninefold increase in traffic or a 168-percent rate increase. The inclusion of an additional 214 carloads on this line, as reported by New York DOT, would reduce this loss to \$662,000. In addition, with the reduced rehabilitation reported in the testimony presented to the RSPO, the loss would still be \$612,000. The surcharge of \$2 per ton offered by the shippers would further reduce the loss to \$534,102.

Disposition

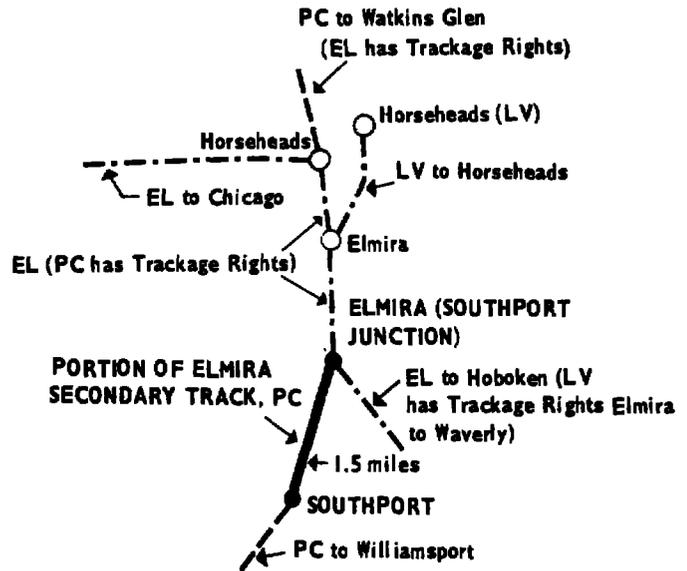
The Catskill Mountain Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE ELMIRA SECONDARY TRACK

USRA Line No. 230a

Penn Central

This portion of the Elmira Secondary Track, formerly part of the Pennsylvania RR, extends from *South-*



port (Milepost 74.0) to Elmira (Southport Junction), N.Y. (Milepost 75.5), a distance of 1.5 miles in Chemung County, N.Y. At Elmira, this line connects with the Jersey City-to-Chicago line of the EL over which PC has trackage rights to Horseheads (see Line No. 231a). From Southport, this line continues to Williamsport (See Line No. 230). LV also serves Elmira and Horseheads via trackage rights over the EL from Waverly to Elmira.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Elmira (Southport) ¹	114
<hr/>	
Total carloads generated by the line.....	114
Average carloads per week.....	2.2
Average carloads per mile.....	76.0
Average carloads per train.....	2.2
1973 operating information:	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	1.0
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Thatcher Glass Manufacturing Co. has a \$30 million plant at Elmira which uses this line and Line No. 231a. The plant consumes 120,000 tons of sand and 43,000 tons of soda ash per year.

Linn S. Chapel Co., Inc. of Elmira reported that it shipped 114 carloads over this line in 1973 and 142 carloads in 1974 and contended that the line would meet USRA's criteria for inclusion in ConRail. USRA attributed only 48 carloads to the entire line.

The data available indicates that the USRA analysis included two locomotives per trip. The traffic involved does not appear to warrant a second unit.

Information for Line-Transfer Decision

Revenue received by PC-----	\$47,510
Average revenue per carload-----	\$417
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line-----	25,666
Cost of upgrading branch line to FRA Class	
I: (1/10 of total upgrading cost)-----	2,849
Cost incurred beyond the branch line-----	24,639
<hr/>	
Total variable (avoidable) cost-----	53,154
<hr/>	
Net contribution (loss) : total-----	(5,644)
Average per carload-----	(50)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 800 crossties (an average of 320 crossties per mile).

This line was reanalyzed using 114 cars for Linn S. Chapel in 1973. Service to this line (with the additional traffic) generated a loss amounting to \$5,644 based on 1973 PC operations. Analysis based on ConRail (merged) operations and 1974 traffic resulted in a loss of \$1,271. Recovery of costs would require approximately a 5-percent increase in traffic or a 2-percent rate increase over the 1973 levels. *This revenue-cost relationship is valid only if service is provided from the present EL line at Elmira.*

Disposition

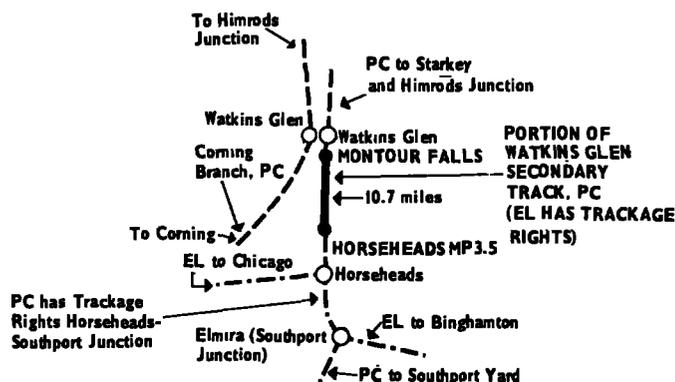
This portion of the Elmira Secondary Track is designated for transfer to Consolidated Rail Corp. It is recommended that the Chessie system provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie system (EL tracks).

**PORTION OF THE WATKINS GLEN
SECONDARY TRACK**

USRA Line No. 231

Penn Central

This portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, extends from *Horseheads* (Milepost 3.5) to *Montour Falls, N.Y.* (Milepost 14.2), a distance of 10.7 miles, in Chemung and Schuyler Counties, N.Y. The EL has trackage



rights over this line. A northerly continuation of this line runs from Montour Falls to Starkey (see Line No. 231b). At Horseheads the line continues south to Elmira (see Line No. 231a).

Public Comments on Preliminary System Plan

International Salt Co. testified their annual out-bound salt tonnage from the Watkins Glen facility approximated 2,200 cars with approximately 750 cars of coal inbound. They also commented on track damage caused by Hurricane Agnes. They pointed out that abandonment of this segment will necessitate rerouting Penn Central traffic to New England and the West.

Watkins Salt Co. testified that they and International Salt Co. handled in excess of 4,000 cars annually, and this would bring 8,000 additional motor trucks into Watkins Glen. Watkins Salt suggested this segment be included and adopted as part of the D&H package.

Information for Line-Transfer Decision

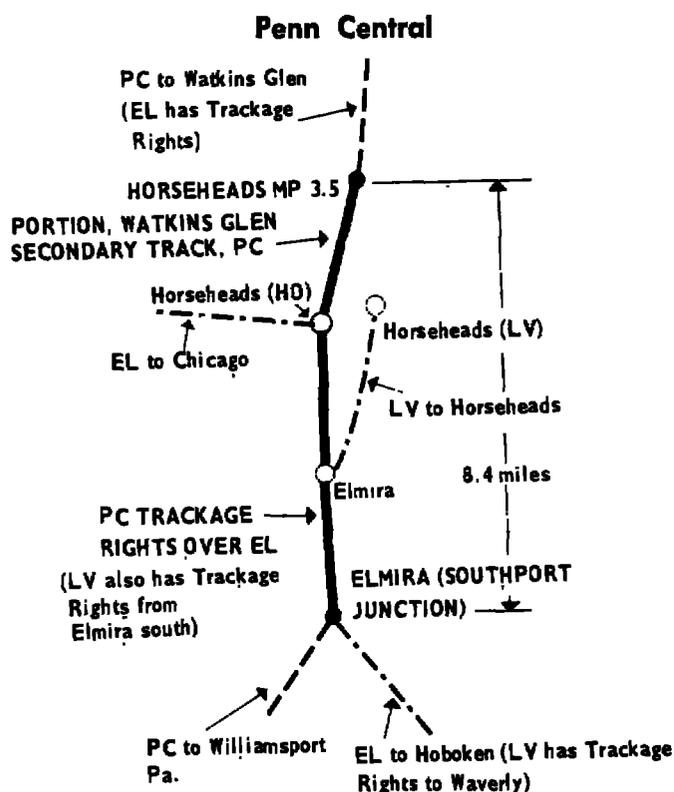
This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). This line, which was recommended for continued rail service in the PSP, was redefined to facilitate the flow of traffic generated at Horseheads, Watkins Glen and Seneca Lake, and now serves no shippers directly (see Line Nos. 231a and 231b).

Disposition

This portion of the Watkins Glen Secondary Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

TRACKAGE RIGHTS OVER EL AND PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231a



These trackage rights over the EL and this portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, comprise 4.9 miles of trackage rights over the EL from *Elmira (Southport Junction)* (EL Milepost 271.9) to *Horseheads* (EL Milepost 276.8), and a portion of PC line from that point (PC Milepost 0.0) to *Horseheads, N.Y.* (PC Milepost 3.5), a distance of 8.4 miles, in Chemung County, N.Y. The line continues north from *Horseheads* to *Montour Falls* (see Line No. 231). The line connects with the EL Jersey City-Chicago line at *Elmira* and *Horseheads*. The EL has trackage rights over the northerly 3.5 miles of PC track en route to *Watkins Glen*. The LV also has trackage rights over the EL from *Elmira (Southport Junction)* to *Elmira*, en route from *Waverly*. At *Elmira (Southport Junction)*, this line connects with the *Elmira Secondary Track* of the PC to *Williamsport, Pa.* (see Line Nos. 230a and 230).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Elmira	2,481
Elmira Heights.....	240
Horseheads	882
Total carloads generated by the line.....	3,599

Average carloads per week.....	68.4
Average carloads per mile.....	428.7
Average carloads per train.....	14.8
1973 operating information:	
Number of round trips per year.....	240
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	4,000
Train crew size.....	4

Public Comments on Preliminary System Plan

The Lehigh Valley Railroad pointed out that it also has trackage rights over this segment of the EL. The Plan did not mention these rights. Shippers located on this line generated 1,808 carloads over the LV. The LV wants to retain this traffic and its trackage rights over this segment.

Information for Line-Transfer Decision

Revenue received by PC.....	\$1,489,199
Average revenue per carload.....	\$404
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	159,524
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line.....	750,144
Total variable (avoidable) cost.....	909,668
Net contribution: total.....	529,531
Average per carload.....	149

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined to include *Horseheads* and *Elmira* traffic, and it will be served via EL trackage.

The LV has trackage rights over part of this line and LV shippers will continue to receive service.

Disposition

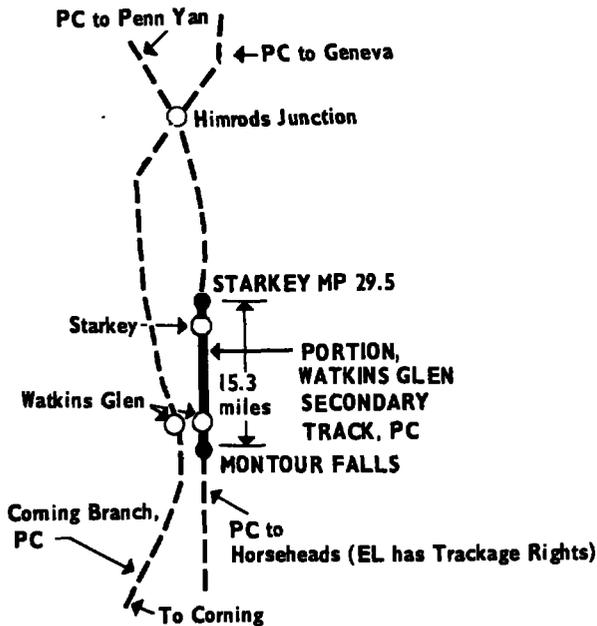
These trackage rights over the EL and this portion of the Watkins Glen Secondary Track are designated for transfer to Consolidated Rail Corp. It is recommended that the Chessie System provide the local freight service to this line (see section 206(g) of the Act). If such service cannot be arranged, ConRail will serve the line via trackage rights over the Chessie System (EL tracks).

PORTION OF THE WATKINS GLEN SECONDARY TRACK

USRA Line No. 231b

Penn Central

This portion of the Watkins Glen Secondary Track, formerly part of the Pennsylvania RR, extends from



Montour Falls (Milepost 14.2) to Starkey, N.Y. (Milepost 29.5), a distance of 15.3 miles, in Yates and Schuyler Counties, N.Y. Continuations of this line run from Starkey to Himrods Junction and from Montour Falls to Horseheads (see Line No. 231). The Corning Branch of the PC also runs through Watkins Glen, but it does not connect with this portion of the Watkins Glen Secondary Track.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Watkins Glen.....	3,316
Montour Falls.....	73
<hr/>	
Total carloads generated by the line.....	3,389
Average carloads per week.....	65.2
Average carloads per mile.....	221.5
Average carloads per train.....	14.1
1978 operating information:	
Number of round trips per year.....	240
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	4,000
Train crew size.....	4

Public Comments on Preliminary System Plan

Watkins Salt Co. wants continued service over this line to enable it to have a northbound connection for its shipments.

International Salt Co. noted that, if this line is abandoned, to reach ConRail east-west main line service between Syracuse and Buffalo, it would be necessary to ship south to Horseheads, then west to Corning, and then north through Himrods Junction and Geneva.

Shippers have informed USRA of their concern about adequate service for southbound traffic and their desire that such traffic be switched at Himrods Junction.

Information for Line-Transfer Decision

Revenue received by PC.....	\$1,217,947
Average revenue per carload.....	\$359
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	220,245
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	776,491
<hr/>	
Total variable (avoidable) cost.....	996,736
<hr/>	
Net contribution: total.....	221,211
Average per carload.....	65

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was redefined to include Watkins Glen traffic and to allow service from Himrods Junction.

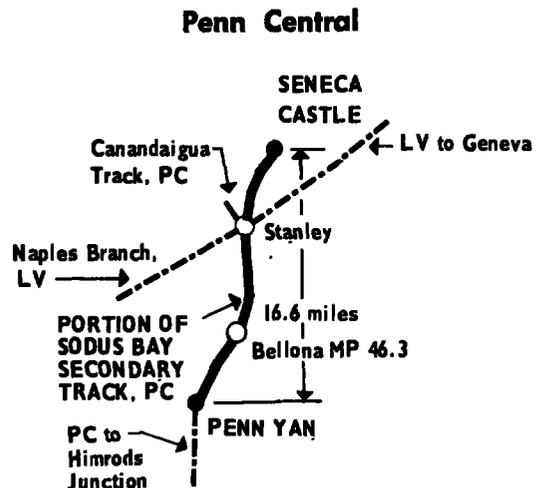
Disposition

This portion of the Watkins Glen Secondary Track shall be transferred to the Consolidated Rail Corp.

It is recommended that ConRail insure expedited service to the south by switching cars at Himrods Junction.

PORTION OF THE SODUS BAY SECONDARY TRACK

USRA Line No. 233/234



This portion of the Sodus Bay Secondary Track, formerly part of the Pennsylvania RR, extends from Seneca Castle (Milepost 4.9) to Penn Yan, N.Y. (Milepost 40.5), a distance of 16.6 miles, in Yates and Ontario Counties, N.Y. (The mileposts are drawn from two

different milepost series; 16.6 miles is the actual distance.) A continuation of this line runs south from Penn Yan to Hinrods Junction. At Stanley, this line connects with the Naples Branch of the LV and the Canandaigua Track of the PC (see Line Nos. 1001 and 238).

Traffic and Operating Information

Stations (with their 1974 ¹ carloads) served by this line:	
Bellona	335
Hall	76
Seneca Castle.....	80
Stanley	51
<hr/>	
Total carloads generated by the line.....	542
Average carloads per week.....	10.4
Average carloads per mile.....	31.7
Average carloads per train.....	3.5
1973 Operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	4.1
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ 1974 traffic was used as line was out of service most of 1973.

Public Comments on Preliminary System Plan

Reported traffic:

Company and location	Carloads	
	1973	1974
Olin Corp., Bellona.....	52	311
HI-N Corp., Stanley.....	29	31
C. R. Zornow, Inc., Seneca Castle.....	81	87
Seedway, Inc., Hall.....	7	6
Hall Fertilizer Corp., Hall.....	47	50
Bloch & Guggenheimer, Inc., Seneca Castle.....	9	2
<hr/>		
Totals	225	487

The Agricultural Division of Olin Corporation has a plant at Bellona, 6 miles north of Penn Yan. Olin's warehouse was out of commission for 6 months in 1973 as a result of damage from Hurricane Agnes. Comstock Foods reported that flooding from spring rains at Bellona caused the shutdown of the line for 6 months in 1973.

Olin stated that 1973 was the poorest year in the history of its Bellona facility.

A representative of interested shippers on the line stated that, using 1974 carload figures for shippers listed and assuming Penn Yan shippers will ship the same volume as in 1973, the adjusted net contribution for the line would be \$124,060.72 or \$153.54 per carload.

It was also recommended that this line be joined at Stanley to Line No. 1001, the LV line between Geneva and Rushville, which is now out of service. Projections indicated that such a connection could be operated at a profit if service over Line 1001 was limited to the segment from Stanley to Rushville.

New York DOT recommends that this line and Lines No. 238 and 1001 should be evaluated as one segment.

New York DOT stated that Line 1001 could generate 300 carloads per year.

The available data on the line indicates that the USRA analysis included two locomotives. This data should be reviewed as the number of cars per trip does not appear to warrant the second unit.

Information for Line-Transfer Decision

Revenue received by PC.....	\$290,707
Average revenue per carload.....	\$536
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	134,649
Cost of upgrading branch line to FRA (Class I: (1/10 of total upgrading cost) ..	0
Cost incurred beyond the branch line.....	139,196
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Total variable (avoidable) cost.....	293,845
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Net contributions (loss): total.....	(3,138)
Average per carload.....	(6)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was out of service during most of 1973 and therefore has been reanalyzed using 1974 traffic volumes. In addition, the line originally was analyzed with two locomotives and the above data reflects only one unit.

The New York DOT suggested that the Association investigate the possibility of serving Comstock Foods at Rushville (Line No. 1001) from this line at Stanley. The traffic level on the involved 8 miles of Line No. 1001 in 1971 (the latest full year of operation) was 255 carloads or 32 carloads per mile. Due to the low traffic level and the loss on this line from Bellona to Stanley, this analysis was not undertaken. Line No. 238 has no direct relationship to Line Nos. 233 and 1001.

Although service to the entire line generates a loss, service to that portion of the line from Milepost 40.5 to Milepost 46.3 (serving shippers at Bellona who generated 335 carloads in 1973) would generate \$173,150 in revenue and \$138,203 in costs with a resulting contribution of \$34,947.

Service to the remainder of the line (from Milepost 46.3 to Milepost 4.9 serving shippers at Hall, Seneca Castle, and Stanley who generated 207 carloads in 1973) would generate \$117,557 in revenue and \$145,324 in costs with a resulting loss of \$27,767. Recovery of costs would require approximately a 46-percent increase in traffic or a 24-percent rate increase over the 1974 levels.

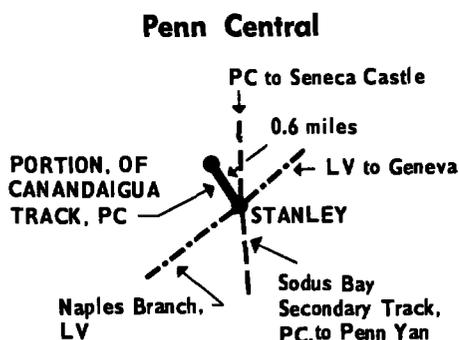
Disposition

The portion of the Sodus Bay Secondary Track from Milepost 40.5 to Milepost 46.3 shall be transferred to the Consolidated Rail Corp.

The portion of the Sodus Bay Secondary Track from Milepost 46.3 to Milepost 4.9 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE CANANDAIGUA TRACK

USRA Line No. 238



This portion of the Canandaigua Track, formerly part of the Pennsylvania RR, extends from Milepost 52.2 to Milepost 52.8, a distance of 0.6 mile, at Stanley, Ontario County, N.Y. At Stanley, this line connects with the Sodus Bay Secondary Track of the PC and the Naples Branch of the LV (see Line Nos. 233/234 and 1001).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Stanley ¹	34
Total carloads generated by the line.....	34
Average carloads per week.....	0.7
Average carloads per mile.....	56.7
Average carloads per train.....	0.7
1973 operating information:	
Number of round trips per year.....	50
Estimated time per round trip (hours).....	0.5
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

The New York DOT recommended that this line and Lines 233/234 and 1001 be evaluated as one segment. New York DOT stated that Line 1001 could generate 300 carloads per year.

The Rochester-Genesee Regional Transportation Authority recommends that this line be included in an independent regional railroad, comprising the entire Hojack Line and five connecting branches.

The available data on the line indicates that two diesel units are used. This data should be reviewed as the number of cars per trip does not appear to warrant the second unit.

Information for Line-Transfer Decision

Revenue received by PC.....	\$27,231
Average revenue per carload.....	\$801
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	7,795
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	1,084
Cost incurred beyond the branch line.....	11,749
Total variable (avoidable) cost.....	20,628
Net contribution (loss): total.....	6,603
Average per carload.....	194

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 150 crossties (an average of 250 crossties per mile).

NY DOT recommended combining this line with Line Nos. 233 and 1001. This proposal is discussed as part of the analysis of Line No. 233. The line was reanalyzed using one locomotive. This line is served via Line No. 233 which generated a loss of \$26,379.

Disposition

This portion of the Canandaigua Track is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

16TH STREET TRACK

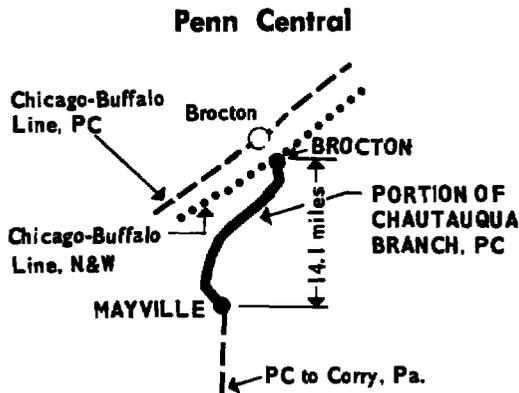
USRA Line No. 246

Penn Central

The 16th Street Track, formerly part of the Pennsylvania RR, extends for a distance of 1.1 miles at Olean, N.Y., has been approved for abandonment under section 304(f) of the Act. (See section D of this appendix.)

PORTION OF THE CHAUTAUQUA BRANCH

USRA Line No. 248



This portion of the Chautauqua Branch, formerly part of the Pennsylvania RR, extends from *Brocton* (Milepost 51.0) to *Mayville, N.Y.* (Milepost 65.1), a distance of 14.1 miles, in Chautauqua County, N.Y. At Brocton this line connects with the Chicago-Buffalo line of the N&W. Brocton is also served by the PC's Chicago-Buffalo line. A continuation of this line runs south from Mayville to Corry, Pa. (see Line No. 249).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Brocton ¹	14
Total carloads generated by the line..... 14	
Average carloads per week.....	0.3
Average carloads per mile.....	1.0
Average carloads per train.....	0.5
1973 operating information:	
No. of round trips per year.....	28
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Since 1961 as a result of the construction by the Army Corps of Engineers of the Kinzua Dam in Pennsylvania, \$20 million had been spent to rebuild this line from Brocton to Oil City, Pa.

A Chautauqua County official reported that in 1974 Mundane Corporation received 100 carloads and Welch received 35 carloads at Brocton.

Joseph Gerace, Chautauqua County Executive, reported that the USRA analysis was based on 250 hours when the actual total hours of service on the line was 140.

The New York DOT stated that there is no connection at Brocton with either the Norfolk & Western or the Penn Central Buffalo-to-Chicago main lines. (Note: This line does connect with the N&W at Brocton.)

Ethan Allen, Inc. is located .54 mile south of the southern terminus of this segment at Mayville on Line 249. If Line 249 is abandoned, Ethan Allen requests that Line 248 be included in ConRail as well as the .54 mile of track necessary for connection to its plant. The Company stated that its traffic would add 600 carloads per year to Line 248 and should make it viable.

Most witnesses believed that Lines 248 and 249 should have been analyzed as one segment.

Loss of service to these lines would result in a loss of 894 jobs in Chautauqua County.

The estimated cost for upgrading this line to FRA Class I standards should be reviewed. The available information on the line indicates that the tie replacement estimate may be high. (Note: No upgrading costs were included in the PSP.)

Information for Line-Transfer Decision

Revenue received by PC.....	\$5,680
Average revenue per carload.....	\$406
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	97,363
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	1,616
<hr/>	
Total variable (avoidable) cost.....	98,979
<hr/>	
Net contribution (loss): total.....	(93,299)

Average per carload..... (6,664)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Service to this line generated a loss of \$93,299 in 1973. Recovery of this loss would require approximately a twenty-threefold increase in traffic or a 1,643-percent rate increase.

It was suggested in RSPO testimony that Mayville traffic be placed on this line to see whether it could be made viable. Even with the inclusion of this traffic, the service would require a 64-percent rate increase to recover the involved costs.

Although there was testimony indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

This portion of the Chautauqua Branch is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE VALLEY BRANCH

USRA Line No. 258

Penn Central

This portion of the Valley Branch, extending from *Dunkirk* (Milepost 0.0) to *Fredonia, N.Y.* (Milepost 3.6), a distance of 3.6 miles, in Chautauqua County, N.Y., a line which was recommended for inclusion on page 634 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

TROY SECONDARY TRACK

USRA Line No. 666

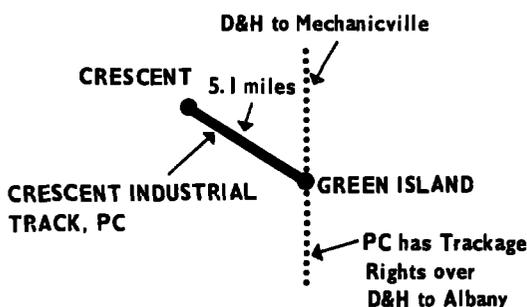
Penn Central

The Troy Secondary Track, extending from *Rensselaer* (Milepost 0.0) to *Troy, N.Y.* (Milepost 5.7), a distance of 5.7 miles, in Rensselaer County, N.Y., a line which was recommended for inclusion on page 634 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

CRESCENT INDUSTRIAL TRACK

USRA Line No. 666a

Penn Central



The Crescent Industrial Track, formerly part of the New York Central RR. extends from *Crescent* (Milepost 15.4) to *Green Island, N.Y.* (Milepost 20.5), a distance of 5.1 miles, in Albany County, N.Y. At Green Island, this line connects with the D&H Ry. running in a northerly direction to Mechanicville and with the PC line to Albany via trackage rights over the D&H.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Cohoes	60
Crescent	223
Troy ¹	119
Green Island ¹	12
<hr/>	
Total carloads generated by the line.....	414
Average carloads per week.....	8.0
Average carloads per mile.....	81.2
Average carloads per train.....	4.1
1973 operating information:	
Number of round trips per year.....	100
Estimated time per round trip (hours).....	6.0
Locomotive horsepower.....	600
Train crew size.....	4

¹ Includes only traffic on segment.

Public Comments on Preliminary System Plan

Ford Motor Co. reported that service to its Crescent facility could be continued without upgrading the track. Ford would favor having the Delaware & Hudson Ry. acquire the line or trackage rights over it.

Ford ships 124 carloads per year to its Crescent facility. Continued rail service is necessary for the company to keep the Crescent facility in operation.

The estimated time per round trip should be reviewed. The estimate appears high considering the traffic and length of the line. (Note: The estimated time per round trip on this line includes running time over the D&H trackage.)

Information for Line-Transfer Decision

Revenue received by PC.....	\$120,299
Average revenue per carload.....	\$291
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	76,606
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost) ..	3,756
Cost incurred beyond the branch line.....	93,864
<hr/>	
Total variable (avoidable) cost.....	174,226
<hr/>	
Net contribution (loss): total.....	(53,927)
Average per carload.....	(130)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information this upgrading would include the replacement of a total 500 crossties (an average of 98 crossties per mile).

Service to this line generated a loss of \$53,927 in 1973. Recovery of this loss would require approximately a twofold increase in traffic or a 45-percent rate increase.

The Delaware & Hudson has expressed an interest in acquiring this line.

Disposition

The Crescent Industrial Track shall be offered for sale to the Delaware & Hudson Ry., a profitable railroad operating in the Region.

This sale would preserve rail service to 414 carloads or 100 percent of the traffic generated on this line. If this offer is not accepted, the line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 667

Penn Central

This portion of the Maybrook Branch, extending from *Campbell Hill* (Milepost 0.0) to *Highland, N.Y.* (Milepost 28.0), a distance of *28.0 miles*, in Ulster and Orange Counties, N.Y., a line which was recommended for inclusion on page 636 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 668

Penn Central

This portion of the Maybrook Branch, extending from *Highland* (Milepost 28.0) to *Poughkeepsic N.Y.* (Milepost 29.5), a distance of *1.5 miles*, in Ulster and Dutchess Counties, N.Y., a line which was recommended for inclusion on page 636 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE LYONS FALLS BRANCH

USRA Line No. 669

Penn Central

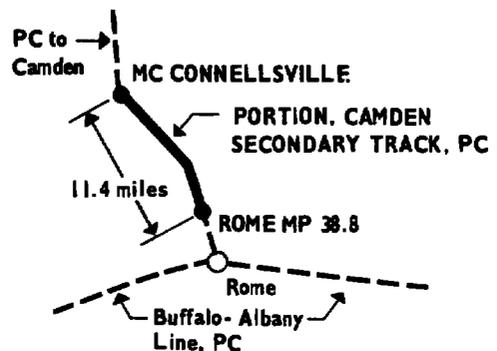
This portion of the Lyons Falls Branch, extending from *Utica* (Milepost 2.0) to *Boonville, N.Y.* (Milepost 35.0), a distance of *33.0 miles*, in Oneida County, N.Y.,

a line which was recommended for inclusion on page 637 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE CAMDEN SECONDARY TRACK

USRA Line No. 670

Penn Central



This portion of the Camden Secondary Track, formerly part of the New York Central RR, extends from *McConnellsville* (Milepost 27.4), to *Rome, N.Y.* (Milepost 38.8), a distance of *11.4 miles*, in Oneida County, N.Y. A continuation of this line runs in a northwesterly direction from McConnellsville to Camden (see Line No. 80). At Rome, this line connects with the Buffalo-Albany line of the PC.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Humaston	1
McConnellsville	651
Total carloads generated by the line..... 652	
Average carloads per week.....	12.5
Average carloads per mile.....	57.2
Average carloads per train.....	8.2
1973 operating information:	
Number of round trips per year.....	80
Estimated time per round trip (hours).....	6
Locomotive horsepower.....	1,600
Train crew size.....	4

Public Comments on Preliminary System Plan

Line 670 connects Line 80 with the Penn Central main line at Rome. Many witnesses suggested that the two segments should have been considered as one line.

Line 670 borders the West Rome Industrial Park, which has been financed through a \$206,000 Economic Development Administration grant. The park was in its incipency in 1973.

Rite Aid Corp. has a new 210,000 square foot distribution center in the park. Rite Aid employs 150 and

has a payroll of \$1 million. In 1974 it shipped 148 carloads, and it expects to ship 175 in 1975. Rite Aid chose its present location because of its rail service; its plant was built to accommodate expansion.

G. W. Bryant Core Sands, Inc. in McConnellsville, reported that it shipped 303 carloads in 1974 and in addition shipped the equivalent of 60 carloads of sand by truck in 1974 because rail cars were not available. They could ship up to 415 carloads in 1975 if cars are available.

Harden Furniture abandoned shipping by rail because of bad service.

Whitehead Bros. ships industrial sand over the line and estimates that it would take over 1,000 truckloads per year to ship its sand, if it lost rail service. Whitehead shipped 280 carloads in both 1973 and 1974 and expects to ship the same volume in 1975.

Carl's Drugs shipped 96 carloads in 1974 and expects to ship 100 carloads in 1975.

Information for Line-Transfer Decision

Revenue received by PC.....	\$245,001
Average revenue per carload.....	<u>\$376</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	126,016
Cost of upgrading branch line to FRA	
Class I (1/10 of total upgrading cost) ..	10,815
Cost incurred beyond the branch line....	<u>133,050</u>
Total variable (avoidable) cost.....	269,881
Net contribution (loss) : total.....	(24,880)
Average per carload.....	(38)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,650 crossties (an average of 139 crossties per mile).

It was suggested that the number of trips per year should be reduced. A review indicated that the number of trips was already very conservative.

Service to this line generated a loss of \$24,880 in 1973. Recovery of this loss would require approximately a 22-percent increase in traffic or a 10-percent rate increase.

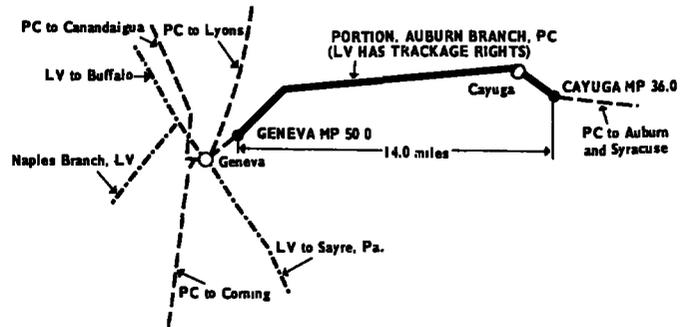
Disposition

This portion of the Camden Secondary Track shall be transferred to the Consolidated Rail Corp.

PORTION OF THE AUBURN BRANCH

USRA Line No. 671

Penn Central



This portion of the Auburn Branch, formerly part of the New York Central RR, extends from Cayuga (Milepost 36.0) to Geneva, N.Y. (Milepost 50.0), a distance of 14.0 miles, in Ontario, Seneca and Cayuga Counties, N.Y. Continuations of this line run from Cayuga to Syracuse (see Line No. 95) and from Geneva to Victor. At Geneva this line connects with the Naples Branch of the LV (see Line No. 1001), with the Corning Branch of the PC and with the Buffalo-Jersey City line of the LV (see Line Nos. 1021 and 1022).

The Lehigh Valley RR operates over this line under a trackage-rights agreement.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Cayuga*	1,892
Seneca Falls.....	219
Waterloo	372
Geneva ¹	<u>229</u>

Total carloads generated by the line.....	2,712
Average carloads per week.....	52.2
Average carloads per mile.....	193.7
Average carloads per train.....	10.8

1973 operating information:

Number of round trips per year.....	250
Estimated time per round trip (hours).....	7.2
Locomotive horsepower.....	2,000
Train crew size.....	4

¹ Includes only traffic on segment.
*LV traffic served by trackage rights.

Public Comments on Preliminary System Plan

Several witnesses pointed out that the LV has trackage rights over this line and Line 95. Beacon Milling Co. in Cayuga pointed out that its plant at Cayuga shipped 1,892 carloads in 1973. The LV noted that 1,119 of those carloads were handled by it. USRA credited only the PC traffic of Beacon Milling to Cayuga Station. Beacon Milling stated that if all of its traffic were credited to

the segment, total carloads for the entire segment would be 2,712 and total revenue would be \$911,232. The line would show a profit of \$310,196.

The Seneca County Chamber of Commerce stated that 10 firms in Seneca Falls, Waterloo, and Geneva shipped 731 carloads in 1973 and 806 carloads in 1974.

Comstock Foods division of Borden, Inc., stated that 24 percent of its business is dependent upon rail service. Comstock has a facility at Waterloo which shipped 69 carloads in 1972, 44 in 1973, and 64 in 1974. The low carload figure for 1973 was a result of damage from Hurricane Agnes. Comstock would be willing to accept a 50-percent reduction in service.

Wickes Corp. receives 100 carloads per year over this line.

Agway has facilities at Geneva and at Seneca Falls. Its bulk feed plant at Geneva is within the switching limits of Geneva and open to reciprocal switching. The plant is served by a yard crew in Geneva but is located on Line No. 671 segment. Agway stressed that the integrity of local switching districts must be preserved. In 1973 Agway received 314 carloads at Geneva, 282 of which were routed via the LV with PC performing only final switching. Agway questioned whether non-revenue cars were included in the data supplied to USRA by PC.

It was pointed out that the average carloads per mile over the line, using USRA's figures, should have been 113.8, not 11.4.

Information for Line-Transfer Decision

Revenue received by PC.....	\$720, 947
Average revenue per carload.....	\$266
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	243, 998
Cost of upgrading branch line to FRA	
Class I: (1/10 of total upgrading cost)	19, 395
Cost incurred beyond the branch line....	532, 653
<hr/>	
Total variable (avoidable) cost.....	796, 049
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Net contribution (loss): total	(75, 102)
Average per carload.....	(28)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,400 crossties (an average of 100 crossties per mile).

It was pointed out in RSPO testimony that LV traffic on this line was not included. Reanalysis, including the LV traffic indicated that service to this line generated

a loss of \$75,102 in 1973. Recovery of this loss would require approximately a 10 percent increase in traffic or a 10-percent rate increase.

Disposition

This portion of the Auburn Branch shall be transferred to the Consolidated Rail Corp.

30TH STREET BRANCH

USRA Line No. 681

Penn Central

This portion of the 30th Street Branch, extending from *Spuyten Duyvil* (Milepost 0.0) to *Bank Street (New York), N.Y.* (Milepost 12.1) a distance of 12.1 miles, in New York and Bronx Counties, N.Y., a line which was recommended for inclusion on page 639 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE VERNON INDUSTRIAL TRACK

USRA Line No. 686

Penn Central

This portion of the Vernon Industrial Track, extending from *Oneida Castle* (Milepost 252.5) to *Cannastota, N.Y.* (Milepost 257.7), a distance of 5.2 miles, in Madison and Oneida Counties, N.Y., a line which was recommended for inclusion on page 640 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

LOWVILLE SECONDARY TRACK

USRA Line No. 687

Penn Central

The Lowville Secondary Track, extending from *Lowville* (Milepost 58.1) to *Carthage, N.Y.* (Milepost 73.7), a distance of 15.6 miles, in Jefferson and Lewis Counties, N.Y., a line which was recommended for inclusion on page 641 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

PORTION OF THE MAYBROOK BRANCH

USRA Line No. 708

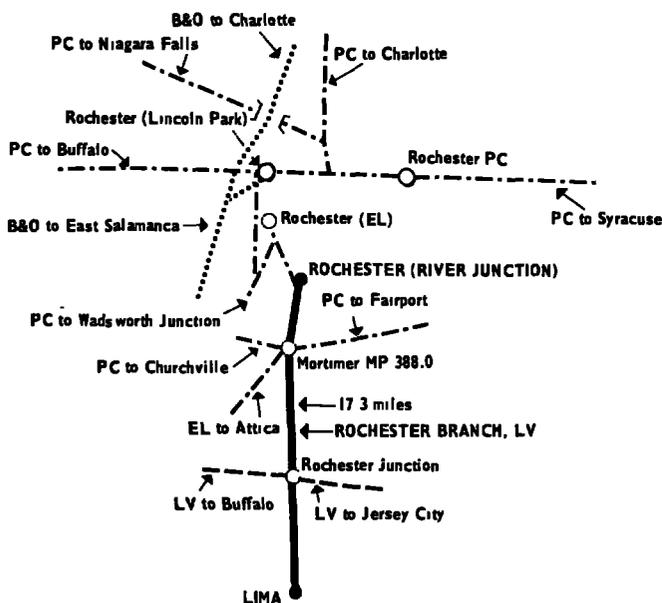
Penn Central

This portion of the Maybrook Branch, extending from *Poughkeepsie* (Milepost 29.5) to *Hopewell Junction, N.Y.* (Milepost 42.6), a distance of 13.1 miles, in Dutchess County, N.Y., a line which was recommended for inclusion on page 641 of the Preliminary System Plan, shall be transferred to the Consolidated Rail Corp.

ROCHESTER BRANCH

USRA Line No. 1000

Lehigh Valley



The Rochester Branch extends from *Rochester Junction* (Milepost 379.5) to *Rochester, N.Y.* (Milepost 390.8), a distance of 11.3 miles, and from *Rochester Junction* (Milepost 379.5) to *Lima, N.Y.* (Milepost 385.5), a distance of 6.0 miles. This is a combined distance of 17.3 miles, in Monroe and Livingston Counties, N.Y. Rochester is also served by the Buffalo-Albany line of the PC, the Falls Road Branch of the PC, the Attica Branch of the EL (see Line No. 1241), the B&O RR, the Charlotte Secondary Track and the Rochester Branch of the PC (see Line No. 114a). At Rochester Junction this line connects with the Buffalo-Jersey City line of the LV (see Line Nos. 1022 and 1025). Mortimer is also served by the West Shore Branch of the PC and the Attica Branch of EL (see Line No. 1241).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Lima	658
Honeoye Falls	80
Henrietta	294
Rochester	716
<hr/>	
Total carloads generated by the line	1,748
Average carloads per week	33.6
Average carloads per mile	101.0
Average carloads per train	6.7
1973 operating information:	
Number of round trips per year	260
Estimated time per round trip (hours)	3
Locomotive horsepower	1,200
Train crew size	4

Public Comments on Preliminary System Plan

Several witnesses pointed out that the number of round trips attributed to the line by USRA was erroneous. There were 260 round trips over the line per year, as USRA states, but none of these round trips operated over the entire line. The segment from Rochester to Rochester Junction received service three times a week, and the segment from Rochester Junction to Lima received service two times a week.

The Rochester-Genesee Regional Transportation Authority stated that it is studying Line Nos. 1000 and 114a and Erie Lackawanna's Rochester branch for possible operation as a short-line railroad.

Shippers on this line have agreed to reroute their traffic to give ConRail the long haul to gateways in the West and South.

If the line were abandoned, the area would sustain the loss of 112 jobs and \$1,114,120 in payroll.

Reported traffic:

Company	Carloads			
	1973	1974	1975	1976
Joslyn Manufacturing & Supply Co.	319	314	332	365
Beam Milling Co., Inc.	55	65	65	65
Swift Chemical Co.	349	349	410	435
S.S. Caves Lumber, Inc.	30	20	25	30
Kingston Farm Machinery	3			
High Point Mills	42	49	55	60
Schram Builders	0	7	50	150
Mathew & Fields Lumber	231	240	240	250
McCurdy & Co.	--	15	15	15
Simons Co.	--	47	65	80
University of Rochester	462	468	602	786
Pinkel Co.	319	314	332	365

It was pointed out that Line No. 1000 does not connect with the Penn Central West Shore line at Mortimer or the Penn Central main line at Rochester as stated in the USRA plan, except via trackage rights over the Erie Lackawanna.

The line is essential to the University of Rochester which depends upon deep-mined coal from West Virginia to heat its campus and its hospital. If the University had to truck its coal it would cost an extra

\$3.50 per ton and would result in 2,358 truckloads moving over local streets and highways.

Joslyn Manufacturing reported that it has a multi-million dollar expansion program under way at its Lima plant. Joslyn could not absorb the 50 to 150 percent increase in costs which would result from shipping by truck.

Swift Chemical has a major fertilizer manufacturing plant in Lima which could not continue in operation without rail service. Swift stated that elimination of the plant would hurt the total farm economy of New York and Pennsylvania.

Swift estimated that the cost of transfer and trucking from a rail terminal over a 20-mile length of haul would be closer to \$7 per ton than to the \$3.66 per ton estimated by USRA.

Consideration must also be given to the total revenue which would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 1,748 cars on this line generated a total revenue of \$1,273,704. Only the LV share of \$321,244 was attributed to this line.

Information for Line-Transfer Decision

Revenue received by LV.....	\$321, 244
Average revenue per carload.....	\$184
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Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	222, 218
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	20, 796
Cost incurred beyond the branch line.....	198, 540
Total variable (avoidable) cost.....	441, 552
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Net contribution (loss): total.....	(120, 308)
Average per carload.....	(69)

This line would require upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.). Based on available information, this upgrading would include the replacement of a total of 1,000 crossties (an average of 58 crossties per mile).

Although service to this line generated a loss amounting to \$120,308 based on 1973 operations, analysis based on ConRail (merged) operations resulted in a loss of \$41,053. Recovery of costs would require approximately a 20-percent increase in traffic or an 8-percent rate increase over the 1973 levels.

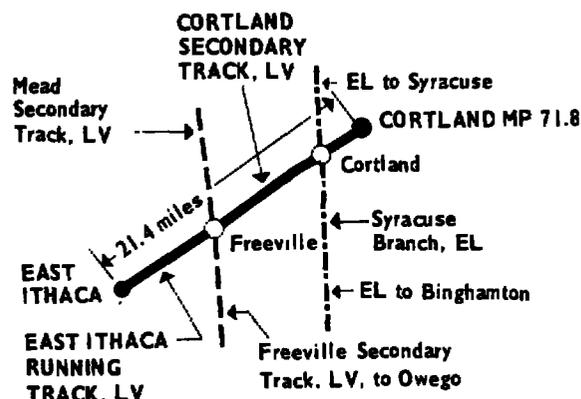
Disposition

The Rochester Branch shall be transferred to the Consolidated Rail Corp.

CORTLAND SECONDARY TRACK AND EAST ITHACA RUNNING TRACK

USRA Line No. 1002

Lehigh Valley



The Cortland Secondary Track and the East Ithaca Running Track extend from *East Ithaca* (Milepost 50.4) to *Cortland, N.Y.* (Milepost 71.8), a distance of *21.4 miles*, in Cortland and Tompkins Counties, N.Y. At Freeville (Milepost 59.4), this line connects with the Mead Secondary Track and the Freeville Secondary Track (see Line No. 1003). At Cortland, this line connects with the Syracuse Branch of the EL.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Etna	21
McLean	14
Cortland	193

Total carloads generated by the line.....	228
Average carloads per week.....	4.4
Average carloads per mile.....	14.4
Average carloads per train.....	4.4

1973 operating information:

Number of round trips per year.....	52
Estimated time per round trip (hours).....	4.0
Locomotive horsepower.....	1, 200
Train crew size.....	4

Public Comments on Preliminary System Plan

New York DOT stated this line is out of service from Etna to East Ithaca and recommended that traffic from Etna to Freeville be evaluated separately. Traffic from East Ithaca was not included in USRA's evaluation.

The State of New York has spent \$18,000 to have the line upgraded to FRA Class I standards.

Cornell University used between 250 and 300 carloads of coal in the last year the line was in use and stated it would cost from \$6,000 to \$8,000 to repair the washed-out bridge. The University intends to upgrade its coal-burning central heating facilities at a cost of \$3,100,000,

has agreed to help fund line rehabilitation and will need 400 carloads of coal per year when the plant is in full operation. A study has shown that rail service would facilitate delivery of waste materials to the heating plant, which would dispose of 500 carloads of solid waste per year.

Overhead Door Co., in operation in Cortland for 46 years, stated it must have rail service.

New York Electric & Gas Corp. needs continued rail service to its substation at Etna.

The Central New York Regional Transportation Authority reported that R. H. Miller shipped 157 carloads of metal working compounds over the line in 1973. The company would have to relocate if it lost rail service. Several witnesses noted that roads between Cortland and Ithaca are especially bad. New York DOT shows Route 13 is overloaded on several stretches.

Cortland Standard Printing Co. Inc., received 16 carloads of newsprint in 1974.

Barton & Robeson reportedly ships 94 carloads per year.

The Cortland County Chamber of Commerce estimated that loss of service would lead to the closing of 2 plants and loss of employment for 300 people.

Brewer-Titchener Corp. estimated its shipping costs would increase by \$40,000 if it lost rail service.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 228 cars on this line generated total revenues of \$154,512; only \$41,565 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV.....	\$41,565
Average revenue per carload.....	\$182
	<hr/>

Variable (avoidable) cost of continued service:

Cost incurred on the branch line.....	145,105
Cost of upgrading branch line to FRA	
Cost I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	28,291
	<hr/>

Total variable (avoidable) cost..... 173,396

Net contribution (loss): total..... (131,831)
Average per carload..... (578)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

The portion of this line from Etna to East Ithaca (Milepost 50.4 to Milepost 56.0) is out of service due to track damage.

Service to the active portion of this line generated a loss of \$131,831 in 1973. Recovery of this loss would

require approximately a tenfold increase in traffic or a 318-percent rate increase.

Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

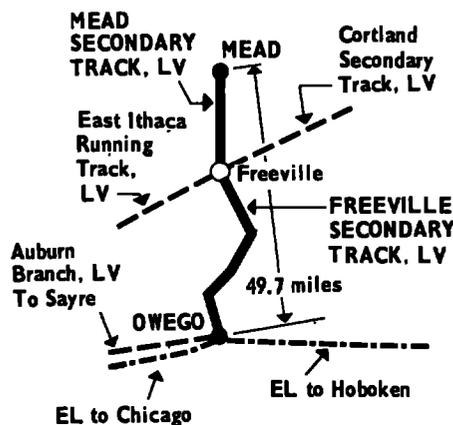
Disposition

The Cortland Secondary Track and the East Ithaca Running Track are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

FREEVILLE SECONDARY TRACK AND MEAD SECONDARY TRACK

USRA Line No. 1003

Lehigh Valley



The Freeville Secondary Track and Mead Secondary Track extend from *Owego* (Milepost 289.6) to *Mead, N.Y.* (Milepost 339.3), a distance of 49.7 miles, in Cayuga, Tompkins, Cortland and Tioga Counties, N.Y. At Freeville (Milepost 323.7), this line connects with the East Ithaca Running Track and the Cortland Secondary Track (see Line No. 1002). At Owego this line connects with the Auburn Branch of the LV (see Line No. 1015) and the Chicago-Jersey City line of the Erie Lackawanna.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Newark Valley.....	202
Berkshire.....	15
Mills.....	822

Dryden	100
Freeville	12
Groton	20
Locke	162
Moravia	194
<hr/>	
Total carloads generated by the line.....	1,527
Average carloads per week.....	29.4
Average carloads per mile.....	30.2
Average carloads per train.....	5.1
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	9.0
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

The New York DOT has invested \$832,000 in upgrading this line, which meets FRA Class I standards and will be up to FRA Class II standards by September. DOT noted that upgrading costs should, therefore, not be included in the viability analysis of the line. Increased speeds possible over the line should reduce operating costs.

Atlantic Richfield's Harford Mills storage facility serves the entire northeastern United States and during summer and early fall receives approximately 570 tank carloads of propane, with a like number dispatched in the winter. Arco does not believe it has an alternative to continued operation at Harford Mills. If Harford Mills' rail service is lost, the company estimates that it would have to ship 3,000 truckloads per year. Many of its distributors and consumers are not equipped to accept truck shipments. Arco stated that loss of service to Harford Mills would almost certainly result in an imbalance in the market for fuels in the whole of the region.

It was suggested that an alternative to abandonment of the entire segment would be to retain Line No. 1002 from Cortland to Freeville and Line No. 1003 from Freeville to Harford Mills, assuming that the EL line at Cortland remains in service.

Agway has facilities at Owego, Dryden and Moravia. It pointed out that tank cars used in transportation of propane gas over the line are privately owned and suggested that the revenue figures attributed to the line by USRA should make no provision for transit charges for these propane gas movements.

Baker-Miller Lumber, Inc., reported it received 23 carloads of lumber and plywood products in 1974, most of which originated in California, Oregon, Washington and Idaho. Assuming its shipments were unloaded at Ithaca, the company estimated that it would incur an additional cost of \$400 per car.

Honey Butter Products Co., Inc., received eight carloads, largely bulk honey, in 1973, from the Midwest. Consideration must be given to the total revenue

that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, 2,001 cars on this line generated a total revenue of \$1,109,183; only \$261,736 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV.....	\$241,650
Average revenue per carload.....	8158
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	554,452
Cost of upgrading branch line to FRA Class I: (1/10) of total upgrading cost)	0
Cost incurred beyond the branch line.....	174,258
<hr/>	
Total variable (avoidable) cost.....	728,710
<hr/>	
Net contribution (loss): total.....	(488,051)
Average per carload.....	(320)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed excluding upgrading costs and excluding traffic generated at Owego which is located on Line No. 1015. The reanalysis reflects the transit revenue and the use of privately owned tank cars used to transport the propane gas traffic at Mills.

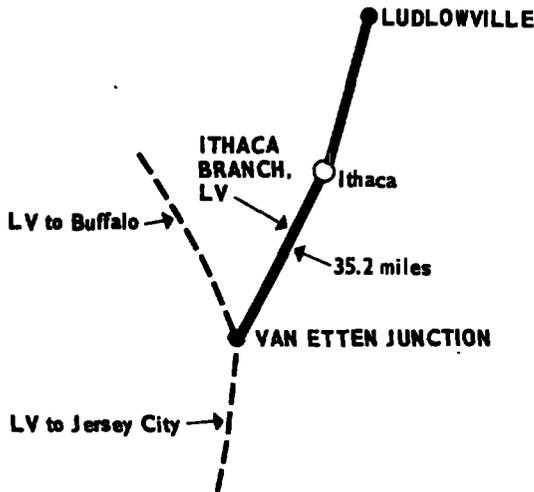
Service to this line generated a loss of \$488,051 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 205-percent rate increase. This line was reanalyzed based on ConRail operations, costs and revenues and the portion of the line from Mills to Owego was analyzed on the same basis. Neither analysis significantly reduced the involved loss. This line currently is served via Line No. 1015 which also generated a loss.

Disposition

The Freeville and Mead Secondary Tracks are *not* designated for transfer to Consolidated Rail Corp. and are available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

ITHACA BRANCH USRA Line No. 1017 Lehigh Valley

The Ithaca Branch extends from *Van Etten Junction* (Milepost 285.8) to *Ludlowville, N.Y.* (Milepost 321.0),



a distance of 35.2 miles, in Chemung, Tioga and Tompkins Counties, N.Y. At Van Etten Junction, this line connects with the Lehigh Valley Jersey City-to-Buffalo line (see Line Nos. 1016 and 1020).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Spencer	61
Ithaca	436
Ludlowville	18, 222
<hr/>	
Total carloads generated by the line.....	13, 719
Average carloads per week.....	263. 8
Average carloads per mile.....	389. 7
Average carloads per train.....	45. 7
1973 operating information:	
Number of round trips per year.....	300
Estimated time per round trip (hours).....	10. 0
Locomotive horsepower.....	1, 800
Train crew size.....	4

Public Comments on Preliminary System Plan

Reevaluation of this line has led to its being recommended for inclusion in ConRail, per "USRA News" of March 14, 1975.

Information for Line-Transfer Decision

Revenue received by LV.....	\$2, 354, 295
Average revenue per carload.....	\$172
<hr/>	
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	623, 905
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line	1, 225, 994
<hr/>	
Total variable (avoidable) cost.....	1, 849, 899
<hr/>	
Net contribution (loss): total.....	504, 396
Average per carload.....	86

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

This line was reanalyzed to include unit coal trains to the powder plant at Milliken Station.

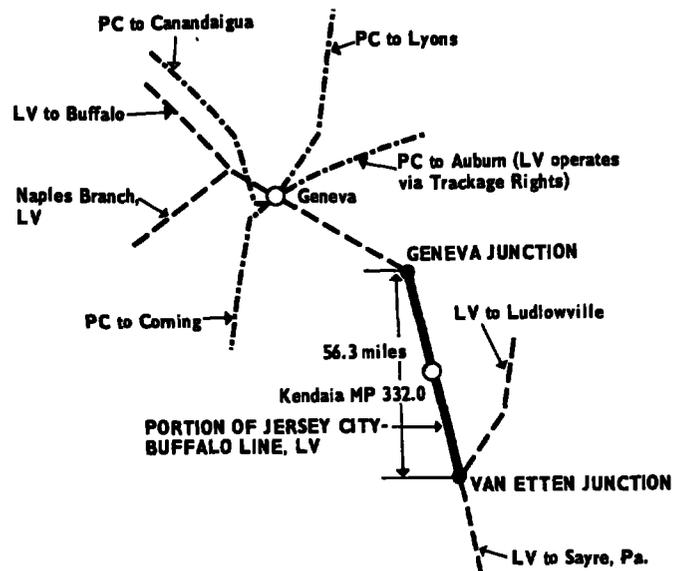
Disposition

The Ithaca Branch shall be transferred to the Consolidated Rail Corp.

PORTION OF THE JERSEY CITY-TO-BUFFALO LINE

USRA Line No. 1020

Lehigh Valley



This portion of the Jersey City-to-Buffalo Line extends from Van Etten Junction (Milepost 285.8) to Geneva Junction, N.Y. (Milepost 342.1), a distance of 56.3 miles, in Chemung, Schuylers and Seneca Counties, N.Y. Continuations of this line extend southward from Van Etten Junction and northward from Geneva Junction (see Line Nos. 1016 and 1021). There is a connection at Van Etten Junction to the LV Ithaca Branch (see Line No. 1017).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Van Etten.....	3
Cayuta	177
Odessa	209
Burdett	17
Caywood	30
Lodi	2
Gilbert	20
Kendaia	1, 018
<hr/>	
Total carloads generated by the line.....	1, 471

Average carloads per week.....	28.8
Average carloads per mile.....	26.1
Average carloads per train.....	5.7
1973 operating information:	
Number of round trips per year.....	260
Estimated time per round trip (hours).....	10.0
Locomotive horsepower.....	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

In a news release dated March 28, 1975, USRA announced that the portion of Line No. 1020 from Geneva Junction to Kendaia would be included in the ConRail system.

The New York DOT stated that this line should have been evaluated from Geneva Junction to Kendaia, from Van Etten Junction to Cayuta, and from Cayuta to Odessa.

Agway, which has a facility at Odessa, stated that the segment from Van Etten Junction to Odessa produces 385 revenue carloads and should be granted separate analysis.

The Department of Defense reported that Seneca Army Depot (SEAD) needs rail service from Geneva Junction to Kendaia. SEAD receives stores and issues ammunition, including propellants and explosive components of guided missiles. SEAD also receives supplies for the General Services Administration and the Office of Civil Defense and industrial production equipment for the Product Equipment Agency and the Defense Industrial Plant Equipment Center.

E. E. Miller & Son of Geneva requested that if its service via the LV is eliminated a short connecting line be constructed between the Miller plant and the PC line.

The United Transportation Union stated that by extending Line No. 1020 to include Line No. 1021 and the 2,484 cars handled by Geneva station over Line No. 1022, a 200-percent increase in traffic could be achieved.

It was reported that this segment of the LV main line has a traffic control system which cost \$2 million. Also, 50 miles of the track between Van Etten Junction and Buffalo has welded rail.

Cotton-Hanlon, Inc., stated that it shipped 156 carloads in 1974. If the company lost rail service, 20 to 30 of its employees would lose their jobs. The payroll loss to the community would be \$185,000, and the state and local area would lose \$91,000 in tax revenues.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 1,471 cars on this line generated a total revenue of \$2,042,277; only \$503,538 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV.....	\$503,538
Average revenue per carload.....	\$342

Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	\$597,810
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	141,819

Total variable (avoidable) cost..... \$739,629

Net contribution (loss): total.....	(236,091)
Average per carload.....	(160)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service to that portion of the line from Milepost 332.0 to Milepost 344.5 (serving shippers at Kendaia who generated 1,016 carloads in 1973) would generate \$425,071 in revenue and \$266,977 in costs with a resulting contribution of \$158,094.

Service to the remainder of the line (from Milepost 285.8 to Milepost 332.0 serving shippers at Van Etten, Cayuta, Odessa, Burdett, Caywood, Lodi, and Gilbert who generated 463 carloads in 1973) would generate \$81,207 in revenue and \$444,281 in costs with a resulting loss of \$363,074. Recovery of costs would require approximately a tenfold increase in traffic or a 447-percent rate increase over the 1973 levels. Service to the portion of this segment from Van Etten Junction to Odessa failed to meet the viability criteria by a substantial margin.

Disposition

The portion of the Jersey City-to-Buffalo line from Milepost 332.0 to Milepost 342.1 shall be transferred to the Consolidated Rail Corp.

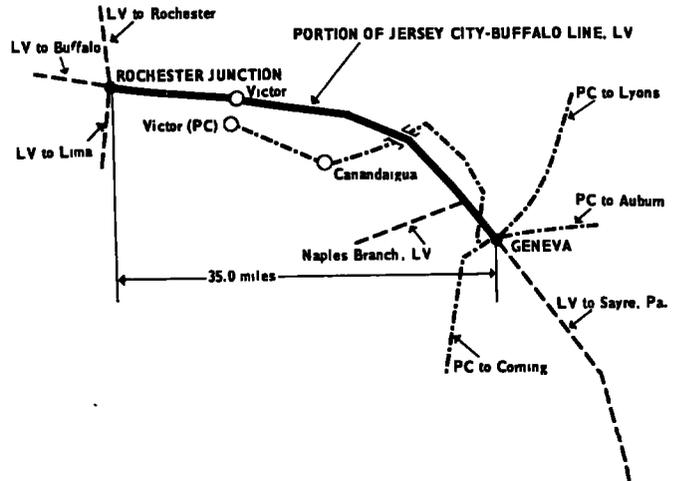
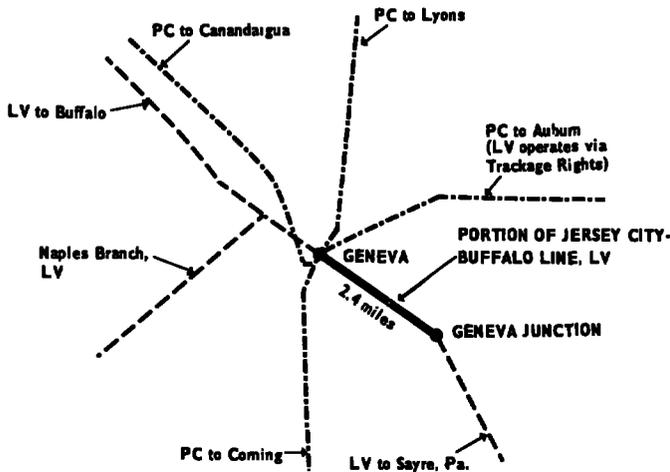
The portion of the Jersey City-to-Buffalo line from Milepost 285.8 to Milepost 332.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1021

Lehigh Valley

This portion of the Jersey City-Buffalo line extends from *Geneva Junction* (Milepost 342.1), to *Geneva, N.Y.* (Milepost 344.5), a distance of 2.4 miles, in Seneca and Ontario Counties, N.Y. Continuations of this line



extend southward from Geneva Junction and westward from Geneva (see Line Nos. 1020 and 1022). Connections with other lines at Geneva are: the LV Naples Branch, the PC Auburn Branch (see Line Nos. 1001 and 671) and the PC Corning Branch.

Public Comments on Preliminary System Plan

The United Transportation Union stated that this line along with traffic generated by Geneva should be considered as part of Line No. 1020.

Nabisco, Inc., has a major distribution center at Geneva which handled 2,140 carloads in 1974. Nabisco stated that its grocery product line at Geneva has been expanded this year, and it expects to handle 2,800 carloads in 1975 with continued growth in the future.

Information for Line-Transfer Decision

This line does not directly serve any shippers but is used to serve USRA Segment Nos. 1020 and 1022. The portion of Line No. 1020 from Geneva Junction to Kendaia was reanalyzed and will be included in Con-Rail. Therefore, this line must be retained.

Disposition

This portion of the Jersey City-Buffalo line shall be transferred to the Consolidated Rail Corp.

PORTION OF JERSEY CITY-BUFFALO LINE

USRA Line No. 1022

Lehigh Valley

This portion of the Jersey City-Buffalo line extends from Geneva (Milepost 344.5) to Rochester Junction, N.Y. (Milepost 379.5), a distance of 35.0 miles, in Ontario and Monroe Counties, N.Y. Continuations of this line extend southward from Geneva (see Line No. 1021)

and westward from Rochester Junction (see Line No. 1025). Connections at Geneva are: the LV Naples Branch (see Line No. 1001) and the PC Auburn (see Line No. 671) and Corning Branches (the LV operates via trackage rights over the PC Auburn Branch). This line also connects with the LV Rochester Branch at Rochester Junction (see Line No. 1000).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Manchester	385
Farmington	2
Victor	342
<hr/>	
Total carloads generated by the line.....	679
Average carloads per week.....	13.1
Average carloads per mile.....	19.4
Average carloads per train.....	4.4
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	9.0
Locomotive horsepower.....	1,200
Train crew size.....	4

Public Comments on Preliminary System Plan

The Texgas Corp. (division of Allied Chemical Corp.), propane gas distribution center at Manchester, received 58 privately owned 38,000-gallon tank carloads of propane gas in 1974.

Iron City Sash & Door Co. stated that it has 32 employees whose jobs are dependent upon continued rail service. Most of Iron City's suppliers do not have facilities to ship by truck.

R. B. Crowell & Son, Inc., at Manchester shipped 34 carloads in 1972, 22 carloads in 1973 and 49 carloads in 1974, all of which were grain shipments to Baltimore. They would have cost \$15,600 more if shipped by truck. R. B. Crowell suggested that its section of Line No. 1022 could be made a spur of the PC line from Geneva to Canandaigua.

ITE Imperial Corp. recommended that a connecting track be constructed to link shippers in Farmington and Victor to Line No. 98, the PC line from Victor to Canandaigua. ITE stated that the Farmington and Victor traffic would make Line No. 98 viable.

Ryans Homes reported it shipped 175 carloads in 1973, 215 in 1974, and expects to ship 330 carloads in 1977.

Consideration must also be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 3,163 cars on this line generated a total revenue of \$1,236,445; only \$403,853 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV	\$88,701
Average revenue per carload	<u>\$181</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line	334,713
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line	50,058
Total variable (avoidable) cost	<u>384,771</u>
Net contribution (loss): total	(296,070)
Average per carload	(436)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Geneva traffic was erroneously credited to this segment in the PSP. None of the Geneva shippers is within the milepost limits. These shippers will continue to receive service.

It was suggested that the LV traffic at Victor be added to the PC traffic at Victor (Line No. 98). There is no connection between the two lines and construction of such a connection would require more than 2 miles of track. The level of the involved traffic does not justify the required expenditure.

Service to this line generated a loss of \$296,070 in 1973. Recovery of this loss would require approximately an eightfold increase in traffic or a 334-percent rate increase. Although the shippers served by this line have provided information indicating some traffic growth, the projected traffic level is significantly less than that required for viability.

Disposition

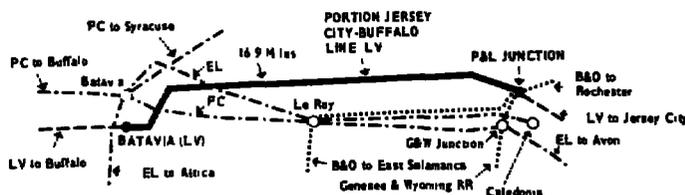
This portion of the Jersey City-to-Buffalo line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the

Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF THE JERSEY CITY-BUFFALO LINE

USRA Line No. 1023

Lehigh Valley



This portion of the Jersey City-Buffalo line extends from *P. & L. Junction* (Milepost 394.1) to *Batavia, N.Y.* (Milepost 411.0), a distance of *16.9 miles*, in Genesee, Monroe and Livingston Counties, N.Y. At *P. & L. Junction* the line continues eastward to Geneva (see Line Nos. 1025 and 1022), and at Batavia it continues westward to Buffalo (see Line No. 1024). At *P. & L. Junction* the line connects with the Genesee & Wyoming RR and the Rochester Branch of the Baltimore & Ohio. Batavia is also served by the PC and EL.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Batavia	312
Total carloads generated by the line	312
Average carloads per week	6.0
Average carloads per mile	18.5
Average carloads per train	3.0
1973 operating information:	
Number of round trips per year	104
Estimated time per round trip (hours)	7.0
Locomotive horsepower	1,500
Train crew size	4

Public Comments on Preliminary System Plan

International Salt Co. is located on the Genesee and Wyoming Railroad (G&W) at Retsof. The G&W connects with the EL at Greigsville, with the PC (Line 112) at G&W Junction, and with the LV (Line 1023) at P&L Junction. International Salt noted that if EL becomes a part of ConRail, G&W customers will no longer have a choice of connecting lines.

The LV noted that 4,996 carloads of International Salt's traffic were interchanged at P&L Junction in 1973 and 6,799 carloads in 1974. With the exception of 182 carloads in 1973, this traffic moved east over

Line Nos. 1023 and 1025. LV noted that the International Salt traffic interchange with the PC influenced USRA's decision to retain Line 112 in ConRail, even though it requires upgrading. LV questioned the logic of eliminating two of its mainline segments, both of which require no upgrading, and retaining the PC segment which does. Use of the PC line would mean that International Salt's eastern traffic would have to be backhauled.

Caledonia Lumber & Coal Co., Inc. received 180 carloads of forest products in 1974.

Batavia Waste Material Co. ships 173 carloads per year. If improvements in service were made, the company would ship 268 carloads per year.

Northern Propane Gas generates 80 carloads per year. If service were lost, the firm would have to absorb a \$10,000 increase in transportation costs or transfer to another location.

GTE-Sylvania moves 183 carloads per year. If service were improved the company would ship an additional 75 carloads. If service ceased, the company would have to absorb a \$40,000 increase in transportation costs.

Consideration must be given to the total revenue that would be lost to ConRail if this line is not included in the Final System Plan. In 1973, the 451 cars on this line generated a total revenue of \$305,555; only \$90,805 was attributed to the line.

Information for Line-Transfer Decision

Revenue received by LV.....		\$78, 577
Average revenue per carload.....	\$252	
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Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	164, 513	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0	
Cost incurred beyond the branch line..	33, 603	
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Total variable (avoidable) cost.....	198, 116	
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Net contribution (loss) : total.....	(119, 539)	
Average per carload.....	(883)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A further review of this line indicated that Caledonia was erroneously credited to this line in the PSP (see Line No. 1025). The salt traffic from the G&W can move to Rochester via ConRail over Chessie trackage rights rather than via Line No. 114.

Service to this line generated a loss of \$119,539 in 1973. Recovery of this loss would require approximately a threefold increase in traffic or a 152-percent rate increase.

Shippers at Batavia can continue to receive service provided the State of New York builds a connection from the PC line to the LV line.

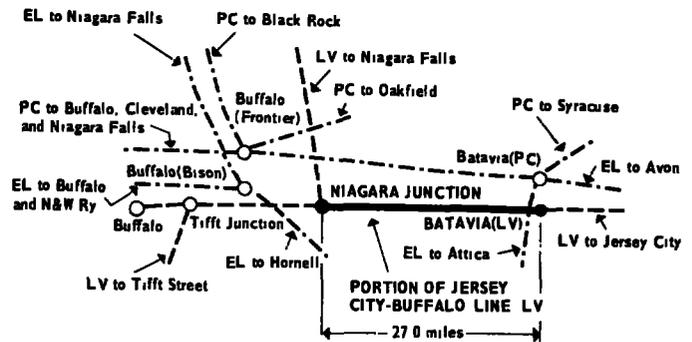
Disposition

The portion of the Jersey City-to-Buffalo line between Milepost 409.5 and Milepost 411.0 shall be transferred to Consolidated Rail Corp. *if the State of New York builds a connection from the PC line to the LV line.* The remainder of the line from Milepost 394.1 to Milepost 409.5 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF BUFFALO-TO-JERSEY CITY LINE

USRA Line No. 1024

Lehigh Valley



This portion of the Buffalo-to-Jersey City Line extends from *Batavia* (Milepost 411.0) to *Niagara Junction, N.Y.* (Milepost 438.0), a distance of *27.0 miles*, in Genesee and Erie Counties, N.Y. The line continues eastward from *Batavia* to *P&L Junction* (see Line No. 1023). At *Niagara Junction* it connects with LV branch to *Niagara Falls*. *Batavia* is also served by the PC and EL. Presently this line serves as a segment of the Lehigh Valley Buffalo-to-Jersey City line.

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:

Depew	8
<hr/>	
Total carloads generated by the line.....	8
Average carloads per week.....	0.2
Average carloads per mile.....	0.3
Average carloads per train.....	0.5

1973 operating information:

Number of round trips per year.....	16
Estimated time per round trip (hours).....	10.0
Locomotive horsepower	1,500
Train crew size.....	4

Public Comments on Preliminary System Plan

New York State Railroad Task Force corrected the Plan by pointing out that Williamsville is not on this line, instead being located on the LV Suspension Bridge Branch.

New York State Department of Commerce said that if service on this line is discontinued, five firms have indicated they would go out of business and four others would have to relocate, "adding more than 900 to the jobless rolls."

N.Y. DOT does not oppose the abandonment of Line No. 1015 as long as a switch is installed at Smithboro to serve the only rail user on this line.

Information for Line-Transfer Decision

Revenue received by LV.....		\$840
Average revenue per carload.....	\$105	
Variable (avoidable) cost of continued service:		
Cost incurred on the branch line.....	196,176	
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost) ..	0	
Cost incurred beyond the branch line.....	251	
Total variable (avoidable) cost.....	196,427	
Net contribution (loss): total.....	(195,587)	
Average per carload.....	(24,448)	

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

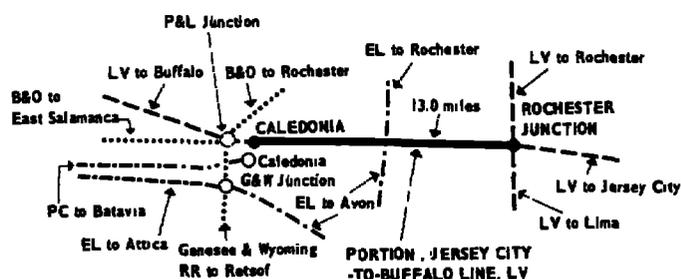
This line was reanalyzed to exclude all Buffalo traffic which would continue to receive service by ConRail (as stated in the PSP). The Buffalo milepost was moved eastward to Niagara Junction.

Service to this line generated a loss of \$195,587 in 1973. Recovery of this loss would require approximately a three hundred thirtyfold increase in traffic or a 23,284-percent rate increase.

Disposition

This portion of the Buffalo-to-Jersey City line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if

rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF JERSEY CITY-TO-BUFFALO LINE**USRA Line No. 1025****Lehigh Valley**

This portion of the Jersey City-to-Buffalo Line extends from *Rochester Junction* (Milepost 379.5) to *Caledonia, N.Y.* (Milepost 392.5), a distance of 13.0 miles, in Livingston and Monroe Counties, N.Y. This line continues westward from Caledonia to Buffalo and eastward from Rochester Junction to Jersey City, N.J. (see Line Nos. 1023 and 1022). At Rochester Junction the line connects with the Rochester Branch of the LV to Rochester and Lima (see Line No. 1000).

Public Comments on Preliminary System Plan

The LV stated that this line is an important carrier of overhead traffic from the International Salt Co., which is located on the Genesee & Wyoming RR at Retsof. See the discussion under Line No. 1023.

Information for Line-Transfer Decision

This line does not directly serve any shippers and is not planned to be used for through service. All LV shippers at Caledonia will continue to receive service from ConRail. The salt traffic will be handled by PC crews from Rochester over B&O trackage into the yard at P&L Junction.

Disposition

This portion of the Jersey City-to-Buffalo Line is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF PIERMONT BRANCH

USRA Line No. 1213

Erie Lackawanna

This portion of the Piermont Branch, extending from *Nanuet Junction* (Milepost 9.0) to *Spring Valley, N.Y.* (Milepost 11.5), a distance of 2.5 miles, in Rockland County, N.Y., a line which was recommended for inclusion on page 23 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service.

PORTION OF PIERMONT BRANCH

USRA Line No. 1214

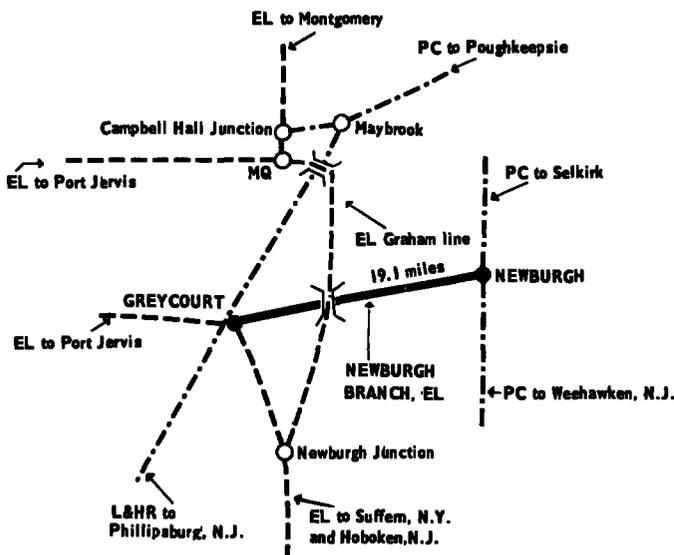
Erie Lackawanna

This portion of the Piermont Branch, extending from *Spring Valley* (Milepost 11.5) to *Tallmans, N.Y.* (Milepost 16.5), a distance of 5.0 miles, in Rockland County, N.Y., a line which was recommended for inclusion on page 24 of the Supplement to the Preliminary System Plan, shall be transferred to Consolidated Rail Corp. The Chessie System will provide the local freight service.

NEWBURGH BRANCH

USRA Line No. 1217

Erie Lackawanna



The Newburgh Branch extends from *Greycourt* (Milepost 0.0) to *Newburgh, N.Y.* (Milepost 19.1), a distance of 19.1 miles, in Orange County, N.Y. At New-

burgh, this line connects with the River Line of the PC (see Line No. 709). At Greycourt, it connects with the EL Hoboken-Port Jervis line and the Lehigh & Hudson River Ry (see Line No. 1700).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Blooming Grove.....	8
Washingtonville.....	14
Salisbury Mills.....	1
Vail's Gate.....	406
Vail's Gate Junction.....	0
New Windsor.....	275
West Newburgh.....	7
Newburgh.....	630

Total carloads generated by the line.....	1,336
Average carloads per week.....	25.7
Average carloads per mile.....	69.9
Average carloads per train.....	8.6
1973 operating information:	
Number of round trips per year.....	156
Estimated time per round trip (hours).....	12.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Information Provided by RSPO, Shippers, Government Agencies

Information provided at the hearings conducted by the Rail Services Planning Office as reflected in their reports entitled "The Public Response to the Secretary of Transportation's Rail Service Report" revealed that this area has been classified as economically depressed with an unemployment rate of 9 percent. If rail service were discontinued only 2 of the 16 shippers would be able to use piggy-back service, 1 company would be forced to relocate, 10 companies would switch to truck transport, and there could be a loss of 1,500 jobs.

The Railway Committee of the Greater Newburgh Chamber of Commerce complained of the poor Erie-Lackawanna service, and the reduction in pick-up and deliveries from 5 days per week to only 3 days per week.

At the most recent RSPO hearings held in March 1975, it was reported that Brotherhood Winery received 10 carloads in 1973 at Washingtonville.

Information for Line-Transfer Decision

Revenue received by EL.....	\$656,230
Average revenue per carload.....	\$492
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	249,047
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost).....	0
Cost incurred beyond the branch line.....	455,323
Total variable (avoidable) cost.....	704,370
Net contribution (loss): total.....	(48,140)
Average per carload.....	(36)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

Although service to the entire line generates a loss, service by ConRail from Newburgh to that portion of the line from Milepost 13.0 to Milepost 19.1 (serving shippers at Newburgh, West Newburgh, New Windsor and Vail's Gate, who generated 1,316 carloads in 1973) would generate \$651,611 in revenue and \$547,211 in costs with a resulting contribution of \$104,400.

Service to the remainder of the line (from Milepost 0.0 to Milepost 13.0 serving shippers at Blooming Grove, Washingtonville and Salisbury Mills who generated 18 carloads in 1973) would generate \$5,633 in revenue and \$99,166 in costs with a resulting loss of \$93,533. Recovery of costs would require approximately a seventy-fivefold increase in traffic or a 1,660-percent rate increase over the 1973 levels.

Disposition

The Newburgh Branch shall be offered for sale to the Chessie System, a profitable carrier operating in the Region.

If this offer is not accepted, the portion of the Newburgh Branch from Milepost 13.0 to Milepost 19.1 shall be transferred to the Consolidated Rail Corp. and the portion of the Newburgh Branch from Milepost 0.0 to Milepost 13.0 is *not* designated for transfer to Consolidated Rail Corp. and is available for subsidy pursuant to section 304 of the Act. Public officials have recommended that certain rail rights-of-way be used for other public purposes if rail service is discontinued. For line-specific recommendations, see section C of this appendix.

PORTION OF MONTGOMERY BRANCH

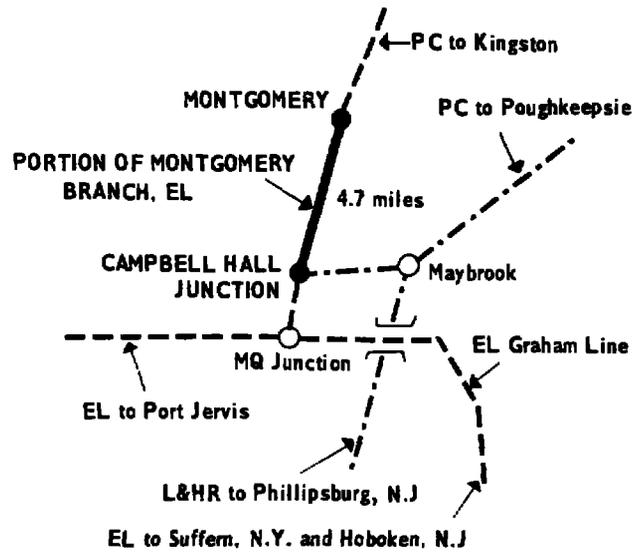
USRA Line No. 1219

Erie Lackawanna

This portion of the Montgomery Branch extends from *Campbell Hall Junction* (Milepost 5.8) to *Montgomery, N.Y.* (Milepost 10.5), a distance of *4.7 miles*, in Orange County, N.Y. At Campbell Hall Junction, the line continues south to MQ Junction. It connects at Campbell Hall Junction with the PC's Maybrook Branch and at Montgomery with the PC's Wallkill Valley Branch (see Lines 136a and 136).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line :	
Montgomery	30
Campbell Hall Junction.....	0
Total carloads generated by the line.....	30



Average carloads per week.....	0.6
Average carloads per mile.....	6.4
Average carloads per train.....	0.6
1973 operating information :	
Number of round trips per year.....	52
Estimated time per round trip (hours).....	1.3
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comment on Preliminary System Plan

The Orange County Planning Board proposed that a 2.0-mile connection be constructed between the PC Maybrook Branch (USRA Line 667), immediately north of the N.Y. Route 17K railroad overpass, and the PC Wallkill Branch (USRA Line 136), immediately south of its crossing of Coldenham Road in the Village of Walden. This connection would concentrate north-south service along the Wallkill Valley corridor, improve service in the area, strengthen the Maybrook Yard, and give the MTA a viable alternative rail link to Stewart Airport.

The Board urged that no decision be made on the termination of service on Line 1219 until this connection is put into operation.

The Interstate Bag Co., Inc. and other users, pointed out the apparent inconsistency between the USRA recommendations for Lines 1219 and 136. The company quoted USRA as stating that Line 136 is required for through freight service, but this would be impossible if Line 1219 were abandoned.

Users of this branch stated that the USRA figure of \$33,420.00 annual operating costs is too high.

The Town of Montgomery pointed out that it requires railroad service to continue to attract industrial customers and maintain a tax balance.

Brecia Lumber Co., the largest shipper on the segment, shipped 26 cars in 1974. It estimated that the other users on the line shipped 30 cars.

Information for Line-Transfer Decision

Revenue received by EL.....	\$11,510
Average revenue per carload.....	<u>\$884</u>
Variable (avoidable) cost of continued service:	
Cost incurred on the branch line.....	33,772
Cost of upgrading branch line to FRA Class I: (1/10 of total upgrading cost)	0
Cost incurred beyond the branch line..	<u>11,071</u>
Total variable (avoidable) cost.....	44,843
Net contribution (loss) : total.....	(33,333)
Average per carload.....	(1,111)

This line would require no upgrading to meet the requirements of the Federal Railroad Administration's minimum safety standards (Class I track, which has a maximum safe operating speed of 10 m.p.h.).

A review of this line determined that it is required for through freight traffic.

Disposition

This portion of the Montgomery Branch shall be offered for sale to the Chessie System, a profitable railroad operating in the Region. ConRail will retain the present PC trackage rights. If this offer is not accepted, the line shall be transferred to the Consolidated Rail Corp.

**PORTION OF CRAWFORD BRANCH,
NYO&W BRANCH**

USRA Line No. 1220

Erie Lackawanna

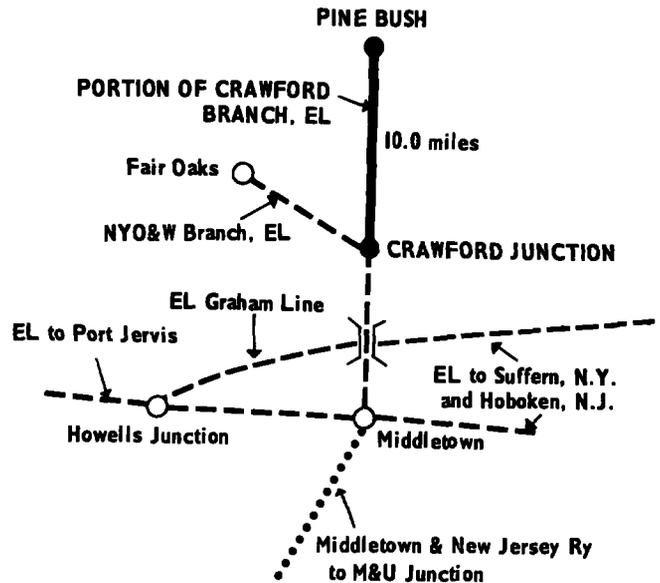
This portion of the Crawford Branch and the NYO&W Branch, extending from *Middletown* (Milepost 0.0) to *Fair Oaks, N.Y.* (Milepost 4.9), a distance of 4.9 miles, in Orange County, N.Y., a line which was recommended for inclusion on page 26 of the Supplement to the Preliminary System Plan, shall be offered for sale to the Chessie System, a profitable carrier operating in the Region. If this offer is not accepted, the line shall be transferred to Consolidated Rail Corp.

PORTION OF CRAWFORD BRANCH

USRA Line No. 1221

Erie Lackawanna

This portion of the Crawford Branch extends from *Crawford Junction* (Milepost 0.0) to *Pine Bush, N.Y.* (Milepost 10.0), a distance of 10.0 miles, in Orange



County, N.Y. At Crawford Junction, the line continues southward to Middletown. The EL's NYO&W Branch diverges at Crawford Junction (see Line No. 1220).

Traffic and Operating Information

Stations (with their 1973 carloads) served by this line:	
Crawford Junction.....	0
Circleville	0
Bullville	55
Thompson Ridge.....	0
Van Keuren's.....	0
Pine Bush.....	<u>283</u>
Total carloads generated by the line.....	318
Average carloads per week.....	6.1
Average carloads per mile.....	31.8
Average carloads per train.....	3.1
1973 operating information:	
Number of round trips per year.....	104
Estimated time per round trip (hours).....	5.0
Locomotive horsepower.....	1,000
Train crew size.....	4

Public Comment on Preliminary System Plan

The Orange County Chamber of Commerce agreed with the USRA figure of 318 carloads for the branch in 1973.

The Chamber reported that the largest user of the branch, VAW of America, expects its receipt of 216 cars in 1973 should triple by 1990.

The Chamber stated that Modern Milling Co. generates 12 to 15 carloads per year presently but formerly utilized 40 cars per year. If service were improved the company would return to the higher level of use.

VAW of America is located in Ellenville, N.Y., which has no direct rail service. In 1974 the company received 255 cars at Pine Bush, representing approximately 30 percent of the company's incoming metal shipments.